

On January 20, 2015, a special Council workshop was held to present the proposed Heritage Oaks Hike and Bike Trail (RS-15-008). The City Council indicated a consensus for the allocation of \$1,300,000 for the Heritage Oaks Park project. City Council also authorized staff to enter into negotiation for the design of the proposed hike and bike trail portion of the project. City Council supports the submission of an application for the TxDOT 2015 TAP Call for Projects.

Due to the length of the regional trail, the overall nine-mile multi-use trail is planned to be constructed in five segments and are described as follows: Segment 1 - US 190 to Stagecoach Road which is constructed as part of the US 190/FM 2410/Rosewood Drive Pass Through Funding (PTF) project; Segment 2 - Rosewood Drive from Stagecoach Road to Chaparral Road is to be constructed as part of the Rosewood Drive Extension project; Segment 3 - Intersection of Rosewood Drive and Chaparral Road to the eastern boundary of the WBW Land Investments property is to be constructed as part of the Chaparral Road Widening project; Segment 4 - KISD Elementary School south to the US Government property in Bell County; and Segment 5 - US Government property in Bell County to Stillhouse Hollow Lake. We may assume that funding for the remaining segments will orbit in the price range of Segment 3, an additional \$1.6 million encumbrance.

In order to meet the spirit of TxDOT goals, priority consideration is given to those projects that request federal funds for construction associated costs only. The project budget estimates the total project construction costs of \$3,500,000. The City would provide approximately \$1,000,000 (29% of construction-related costs) and will be reimbursed \$2,500,000 (71% of construction project costs) as the project progresses, \$1,300,00 specifically is the cost briefed to council.

At the time of this associated resolution it stated my support of the TAP App is contingent upon emplacement of flexible revenue generating programs. No such programs exist at this moment in time. We only have the ability to match the TAP App through inter-loan ability from either the General Fund or through funds available in budgeted line items. Impact Fees, Transportation Utility Fees, and other programs purposely implemented would generate revenue streams for Capital Improvement Program items such as this one before us for consideration.

What I understand regarding this consideration is that we will allocate funds to match this requirement with bond funding. I have a fundamental disagreement with. Have we considered the Killeen Parks and Recreation Master Plan? Is this consideration included in it? Are we exercising distribution of funding in similar fashion as the state, particularly having a project on the books for funding? Have we addressed funding needs of Parks identified in the Parks Master Plan? I believe I addressed a basic need of the AA Lane Neighborhood through a memorandum submitted May 14, 2014. I visited the park after our workshop last week and determined that the basic need of this operational park has not been met.

I spoke with a gentleman there conducting a baseball practice and he informed me that the tree line of the park is used for body function relief. I routinely communicate with another gentleman that utilizes the park for summer youth programs and found that the Chevron on the north right of way corner of east VMB and MLK is the place they use to relieve themselves. We need to remember and be concerned with the demographic that has long been established in the North Killeen by equalizing and managing North and South Killeen infrastructure funding priorities accordingly. The quoted cost to assuage the ailments of AA Lane Park was in the \$725,000 price range. I don't have any support for usage of bond funding required by this consideration, without an arrangement to fill the needs of AA Lane Park and other park in the Parks/Recreation master Plan.

Rather than a rail against the plans that progress our city, my criticism is in the manner in which we progress at the neglect of other portions of our city and the meager transmission whole plans, such as the Hike and Bike Trail System, that come before council in a fragmented manner.