

NOTICE OF PUBLIC MEETING

TO: THE AD HOC TRANSPORTATION COMMITTEE OF THE WOODLANDS TOWNSHIP AND TO ALL OTHER INTERESTED PERSONS:

Notice is hereby given that the Ad Hoc Transportation Committee of The Woodlands Township will hold a meeting **on Thursday, February 14, 2013, at 2 p.m., at the Office of The Woodlands Township, 2801 Technology Forest Boulevard, The Woodlands, Texas**, within the boundaries of The Woodlands Township, for the following purposes:

1. Call meeting to order;
2. Receive, consider and act upon adoption of the meeting agenda;
3. Receive, consider and act upon approval of the January 10, 2013 and January 21, 2013 Ad Hoc Transportation Committee meeting minutes;
4. Receive, consider and act upon participation in a Houston-Galveston Area Council sub regional mobility plan and study;
5. Receive, consider and act upon development of a Request for Proposal for a bike lane study;
6. Receive, consider and act upon a recommendation of an appointment to Montgomery County Precinct 3 Commissioner Noack's Mobility Team/Task Force;
7. Receive, consider and act upon an update concerning an overview of the Woodlands Road Utility District No. 1;
8. Receive, consider and act upon the Houston-Galveston Area Council TIP 2013-2016 Call for Projects regarding the Grogan's Mill grade separation;
9. Receive, consider and act upon the Transportation Policy Council decision regarding The Woodlands Township's request for representation;
10. Receive, consider and act upon an update concerning the Conroe/The Woodlands UZA meeting;
11. Receive, consider and act upon an Ad Hoc Transportation Committee quarterly update to The Woodlands Township Board beginning in February, 2013;
12. Receive, consider and act upon updating the Framework for Mobility and Transportation Program Success Factors;

CLOSED MEETING (if applicable)

13. Recess to Executive Session to discuss matters relating to real property pursuant to §551.072, Texas Government Code; deliberation of economic development negotiations pursuant to §551.087, Texas Government Code; discuss personnel matters pursuant to ¹

§551.074, Texas Government Code; and to consult with The Woodlands Township's attorney concerning pending litigation pursuant to §551.071, Texas Government Code;

14. Reconvene in Public Session;
15. Receive, consider and act upon recommendation to The Woodlands Township Board of proposed changes to Township Board policy for working committees regarding the Texas Open Meetings Act;
16. Consideration of items to be placed on the agenda for the next committee meeting;
17. Adjournment.



A handwritten signature in black ink, appearing to read "D. F. Bell", is written above a horizontal line.

President/General Manager for The Woodlands Township

**THE WOODLANDS TOWNSHIP
AD HOC TRANSPORTATION COMMITTEE MEETING
JANUARY 10, 2013
MINUTES**

**THE STATE OF TEXAS §
COUNTIES OF HARRIS & MONTGOMERY §**

The Ad Hoc Transportation Committee of The Woodlands Township Board of Directors met in regular session, open to the public, on January 10, 2013, posted to begin at 2 p.m. The committee meeting was held in a meeting room at the office of The Woodlands Township Town Hall, Executive Conference Room, 2801 Technology Forest Boulevard, The Woodlands, Texas, within the boundaries of The Woodlands Township.

DIRECTORS PRESENT: Jeff Long, Mike Bass, Bruce Tough

STAFF/ADVISORS: Don Norrell, President/General Manager, Miles McKinney, Director of Legislative Affairs and Transportation, Mike Page, Legal Counsel, Bret Strong, Legal Counsel

DIRECTORS ABSENT: None

Call to Order:

Chairman Long called the meeting to order at 2:09 p.m. As there was a quorum of members present, the committee proceeded to conduct business regarding the following matters:

2. Receive, consider and act upon adoption of the meeting agenda:

MOTION: Motion by Director Bass to adopt the agenda, with items 6, 8 and 9 taken out of order to be discussed in executive session after other items are considered; second by Director Tough.

VOTE: **Ayes:** Mike Bass
 Jeff Long
 Bruce Tough
 Nays: None
 Abstentions: None

ACTION: Motion passed unanimously (3-0).

3. Receive, consider and act upon approval of the December 13, 2012 Committee meeting minutes:

MOTION: Motion by Director Bass to accept the minutes as presented, with a second by Director Tough:

VOTE: **Ayes:** Mike Bass
 Jeff Long
 Bruce Tough
 Nays: None
 Abstentions: None

4. **Receive and consider a briefing from The Woodlands Development Company concerning transportation master planning;**

Robert Heineman, The Woodlands Development Company, briefed the committee on the history of and future planning for community roadways, land use, density considerations and mobility needs as build out of The Woodlands comes closer to fruition.

MOTION: No action was taken

5. **Receive, consider and act upon a report from The Goodman Corporation regarding the Town Center Transit Terminal and Streetscape Program;**

Bryan Brown of The Goodman Corporation presented an overview of the 2009 plan for a transit terminal in Town Center, accompanying streetscape enhancement program and funding status. The committee directed him to bring an updated version of the plan back in one to two months.

The following agenda items were taken out of order:

7. **Receive, consider and act upon participation in the Transportation Advocacy Group;**

Don Norrell briefed the committee on the Transportation Advocacy Group (TAG), which consists of more than 150 individuals representing scores of local businesses, nonprofits and special purpose districts who have united to demand adequate funding of the greater Houston region transportation infrastructure. TAG is dedicated to building a broad-based coalition of businesses, local governments and community organizations to demonstrate public support for full and adequate funding of transportation infrastructure by the state and federal governments.”

MOTION: Motion by Director Bass to recommend to The Woodlands Township Board to join TAG, at a cost of \$5,000 annually, and to reevaluate after one year, with a second by Director Long.

VOTE: **Ayes:** Mike Bass
 Jeff Long
 Nays: None (Director Tough was out of the room.)
 Abstentions: None

ACTION: Motion passed unanimously (2-0).

10. **Receive, consider and act upon finalizing the Mobility Success Factor tracking form;**

Director Bass suggested that on the tracking form under Success Factor 5-Open Issues to be Addressed, Item C should be combined with existing Item B. Staff will make corrections.

The Committee recessed to Executive session at 3:50 p.m. to discuss matters relating to real property pursuant to section 551.072, Texas Government Code; deliberation of economic development negotiations pursuant to Section 551.087, Texas Government Code; discuss personnel matters pursuant to Section 551.074, Texas Government Code; and to consult with The Woodlands Township’s attorney concerning pending litigation pursuant to Section 551.071, Texas Government Code.

The Committee reconvened in open session at 4:40 p.m.

Consideration of items to be placed on the agenda for the next committee meeting;

The following were discussed as February agenda items:

- Request for qualifications for engineering services
- Bike lane master plan study
- Invitation to Commissioner James Noack for briefing
- Updating the Framework for Mobility and Transportation Program Success Factors

Adjourn

The meeting adjourned at 5 p.m.

No action was taken.

6. Consideration of items to be placed on the agenda for the next committee meeting;

The following were discussed as February agenda items:

- RUD improvements made in the past as related to transportation issues
- HGAC discussion
- Update on UZA meeting
- Open meetings-Executive Session with possible action item

including the following which were brought forward from the previous committee meeting:

- Request for qualifications for engineering services
- Bike lane master plan study
- Invitation to Commissioner James Noack for briefing
- Updating the Framework for Mobility and Transportation Program Success Factors

7. Adjourn

The meeting adjourned at 4:30 p.m.

Proposed South Montgomery County Sub-regional Mobility Study
The Woodlands Township Comments Regarding Terms of Reference

INTRODUCTION On February 5, 2013 H-GAC called a meeting to discuss a sub regional mobility initiative for portions of Montgomery County and Harris County. Representatives from H-GAC, Montgomery County Precinct 3, the Cities of Oak Ridge North, Shenandoah, and Conroe, TexDOT and Harris County, along with various people from the public and the press, were in attendance. The meeting was lead by Allan Clark, H-GAC Director of Transportation.

The Houston-Galveston Area Council (H-GAC) is a region-wide voluntary association of local governments in the 13-county Gulf Coast Planning region of Texas. Its service area is roughly 12,500 square miles and contains more than 6 million people. The Governor of Texas appointed H-GAC as the metropolitan planning organization (MPO) for the greater Houston region. H-GACs stated mission is to serve as the instrument of local government cooperation, promoting the region's orderly development and the safety and welfare of its citizens. H-GAC is governed by a Board of Directors composed of local elected officials who serve on the governing bodies of member local governments. There are 36 members on the H-GAC Board of Directors including Precinct 3 Commissioner James Noack who represents Montgomery County on the Board.

H-GAC manages a Subregional Planning Initiative (SPI) to help achieve locally-conceived transportation goals through long-range planning and implementation strategies. The SPI provides funding and planning assistance for subregional transportation planning studies with the goal of creating projects for implementation through the Regional Transportation Plan. H-GAC has completed sub-regional plans and current subregional plans with detailed information available on their website.

During the meeting Mr. Clark stated that the SPI is directed by local stakeholder committees and seeks to provide an in-depth examination of each area; a forum for interjurisdictional coordination; and shared land use-transportation vision, goals, and implementation strategies. He further stated that its planning efforts are by design, broadly inclusive and can involve local officials, citizens, planners, consultants, regional planning staff and others. This planning approach allows for a balance of local expertise, public input, and regional networking in planning efforts.

OBJECTIVES AND SCOPE OF A PROPOSED MULTI-MODAL TRANSPORTATION STUDY FOR SOUTH MONTGOMERY COUNTY - NORTH HARRIS COUNTY

The Township believes to develop both a comprehensive long and a short range mobility plan the study should encompass three areas:

- Roadways
- Transit
- Bicycle/Pedestrian

In the February 5 meeting, there appeared to be a consensus that the study should especially focus on, but not necessarily be limited to, the following high priority areas:

- Roadway and congestion mitigation is especially critical to all the entities within the study area.
- The Township believes equal weight should also be given to Transit/Bicycle/Pedestrian improvements. We believe in the long term transit is also a very high priority for all the stakeholders. This belief stems from the fact that 1) under the new Large Urban Transit Area both The Township and the City of Conroe are now accountable for the performance and fiscal viability of their transit operations, 2) the Township's Town Center, and surrounding commercial and residential areas, will face increasing congestion which improved transit programs could help to alleviate and 3) it is very difficult in long term to divorce transit from roadways in achieving meaningful mobility improvements. We do support a project management approach whereby the transit planning work is done as a separate stream of work under a different steering group so as not to slow down the overall project.
- The stakeholders agreed that the geographic scope of the proposed study should include the area encompassed by The Woodlands Township (including that portion within Harris County), the Cities of Shenandoah and Oak Ridge North and Montgomery County Precinct 3. In addition the study will consider the impact on the area of future development in the Exxon-Mobil/Springwoods and the area west of the Township between FM 2978 and Hwy249. The northern boundary of the study area still needs some clarification. It was agreed that the study would not include the City itself but should extend south into its ETJ. There seemed to be agreement that the northern boundary would be FM 1488 but that still needs to be confirmed

Given the above, we look forward to our participation in this H-GAC led study. We believe this planning effort represents a significant opportunity to assess and

define our community's future general mobility needs within the context of the larger picture presented by South Montgomery County and North Harris County area. This study will help move us forward in addressing many of the Township's concerns and help develop a plan for improving local mobility.

The following areas are of particular interest to The Township:

- Any planning effort should reflect that the growth and demographics of the area will change in the future due to future residential and commercial development plans.- Past growth rates and land use patterns should not be considered to be representative of the future and must be re-evaluated as part of the study. Examples of such changes impacting on the area are:
 - The Exxon Mobil/ Springwoods Development.
 - The Woodlands Town Center is experiencing exceptionally strong growth in office development and business expansion. This office and business development growth is also being experienced in areas around Lake Woodlands and in areas adjacent to the Township
 - The impact of the potential development and changes in land use for the area between HWY 249 and FM 2978 and the possible connection of Woodlands Parkway to HWY 249 over the next 10-12 years.
 - The Town Center has become a major "destination" for shoppers and tourists. This benefits not only The Township but surrounding communities who are also seeking to increase their own commercial footprint. Commercial development across all of the study area is increasing, attracting more local employment opportunities. This change will impact on the future mobility needs of residents and, perhaps, slow the growth for the historical Houston Park and Ride model. Residential development within The Town Center is expected to grow substantially in the future as additional apartments and condo type developments are added. This will potentially add another 10,000 to 15,000 residents in the Town Center.
 - Residential and commercial growth in Creekside.
 - Future expansion of FM 2978 to serve as a connector between the Grand Parkway and FM 1488.

- In respect to potential Roadway improvements:

- The Study should consider how much of the WRUD#1 Master Plan is still left to implement and where such improvements fit into a future road improvement plan- Although roadways fall within the purview of Montgomery County, much of the improvements made to date have been funded as part of the WRUD #1 Master Plan. It is our understanding that their Master Plan still includes such uncompleted improvements as:
 - Further widening of other thoroughfares that were planned from the inception to be wider and for which the additional right of ways were provided for (Examples are Lake Woodlands, Gosling, Research Forest, Grogans Mill, Kuykendahl.)
 - Grade Separations at Grogans Mill, Woodloch, Six Pines and Gosling
 - Improved access from and to I45 from Research Forest, College Park and Sawdust
 - Improved access to Grand Parkway via Gosling and Kuykendahl, including expansion of bridges south of Woodlands Parkway
 - Completion of Kuykendahl
 - Traffic control improvements that could potentially be achieved through more effective synchronization of traffic signals, use of the North Star traffic control technology, greater use of non protected left turn lanes and extension of left turn lanes
- Identification of Connectivity Improvements to areas near the Township – Strong growth in office and residential development is occurring in areas adjacent to the Township (Springwoods Village, and unincorporated areas in south Montgomery and north Harris Counties) and within the Township in the Village of Creekside Park. A mobility study should define how best to interconnect these areas, particularly those adjacent to Spring Creek in Montgomery County and Harris County. Examples of needs for both greater interconnectivity and expanded connectivity include additional traffic lanes for both Kuykendahl and Gosling Roads south of Woodlands Parkway. These two roads will serve as the primary roadway connectors between the Township and the Grand Parkway. As the offices and homes in Springwoods Village become occupied, a direct roadway connection across Spring

Creek will be necessary to connect the Township and Springwoods Village. A mobility study can best define these needs and identify the best way forward to meet the needs of this rapidly developing area.

- In respect to potential Transit improvements:
 - Future needs for park and ride transit from the Township to significant areas of employment interests that lie outside of the Township – Residents and users of the Woodlands park & ride operation have approached both the Township and Brazos Transit District regarding the need for added service to areas that are currently served by the operation. In addition, residents have asked for expanded service to areas not currently served by our park & ride operation. To expand, revise or add service, the Township must have solid information regarding potential demand and cost for added commuter transit service.
 - Future potential reverse commute needs for employees working in the Township – Employers in the Township have asked that a reverse commute program be evaluated/implemented that would provide their employees living in areas outside of the Township, a viable commuter transit option to the Township. As the Township continues to develop, mobility will grow as a concern of residents and businesses as more vehicles enter and exit Towns Center and nearby commercial areas. If a viable reverse commute option could be offered workers that do not live in the Township, then the number of vehicles entering the Township during the work week could be reduced which will reduce vehicle congestion and pollution within the study area.
 - Potential Township transit projects in support of south Montgomery County that fit into a larger regional transit system – Opening of the ExxonMobil facility in the Springwoods Village development, as well as others nearby in Harris County, will stress the existing roadway system near the Township. Transit programs could be implemented to provide employees a viable option to driving in the area. In the near term, METRO is working to meet transit needs south of Spring Creek with bus service. At some future point, the METRO light rail system is projected to extend from Houston Intercontinental Airport to the Springwoods

development. Long range planning could be used to determine how the Township could partner or be a participant in such a system.

- Assess the mobility needs within the Town Center and the area around Lake Woodlands and identify possible options to meet those needs- The Town Center and adjacent areas are experiencing strong business development and residential development. This trend is expected to continue with a significant increase in population and high density housing options. The study should re-evaluate the existing transportation trolley services and consider new models that would improve mobility for employees and employers. The Township needs to determine under any expanded local transit system whether the trolleys are the best vehicle choice. This evaluation should also determine what improvements within the Town Center are required to fully implement the Livable Center and Complete Street H-GAC initiatives and concepts, as well as the potential need for new facilities to house and support any expanded transit services.
- In respect to potential Bicycle/ Pedestrian improvements:
 - Bicycle mobility corridor planning for the Township and pathway within the Township – The Township has been approached by residents and bicycle associations asking that the Township become more bicycle friendly by adopting and supporting initiatives that would provide more options and enhance safety for bicycle riders in the Township. The Township Board of Directors and Township staff have discussed the need for a study to determine how the request of the bicycle community could be met. Any study should result in a practical set of options recognizing that it is not economically feasible that bikes lanes can be built on every road in the Township and that any plan should seek to maximize use of existing right of ways vs. incurring the expense of acquiring new right of ways
 - Mobility needs within the Town Center and the area around Lake Woodlands should consider bicycle and pedestrian improvements as well as the transit improvement mentioned above- As previously mentioned above, the Town Center and adjacent areas are experiencing strong business development and residential development. Planning efforts pertaining to this area should also determine what additional bicycle and pedestrian improvements

within the Town Center are required to fully implement the Livable Center and Complete Street H-GAC initiatives.

PROPOSED COST SHARING ARRANGEMENTS Over the next 30 days, we understand that H-GAC will be working with the stakeholders to finalize the scope, desired timeframe and outcome of the proposed study. H-GAC estimates the study would cost \$300,000 to \$350,000 with the stakeholders sharing the matching funds (20%). We believe that all the stakeholders should share equally in providing these matching funds. We are willing to enter into a mutually agreeable Interlocal Agreement to document the terms of the study. It is expected that once finalized, consultants will then be selected with the actual study starting in June/July 2013. The study could take anywhere from 6 to 12 months to complete. We concur that it is critical that the study be done in time to incorporate any future improvement projects and funding requests in an updated RIP which is expected to be completed in the fall of 2014.



THE WOODLANDS TOWNSHIP

The Woodlands, TX

EXECUTIVE SUMMARY

Ad Hoc Transportation Committee of The Woodlands Township

MEETING DATE: February 14, 2013

SUBJECT MATTER: Receive, consider and act upon development of a Request for Proposals for an on-street bicycle system master plan.

BUDGET IMPACT: The estimated cost to develop an On-Street Bicycle Master Plan is \$40,000. The costs to implement any recommendations of the plan or future development of bike lanes would be identified in the Master Plan.

FACTS/HISTORY The Woodlands has almost 200 miles of concrete and asphalt hike and bike paths throughout the community. This system is owned and operated by The Woodlands Township which was honored with a Bronze level designation as a Bicycle Friendly Community. While this extensive system provides excellent means of pedestrian and bike access, many bicyclists prefer to ride along the streets and roadways. The Counties, who owns and maintains the roads and streets have not developed dedicated bike lanes, although Montgomery County has posted "Share the Road" signs along some segments of Lake Woodlands Drive. These postings are intended to enhance awareness and remind drivers and bicyclists of the need to share the road.

Numerous state, regional, and local plans and policies affect urban design of the transportation network within The Woodlands Township. While the Counties maintain most of the roads, streets and bridges, there are roadways maintained by Texas Department of Transportation (TxDOT). Coordinating with multiple agencies for the development of dedicated bike lanes on roadways not controlled by the Township will be challenging.

Additionally, as there are over 190 miles of existing hike and bike paths and several miles of natural trails, a comprehensive planning approach to making bicycling a viable option for people of varying ages and abilities may be warranted. Many of the key planning issues were identified in the Report on the Proposed Bicycle Friendly Community Designation Application presented to the Township Board in April 2010.

Therefore, an On-Street Bicycle Master Plan is recommended to be developed to create the framework for an on-street bicycle network that provides safe and efficient routes not only connecting bicyclists to key destinations within the community but to provide longer stretches

of un-interrupted bicycling lanes for exercise and training. An On-Street Bicycle Master Plan will provide the Township and its residents and project partners tools and strategies to enhance our bicycle friendly community. The development of the plan would be a community-based cooperative effort between residents, local bicycle advocates, staff, the Counties, TxDOT and a professional bicycle planning consultant. The cost to develop a Master Plan is estimated at \$40,000. A draft Request for Proposals (RFP) for such services can be prepared for the Committee's, Board's and other stakeholders' consideration to obtain input on the scope and goals of the study and the desired deliverables. Examples of the possible goals are:

1. The Woodlands shall have a comprehensive bicycle transportation master plan to guide the planning and development of a network of hike and bike trails, lanes and facilities that encompasses and interconnects the entire Township at total build-out.
2. The Woodlands shall have an on-street bicycle transportation master plan that is coordinated with Montgomery County, Harris County, the Houston Galveston Area Council (HGAC) and The Woodlands Land Development Company.
3. The Woodlands's master plan shall have design standards that comply with current AASHTO and NACTO guidelines and Montgomery County, Harris County and TxDOT standards.
4. The Woodlands shall have Commercial Standards that requires that all new and reconstruction projects and new developments comply with the adopted master plan and the established standards therein.
5. The Woodlands's master plan shall identify existing and/or proposed infrastructure, creek, open space and linear park corridors, and utility easements that can be integrated with the proposed bicycle system.
6. The ultimate goal of the master plan is to guide the development of a comprehensive system of off-road and on-road bike lanes, pathways, trails and facilities that will connect users to key destinations throughout the Township, provide connections to all adjacent cities, provide opportunities for a wide variety of recreational activities and encourage alternative modes of transportation.

RECOMMENDED BOARD ACTION: Recommend to the Township Board of Directors to direct staff to draft a Request for Proposals for the development of an on-street bicycle system master plan for input and consideration by the Committee, Board and others as deemed appropriate, and present the draft RFP for review in March.



The Woodlands Township

The Woodlands, TX

MEMORANDUM

DATE: February 14, 2013

TO: The Woodlands Township Ad Hoc Transportation Committee

FROM: Miles McKinney

RE: Woodlands Road Utility District No. 1

The attached overview of the Woodlands Road Utility District No. 1 was compiled from information provided by the District and includes comments provided by Transportation Committee members to Township staff.

Overview of Woodlands Road Utility District No. 1
(Prepared for The Woodlands Township Board of Directors)

The information contained in this document regarding WRUD #1 was summarized primarily from public information which was contained in a Preliminary Official Statement Dated January 21, 2012. This information was developed for the purpose of providing general background information to The Township Board regarding WRUD#1 and to provide information on past projects funded by this entity.

Authority for the District

The Woodlands Road Utility District No. 1, of Montgomery County, Texas (the "District"), is a political subdivision of the State of Texas, created by Acts of the 72nd Texas Legislature, Regular Session, 1991, Chapter 816, effective June 16, 1991 (the "District Act"), and operates pursuant to Article III, Section 52 of the Texas Constitution, as amended, the District Act, and Chapter 441, Texas Transportation Code, as amended (the "Act").

Within the unincorporated area of south Montgomery County, the District encompasses approximately 2,475 acres of land. It is generally bounded on the east by Interstate Highway 45, on the north by Texas State Highway 242, and on the south by Woodlands Parkway. The District generally consists of commercial and retail areas in The Woodlands Township, the roads connecting such areas and the major roads in the Woodlands. Approximately 2,257 acres of the District lie within the extraterritorial jurisdiction of the City of Houston, and within the boundaries of various municipal utility districts. Approximately 167 acres of the District lie within the corporate boundaries of the City of Shenandoah, Texas. The District also falls within the boundaries of the Conroe Independent School District.

Exhibit 1 is a map of the District. Exhibit 2 is a summary of the commercial properties included in the District.

In accordance with Chapter 54, Subchapter H of the Water Code, the District has the authority to add or exclude any property for its boundaries.

Purpose of District

The primary purpose of the District is to acquire, construct and improve roads and related drainage works inside or outside of its boundaries, and to convey such completed projects (free and clear of the District's indebtedness) to appropriate governmental entities (Montgomery County and the City of Shenandoah, Texas), who then own and maintain such facilities in accordance with the District's Master Plan. The District is not authorized to maintain any such improvements once constructed. Exhibit 3 contains a list of improvements that have been funded by the District.

Over the years, the District has entered into various financing agreements with The Woodlands Development Company and Montgomery County for the financing of the construction of roads and drainage facilities. Under the agreements, the developer will advance funds for the construction of facilities to serve the District. The developer will be reimbursed from proceeds of future bond issues or other available funds. The District has also advanced funds to Montgomery County for projects under an agreement whereby the County would

repay such funds when they become available. At present, the County “owes” the District \$3 million for such advances.

Organization

The District is governed by an elected Board, consisting of five (5) Directors, which has control over and management supervision of all affairs of the District. Qualifications to serve as a Director are:

1. 18 years of age
2. Resident of Texas
3. Not otherwise disqualified by law.

None of the Directors currently reside in the District.

For elections voters must live in properties which are subject to the ad valorem property tax levied by the District. There are currently three individuals that qualify to vote as residents of the District.

Directors are elected to serve two year staggered terms. The current members and officers of the Board, along with their titles and terms, are as follows:

1. Edward E. Miller, Chairman, Term Expires May 2014
2. Bill A. Neill, Vice Chairman, Term Expires May 2014
3. Richard A. DeBone, Secretary/Records Management Officer, Term Expires May 2013
4. Gil P. Staley, Director, Term Expires May 2013
5. Winton R. Davenport, Jr., Director, Term Expires May 2014

The District does not have a general manager or other full-time employees, but contracts for any services needed. The District has designated The Woodlands Operating Company, L.P. as its agent for the construction and administration of certain projects.

The Board meets monthly at the offices of The Woodlands Joint Powers Agency, 2455 Lake Robbins Drive, The Woodlands TX, 77380. Regular Meetings are held on the last Monday of the month. Board Meeting Agendas are posted at the Harris and Montgomery County Court Houses, at 9303 New Trails in the District, and the office of The Woodlands Joint Powers Agency, where Regular Meetings are held.

Improvements Funded by the District

The District has been a primary entity for funding roadway improvements within The Woodlands Township. Prior to its formation, another Road Utility District, Precinct 3 Road Utility District existed. This district issued \$10 million in bonds which have been retired and the District no longer exists.

Exhibit 3 provides a list of improvements made by the District. Improvements have been funded by the tax levied on commercial property and not on residential property, unless that property lies in the District. The improvements have provided a very significant benefit to the Woodlands community, one that would not have been accomplished by Montgomery County acting on its own.

Taxing Authority

The District is authorized to levy a property tax on all commercial property included within its territory. Presently that tax rate is \$0.43/\$100 of property valuation. In 2006, the tax rate was \$0.4817.

The Board also has the statutory authority to levy and collect an annual ad valorem tax for operations and maintenance purposes, if such a maintenance tax is authorized by the District's voters. This maintenance tax is intended to offset the cost to run and operate the District, not to be used to maintain any roadway improvements it might fund. A maintenance tax election was conducted January 18, 1992, and voters of the District authorized the Board to levy a maintenance tax at a rate not to exceed \$0.25 per \$100 appraised valuation. A maintenance tax, if levied, will be in addition to taxes which the District is authorized to levy for paying principal of and interest on any Bonds it may issue. The District has never levied this maintenance tax.

Outstanding Debt and Debt Service

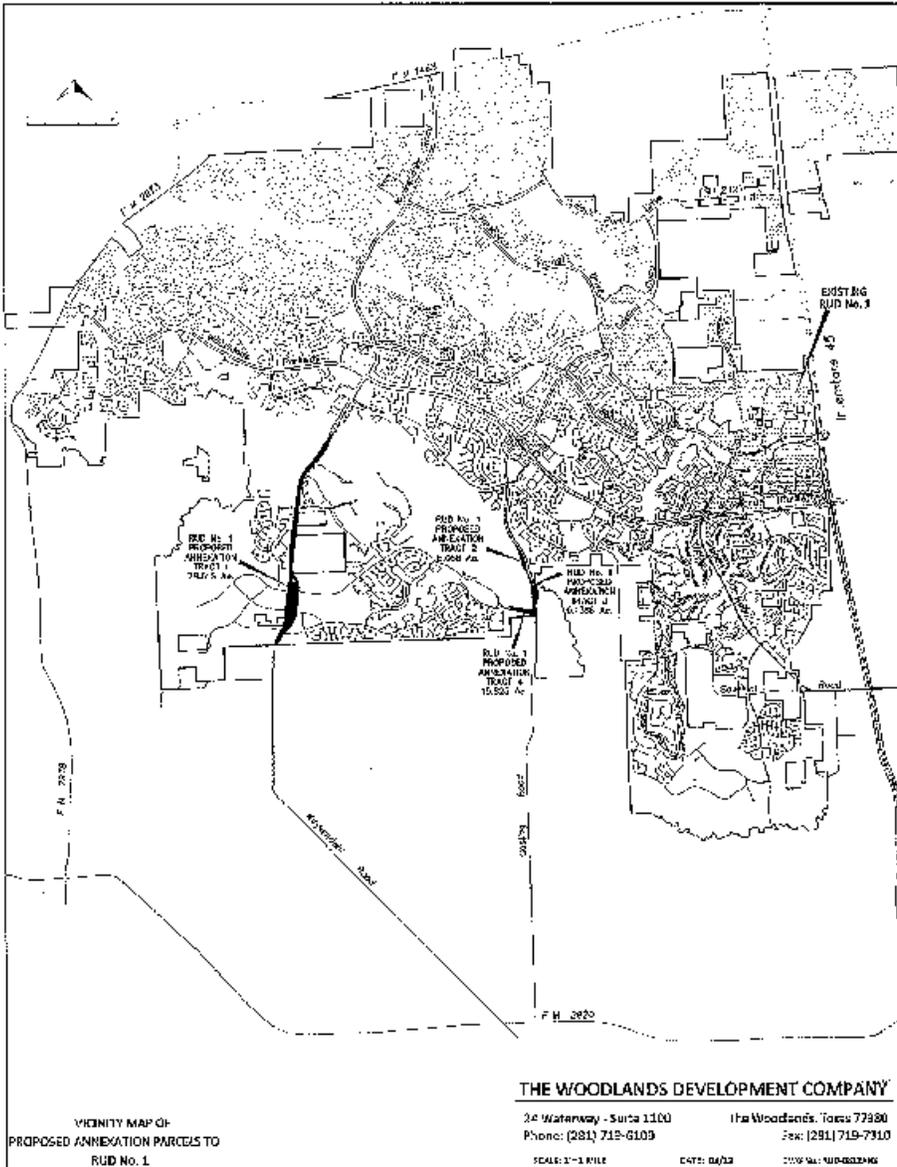
At elections held within the District on January 18, 1992 and May 6, 2000, voters of the District authorized \$108,200,000 principal amount of unlimited tax bonds for the purposes of acquiring, constructing, and improving roads and turnpikes and related drainage improvements and \$44,200,000 principal amount of unlimited tax road refunding bonds, for a total of approximately \$152.4 million. As of 2012, outstanding District debt is approximately \$72.9 million, due between 2012 and 2034. Average debt service per year is approximately \$4.9 million. Given current appraised property values the District could accommodate a debt service of approximately \$8 million per year. Outstanding bond annual interest rates range from 3% to 4.5%.

Voter Approval

The boundary of the District includes primary commercial and retail properties (see Exhibit 2 for a description) and, currently no residential properties. Today, there are three eligible voters living in commercial and retail properties which are deemed to be the only eligible voters within the District.

Exhibit 1 - Map of District

f.l.c. WRUD #1



VICINITY MAP OF
PROPOSED ANNEXATION PARCELS TO
RUD No. 1

THE WOODLANDS DEVELOPMENT COMPANY

24 Waterway - Suite 1100 | The Woodlands, Texas 77380
Phone: (281) 719-6103 | Fax: (281) 719-7310

SCALE: 1" = 1 MILE | DATE: 04/12 | FILE NO: WUD-0022MG

Exhibit 2 - Status of Development in the District

The information listed below was contained in the WRUD's January 23, 2012 Preliminary Official Statement and is provided only to give the reader a general sense of areas included in the WRUD #1 boundaries. The names of some of the business interests listed within the WRUD boundaries may have changed since January 23, 2012, and this listing has not been updated since that time.

The District encompasses major portions of The Woodlands Town Center and the Research Forest, the primary commercial, office and technology areas planned in The Woodlands. The District includes all of the major retail concentrations in The Woodlands.

Of the District's approximately 2,475 total acres, approximately 1,484 acres have been developed for building sites, with both road access and water, sewer and drainage utilities. The remaining approximately 991 acres are dedicated as roads, public areas, open spaces and lakes. Improvements totaling approximately 14.7 million square feet in 245 completed buildings have been constructed on approximately 1,235 acres.

Such development includes the following improvements; however, some are exempt from taxation by the District:

Research Forest Area: This area of the Woodlands is primarily occupied with medical, research and technology companies along with a mix of food, gasoline, and day care outlets. Nine Venture Technology buildings totaling approximately 648,591 square feet are located in the Research Forest area.

Town Center: This is the major commercial area of The Woodlands, with business, medical, food, retail, hotel and entertainment establishments occupying over 3,500,000 square feet of space. Major entities in this area include: The Woodlands Waterway Hotel and Convention Center, Memorial Hospital-The Woodlands, Sadler Clinic, Hughes Christensen, Anadarko, Chevron Phillips (8-story office building), Drury Inn, Marriott Courtyard Inn and Residence Inn. Major multi-tenant office building include: Parkwood I & II, Town Center I & II, Waterway One (9-story office building), Waterway Two (6-story office building), Bank One Building, three industrial type buildings, and five other office buildings.

The Woodlands Mall: The Mall area totals approximately 132 acres of which 87 acres are situated inside the Mall Ring Road with some 45 acres in the peripheral development area.

Inside the Mall Ring Road is the 1,170,000 square foot, two level enclosed mall. Four anchor stores, Dillard's, Macy's, Sears, and J.C. Penney's, are open along with approximately 131 specialty retail shops.

Outside the Mall Ring Road, the following entities are open: Sears car care center, NationsBank, TGI Fridays, Romano's Macaroni Bar and Grill, Landry's Seafood Restaurant, Sweet Tomatoes, Donahoe Jewelers, Macy's Furniture Gallery, Tinseltown, Barnes & Noble, P.F. Chang's, The Cheesecake Factory, Brio, Fleming's Steakhouse, Anthropologie. In addition, Ann Taylor Loft, Williams Sonoma, Pottery Barn, and Panera Bread Bakery & Café have been developed to tie the Mall into the Woodlands Waterway. Town Center One and Town Center Two, each a 6-story office building, are also located outside the Mall Ring Road.

Pinecroft Center I and II and Shops at Pinecroft: Pinecroft Center I is a 350,000 square foot retail center on an

approximate 39 acre site, adjacent to The Woodlands Mall. The following businesses are open: Toys “R” Us, Golf Galaxy, Marshall’s, Black-Eyed Pea, Jack-in-the-Box, Texaco, Guadalajara’s, Chili’s, Mattress Firm, Jason’s Deli, Compass Bank, and Exxon. Pinecroft Center II is constructed on an approximate 23 acre site with the following tenants: Best Buy, Office Max, Ross, Cost Plus, Ulta 3, and Bed Bath & Beyond. Shops at Pinecroft has tenants such as Starbucks, Sprint, Pearle Vision, Sports Clips and Southwestern Camera.

Panther Creek Village Center: Panther Creek Village Center is an approximate 187,000 square foot retail center located on approximately 49 acres in the southwestern portion of the District. Tenants include Randall’s Supermarkets, CVS Pharmacy, Sears Hardware, Texaco Express Lube, McDonald’s and Chase Bank. Adjacent to Panther Creek Village Center are the following businesses: The Woodlands Car Wash/Texaco, Taco Bell, Christian Brothers Automotive, U.S. Post Office, U.S. Storage, Popeye’s Chicken, and Goodyear Auto Center.

Cochran’s Crossing Village Center: Cochran’s Crossing Village Center is a 137,000 square foot retail facility located on approximately 20 acres. Major tenants include Kroger Signature Store, CVS Pharmacy, Marble Slab Creamery, and Rico’s Mexican Restaurant. Additionally, Compass Bank has constructed a building and Shell Oil has constructed a service station.

Alden Bridge Village Center: Alden Bridge Village Center is a 138,905 square foot retail center is located on approximately 39 acres. Major tenants include Kroger Supermarket, Walgreen’s and Rico’s Mexican Restaurant. Adjacent pad sites include Jack-In-The-Box, Chase Bank, Shell Service Station, Exxon Service Station, Chick-fil-A, Goodyear Auto Service, and Sherwin Williams.

Sterling Ridge Village Center: Sterling Ridge Village Center is a 140,000 square foot retail facility located on approximately 41 acres. Major tenants include Kroger Signature Store, CVS Pharmacy, Perry’s Grille & Steakhouse, Sports Clips, Edward Jones, Hallmark, The Village Vet and The UPS Store. Adjacent pad sites include Woodforest National Bank, Compass Bank, Driver’s Auto Repair Service Station, McDonalds, an Exxon mini-mart/gas station, Re Max, Spec’s Wine, Spirits & Finer Foods, Wendy’s, Jiffy Lube, Primrose School of The Woodlands and Amegy Bank.

Additional Development: Additional development includes in excess of 1,400,000 square feet of various medical centers and medical office space, in excess of 800,000 square feet of office space, additional hotels, theaters and retail.

**Exhibit 3 - List of Improvements Funded by the District
(See attachment)**

The Woodlands Road Utility District No. 1
 Completed Projects through 2012
 1/23/2013

			RUD Share	TXDOT	County	Total
Lake Woodlands Dr.- I-45 to Pinecroft	2A0333	1992	301,492			301,492
Six Pine Dr. & Grogan's Mill Rd.	2A0336	1992	663,840			663,840
Gosling Rd. and Woodlands Parkway Randall,s Center	2A0341	1992	284,867			284,867
Gosling - Research Forest to Village of Alden Bridge	1C0156	1992	578,191			578,191
District Creation	1B0223	1991	111,930			111,930
Gosling Roadand Bridge Contract Balance	1C0156	1993	310,340			310,340
Gosling Road- Woodlands Parkway and Flintridge	2A0348	1993	343,750			343,750
New Trails Drive and Lake Woodlands Dr.	1C0157	1993	734,558			734,558
Gosling Road-Panther Branch to SH242	1B0263	1993	319,173			319,173
Research Forest Dr. at Grogan's Mill Rd.	1B0277	1993	289,148			289,148
Research Forest Drive at Gosling Rd.	1B0283	1994	812,274			812,274
Gosling Rd. - Clearing	1C0148	1992	61,186			61,186
Lake Woodlands Drive Culverts	1C0149	1993	106,866			106,866
New Trails Dr. Phase 1	2A0338	1992	60,399			60,399
Six Pines Dr. - Timberloch Place to Lake Front Circle Drive	2A0352	1994	1,508,056			1,508,056
Six Pines Dr. Bridge	2A0376	1994	1,492,300			1,492,300
Pinecroft - Lake Woodlands Dr. north	2A0390	1994	216,879			216,879
New Trails Drive to Gosling	200010	1994	164,214			164,214
<i>Lake Robbins Drive & Bridge (Woodloch Forest Dr. to I-45 w/Anadarko Median Cut (98K)</i>		1998	4,053,393			4,053,393
<i>Research Forest Drive Widening - Dualization I-45 to Greenbridge</i>	A45 10053	1999	2,224,112	3,082,303		5,306,415
<i>Gosling Road Widening - Dualization Research Forest Drive to Woodlands Parkway</i>		1997	586,981			586,981
<i>Woodlands Parkway Intersection Improvements - Falconwing & Cochran's Crossing & Gosl</i>	100174	1997	371,388			371,388

The Woodlands Road Utility District No. 1
 Completed Projects through 2012
 1/23/2013

			RUD Share	TXDOT	County	Total
<i>Woodlands Parkway Overpass at Grogan's Mill Rd.</i>	100188	1998	1,081,072	1,300,000		2,381,072
<i>Woodlands Parkway - Add Lane (Information Center)</i>		1997	57,376			57,376
<i>Gosling Road Fr. Woodlands Parkway. South 1500 Lineal Feet.</i>		1997	136,596			136,596
<i>Holly Hill/Research Forest Drive Traffic Signal Installation</i>		1999	25,230			25,230
<i>Woodloch Forest Drive & Bridge</i>		1999	1,702,731			1,702,731
<i>Research Forest Drive - E. to W. Alden Bridge Drive</i>	100292	1999	711,714			711,714
<i>Gosling Rd. -Research Forest Dr. north to Park and Ride Access Road</i>		1998	365,493			365,493
<i>Gosling Road Extension (From Park N. Ride North to 242)</i>		1998	377,489		60,000	437,489
<i>Woodlands Parkway Left Turn Lane Extension @ Six Pines Dr.</i>		1998	75,000			76,998
<i>Timberloch Place Dualization</i>		1999	529,681			529,681
<i>Six Pines (Median Cuts-Pinecroft Center)</i>		1999	140,021			140,021
<i>Flintridge Dr. West (VOIS 13 to Woodlands Pkwy)</i>	99-100265	1999	2,044,775			2,044,775
<i>Grogan's Mill Bridge @ Waterway</i>	110185	2001	2,338,529			2,338,529
<i>Lake Woodlands Dr. (VOCC 54-Wdls Pkwy)</i>	110084	2001	659,676			659,676
<i>Woodlands Parkway (Kuy - Branch Crossing)</i>	99-100266	2000	3,025,254			3,025,254
<i>Kuykendahl (Wdls Pkwy-Lake Woodlands)</i>	110043	2000	401,304			401,304
<i>Kuykendahl (Research Forest Dr-Bay Branch)</i>	99-110029	1999	226,910			226,910
<i>Kuykendahl (VOAB 52-Alden Bridge Dr)</i>	110041	1999	312,299			312,299
<i>Woodloch Forest Drive Median Cut/Left Turn Lane</i>	110356	2000	65,937			65,937
<i>Timberloch Left Turn Lane to Waterway 1 & 2</i>		2000	51,623			51,623
<i>Woodlands Parkway Dualization (Gosling-Kuykendahl)</i>	110361	2000	1,046,410			

The Woodlands Road Utility District No. 1
 Completed Projects through 2012
 1/23/2013

			RUD Share	TXDOT	County	Total
3rd Plan of improvement Revision		1999	3,500			3,500
Lake Woodlands Drive Median Opening East of Sterling Ridge Dr.	110184	2001	68,759			68,759
Lake Front Circle Drive - Phase I	110040	2002	644,718			644,718
Median Modification (Hewitt @ RFD)	110566	2002	34,065			34,065
Grogan's Mill Extension (N. of Research Forest Dr.)	110445	2002	532,457			532,457
4th Plan of Improvement Revision		2003	7,502			7,502
Gosling Road Extension (Flintridge to Harris County	110094	1998	972,971	2,987,207		3,960,178
Lake Woodlands Dr. (Six Pines-W. Panther Creek)	98-110184	2005	1,178,884	6,526,979	1,631,745	9,337,608
Woodlands Parkway (Branch Crossing - FM 2978)	110500	2003	2,756,691			2,756,691
Gosling Rd./Bridge (New Trails to Marsico Pl.)	110204	2001	730,942	202,446		933,388
Lake Woodlands Dr. Dualization (Cochran's Crossing around SR Vill Ctr. To Wdls Pkwy	111121	2005	675,557			675,557
Woodlands Parkway Lanes 3/4 (Cranebrook to Redbay)		2004	213,068			213,068
Kuykendahl Road (Lake Woodlands to Bay Branch)	110903	2005	2,329,466			2,329,466
Woodstead Waterway Avenue Bridge	110753-R004	2005	3,042,643			3,042,643
St. Luke's Way Extension to I-45		2004	490,874			490,874
Woodloch Forest Drive Landscaping		2003	48,622			48,622
3rd Plan of Improvement Revision		1999	3,500			3,500
Grogan's Mill Extension, GF 4 to GF 7	110881	2004	244,742			244,742
Woodlands Parkway Lanes 1/2 (Craftwood (portrait Garden to Redbay)	110500-R026	2005	290,674			290,674
Woodlands Parkway (Lanes 3/4 Terramont Dr. to FM 2978)	110500-R024	2005	425,623			425,623
Flyover-I-45 South from Woodlands Parkway (Engineering Only)	110740	2005	441,568			441,568
Grogan's Mill Road Improvements Underpass Improvements	111102	2005	381,851			381,851

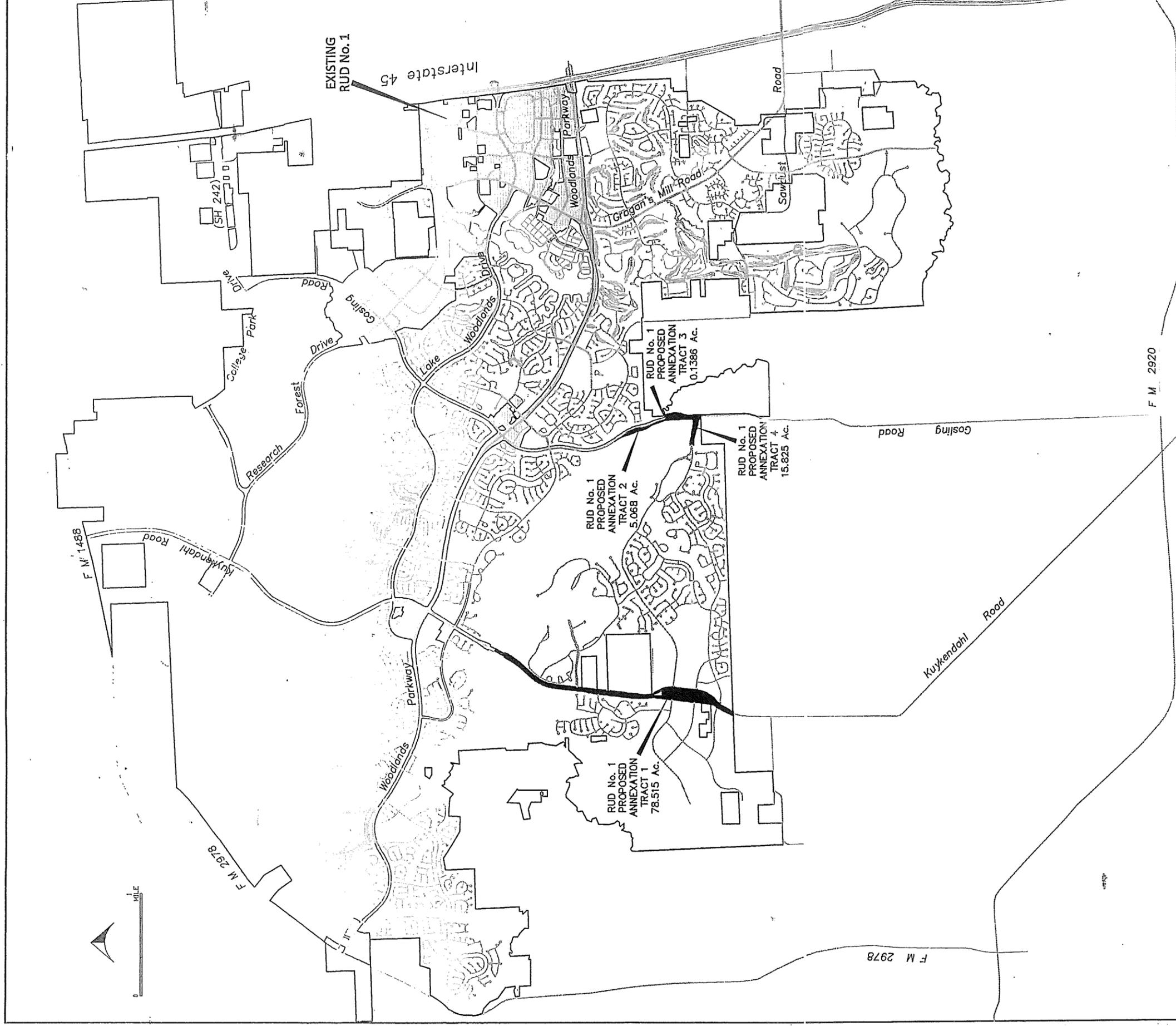
The Woodlands Road Utility District No. 1
 Completed Projects through 2012
 1/23/2013

			RUD Share	TXDOT	County	Total
Woodlands Parkway Intersection Improvements at East Panther Creek	RUD101	2005	781,969			781,969
Woodlands Parkway Ph. 3 Dualization (Branch Crossing-Carlton Woods Dr./Flintridge)	111238	2005	772,705			772,705
Woodlands Parkway 3rd lanes east and westbound + L. Turn Lanes	111027	2005	1,107,324	115,370		1,222,694
Lake Front Circle Dr.	110904	2006	603,580			603,580
Woodstead Waterway Bridge Connecting Roads	110753-R006	2006	893,835			893,835
Technology Forest Place (Research Forest, Sec 7)	111432	2006	611,101			611,101
Woodlands Parkway/FM 2978 Improvements	110500-R021	2006	279,411			279,411
Greenbridge Drive Dualization/Bridge Res. For. Dr. to College Park Dr. SH242	110090	2005	367,388		703,434	1,070,822
Kuykendahl Widening -Woodlands Parkway to Lake Woodlands Drive	111430-R001	2006	319,213			319,213
Town Green Park Intersection Improvements	111322-001	2006	203,000			203,000
Woodlands Parkway 3/4 (Branch Crossing West to Portrait Garden/Cranebrook)	110500-R026	2007	400,886			400,886
Technology Forest Drive (GSU Easm't to Gosling)	111520-R001	2007	412,107			412,107
Right turn Lane onto Kuykendahl from Woodlands Parkway + Other Enhancements	110903	2007	550,769			550,769
Six Pines Enhancements & Signal (Tmberloch & Lake Robbins)	111569	2007	963,917			963,917
Kuykendahl Dualization @ Research Forest Dr.	111654-R002	2007	356,162			356,162
Woodlands Parkway - 3rd Lane Eastbound Grogan's Mill Rd.-Six Pines	111672	2007	402,070			402,070
Gosling Road Median Cut @ Huntsman		2007	121,824			121,824
Lake Front Circle Median Cut	111618	2007	50,599			50,599
Six Pines @ Market Street/Mall (Traffic Signal)	111762-R004	2008	189,579			189,579
Waterway Avenue at Marriott	111678	2007	221,733			221,733
Woodlands Parkway @ Farewell Dr. (VOSR 87) Median Cut		2009	53,994			53,994

The Woodlands Road Utility District No. 1
 Completed Projects through 2012
 1/23/2013

			RUD Share	TXDOT	County	Total
Lake Robbins Drive Extension	111485-R001	2008	155,281			155,281
Gosling Road/Flintridge Tree Planting		2009	7,038			7,038
Lake Front Circle Drive (Material Testing)	111475	2008	2,204			2,204
Six Pines @ Mall Road (Intersection Improvements & Traffic Signal)		2007	521,893			521,893
Woodlands Parkway @ Terramont Traffic Signal/Branch Crossing	112270-R001	2010	304,378			304,378
7th Revised Plan of Improvements		2011	4,350			6,361
Woodlands Parkway @ Walmart (Terramont)- Traffic Signal Walmart Reimb. \$97K)		2011	120,066			120,066
Lake Robbins - Pavers north of Waterway Square - Fountainview	111242	2011	399,408			399,408
Gosling @ Creekside Forest Drive-Traffic Signal, Harris County	111538-R002	2011	492,106			492,106
Woodlands Parkway Expansion to Six Lanes, E. Panther Crk. To Kuykendahl	112025-R005	2011	5,094,442			5,094,442
Kuykendahl Road Ext. from FM 1488 south to N. Villa Oaks Drive	111242-R001	2012	599,227			599,227
Research Forest Drive Expansion to 6-Lanes (Loan to Montgomery County Precinct 3)		2012	2,981,425			2,981,425
			66,834,119	14,214,305	2,395,179	82,401,202

f.l. WRAP #1





January 22, 2013

The Honorable Judge Ed Emmett
Chairman
Transportation Policy Council
Houston-Galveston Area Council
3555 Timmons, Suite 120
Houston, TX 77027

Dear Judge Emmett:

Attached for your information is a letter that was sent to Mr. Alan Clark on October 18, 2012, requesting that The Woodlands Township be represented on H-GAC's Transportation Policy Council (TPC).

It is our understanding that this matter was recently reviewed by the Bylaws Committee and the Committee is recommending that no changes be made to existing bylaws to allow the Township representation on the TPC.

We understand and appreciate the time taken by the Bylaws Committee to review the Township's request. While we understand the logic of not recommending the Township's participation because we are not a city government, we believe that other member categories should have been explored for representation. For example, it appears that the category of Other Transportation Interests could have been considered since The Woodlands Township, in conjunction with Brazos Transit, provides a successful park and ride and trolley operation in The Woodlands.

TPC bylaws state that "All members of the Transportation Policy Council shall be local elected officials, officials of public agencies that administer or operate major modes of transportation in the Houston Galveston Transportation Management Area, or appropriate officials of the Texas Department of Transportation."

The Woodlands Township Directors are local elected officials (elected at large by the entire community) and the Directors of The Woodlands Township are officials of a public agency that administer or operate major modes of transportation in the Houston Galveston Transportation Management Area. The Woodlands Township is one of the two designated recipients for the Conroe/Woodlands UZA that is responsible for a park and ride operation that transports over 700,000 riders annually.

The primary issue appears to be one of finding the proper category for representation. We respectfully request that the TPC consider returning this matter to the Bylaws Committee and that the Bylaws Committee consider The Woodlands Township representation request under the Other Transportation Interests membership category.

Thank you for your consideration

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Tough". The signature is written in a cursive style with a large initial "B" and "T".

Bruce Tough
Chairman
The Woodlands Township Board of Directors

enc.



October 18, 2012

Houston-Galveston Area Council
Mr. Alan C. Clark
MPO Director
Transportation Department
3555 Timmons Lane, Suite 120
Houston, TX 77027

RE: The Woodlands Township request for consideration to be added as a voting member of The Houston-Galveston Area Council Transportation Policy Council

Dear Mr. Clark:

Please accept this letter as a request by The Woodlands Township that the Township be added as a voting member of the Houston-Galveston Area Council Transportation Policy Council. As you will recall, we have discussed this matter previously and the Township is now submitting this formal request to be added as a member of the Transportation Policy Council.

The Governor of Texas, through the Texas Department of Transportation, has recommended to the Federal Transit Administration (FTA) that The Woodlands Township be granted "Designated Recipient" status for the Conroe/Woodlands urbanized area within Montgomery County Texas. As a Designated Recipient of FTA grant funding, the Township will have legal authority to develop transit programs and dispense funds within the new urban area and will work closely with the Houston-Galveston Area Council in development of transit programs that support the urbanized area. As a member of the TPC, the Township can support the goals and objectives of the H-GAC as the Metropolitan Planning Organization.

The Township is a political subdivision of the State of Texas organized and operating pursuant to Chapter 289, Acts of the 73rd Texas Legislature, Regular Session, 1993, as amended by Chapter 255, Acts of the 75th Texas Legislature, Regular Session, 1997, Chapter 1562, Acts of the 76th Texas Legislature, Regular Session, 1999, Chapter 373, Acts of the 79th Texas Legislature, Regular Session, 2005, Chapter 1287, Acts of the 80th Texas Legislature, Regular Session, 2007, and Chapter 1397, Acts of the 81st Texas Legislature, Regular Session, 2009.

Should you need additional information, or have questions concerning the Township's request, please contact me at 281.210.3801, or via email dnorrell@thewoodlandstowship-tx.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Norrell". The signature is fluid and cursive, with a large initial "D" and "N".

Don Norrell
President/General Manager
The Woodlands Township

SUCCESS FACTORS	OPEN ISSUES TO BE ADDRESSED	ACTION PLAN & STATUS
<p>1. Demonstrate leadership and influence at the County level</p>	<p>How can the Township become a stronger partner with Montgomery and Harris Counties in planning for Township mobility needs?</p>	
	<p>A. Montgomery County Precinct 3 Commissioner Noack will establish a citizen’s transportation committee. What will the role of the committee be? How will the Township interface with the new committee?</p>	<p>Ai. To be determined. Township Staff has been contacted by Commissioner Noack about possible representation on the Precinct 3 citizen’s transportation committee, but an invitation has not been extended to the Township. On agenda for 2/14/13 committee meeting.</p>
	<p>B. Will the role of the Greater Woodlands Chamber of Commerce Mobility Team and the City of Shenandoah Mobility Strategic Evaluation Committee change in the future? What should the Township role in these groups be in the short term? Should the WRUD No.1 also participate?</p>	<p>Bi. By action of the Township Board taken on December 6, 2012:</p> <ul style="list-style-type: none"> • The Board Chairman and/or his designee and the President were appointed to represent the Township on matters regarding the Conroe-Woodlands Large Urban Area and Transit Advisory Committee, and; • The President or his designee was appointed as Township representative to the City of Shenandoah Mobility Strategic Evaluation Committee. Further, Township Board asked that WRUD No. 1 consider appointing a representative to the Shenandoah committee.
		<p>Bii. The Ad Hoc Transportation Committee on November 29, 2012 approved continuing Chamber Mobility Team participation as currently exists for staff.</p>

	C. How will the Township interact/interface with all County Commissioners that have responsibility for Township roads?	Ci. To be determined.
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SUCCESS FACTORS	OPEN ISSUES TO BE ADDRESSED	ACTION PLAN & STATUS
<p>2. Increase Township’s influence and leverage with regional and state entities responsible for allocating state and federal funding</p>	<p>A. How can the Township gain a seat at the H-GAC Transportation Planning Council (TPC)?</p>	<p>Ai. The Township sent a letter requesting membership on the H-GAC TPC and attended the January TPC meeting asking that the Township be included on the committee. The TPC declined the request of the Township at the January TPC meeting.</p>
	<p>B. Should the Township become a member of the Transportation Advisory Group (TAG)?</p>	<p>Bi. The Ad Hoc Transportation Committee adopted a recommendation that the Township become a member of the Transportation Advocacy Group (TAG). The Township Board discussed the committee recommendation during the Township Board of Directors meeting on January 17, 2013. Based on Board deliberation, Staff was directed to apply for Township membership in TAG. Staff has taken necessary actions and the Township is a member of TAG effective February 2013 for a one year period.</p>

SUCCESS FACTORS	OPEN ISSUES TO BE ADDRESSED	ACTION PLAN & STATUS
<p>3. Effectively collaborate in the planning for and management of the new Conroe-Woodlands Large Urbanized Area (UZA)</p>	<p>A. How will the UZA Interlocal Agreement between Conroe and the Township effectively work? How will the new UZA Committee work and what support will we need to provide?</p>	<p>Ai. The State of Texas and Federal Transit Administration have named the City of Conroe and The Woodlands Township as dual designated recipients for the new UZA. In a November 6, 2012, letter to TxDOT the FTA agreed to work with these same parties.</p>
		<p>Aii. The City of Conroe and The Township have entered into an ILA for the purpose of continuing, facilitating and enhancing public transit programs and services with the new UZA. A meeting of City and Township representatives met to discuss the UZA on January 22 to discuss administrative matters concerning the UZA. Additional meeting will follow.</p>
	<p>B. What Consulting services and internal staffing will the Township require to support the required planning and development of transit services within the UZA in addition to the existing Trolley Service, Waterway Cruisers and the Park and Ride services? Do we continue to use the Goodman Corporation</p>	<p>Bi. Upon recommendation of the Transportation Committee, the Township Board of Directors took action at the January 17, 2013 Board meeting to approve a contract for 2013 consulting services for Township transit services with The Goodman Corporation.</p>
	<p>C. In continuing to effectively operate the Woodland’s Park and Ride operations, what should the Township’s working relationship be with the Brazos Transit District?</p>	<p>Ci. The Township’s relationship with the Brazos Transit District for the UZA will be defined in an Interlocal Agreement currently under development.</p>

SUCCESS FACTORS	OPEN ISSUES TO BE ADDRESSED	ACTION PLAN & STATUS
<p>4. Collaborate with Montgomery and Harris Counties, H-GAC, TxDOT and other entities in the development and management of a multi-year Transit and Mobility Plan reflecting the needs of Township business and resident community</p>	<p>A. Development of a five year plan is critical in order to provide a vision for the future; to project funding requirements; and, to support funding requests. The plan should be multi-modal and potentially include the following:</p> <ul style="list-style-type: none"> - Roadway & Traffic Control Improvements - Noise reduction strategies - Park & Ride Improvements - Town Center Transit and Mobility Needs - Bike Lane System - Integration of Village and other Commercial Area needs 	<p>Ai. Determine whether to invite H-GAC representatives to Ad Hoc Transportation Committee meeting to provide overview and discuss sub-regional planning studies that H-GAC offers and manages for government clients and transit providers. Township representatives attended a meeting hosted by Commissioner Noack where H-GAC discussed the possibility of having H-GAC lead a subregional mobility study that could include all elements of concern as identified by the Committee. A number of interests were represented at the meeting and it was decided that H-GAC will develop a draft scope for a south Montgomery - north Harris County mobility study for the parties to consider. The Township will consider the scope when received from H-GAC to determine any action to be taken.</p>
		<p>Aii. Developer representative presented information on Developer mobility planning efforts relevant to the Township to Committee members during the January 10, 2013 committee meeting.</p>
	<p>B. What planning information exists? How well do past plans match Township current needs? Developer has traffic control and road way planning information that could be benefit to Township planning efforts? To what extent</p>	<p>Bi. In September 2009, The Goodman Corporation developed a Town Center and Pedestrian Corridor Five-Year Transit Plan for the Township. The plan provided for additional park and ride capabilities, a multi-modal parking complex and expansion of the Trolley system to the Village</p>

	should the developer be involved in Township planning efforts?	Centers. A draft of an updated 2013 plan has been prepared but not yet approved. The updated plan was discussed at the 01-10-13 Committee meeting. More information should be presented in March 2013.
	C. Where and how does possible involvement and future investment by the Township in the Spring Creek Greenway bike pathway fit into Township transportation plans?	Ci. Budget planning and scope documents were prepared in July 2012 covering both the Spring Creek bike pathway and development of bike lanes. As part of the Bike Friendly Community Designation, the League of American Bicyclist also provided several key measures the Township should consider to improve cycling in the community.
	D. How should Township deal with the impact of the ExxonMobil and Springwoods development and link to Township and Town Center? Do plans exist for the expansion of the Gosling and Kuykendahl bridges south of Woodlands Parkway?	Di. To be determined.
	E. What internal and external engineering and staff resources does the Township need in order to contribute to future planning efforts?	Ei. To be determined.

	<p><u>NOTE:</u> To be prepared to secure grant funding, the preliminary engineering and environmental design work for high priority projects will be need to be defined in sufficient detail to be considered “shovel ready.”</p>	
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SUCCESS FACTORS	OPEN ISSUES TO BE ADDRESSED	ACTION PLAN & STATUS
<p>5. Provision of local matching funds required to gain government grant funds.</p>	<p>A. Does the Township have an interest and financial capability to provide matching dollars for potential government grant funds (matching dollars involve providing funds for project definition activities and a percent of construction costs). How would providing match dollars impact Township debt and capital reserve strategy?</p>	<p>Ai. To be determined.</p>
	<p>B. What is the projected five year financial outlook for transportation and mobility initiatives and the impact on Township funding and grant needs? What Grant Funding is approved today for use in the Township and what projects does the funding represent? What deficit exists today and how can we manage any deficit without adversely impacting property tax rates? The five year projection model should be used to evaluate the impact of new possible initiatives as they are defined over the course of the Committee's work.</p>	<p>Bi. Information has been developed by The Goodman Corporation and provided for Committee review.</p>
	<p>C. What is the Township position on the future role of the WRUD No.1 and Township involvement? Will the WRUD be willing to seek</p>	<p>Ci. Committee members received a briefing on the authority, scope and role of WRUD No.1 during the December 13, 2012 Committee meeting. An overview</p>

	additional bond authorization for project funding? Who will own, operate and maintain non-roadways projects constructed by the WRUD?	update of the WRUD No. 1 will be presented at the February 20, 2013 Committee meeting.