

AGENDA ITEM 25

Discuss and take any appropriate action regarding issuance of certificates of obligation.

No action was taken on this agenda item.

AGENDA ITEM 26

Discuss and take any appropriate action on road bond program.

No action was taken on this agenda item.

< Attachment >



Memo

To: Mike Weaver, Prime Strategies, Inc.
From: Mike Springfield, CFA
CC: Allen Watson, Stacy Davis
Date: 9/20/01
Re: Utility Coordinating Consultants List

In accordance with our discussion yesterday noted below are the consulting engineers paired with the roadway projects for the Williamson County Road Bond Program.

Georgetown Inner Loop (Cedar Breaks)	Doucet & Associates
Shell Road	Doucet & Associates
Georgetown Inner Loop (SH 29 – FM 2243)	TC & B
McNeil Road	Pate Engineers
Parmer Lane South (FM 1431 – FM 2243)	TC & B
Parmer Lane South (FM 2243 – SH 29)	TC & B
Chandler Road (Fm 1460 to CR 110)	HDR
Chandler Road (CR 110 to FM 1660)	Kallman
Lakeline Blvd.	Kallman
CR 214	Halff
Wyoming Springs North	Baker-Aicklen
CR 175	Baker-Aicklen
CR 276/CR 278	Doucet & Associates
CR 368/CR 369	UDG
FM 1869 at SH 29	Halff
CR 137	UDG

CR 300	Pate
CR 200	Halff
CR 412	UDG

This distribution spreads out the work fairly evenly. This is noted below:

Baker-Aicklen	2 Projects
Doucet	3 Projects
HDR	1 Project
Halff	3 Projects
Kallman	2 Projects
Pate	2 Projects
TC & B	3 Projects
UDG	3 Projects

If you have any questions, please give me a call. My office number is 834-9798 and my cell phone is 497-0160.

Mike

MEMORANDUM

To: Judge Doerfler
Commissioner Heiligenstein
Commissioner Boatright
Commissioner Hays
Commissioner Limmer

From: Mike Weaver and Pix Howell 

Re: County Quality of Life Initiative

Date: September 21, 2001

As requested in the last worksession, we have tried to answer the Court's questions about the benefits of a "peer review" process and the initial steps necessary to initiate such a program. Summarized below are our thoughts.

Benefit to County and Outcomes

A Public planning process, where stakeholder/citizens have the opportunity to identify key growth issues and consider alternatives for infrastructure (water, roads, parks, etc.), creates a support network and decision resource for the County as it proceeds with current improvements and long-term developments. A loose "work group" of informed citizens (from the workshops) can provide an extended network of information regarding future developments, community planning efforts and other information that effects right-of-way, utility service, open space preservation, and roadway planning efforts. Probably the most significant benefit would be the effort to receive public input regarding the growth and character of Williamson County. This effort would be recognized as significant by U.S. Fish & Wildlife, Corp of Engineers, and Federal Agencies (EPA) responsible for evaluating the County's plan as it relates to air quality.

Any public process outside the routine operations of the Commissioners Court are seen as positive and could weigh heavily as the County continues to position itself within the region and further, as it negotiates with these agencies for reasonable consideration and support of the bond program. Additionally, regarding the outcomes of the initiative, a key deliverable will be how to mesh the County's mobility investment plan with land use considerations in order to mitigate ever-increasing traffic congestion and to achieve economies of scale in terms of budget and tax base. For example, how can utility and green space planning be used to encourage quality development around new transportation corridors? Moreover, a workshop and a follow-up peer review process will provide guidance as to how "regional services" strategies (regional mobility authority, commuter rail, regional water alliances) and additional coordinated planning could be employed, as opportunities for additional regional partnerships within the County and beyond are identified.

Workshop and Stakeholders

The workshop would bring together public sector policy makers, private sector leadership and technical experts so that the underlying issues regarding infrastructure and utility investment could be meaningfully explored in the context of quality of life expectations as Williamson County continues to grow. During the workshop, initial concerns would be identified; basic opportunities would be presented; and then stakeholders would be divided into teams so that they can explore specific policy implications. The teams would then provide their respective conclusions. Those conclusions would then be used to guide a follow up peer review process.

Specific stakeholder representatives would be invited in order to provide diverse input and significant depth of analysis. Representative stakeholder groups should include:

- The Commissioners' Court
- Key landowners/developers
- Municipalities within the County
- Representatives from surrounding counties
- Law enforcement and emergency services
- Area school districts
- Area universities
- Area healthcare providers
- Chambers of Commerce
- Greater Austin-San Antonio Corridor Council
- BRA/LCRA Alliance and other utility providers
- Municipal Utility Districts and other special districts
- CAPCO
- CAMPO
- TxDOT
- Capital Metro
- Economic development / public-private finance experts
- The Legislative delegation
- Conservation interests including parks foundations, conservancies and the Texas Parks & Wildlife Department

30-40 Participants

Morning Session

Part One

Presentations of Infrastructure (roads, parks, etc.) planning in the County, common growth issues, and identification of top ten issues of concern

Part Two

Flesh out elements of top ten issues in interactive discussion

Afternoon Session

Break into 4 groups with facilitators and professionals to answer questions and stimulate discussion; Identify options for addressing the top ten issues of concern

Conclusion

With the input of the participants of this initial effort the County could then pursue further workshop efforts or design charrette options.

As the County facilitates its Road Bond Program and its Unified Roadway System, it will be in a position to impact growth and traffic even more effectively if it enhances the coordination of roadway planning, subdivision growth, utility services management and parkland investments.

COMMISSIONERS' COURT ADJOURNED TO EXECUTIVE SESSION AT 9:55 A.M. ON TUESDAY, SEPTEMBER 25, 2001.

AGENDA ITEM 27

Discuss jail/courthouse annex expansion: Executive Session Requested as per VTCA sec. 551.071

No action was taken in Executive Session.

AGENDA ITEM 28

Discuss personnel: Executive Session Requested as per VTCA sec. 551.074 pertaining to personnel.

No action was taken in Executive Session.

COMMISSIONERS' COURT RECONVENED FROM EXECUTIVE SESSION AT 10:42 A.M. ON TUESDAY, SEPTEMBER 25, 2001.

AGENDA ITEM 29

Discuss and take any appropriate action on jail/courthouse annex expansion.

No action was taken on this agenda item.

AGENDA ITEM 30

Discuss and take any appropriate action on personnel matters.

No action was taken on this agenda item.

AGENDA ITEM 31

Comments from commissioners.

Commissioner Heiligenstein attended a Regional Mobility Authority meeting, hosted by the Austin-San Antonio Corridor Council, exploring pending legislation that allows creation of regional toll way authorities. He also reported that Commissioner Nichols of the Texas Transportation Commission will be at the Dell Diamond on Wednesday, October 3, 2001 for a presentation and discussion of the issues concerning the Regional Mobility Authority.

Commissioner Hays reported that he and Commissioner Heiligenstein met with the City of Round Rock on issues regarding Wyoming Springs Road. He said that he met with Karen Ray with Capital Metro regarding road projects that cross the railroad tracks in the Lakeline area. He stated that Ms. Ray would like to address the court on this issue in October. He also mentioned that the county is spending a lot of money upgrading county roads without gaining any right-of-way for drainage. He asked the court to consider establishing a rule to require right-of-way acquisition on projects with heavy traffic before reconstruction efforts begin.

Commissioner Limmer discussed the possibility of considering a tax abatement agreement for a flour mill that might be established in the Taylor area, which would give relief to farmers in the eastern part of the county, by boosting prices for food grade corn.

COMMISSIONERS' COURT ADJOURNED AT 11:45 A.M. ON TUESDAY, SEPTEMBER 25, 2001.