



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** April 24, 2023
SUBJECT: Consider Resolution No. 2023-033 approving an advance funding agreement with TxDOT for the Smithfield Transit-Oriented Development (Main Street) Grant Project (CSJ 0902-90-154).
PRESENTER: Caroline Waggoner, Director of Public Works

SUMMARY:

The North Central Texas Council of Governments selected the Smithfield Transit-Oriented Development Project to be funded using Regional Toll Revenue, and the City of North Richland Hills must execute an Advance Funding Agreement (AFA) prior to the project commencement.

GENERAL DESCRIPTION:

In 2009 around the time the city adopted Transit-Oriented Development (TOD) zoning around the future Iron Horse and Smithfield Stations, city staff applied for a Sustainable Development Grant with the North Central Texas Council of Governments (NCTCOG) to assist with development of the Main Street area within the Smithfield TOD. The original project scope focused on Main Street street-scaping and an extension of Snider Street north into the city-owned property located north of Main Street. The grant funding was contingent on mixed-use development adjacent to the funded roadway improvements. In 2016 a developer executed a contract with the city to purchase and develop the land around the Snider Street extension, but subsequently failed to meet the retail / commercial mixed-use requirements of the sustainability grant.

Following the initial development attempt, city staff began discussions with NCTCOG staff to pursue other funding options to promote transit-oriented development near a now-operational Smithfield Station. In early 2019, through discussions with NRH and NCTCOG leadership, a path forward was identified to take advantage of Regional Toll Revenue (RTR) funding. The grant scope and funding were in development through 2019, approved by the Regional Transportation Council, and included in the 2019-2022 Transportation Improvement Program (TIP). Although the grant had been approved, two TIP modifications were required due to a funding source change and a scope reduction since the signal at Northeast Parkway was already underway. Unfortunately, the required TIP modifications were heavily impacted by the pandemic altering the Federal Highway Authority's approval timeline. Now in early 2023, the project is cleared to proceed.

The Regional Toll Revenue (RTR) program expedites transportation projects by providing non-federal funding to implement projects. Aside from the proposed 80/20 cost share, the terms of the grant are not typically what the city has dealt with. With the exception of work occurring within State right-of-way, the grant will be administered locally through NCTCOG. The city will use its own design standards, construction specifications,



procurement processes and construction management and inspection oversight. Another unique feature of this funding agreement is that funds will be provided upfront rather than as reimbursement after expenses.

The specific scope of work for the project consists of the following key components. In addition to the roadway and pedestrian pavement, the project scope will include TOD recommendations for street lights and street trees.

- Reconstruction of Main Street between Davis Blvd. and Smithfield Rd. with on-street parking and sidewalks
- Reconstruction of Snider Street south of Main Street with on-street parking and sidewalks
- Reconstruction of Center Street south of Main Street with on-street parking and sidewalks
- Construction of a sidewalk along the west side of Davis Blvd. (FM1938) from Main Street to Odell Street.

The total project cost estimate shown on the AFA is \$2,778,874 with State participation of \$2,223,100 and the city's participation is \$555,775.

RECOMMENDATION:

Approve Resolution No. 2023-033 authorizing the city manager to execute an advanced funding agreement with the Texas Department of Transportation for the Smithfield Transit-Oriented Development (Main Street) Grant Project.