

**NOTICE OF REGULAR CITY COUNCIL MEETING
CITY OF TOMBALL, TEXAS**



MONDAY, JANUARY 16, 2017

6:00 P.M.

Notice is hereby given of a meeting of the Tomball City Council, to be held on Monday, January 16, 2017 at 6:00 P.M., City Hall, 401 Market Street, Tomball, Texas 77375, for the purpose of considering the following agenda items. All agenda items are subject to action. The Tomball City Council reserves the right to meet in a closed session for consultation with attorney on any agenda item should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

1.0 Call to Order

2.0 Invocation

- Led by Pastor Edward Matthews, Newness of Life Church

3.0 Pledges to U.S. and Texas Flags

4.0 Public Comments and Receipt of Petitions *[At this time, anyone will be allowed to speak on any matter other than personnel matters or matters under litigation, for length of time not to exceed three minutes. No Council/Board discussion or action may take place on a matter until such matter has been placed on an agenda and posted in accordance with law.]*

5.0 Reports and Announcements

- January 18, 2017 – First day to apply for Place on Ballot for the May 7, 2017 City General Election

- February 11, 2017 – 2nd Saturday at the Depot
- Reports by City staff and members of council about items of community interest on which no action will be taken

6.0 Approve the Minutes of the January 3, 2017 Regular Tomball City Council Meeting

7.0 New Business:

7.1 Presentation of Railroad Museum Master Plan for the Texas Railroading Heritage Museum at Tomball

7.2 Adopt, on First Reading, Ordinance No. 2017-01, an Ordinance Reducing the *Prima Facie* Speed Limit Established for Vehicles under the Provisions of §545.356, Texas Transportation Code, upon the Basis of an Engineering and Traffic Investigation, upon SH249 Frontage Roads/Access Roads, for a Temporary Reduction of Speed during Construction Only, from the Intersection of Heidi Lane and SH 249, North to the Harris/Montgomery County Line, within the Corporate Limits of the City of Tomball as set out in This Ordinance; and Providing a Penalty of a Fine in an Amount Not to Exceed Two Hundred Dollars (\$200.00) for the Violation of This Ordinance

7.3 Authorize the City Manager to Execute the Necessary Documents to Apply for a UASI Grant to Link Multiple Dispatch Centers in Harris and Montgomery Counties

7.4 Discussion and Possible Action in Regards to City Staff's Handling of In-City Municipal Utility District Requests

8.0 Adjournment

C E R T I F I C A T I O N

I hereby certify that the above notice of meeting was posted on the bulletin board of City Hall, City of Tomball, Texas, a place readily accessible to the general public at all times, on the 12th day of January 2017 by 5:00 p.m., and remained posted for at least 72 continuous hours preceding the scheduled time of said meeting.

Doris Speer

Doris Speer
City Secretary, TRMC

This facility is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 48 hours prior to this meeting. Please feel free to contact the City Secretary's office at (281) 290-1002 or FAX (281) 351-6256 for further information.

AGENDAS MAY ALSO BE VIEWED ONLINE AT www.ci.tomball.tx.us.

Regular City Council
Agenda Item
Data Sheet

Meeting Date: January 16, 2017

Topic:

- Led by Pastor Edward Matthews, Newness of Life Church

Background:

Origination:

Recommendation:

Party(ies) responsible for placing this item on agenda:

ACTION TAKEN		
Approval ☐ Yes ☐ No	Readings Passed ☐ 1 st ☐ 2 nd	Other

Regular City Council

Agenda Item

Data Sheet

Meeting Date: January 16, 2017

Topic:

- January 18, 2017 – First day to apply for Place on Ballot for the May 7, 2017 City General Election
- February 11, 2017 – 2nd Saturday at the Depot
- Reports by City staff and members of council about items of community interest on which no action will be taken

Background:**Origination:**

Various

Recommendation:

N/A

Party(ies) responsible for placing this item on agenda:

City Secretary

ACTION TAKEN		
Approval ☐ Yes ☐ No	Readings Passed ☐ 1 st ☐ 2 nd	Other

ATTACHMENTS:

Deadline to Apply for Place on Ballot for the May 6, 2017 City General Election

NOTICE OF DEADLINE TO FILE APPLICATIONS FOR PLACE ON THE BALLOT
(AVISO DE FECHA LÍMITE PARA PRESENTAR SOLICITUDES PARA UN LUGAR EN LA BOLETA)
(THÔNG BÁO VỀ THỜI HẠN NỘP ĐƠN XIN GHI DANH TRÊN LÁ PHIẾU)
(申請選票席位 截止日期通知)

Notice is hereby given that applications for a place on the May 6, 2017 City of Tomball, Texas General Election ballot may be filed during the following time:
(Se da aviso por la presente que las solicitudes para un lugar en la boleta de la Elección General de la Ciudad de Tomball, Tejas de 6 de mayo de 2017 se pueden presentar durante el siguiente horario:)
(Theo đây xin thông báo quý vị có thể nộp đơn xin ghi tên tranh cử trên lá phiếu cho Cuộc Tổng Tuyển Cử của Thành Phố Tomball, Texas ngày 6 tháng Năm, 2017 vào ngày giờ sau đây:)
(特此通知, 申請 2017 年 5 月 6 日 Texas 州 Tomball 市 普通選舉之選票席位可於以下期間辦理登記:)

Filing Dates and Times:

(Fechas y Horario para Entregar Presentaciones):

(Ngày giờ nộp đơn):

(登記日期和时间):

Start Date: January 18, 2017

(Fecha Inicio): 18 de enero de 2017

(Ngày bắt đầu: 18 tháng Một, 2017)

(開始日期): 2017 年 1 月 18 日

End Date: February 17, 2017

(Fecha Limite): 17 de febrero de 2017

(Ngày kết thúc): 17 tháng Hai, 2017

(截止日期): 2017 年 2 月 17 日

Office Hours: Monday-Thursday: 7:45 a.m.-5:00 p.m.; Friday: 7:45 a.m.-4:00 p.m.

Horario de la Oficina: Lunes-Jueves: 7:45 a.m.-5:00 p.m.; Viernes: 7:45 a.m.-4:00 p.m.

Giờ làm việc: Thứ Hai - thứ Năm, 7:45 a.m.-5:00 p.m.; thứ Sáu: 7:45 a.m.-4:00 p.m.

辦公時間: 週一至週四: 上午 7:45 - 下午 5:00; 週五: 上午 7:45 - 下午 4:00

Physical address for filing applications in person for place on the ballot:

(Dirección a física para presentar las solicitudes en persona para un lugar en la boleta):

(Địa chỉ tiếp nhận đơn xin nộp trực tiếp):

(親自辦理選票席位申請地址):

City Secretary	La Secretaria de la Ciudad	Thư Ký Thành Phố	市秘書
City of Tomball, Texas	La Ciudad de Tomball, Tejas	Thành phố Tomball, Texas	Texas 州 Tomball 市
401 Market Street	401 Market Street	401 Market Street	401 Market Street
Tomball, Texas 77375	Tomball, Texas 77375	Tomball, Texas 77375	Tomball, Texas 77375

Address to mail applications for place on the ballot (if filing by mail):

(Dirección a donde enviar las solicitudes para un lugar en la boleta (en caso de presentar por correo))

(Địa chỉ nhận đơn xin gửi qua thư bưu điện (nếu nộp qua thư)):

(郵寄辦理選票席位申請地址 (如郵寄申請)):

City Secretary	Secretaria de la Ciudad	Thư Ký Thành Phố	市秘書
City of Tomball, Texas	La Ciudad de Tomball, Tejas	Thành phố Tomball, Texas	Texas 州 Tomball 市
401 Market Street	401 Market Street	401 Market Street	401 Market Street
Tomball, Texas 77375	Tomball, Texas 77375	Tomball, Texas 77375	Tomball, Texas 77375

Doris Speer, City Secretary/Secretaria de la Ciudad/

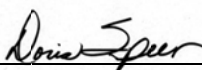
Thư Ký Thành Phố/市秘書

Printed Name of Filing Officer

(Nombre en letra de molde del Oficial de Archivos)

(Tên viết bằng chữ in của viên chức phụ trách thủ tục nộp đơn xin)

(登記官印刷體姓名)



Signature of Filing Officer

(Firma del Oficial de Archivos)

(Chữ ký của viên chức phụ trách thủ tục nộp đơn xin)

(登記官簽名)

December 2, 2016/2 de diciembre de 2016/

Ngày 2 tháng Mười Hai, 2016/2016 年 12 月 2 日

Date Posted (Fecha archivada) (Ngày đăng) (发布日期)

Regular City Council
Agenda Item
Data Sheet

Meeting Date: January 16, 2017

Topic:
Approve the Minutes of the January 3, 2017 Regular Tomball City Council Meeting

Background:

Origination:

Recommendation:

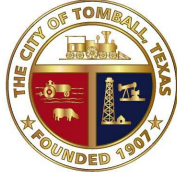
Party(ies) responsible for placing this item on agenda:

ACTION TAKEN		
Approval ☐ Yes ☐ No	Readings Passed ☐ 1 st ☐ 2 nd	Other

ATTACHMENTS:

Draft Minutes of the January 3, 2017 Regular City Council Meeting

**MINUTES OF REGULAR CITY COUNCIL MEETING
CITY OF TOMBALL, TEXAS**



TUESDAY, JANUARY 3, 2017

6:00 P.M.

1.0 Call to Order

The Council meeting was called to order at 6:00 p.m. by Mayor Fagan. Other members present:

Councilman Hudgens
Councilman Degges
Councilman Townsend
Councilman Klein Quinn

Members absent:

Councilman Stoll - Excused

Others present:

City Manager – George Shackelford
Assistant City Manager – Robert Hauck
City Secretary – Doris Speer
City Attorney – Loren Smith
Police Chief – Billy Tidwell
Fire Chief – Randy Parr
Marketing Director – Mike Baxter
Director of Public Works – David Esquivel
Director of Community Development – Craig Meyers
Assistant City Planner – Amelia Lindley
Community Center Manager – Rosalie Dillon
Senior Administrative Assistant – Tracy Garcia

- 2.0** The invocation was led by Senior Pastor Rick Brown, ChristBridge Fellowship Church.
- 3.0** Pledges to U. S. and Texas Flags were led by Rob Hauck.
- 4.0** No public comments were received.

5.0 Reports and Announcements:

- January 18, 2017 – First day to apply for Place on Ballot for the May 6, 2017 City General Election
- Reports by City staff and members of Council about items of community interest on which no action will be taken:
 - Randy Parr reported on the success of the Fire Department's *Thanksgiving* and *Christmas Family and Senior Citizen Assistance* Programs.
 - Billy Tidwell reported on the success of *Shop with a Cop*.

6.0 Motion was made by Councilman Townsend, second by Councilman Klein Quinn, to approve the Minutes of the December 19, 2016 Regular Council Meeting.

Motion carried unanimously.

7.0 Old Business:

- 7.1 Motion was made by Councilman Degges, second by Councilman Townsend, to adopt, on Second Reading, Ordinance No. 2016-31, an Ordinance of the City of Tomball, Texas, Amending Chapter 50 (Zoning) of the Tomball Code of Ordinances by Changing the Zoning District Classification of Approximately 3.9 Acres of Land, Legally Described as Tract 262A Tomball Outlots, Within the City of Tomball, Harris County, Texas, from the Agricultural District to the Commercial District; Said Property Being Generally Located on the East Side of South Pitchford Street, at 909 South Pitchford; Providing for the Amendment of the Official Zoning Map of the City; Providing for Severability; Providing for a Penalty of an Amount Not to Exceed \$2,000 for Each Day of Violation of Any Provision Hereof, Making Findings of Fact; and Providing for Other Related Matters. Vote was as follows:

Councilman Hudgens	<u>Aye</u>
Councilman Stoll	<u>Absent</u>
Councilman Degges	<u>Aye</u>
Councilman Townsend	<u>Aye</u>
Councilman Klein Quinn	<u>Aye</u>

Motion carried unanimously.

Mayor Fagan recused herself from discussion and action regarding Items 8.1 and 7.2, having filed an Affidavit of Conflict of Interest with the City Secretary. Mayor Pro Tem Degges proceeded with the meeting.

- 7.2 Motion was made by Councilman Townsend, second by Councilman Hudgens, to adopt, on Second Reading, Ordinance No. 2016-33, an Ordinance of the City of Tomball, Texas, Amending Chapter 50 (Zoning) of the Code of Ordinances by Amending Section 50-2 (“Definitions”), Section 50-82(B) (“Use Charts”) and Section 50-116 (“Supplemental Regulations”) by Defining and Creating a Land Use for “Mobile Food Courts”; Providing for Severability; Providing for a Penalty of an Amount Not to Exceed \$2,000 for Each Day of Violation of Any Provision Hereof, Making Findings of Fact; and Providing for Other Related Matters. Vote was as follows:

Councilman Hudgens	<u>Aye</u>
Councilman Stoll	<u>Absent</u>
Councilman Degges	<u>Aye</u>
Councilman Townsend	<u>Aye</u>
Councilman Klein Quinn	<u>Aye</u>

Motion carried unanimously.

- 7.3 Motion was made by Councilman Klein Quinn second by Councilman Townsend, to adopt, on Second Reading, Ordinance No. 2016-34, an Ordinance of the City of Tomball, Texas Amending Section 32-2, Exceptions to Chapter, and Section 32-8, Responsibility of Owners, Tenants, and Lessees Allowing Peddlers to Utilize Property, of Article 1, in General, of Chapter 32, Peddlers and Solicitors, to Allow Mobile Food Vendors Registered with the City in Compliance with the City’s Zoning Regulations; Providing a Penalty Not to Exceed \$2,000.00 for any Violation Hereof with Each Day Constituting a Separate Offense; Providing for Severability and Providing for Severability and Providing Other Findings Related Hereto. Vote was as follows:

Councilman Hudgens	<u>Aye</u>
Councilman Stoll	<u>Absent</u>
Councilman Degges	<u>Aye</u>
Councilman Townsend	<u>Aye</u>
Councilman Klein Quinn	<u>Aye</u>

Motion carried unanimously.

Mayor Fagan returned to the dais and the following items were considered:

- 7.4 Motion was made by Councilman Townsend, second by Councilman Degges, to adopt, on Second Reading, Ordinance No. 2016-35, an Ordinance of the City of Tomball, Texas, Finding and Determining that Public Convenience and Necessity No Longer Require the Continued Existence of a Public Right-of-Way, All Situated in the Replat of Final Plat Reserve at Spring Lake Section One and in the Replat of

The Reserve at Spring Lake Section Two, Located in the Joseph Miller League, A-50, W.H. Clemens Survey, A-1641, Harris County Texas; Vacating and Abandoning Said Right-Of-Way and Replacing with an Access and Utility Easement; Authorizing the Mayor to Execute and the City Secretary to Attest, Respectively, a Quitclaim Deed Conveying Said Street Right-of-Way to Zion Road Properties, LLC; Providing for Severability; and Containing Other Provisions Relating to the Subject. Vote was as follows:

Councilman Hudgens	<u>Aye</u>
Councilman Stoll	<u>Absent</u>
Councilman Degges	<u>Aye</u>
Councilman Townsend	<u>Aye</u>
Councilman Klein Quinn	<u>Aye</u>

Motion carried unanimously.

8.0 New Business:

- 8.1 Motion was made by Councilman Townsend, second by Councilman Degges, to approve Resolution No. 2017-01, a Resolution and Order of the City Council of the City Of Tomball, Texas, Ordering the General City Election, to be Held in the City of Tomball on Saturday, May 6, 2017; Designating the Polling Places and Appointing Election Officials for Such Election; Directing the Giving of Notice of Such Election; and Providing Details Relating to the Holding of Such Election.
- Fue presentada una moción por el Concejal Townsend, secundada por el Concejal Degges, para aprobar la Resolución Nro. 2017-01, una Resolución y Orden del Consejo Municipal de la Ciudad de Tomball Texas, Ordenando una Elección Regular de Funcionarios Municipales a Celebrarse el sábado 6 de mayo de 2017; Designando los Lugares de Votación y Nombrando a los Oficiales Electorales de tal Elección; Instruyendo que se Notifique Sobre esta Elección; Designando la Fecha de una Elección de Desempate de ser Necesaria; y Proporcionando Detalles Referentes a la Celebración de Tal Elección.*
- Cuộc Vận Động được tiến hành bởi Ủy Viên Hội Đồng Townsend, tán thành bởi Ủy Viên Hội Đồng Degges, để chấp thuận Nghị Quyết số 2017-01, một Nghị Quyết và Sắc Lệnh của Hội Đồng Thành Phố Tomball, Texas, Yêu Cầu một Cuộc Bầu Cử Viên Chức Thường Lệ sẽ được tổ chức tại Thành Phố Tomball vào Thứ Bảy, ngày 6 tháng Năm, 2017; Chỉ định các Địa Điểm Bỏ Phiếu và Chỉ Định các Viên Chức Bầu Cử cho Cuộc Bầu Cử đó; Hướng Dẫn việc Đưa Ra Thông Báo của Cuộc Bầu Cử đó; Chỉ Định Ngày Bầu Cử Chung Cuộc nếu cần; và Đưa Ra các Chi Tiết có Liên Quan đến việc Tổ Chức Cuộc Bầu Cử đó.

提案是由市議員Townsend，第二由市議員Degges，批准決議案編號2017-01，為一德克薩斯州，Tomball市市議會決議及指示，特指示一市府官員普選，其將於2017年5月6日，星期六在Tomball市召開；並已為此選舉指定投

票所地點以及指派選舉官員；指導發出本選舉之選舉通知；如需要，將指定決選日期；以及提供所有與召開本選舉相關的細節。

Motion carried unanimously.
La moción fue aprobada por unanimidad.
Cuộc Vận Động được nhất trí tiến hành.
議案獲得一致通過。

- 8.2 Motion was made by Councilman Townsend, second by Councilman Klein Quinn, to approve Resolution No. 2017-02, a Resolution of the City Council of the City of Tomball, Texas, Designating the Potpourri (Houston Community Newspaper) as the Official Newspaper for 2017 for Publication of Matters Pertaining to the City of Tomball.

Motion carried unanimously.

- 8.3 Motion was made by Councilman Townsend, second by Councilman Degges, to award Engineering Contract to Jones and Carter for Design Services for a Water and Sewer Line along Zion and E. Hufsmith Roads in the Amount of \$196,000.

Motion carried unanimously.

- 8.4 Motion was made by Councilman Townsend, second by Councilman Degges, to approve Resale Deed for Property acquired by Foreclosure Tax Sale in Cause No. 2000-62916, styled City of Tomball, et al vs. Emma Dial Fullylove, et al, said Property being described as: Tract 1: Lot No. 44, Block No. 36, Located in Harris County, Texas, According to the Map or Plat Thereof Recorded in Vol. 4, Page 25 of the Map Records of Harris County, Texas, HCAD Acct No. 035-264-036-0044, to Maricsa Villasenor, in the Amount of \$3,749.47; Located at 0 Clarence Street, Tomball.

Motion carried unanimously.

- 8.5 Executive Session: The City Council recessed at 6:18 p.m. into Executive Session as Authorized by Title 5, Chapter 551, Government Code, the Texas Open Meetings Act, for the Following Purpose(s):

- Sec. 551.072 – Deliberations Regarding the Purchase, Exchange, Lease, or Value of Real Property

Upon reconvening into Regular Session at 6:29 p.m., no action was taken.

9.0 Motion was made by Councilman Townsend, second by Councilman Klein Quinn, to adjourn.

Motion carried unanimously.

Meeting adjourned.

PASSED AND APPROVED this the 16th day of January 2017.

Doris Speer, TRMC, CMC
City Secretary

Gretchen Fagan
Mayor

Regular City Council
Agenda Item
Data Sheet

Meeting Date: January 16, 2017

Topic:

Presentation of Railroad Museum Master Plan for the Texas Railroading Heritage Museum at Tomball

Background:

Tom Marsh, representing the Gulf Coast Chapter - National Railway Historical Society, Inc., will present a Master Plan Document for the Texas Railroading Heritage Museum at Tomball.

Origination:

Gulf Coast Chapter - National Railway Historical Society, Inc.

Recommendation:

N/A

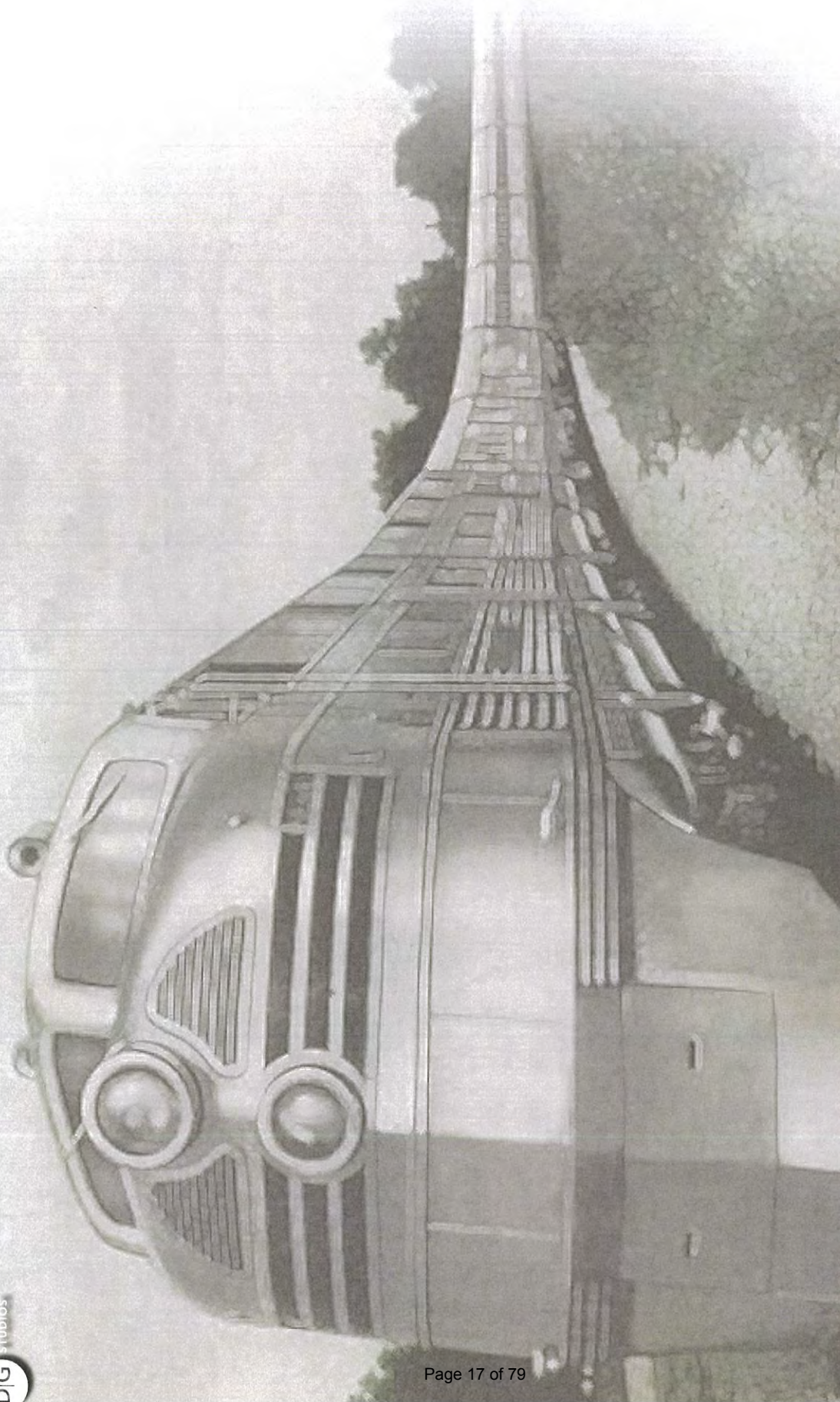
Party(ies) responsible for placing this item on agenda:

Doris Speer, City Secretary

ACTION TAKEN		
Approval ☐ Yes ☐ No	Readings Passed ☐ 1 st ☐ 2 nd	Other

ATTACHMENTS:

Railroad Museum Master Plan for the Texas Railroading Heritage Museum at Tomball



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL

MASTERPLAN DOCUMENT

PROJECT INTRODUCTION



This Master Plan document for the Texas Railroad Heritage Museum at Tomball provides a framework, direction and guidelines for the design of museum spaces and visitor experiences.

The collection to be displayed at the museum initially will consist of two locomotives, six passenger cars, three freight cars, two cabooses, and hundreds of smaller artifacts, most of which have significant Texas heritage. Gulf Coast Chapter - National Railway Historical Society, Inc, has collected these historic artifacts over the last 50 years. The Master Plan also anticipates that a modest acquisition program will be undertaken to make the collection as fully comprehensive and representative of Texas railroading heritage as possible. See Appendix A for proposed programming options for specific major artifacts.

Audience

A variety of groups will use the facility. These groups include leisure seekers and those with a casual interest in trains; Texas and regional history buffs; and train enthusiasts. Families with children will comprise an important portion of the visitor mix. The museum's messages and experiences will be flexible enough to appeal to these varied groups. The plan is to create a fun learning environment for everyone.

Goals

In addition to the core goal of showcasing the museum's historic railroad equipment collection in a unique, entertaining and educational venue, important sub-goals will be pursued. These are:

- Pique visitor interest in the museum's artifacts and stories
- Motivate visitors to learn about the role railroads played in Texas history
- Communicate stories and ideas about railroading historically and now
- Give visitors an appreciation of rail passenger travel in the past and present

Guiding Principles

The museum's interpretive themes and visitor experience will be developed under the following guidelines:

- Employ a multifaceted approach to pique visitors' interest in the displayed artifacts
- Connect visitors to the museum's collection and stories through a variety of media and display techniques
- Provide a unique, dynamic experience with both docent-supported and self-guided activities

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 1

ORGANIZATION OVERVIEW



The Texas Railroad Heritage Museum at Tomball is a federally recognized 501(c)(3) nonprofit educational corporation established in 2011 by Houston-based Gulf Coast Chapter - National Railway Historical Society, Inc., also a 501(c)(3) entity. The museum corporation's purpose is development of a railroad museum in Harris County, Texas, to display, restore and maintain the historic railroad locomotives, cars and artifacts acquired and preserved by Gulf Coast Chapter - NRHS since its formation in the early 1960s.

Gulf Coast Chapter - NRHS enjoyed a niche audience over the years in Houston through its public museum, but despite the efforts of dedicated volunteers and support from Houston Endowment, local railroads and many other donors through the years, the museum lacked thematic consistency, a focus on families, and a comprehensive interpretive narrative. The effort embodied by this document is to build on the work of the last 50 years and transition the museum into an informative and broadly attended community asset that tells the story of the significance of railroading to the region.

The Mission, Vision and Values statements adopted by the Texas Railroad Heritage Museum at Tomball will guide the museum's development.

Our Mission

Preserve, enjoy and share with our community the memory, history and experience of railroading in Texas, as it has been and as it is now.

Our Vision

Build an engaging and memorable educational experience for people of all ages.

Our Values

- Act with integrity, honesty and transparency
- Care responsibly for the historical resources that have been entrusted to us.
- Be engaged with - and an asset to - our community.

AUDIENCE & EXHIBIT TYPES

Families, Leisure Seekers And Those With A Casual Interest In Trains

The largest group of visitors to the museum will be families, most with young children, looking for interesting, entertaining and educational activities. These visitors may or may not have any particular interest in trains or history. While this is the core audience, a target secondary audience in this group is the wives and mothers that accompany these core users. This sub-group (and others) can be reached with stories of the romance of rail travel, particularly through the personal voice of the museum's proposed "ghost travelers" (audio/visual virtual characters) and what travel would have been like for them.

Types of Exhibits: railroad cars, locomotives and other equipment; model railroad, locomotive operation simulator and other hands-on experiences; play area; Hollywood movie train scenes; railroad themed educational games.

Regional History Buffs

These visitors may have no overwhelming interest in trains or transportation, but are interested in regional history of all sorts.

Types of Exhibits: artifacts, displays and panels that trace the impact of the railroad on the region's development; library, catalogued documents, old photographs and maps of railroad facilities; first-person stories about railroading.

Train Enthusiasts

The core of this group is mostly young boys and adult men with a strong interest in trains, including people who build and operate model railroads. These people like trains and being around trains and other railroad paraphernalia such as signals, whistles and bells, and historic media and photographs.

Types of Exhibits: railroad cars, locomotives and other equipment, artifacts, model railroad, locomotive operation simulator and other hands-on experiences, videos and photographs.



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 3

MASTERPLAN DOCUMENT

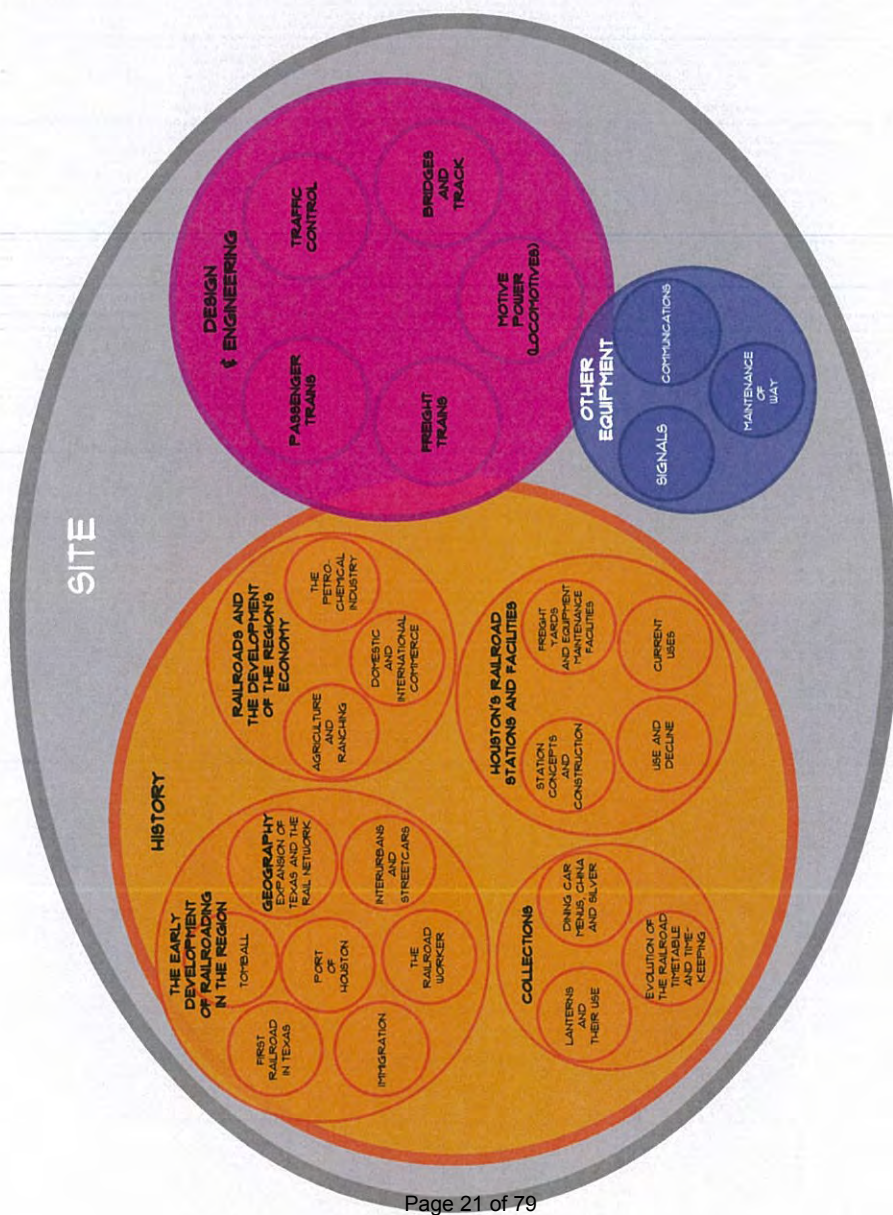
DIG STUDIOS

THEMES & INTERPRETATION

The three main themes to be explored by the museum are:

1. How railroads spurred the growth of Texas and Harris County and why they remain important today
2. How railroad technology has evolved from Texas' earliest trains to the present day
3. Travel by train, then and now

Exhibits will be developed through a systematic approach designed to tell the various artifacts' stories, their relation to the particular theme or themes with which they are associated and their individual significance. To this end, specific new acquisitions and de-accession of certain artifacts will be undertaken.



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 4

MASTERPLAN DOCUMENT

DIG STUDIOS

THEMES & INTERPRETATION

1. Railroads in Texas and Harris County

This theme explores the role railroads played in the early history of Harris County and Texas and will be interpreted primarily with photographs, graphic displays, documents and smaller artifacts.

The first railroad in Texas and the second west of the Mississippi River was built in Harris County between Harrisburg (now part of Houston) and Stafford's Point, now the City of Stafford, on the Harris/Fort Bend County line. Railroads had a profound effect on the development of the regional economy and culture, and Houston was promoted for many years as the "the city where 17 railroads meet the sea". Maps and other displays will track the development of the regional rail network and its effect on travel, agriculture, ranching and commerce. This theme opens opportunities to partner with local historical societies and university history departments, among other organizations.

Tomball itself provides a case study in the importance of the railroad to economic development in the region, and the museum will include exhibits highlighting Tomball's railroad experience. Settlers began arriving in the area from Europe in the mid-1800s, and the community became known as Peck. With the construction of the Trinity & Brazos Valley Railway through the settlement in the early 1900s, the town gained a freight station, telegraph office, stock pens and loading chutes, a five-stall roundhouse and other facilities that transformed Peck into an agricultural trade center. The railroad was of singular importance to the community: In ceremonies held on Dec. 2, 1907, at the railroad depot, Peck was renamed Tomball in honor of Thomas Henry Ball,

the man responsible for routing the railroad through the town. The historic depot is now preserved and serves as the centerpiece of the city's downtown Depot Plaza and Park immediately adjacent to the property set aside for the Texas Railroad Heritage Museum at Tomball.

In addition, the economic importance to the region of the rail-to-water interface that resulted from the dredging of the Houston Ship Channel is among the topics central to the story; this theme opens possible cooperation with other county-based organizations, including the Port of Houston Authority, the Houston Maritime Museum and others.



Burlington Route's **Sam Houston Zephyr** prepares to depart Houston in the late 1930s. The train will pass through Tomball later in the day on its journey to Fort Worth.

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 5

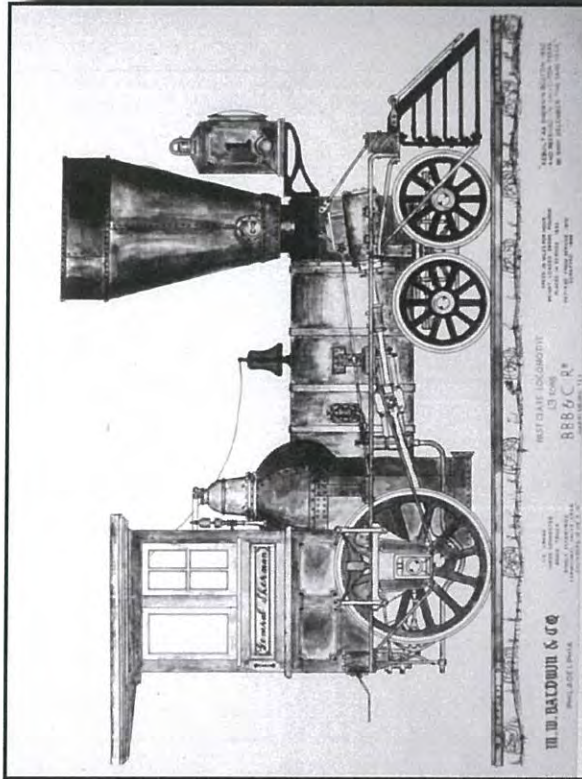
THEMES & INTERPRETATION

2. Railroad Technology, from Texas' earliest trains to the present day

The railroad technology story will be supported by the entire railroad car and locomotive collection with focus on the design and engineering elements of the locomotives, passenger cars and freight equipment. Graphic displays and other artifacts, such as lineside signal equipment, will add to the story.

Huge machines engineered and built to serve specific purposes epitomize railroading. The museum can capture the size and power of trains by emphasizing the exteriors and design of the full-size cars and locomotives in the collection.

Railroad operations can be demonstrated with locomotive operation simulators, video presentations and the use of the sights and sounds of railroading. Information regarding the need for everyone to think "safety first" around these big machines will be provided through videos and information on Operation Lifesaver, the railroad industry's public safety campaign. Railroad traffic control and the three primary engineering disciplines behind railroad propulsion - diesel, electric and steam - will be explained through cutaways, models and other exhibits illustrating how locomotives work.



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 6

MASTERPLAN DOCUMENT

DIG STUDIOS

THEMES & INTERPRETATION

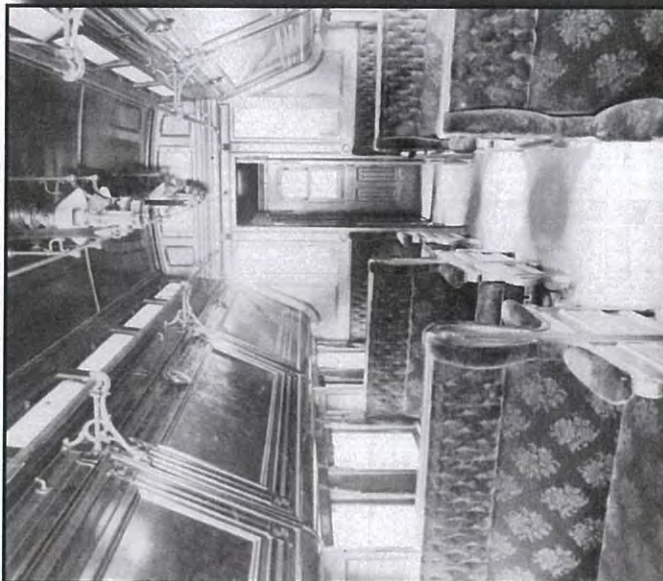
3. Travel by Train, Then and Now

This theme explores the experience a typical passenger or railroad worker would have on a train journey, including dining, sleeping and coach car travel. The primary exhibits for this theme are the actual railroad cars in the collection. Each car's design and purpose will be interpreted through graphic displays and A/V installations in the car interior. The displays and A/V installations will give visitors the impression of riding on a period train during its travels. The exhibits will speak, sometimes literally, to all age groups, evoking the feeling of being a passenger or railroad worker on a train.



The cars will have elements to recreate these experiences, as if the cars were in operation, with "talking" passengers and crew. Examples include a businessman riding in a first-class parlor car; a child making her or his first trip on a train; passengers sitting in a dining car with tables set with railroad china and chefs preparing food in the kitchen; the conductor taking tickets. The "who" and "why" of how the various car types provided different levels of service can be explored through graphic exhibits and A/V presentations. The importance of the Pullman Porter to the 20th century labor and equality movements can be explored, as can the elegance and lore of the great "name trains" of the past that served the region, including the Texas Eagle, Texas Chief, Texas Special, Sam Houston Zephyr and Sunset Limited.

Exhibit space will also be devoted to modern passenger train travel, including long-distance, commuter and light rail trains.

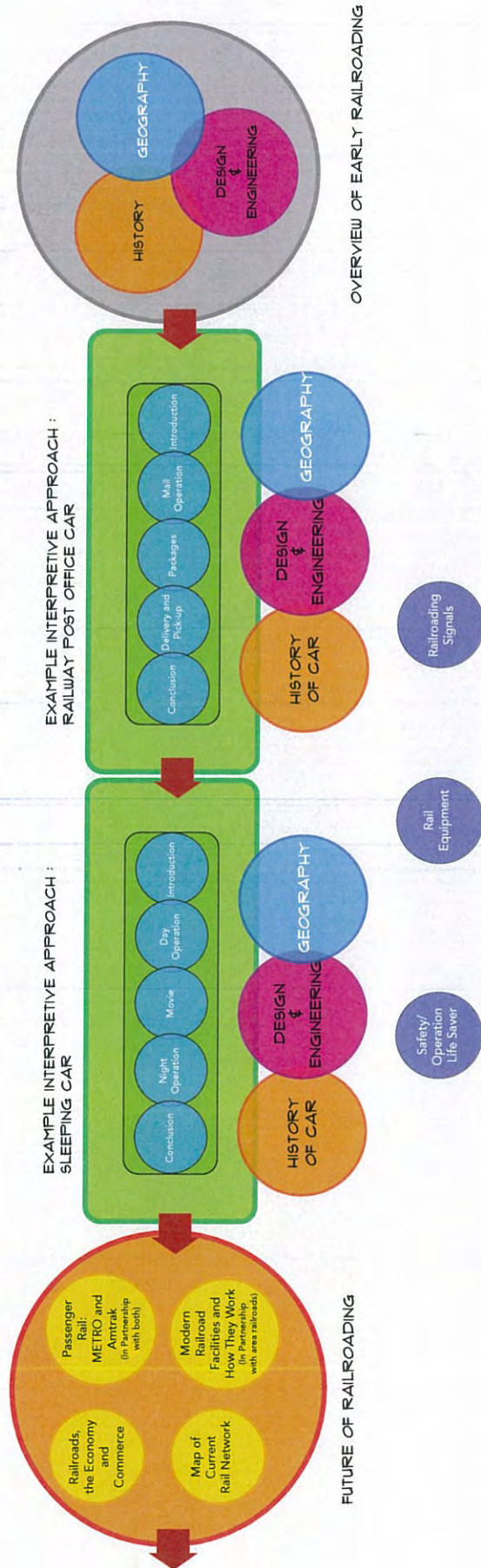


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 7

MASTERPLAN DOCUMENT

DIG STUDIOS

INTERPRETIVE ELEMENTS

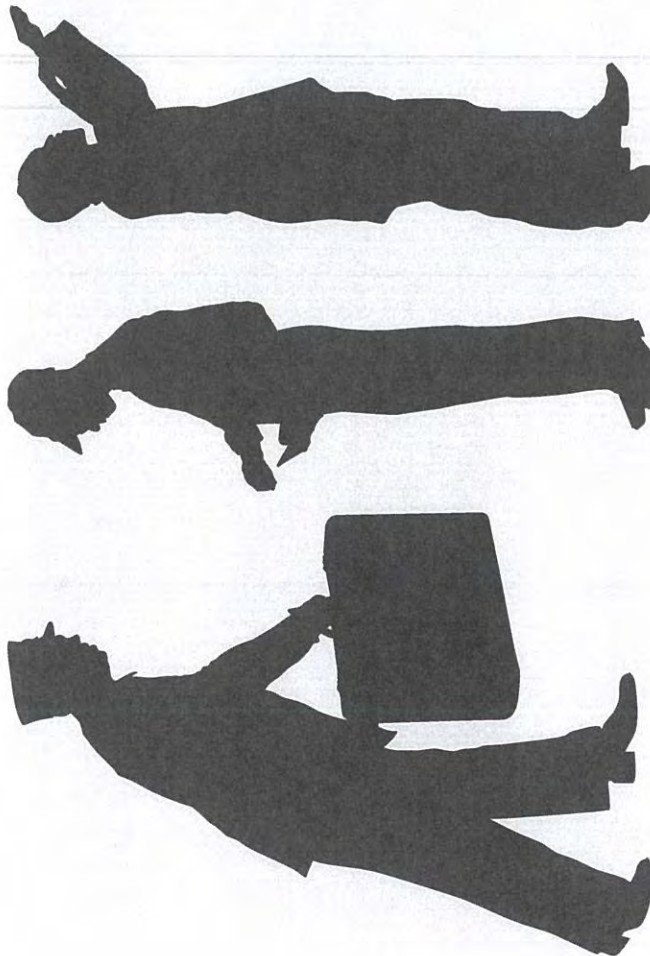


Interpretive elements will help bring the museum to life, and will include:

1. Life-Size Figure Panels
2. Hands-On Interactives
3. Virtual Characters
4. Exterior Graphics Fixtures

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 8

INTERPRETIVE ELEMENTS



LIFE-SIZE SILHOUETTE FIGURE PANELS

To bring the railroading experience to life for museum visitors, cost-effective cut silhouette figures will be incorporated into both the interior and exterior displays. The panels will be similar in style and execution to unify the look and feel throughout the museum. The figures will be placed throughout the site and the train cars to help immerse visitors in the rail travel and work experience. Materials can range from steel to painted acrylic depending on the environmental situation.

Figures will include passengers, porters, engineers, waiters, cooks, postal workers and others in different environments. Other interpretive elements will be incorporated, including audio so visitors can listen in on the everyday conversations that would take place in the course of a day on the railroad.

INTERPRETIVE ELEMENTS

What is a knocker?

They are the inspectors that walk alongside the trains examining both passenger and freight cars to make sure they are in good condition.



HANDS ON INTERACTIVES

To engage museum visitors more fully, physical and electronic hands-on interactive displays will be developed throughout the site. The number and type of interactive displays will depend on the available budget.

Some Possibilities Include:

- Manual Flip Panels
- Touch- and Motion-activated Video Screens
- Locomotive Simulator

Topics That Can Be Covered By Interactive Displays Include:

- Locomotive Whistle Signals
- Train, Locomotive and Car Identification
- Telegraph Communication

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 10

MASTERPLAN DOCUMENT

DIG STUDIOS

INTERPRETIVE ELEMENTS



VIRTUAL CHARACTERS

Railroads are run by people, from the chairman of the board to the train crews to the workers who maintain the locomotives, cars and tracks that allow the railroad to function. Adding virtual characters to the cars and other exhibits will bring the museum to life. The virtual characters will be actual railroad employees and/or actors filmed in various roles, displayed on large, motion-activated video screens. The virtual characters will "talk" to visitors about or demonstrate their role or experience on the railroad.

Characters Will Be Drawn From Both The Past And Present, And Could Include:

- Engineers for steam, diesel and electric locomotives
- Passenger and freight train conductors
- Railway Post Office clerk
- Pullman Porter and modern car attendant
- Track and signal workers
- Locomotive and car repair workers
- Track Worker

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 

MASTERPLAN DOCUMENT

D/G STUDIOS

INTERPRETIVE ELEMENTS

EXTERIOR GRAPHICS PANELS

Exterior graphics fixtures will provide historical, interpretive and orientation information for visitors. The panels will be designed to pique visitors' interest in the artifacts on display and also enhance the self-guided experience for those visitors preferring that option for exploring the museum.



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 12

MASTERPLAN DOCUMENT

DIG STUDIOS

SITE PLAN

The City of Tomball is supporting development of the museum in a significant way by providing the needed land adjacent to the BNSF Railway mainline within the city's historic district. The property is also adjacent to the existing Tomball Railroad Depot, Plaza and Gazebo. The historic Burlington-Rock Island station, previously restored by the city, is a perfect compliment to the Texas Railroad Heritage Museum at Tomball.

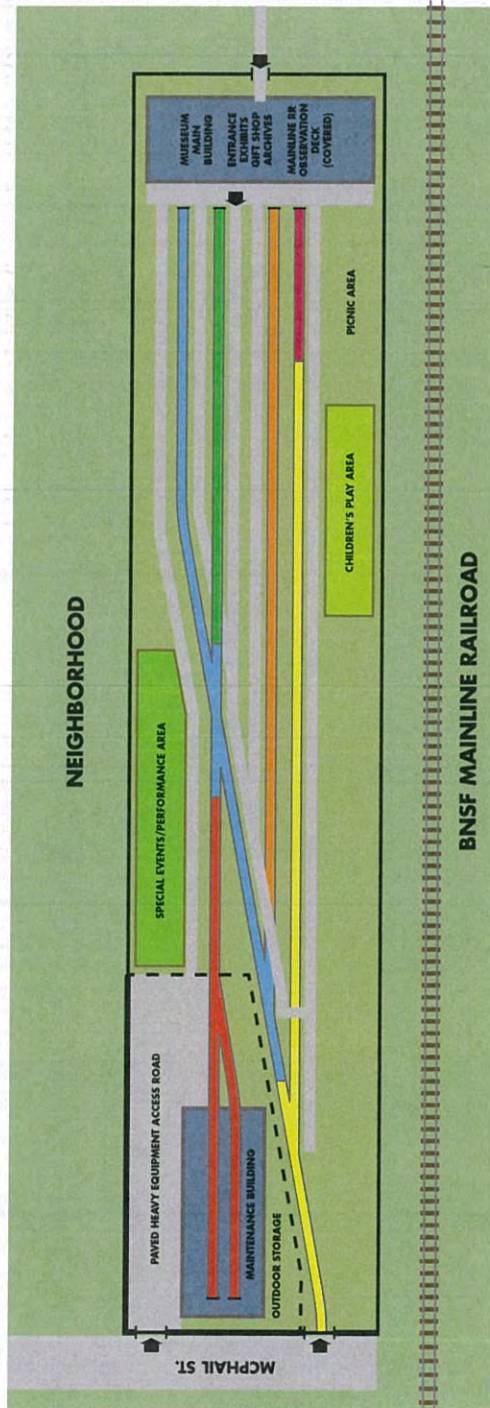
Site Description

The site is oriented roughly southeast to northwest immediately adjacent to the BNSF Railway mainline in downtown Tomball. It is bound by existing residential development to the west, McPhail St. to the south, Fannin St. to the north and the BNSF Railway right-of-way to the east. The site includes the existing South Elm St. right-of-way, and that portion of the Florence St. right-of-way between the South Elm St. right-of-way and the BNSF Railway right-of-way.

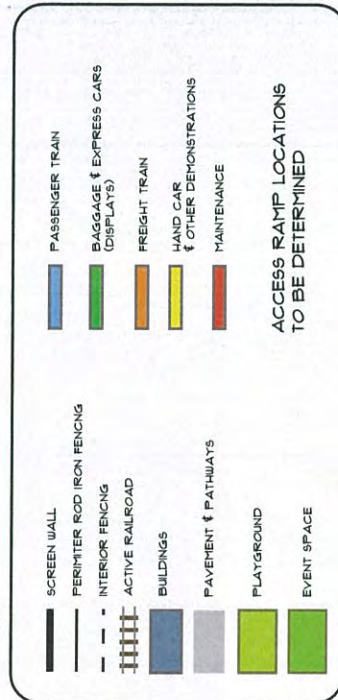
As a historical note, early county documents are marked "Tomball, Harris County, Texas, The Division Point of the T&BV RR", that being the Trinity & Brazos Valley Railroad, which was constructed through Tomball in the early 1900s.

SITE PLAN

NOT TO SCALE



MAP KEY



IRON FENCE



SCREEN WALL

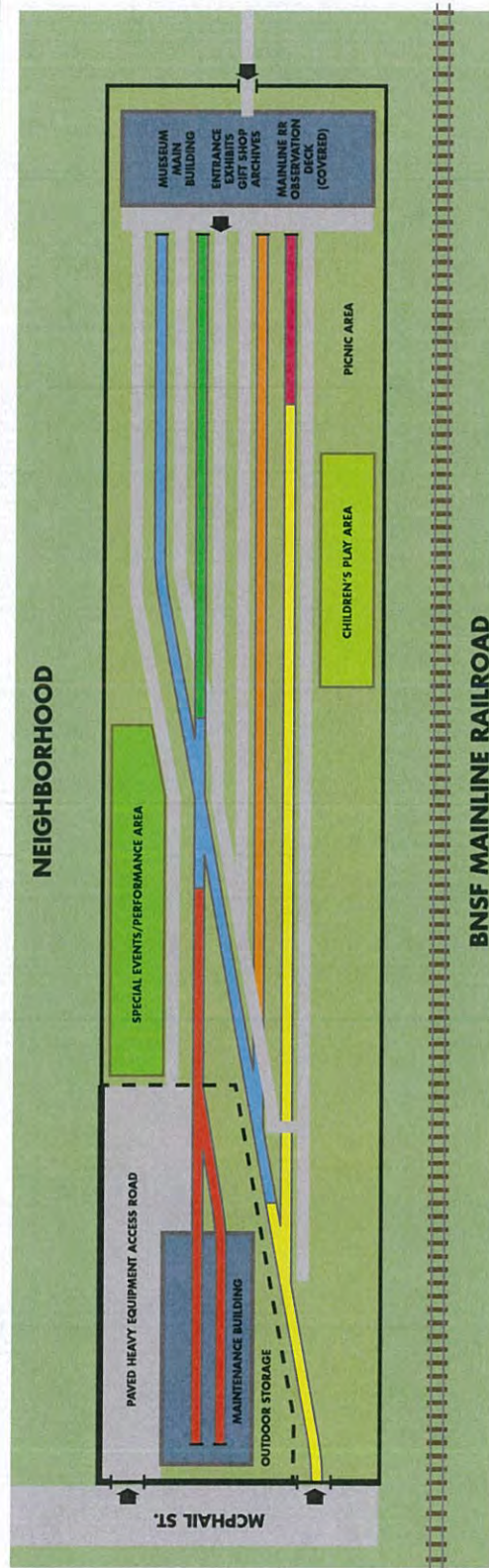


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 14

MASTERPLAN DOCUMENT

DIG STUDIOS

PHASED IMPROVEMENTS



PHASE 1

Phase 1 will include site preparation, installation of utilities, track, switches, walkways, vehicle access and fencing. Phase 1 will also include movement of the major artifact collection to the site. Completion of Phase 1 will allow the museum to open to the public.

Major components of Phase 1 will be developed in accordance with the Due Diligence Study prepared by Jones & Carter, Inc. in 2015. Copies of the Jones & Carter study are available upon request.

Estimated cost of Phase 1 is \$2.2 million. The cost will be lower if donated materials are obtained.

PHASE 2

Phase 2 will include development and installation of themed displays, interpretive graphics and A/V installations. Phase 2 will also include the Children's Play Area and the "Safety Station" Operation Lifesaver exhibit. The Operation Lifesaver exhibit will be developed with the assistance of the railroad industry.

Cost of Phase 2 will depend on the number, type and final design of the themed displays, play area and Operation Lifesaver exhibits.

PHASE 3

Phase 3 will include construction of covered restoration and maintenance facilities, the visitors center/museum offices/archives and trackside railroad observation deck.

Cost of Phase 3 will depend on the final designs of the facilities.

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 15

THEMED CHILDREN'S PLAY AREA



Families with children make up a significant portion of the target audience for the museum. Smaller children will be provided with safe, train-themed play areas along with comfortable seating for parents and older family members.



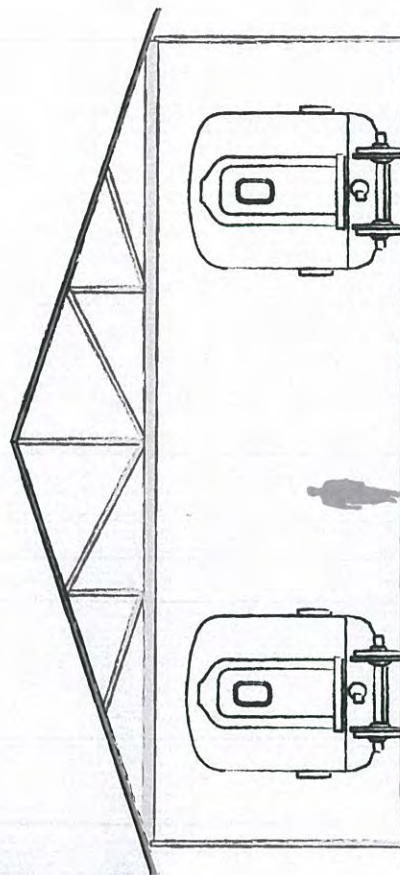
TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 16

MAINTENANCE BUILDING



A core goal of the organization is to restore/renovate and conserve the cars and locomotives in the collection. A covered work area is required for this work, and such a facility should complement the look and feel of the other architectural pieces on the site. The restoration facility could be built in phases, starting as a covered, open-sided structure to protect projects and workers from sun and inclement weather.

While the covered restoration work area will be a starting point, the long-term goal is to provide a cover over most of the cars, locomotives and other large artifacts to protect the investment made in their restoration, and to provide for the long-term preservation of these unique pieces of Texas railroading heritage.



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 17

ARCHIVAL/MATERIAL STORAGE

Adequate storage is no less important than any other exhibit element. The vision for the new site is simple and uncluttered, with artifacts displayed that support the stories associated with the railroad cars and artifacts. Random pieces of equipment that don't fit with the stories need to be disposed of or stored until they can be presented properly and/or rotated into the exhibits.

The proposed exhibit cases will be flexible enough to "trade out" artifacts for rotating displays and traveling exhibits. Some artifacts not displayed will need to be stored in climate-controlled spaces, as will newly acquired artifacts that cannot immediately be placed on display.

In addition, secure, out-of-sight storage is required for the tools, hardware and other equipment needed for restoration and maintenance of the train cars. Museum staff and volunteers need to have easy access to retrieve and then replace these tools in storage once their tasks are completed.

Finally, accessible storage is needed for library, reference and archival materials. This should be a controlled-access, climate-controlled space with archival-quality storage solutions.

The various required storage spaces will fit in with the museum's themes and not distract from them.

PROPOSED HOURS & STAFFING

Hours of operation for the Texas Railroad Heritage Museum at Tomball will be dictated by the contractual agreement identified as "LAND LEASE AND MUSEUM DEVELOPMENT AGREEMENT BETWEEN CITY OF TOMBALL, A MUNICIPAL CORPORATION AND GULF COAST CHAPTER - NATIONAL RAILWAY HISTORICAL SOCIETY, INC." This agreement is attached as Appendix B.

The master plan takes into account the need to utilize the space and provide access to the exhibits with as few staff members as possible, but the anticipated visitor numbers and proposed days/hours of operation will result in the need for staff for maintenance, visitor services, security and tours. Volunteers will continue to be utilized as much as possible, but some paid staff may be needed to ensure adequate cover for all staffing needs.

FUNDING & DONOR PROGRAMS

Funding

The Funding Plan Assumes The Following:

- The City of Tomball will make available an adequate site for the proposed facilities
- The City of Tomball will provide parking, toilet facilities and certain trash/grounds maintenance services as agreed in the museum development agreement.
- Texas Railroading Heritage Museum at Tomball will be responsible for fundraising. It is anticipated that funding for development and operation of the museum will come from a variety of sources, including individual and corporate donations; local, state and federal grants; and other sources such as hotel/motel taxes, etc. Seed money is being provided by Gulf Coast Chapter - National Railway Historical Society, Inc. Some development funding may take the form of donated construction materials, donated transportation of the rail car collection, etc.

Should certain assumptions used in preparation of this master plan change materially, the estimated cost of the museum may increase. Further, if funds cannot be raised to meet such increases, the scale or quality of the museum may need to be adjusted to fit within a reduced budget.

Donor Program

An important piece of any donor program is that of donor recognition. To that end, various opportunities will be developed to name different spaces or experiences based on the size and focus of individual and corporate contributions.

Fee-based Friends of the Museum memberships, donor programs and displays, named gift opportunities such as sponsorship and underwriting, endowment and capital campaigns are all points on the continuum of recognition and appreciation. A good recognition membership program can energize an annual fund appeal.

CONCLUSION

The Texas Railroad Heritage Museum at Tomball, in combination with the other historical and commercial resources and events focused on Tomball's historic city center, will attract visitors from around the region, the state and even the globe.

The museum will be a community resource for learning, doing, and simply having fun, leaving its patrons with a stronger sense of the importance of the railroads in building the modern-day success story that characterizes Tomball, Harris County and Texas.

APPENDIX A

PROGRAMMING OPTIONS FOR RAILROAD EQUIPMENT

As part of the Master Plan, each of the major artifacts - the cars and locomotives, including those to be acquired - has been "programmed" to contribute to one or more of the museum's primary themes. The suggested options provided here will allow consistent interpretation in support of the museum's primary themes.

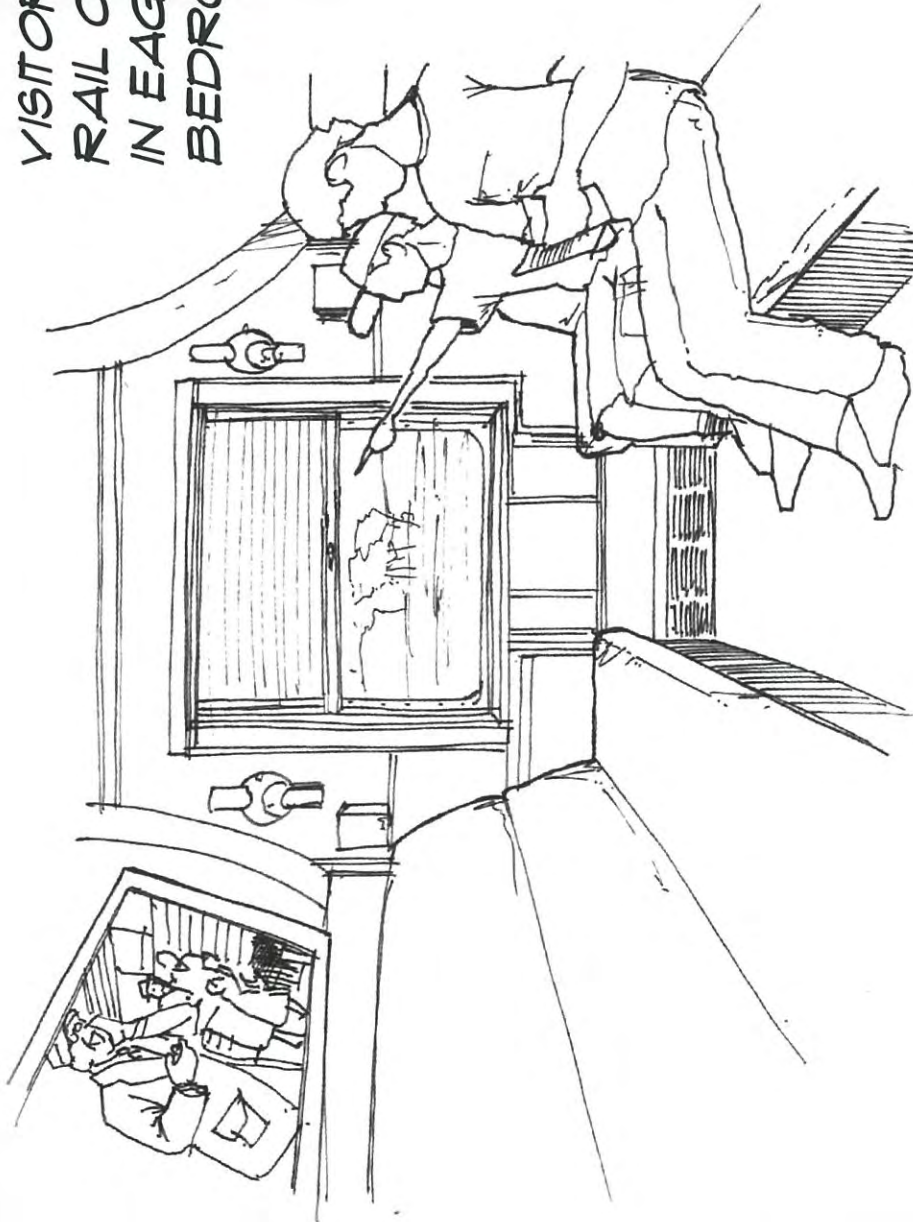
- | | |
|--|--|
| 1. MP EAGLE CHASM TEXAS EAGLE SLEEPING CAR | 10. MHAX 1237 HELIUM CAR |
| 2. GM&O ALTON PARLOR CAR | 11. CSOX 2198 TANK CAR |
| 3. AMTRAK 3395 DORMITORY LOUNGE CAR | TTX CONTAINER FLAT CAR |
| 4. CHAIR CAR (TO BE ACQUIRED) | REFRIGERATOR/ BOX CAR (TO BE ACQUIRED) |
| 5. DINING CAR (TO BE ACQUIRED) | 12. SP 4696 BAY WINDOW CABOOSE |
| 6. ATSF 3401 BAGGAGE - RAILWAY POST OFFICE CAR | 13. MKT 6 CUPOLA CABOOSE |
| 7. SP&S 50 MAIL STORAGE CAR | 14. MAINLINE LOCOMOTIVE (TO BE ACQUIRED) |
| 8. ATSF 1890 END-DOOR EXPRESS CAR | 15. SAFETY STATION/OPERATION LIFESAVER |
| 9. HB&T 14 ALCO S-2 SWITCH ENGINE
TEX-MEX 510 BALDWIN SWITCH ENGINE | |

[illegible]

MASTERPLAN DOCUMENT

D|G STUDIOS

VISITORS WATCHING
RAIL CAR VIDEO
IN EAGLE CHASM
BEDROOM

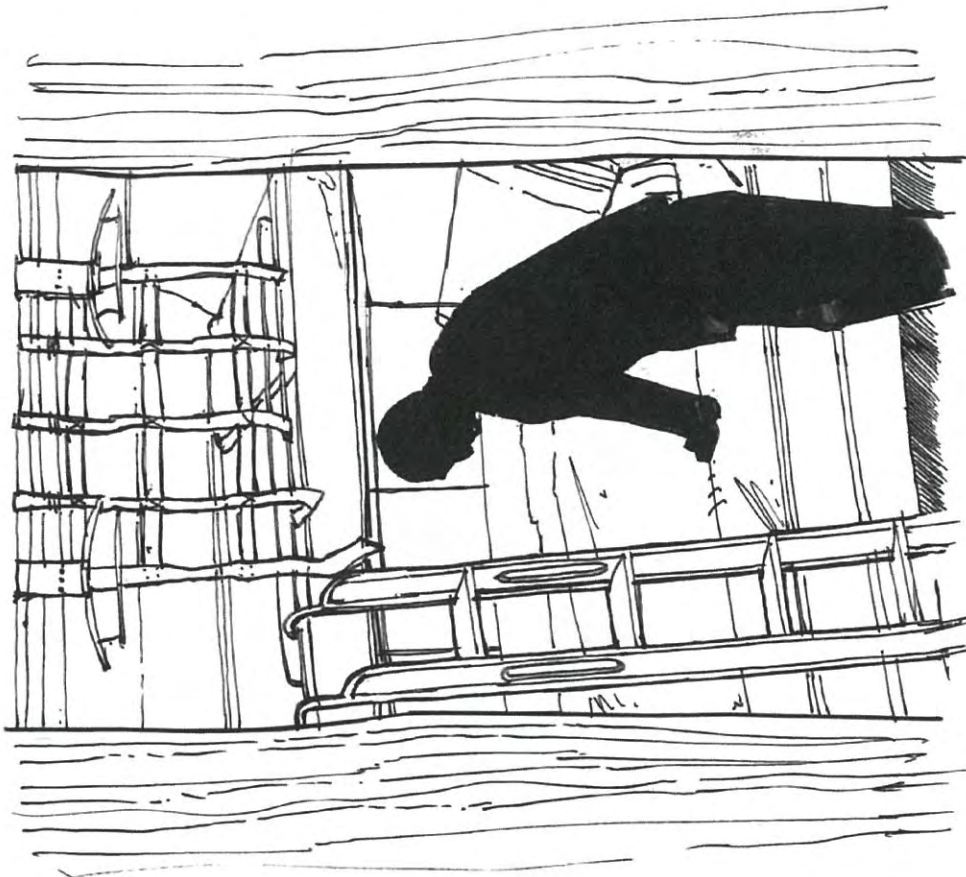


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 24

MASTERPLAN DOCUMENT

DIG STUDIOS

SILHOUETTED PORTER
FIGURE MAKING BEDS
FOR OVERNIGHT
SLEEPING CAR
PASSENGERS

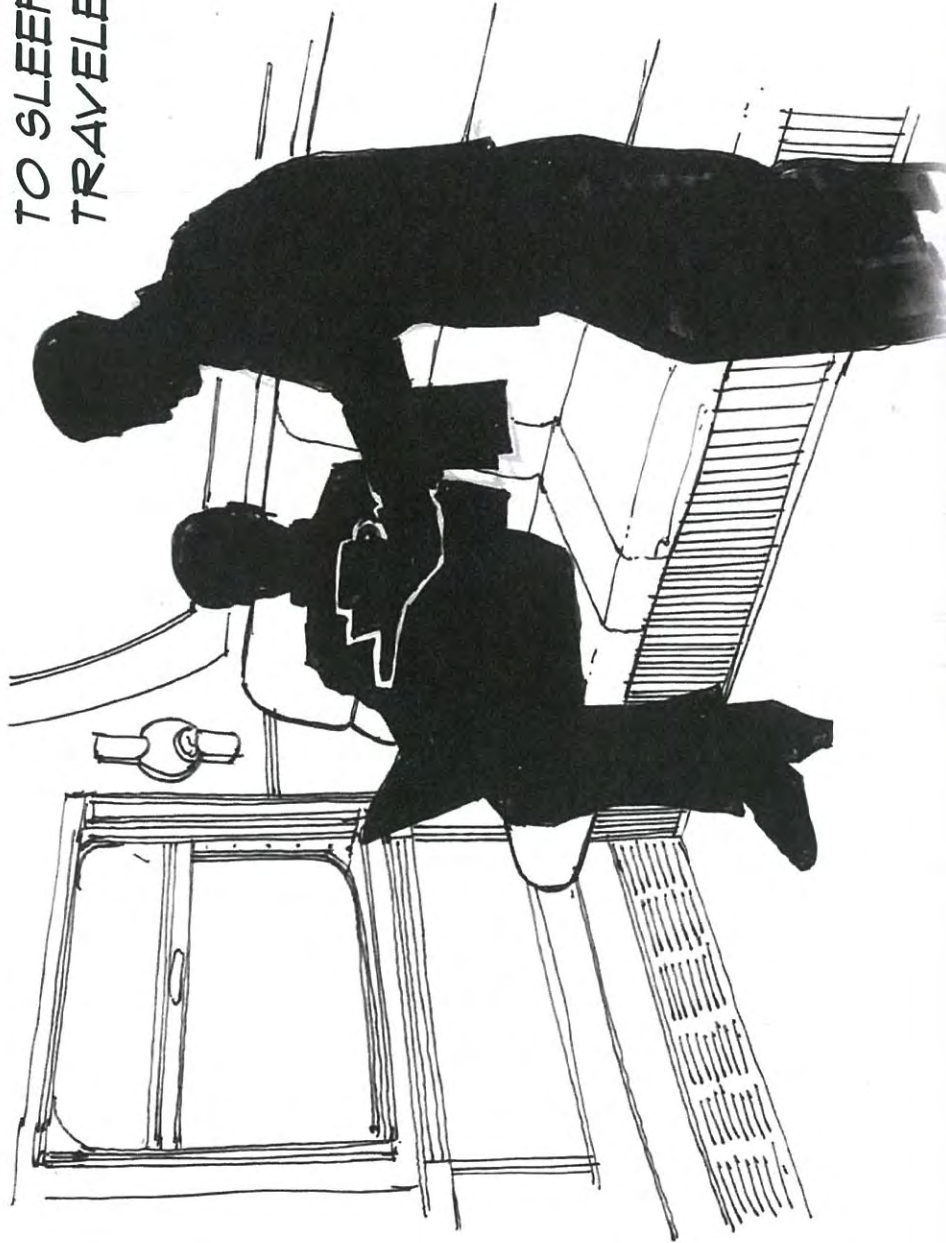


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 

MASTERPLAN DOCUMENT

DIG
STUDIOS

SILHOUETTED PORTER
SERVING BEVERAGE
TO SLEEPING CAR
TRAVELER



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 26

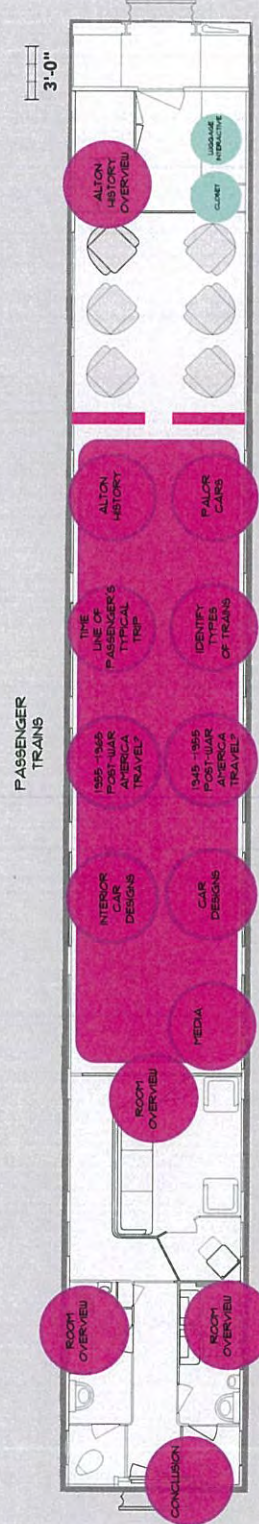
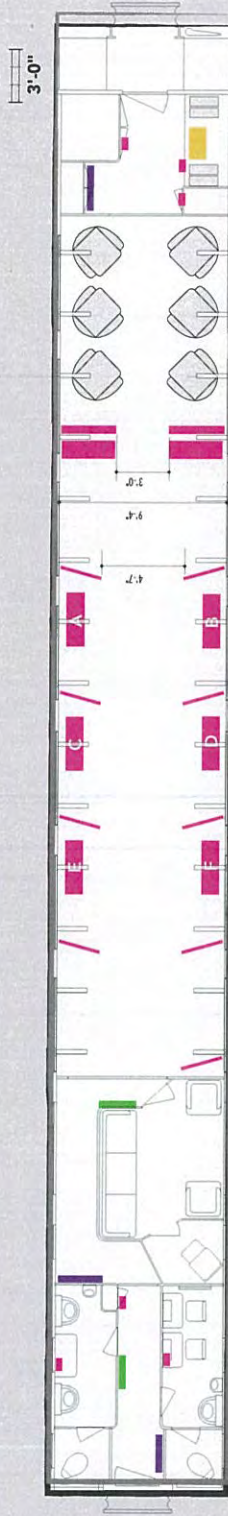
MASTERPLAN DOCUMENT

DIG STUDIOS

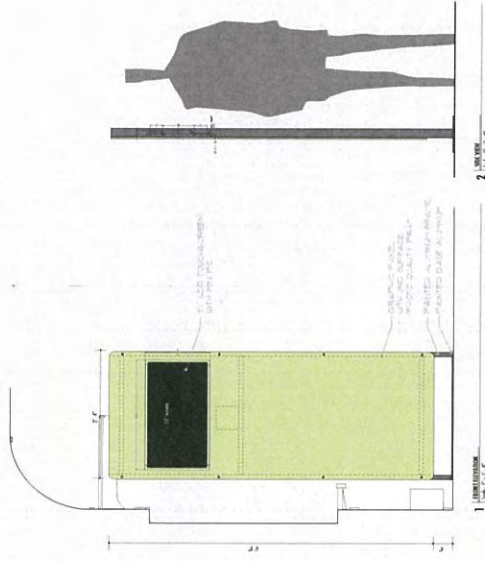
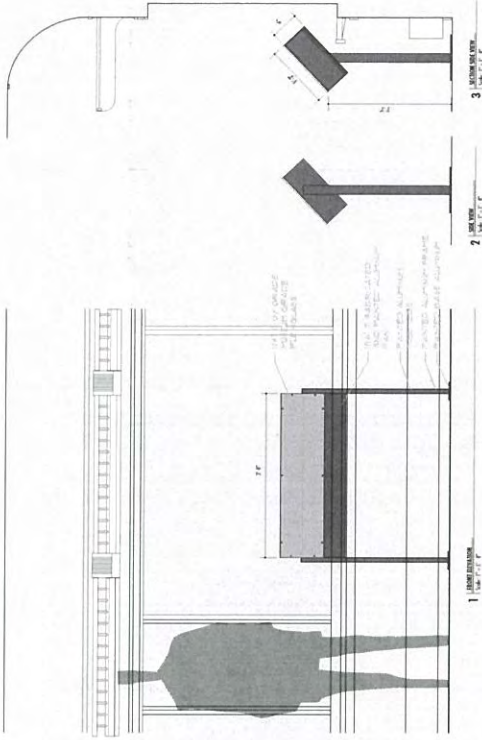
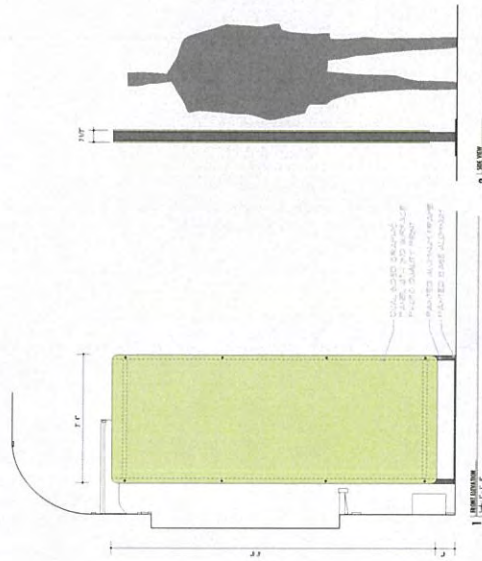
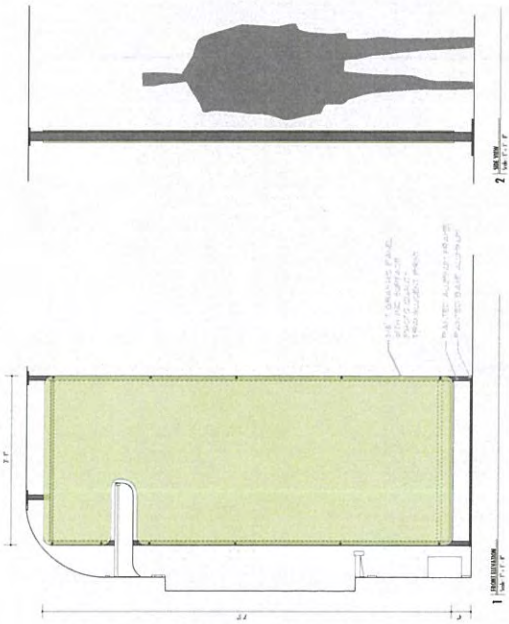
GM&O ALTON PARLOR CAR PROGRAMMING



CASEWORK KEY		PROGRAMMING KEY	
A:	CHINA/ SERVING WEAR	FIGURE PANEL	Audio Area
B:	TIMETABLES/ TICKETS	INTRO PANEL	
C:	SERVING INSTRUCTIONS / UNIFORMS	GRAPHIC PANEL	
D:	MENUS	LCD FIGURE	
E:	CORRESPONDENCE	EXTERIOR GRAPHIC PANEL	
F:	DRY SERVICE	LCD	

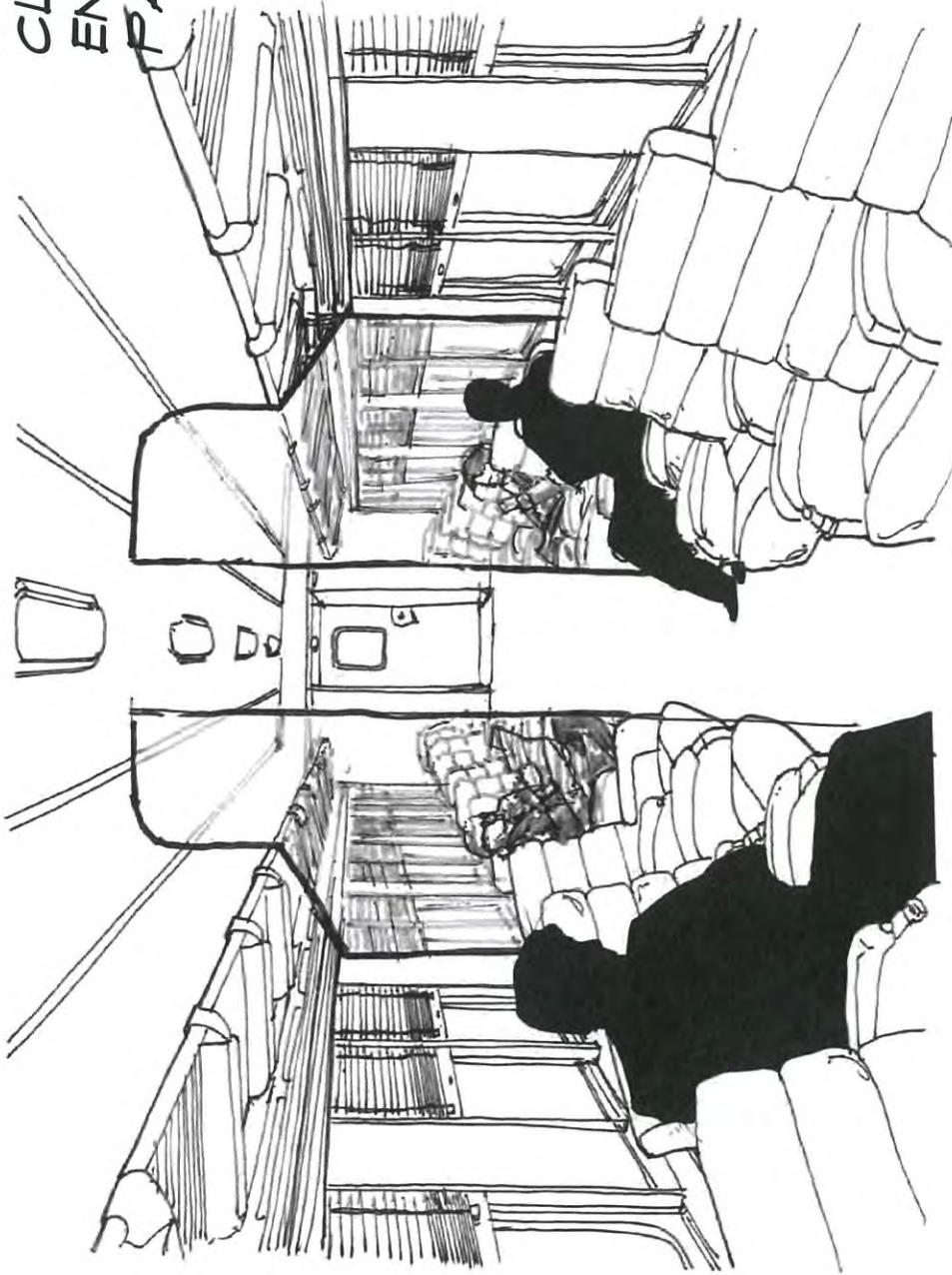


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 21



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 28

SILHOUETTED FIRST
CLASS PASSENGERS
ENJOYING THE
PARLOR CAR

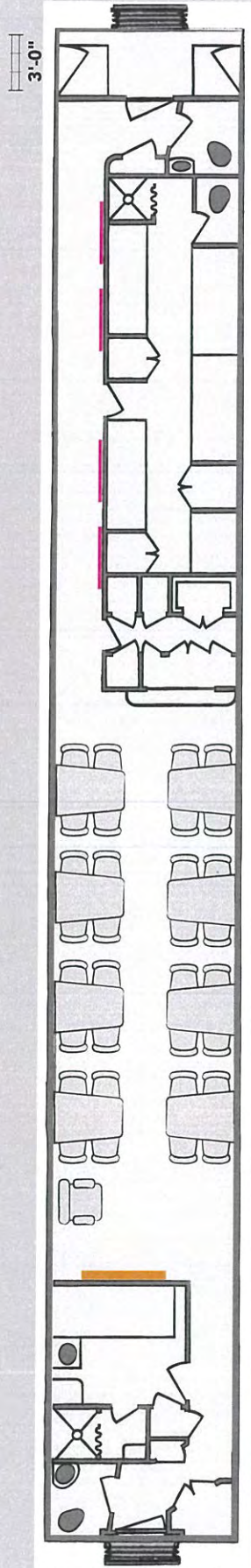


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 29

MASTERPLAN DOCUMENT

DIG STUDIOS

AMTRAK 3395 DORMITORY LOUNGE CAR PROGRAMMING



PROGRAMMING KEY	
FIGURE PANEL	INTRO PANEL
GRAPHIC PANEL	LCD FIGURE
EXTERIOR GRAPHIC PANEL	LCD
Audio Area	

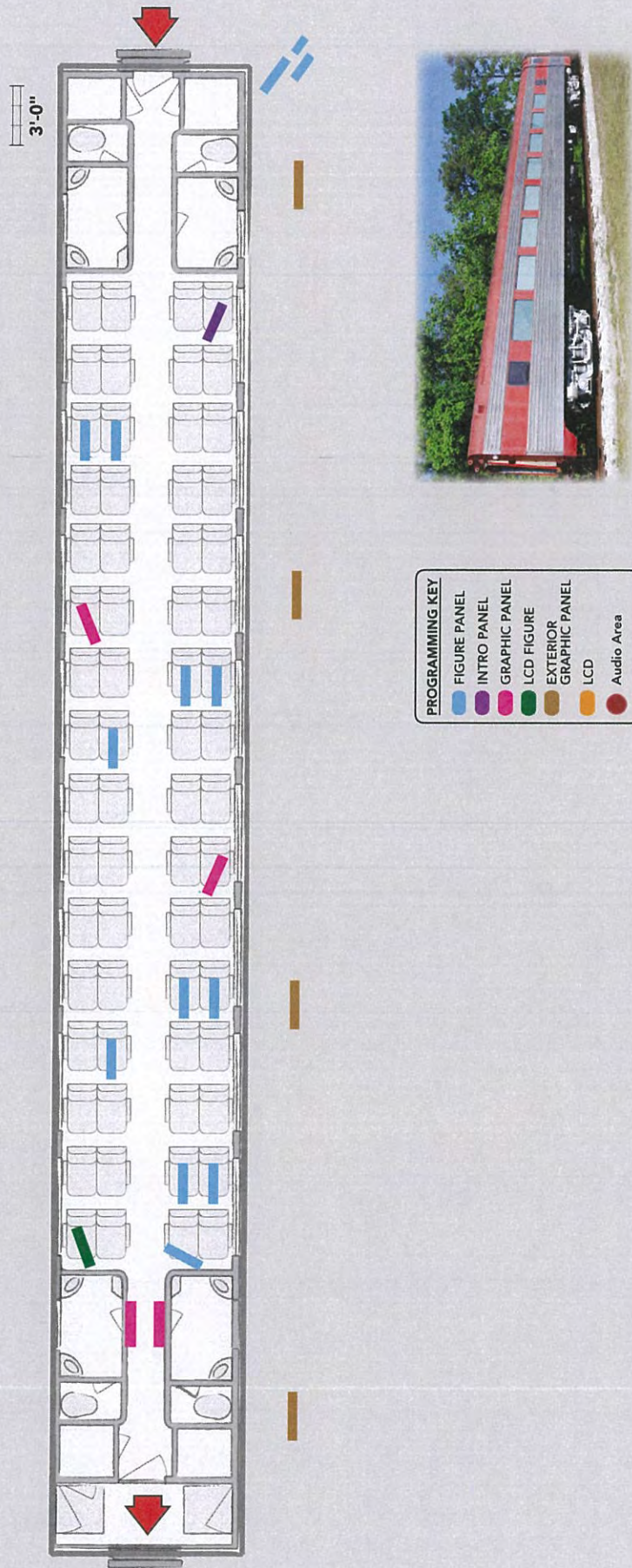


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 30

MASTERPLAN DOCUMENT

DIG STUDIOS

CHAIR CAR (TO BE ACQUIRED) PROGRAMMING

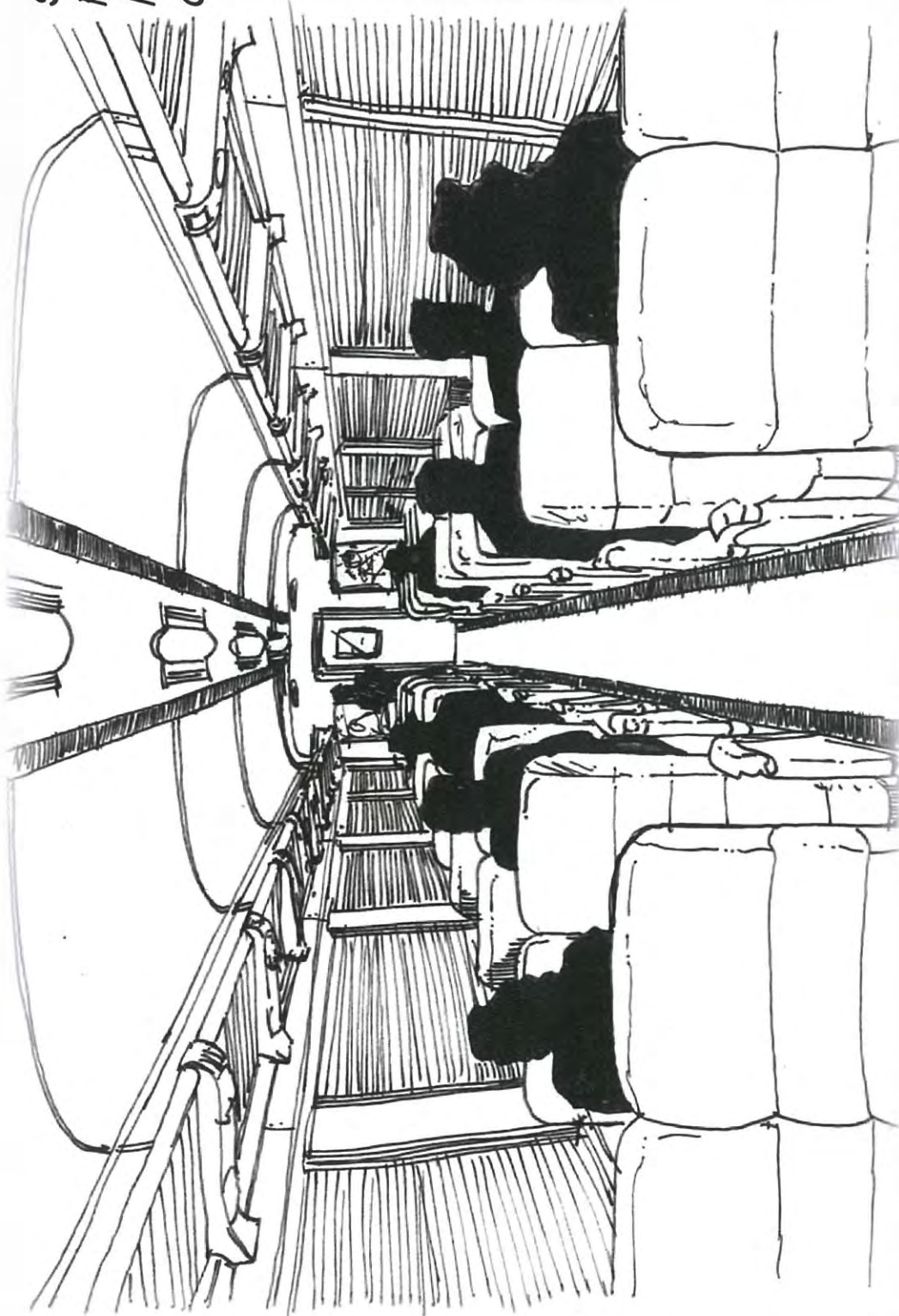


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 31

MASTERPLAN DOCUMENT

D/G STUDIOS

SILHOUETTED PASSENGERS IN THE CHAIR CAR

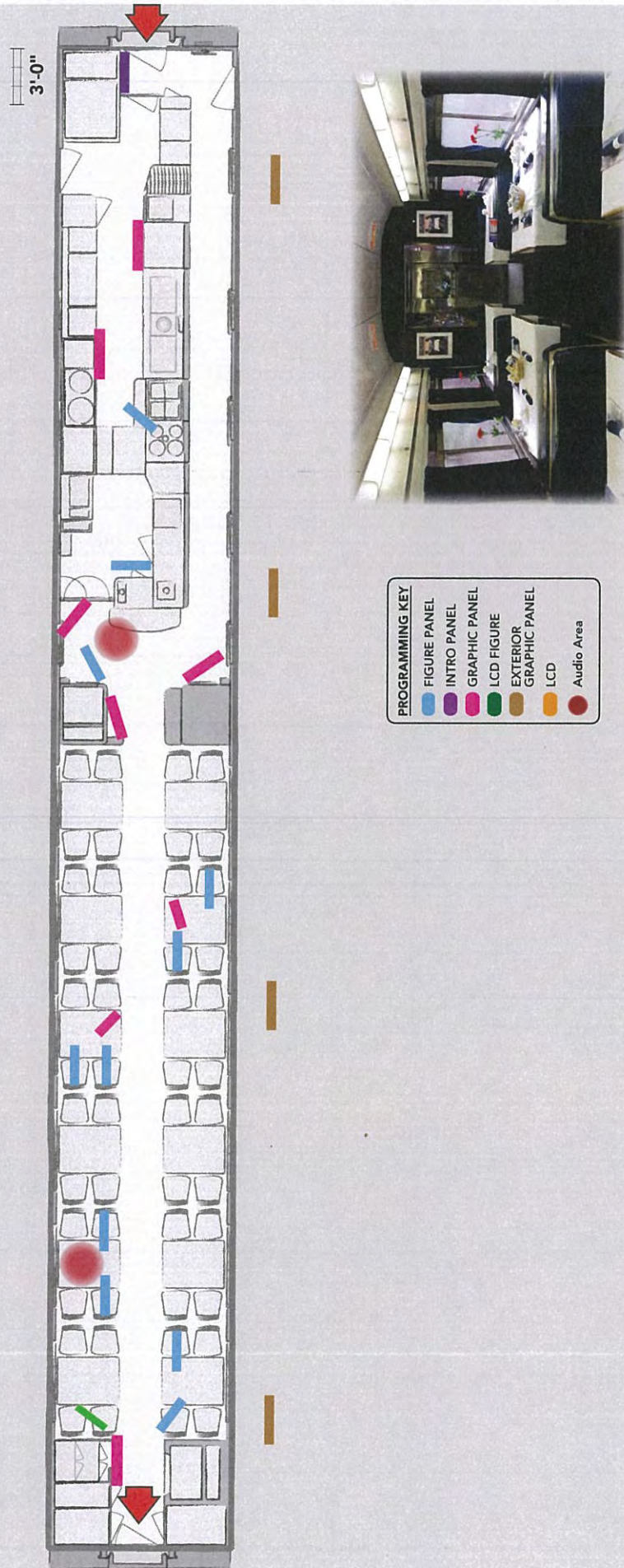


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 32

MASTERPLAN DOCUMENT

D|G STUDIOS

DINING CAR (TO BE ACQUIRED) PROGRAMMING



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 33

MASTERPLAN DOCUMENT

DIG STUDIOS

SILHOUETTED PASSENGER
FIGURES ENJOYING LUNCH
IN THE DINING CAR

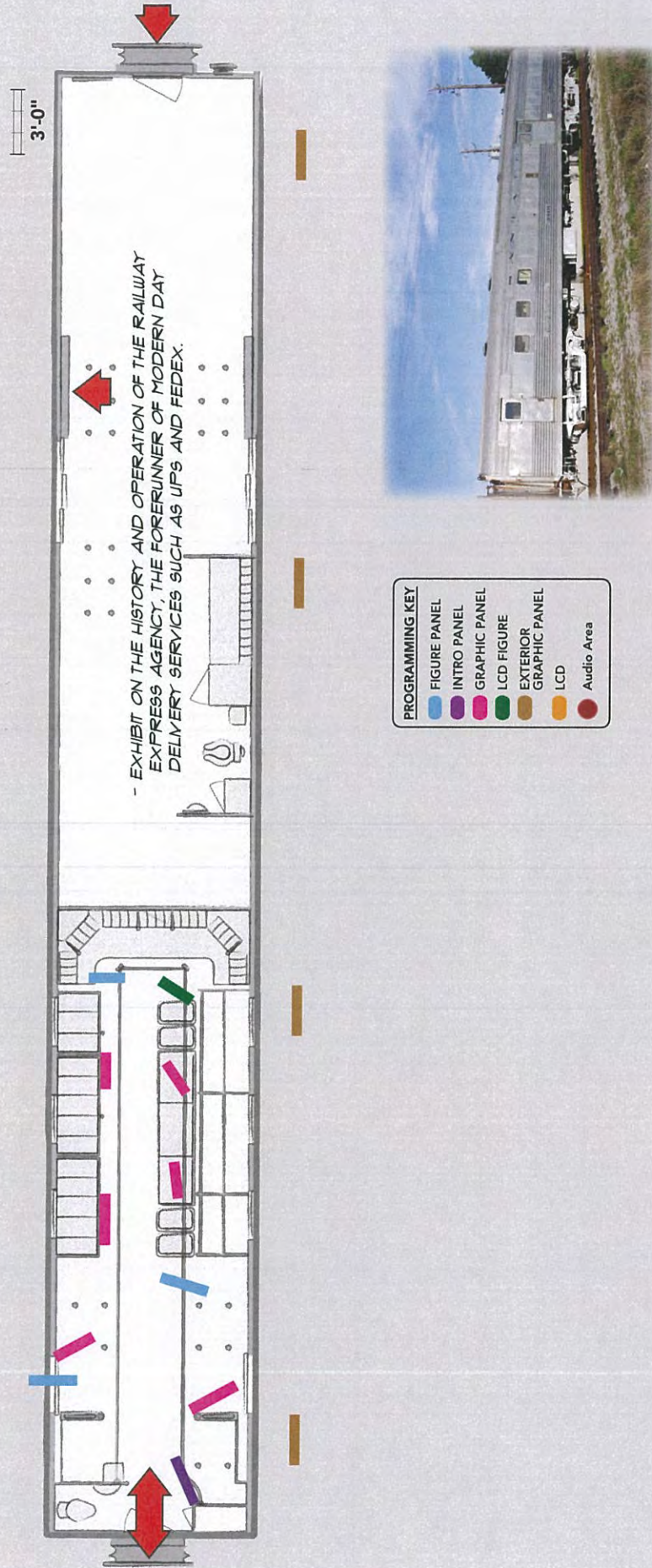


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 34

MASTERPLAN DOCUMENT

DIG STUDIOS

ATSF 3401 BAGGAGE-RAILWAY POST OFFICE CAR PROGRAMMING

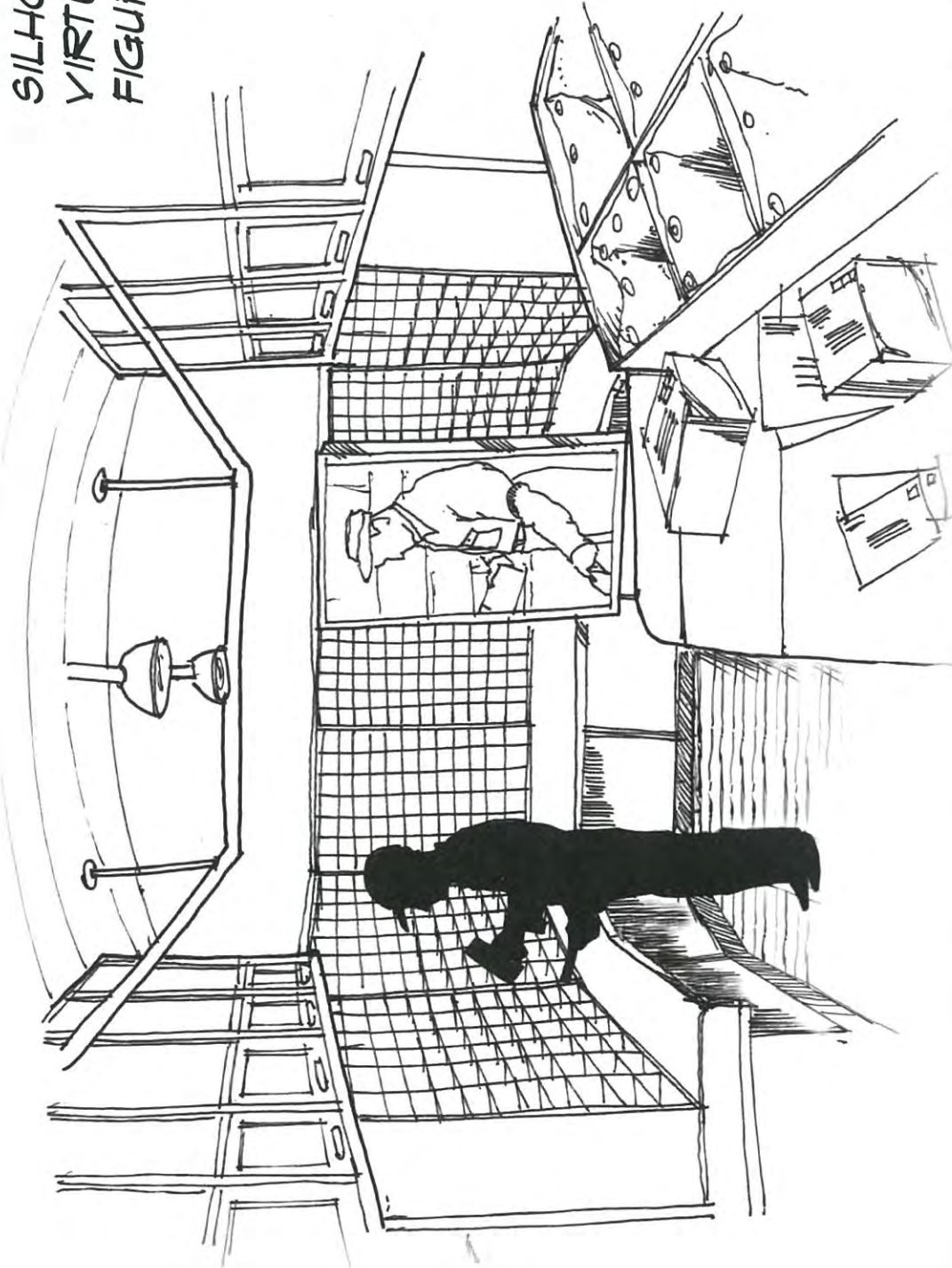


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 35

MASTERPLAN DOCUMENT

DIG STUDIOS

SILHOUETTED AND VIRTUAL POSTAL FIGURES SORTING MAIL



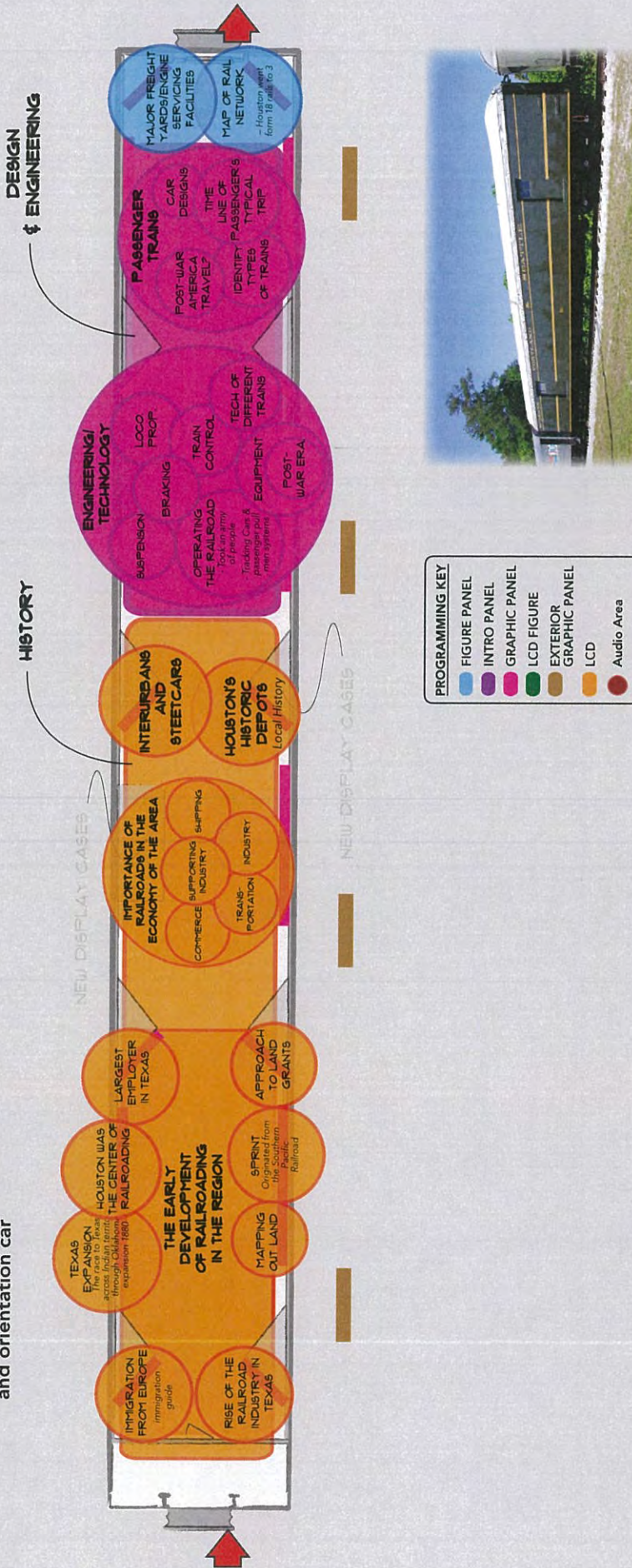
TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 36

MASTERPLAN DOCUMENT

DIG STUDIOS

SP&S 50 MAIL STORAGE CAR PROGRAMMING

- Layout determined on use of car
- Current layout based on no visitor center and car being used as museum entrance and orientation car

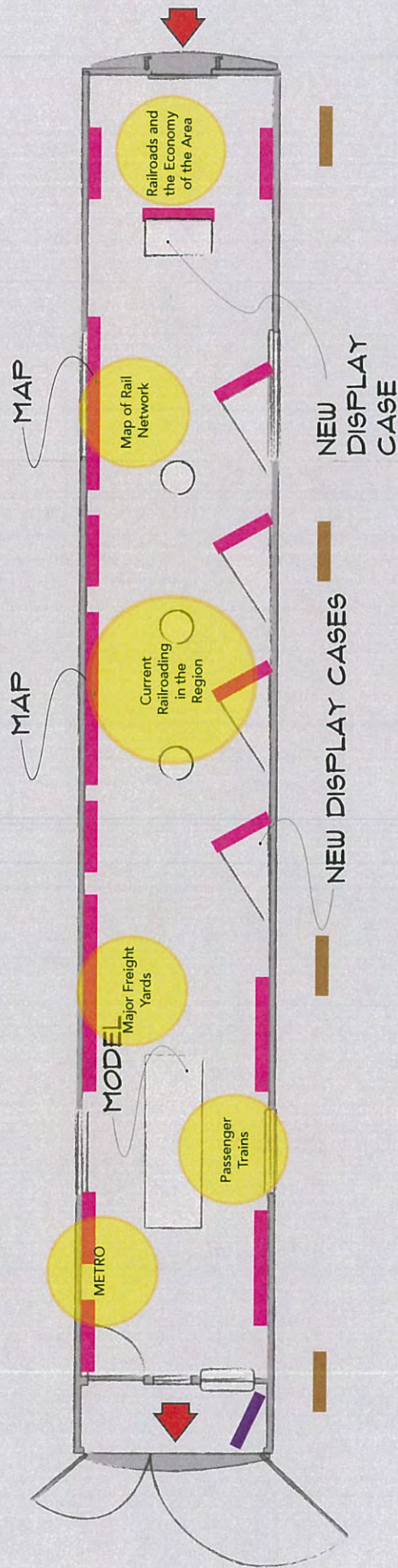


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 37

MASTERPLAN DOCUMENT

DIG STUDIOS

ATSF 1890 END-DOOR EXPRESS CAR PROGRAMMING

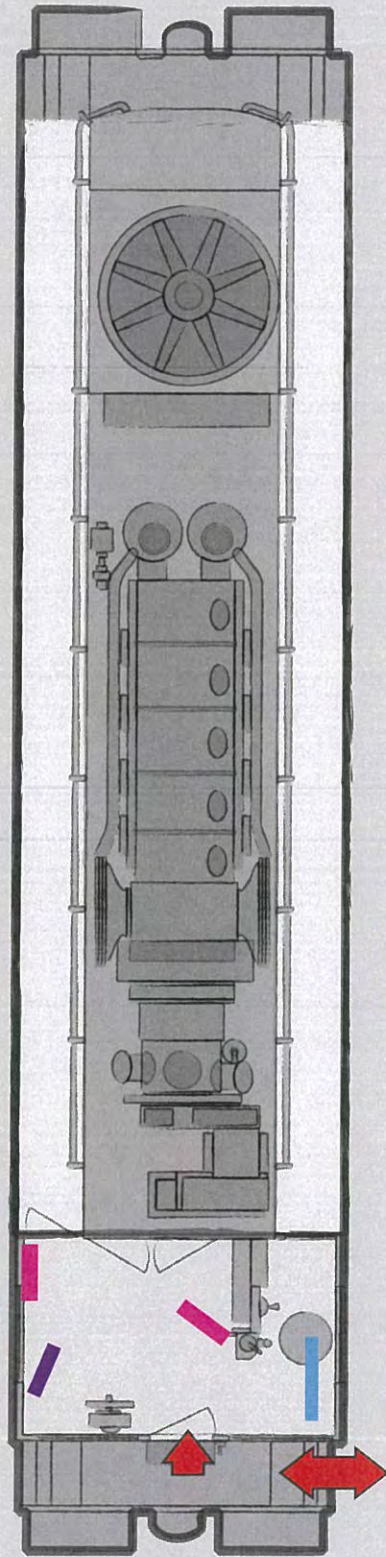


PROGRAMMING KEY	
■	FIGURE PANEL
■	INTRO PANEL
■	GRAPHIC PANEL
■	LCD FIGURE
■	EXTERIOR GRAPHIC PANEL
■	LCD
■	Audio Area



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 38

HB&T 14 ALCO S-2 / TEXAS-MEXICAN 510 BALDWIN SWITCHER PROGRAMMING



PROGRAMMING KEY	
FIGURE PANEL	INTRO PANEL
GRAPHIC PANEL	LCD FIGURE
EXTERIOR GRAPHIC PANEL	LCD
Audio Area	

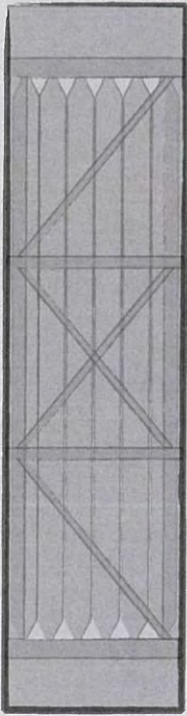


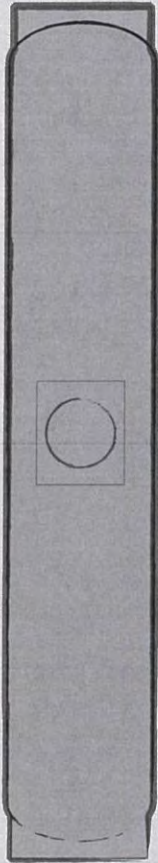
TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 39

MASTERPLAN DOCUMENT

DIG STUDIOS

MHAX 1237 HELIUM CAR / CSOX 2198 TANK CAR / TTX CONTAINER FLAT CAR / REFRIGERATOR CAR PROGRAMMING



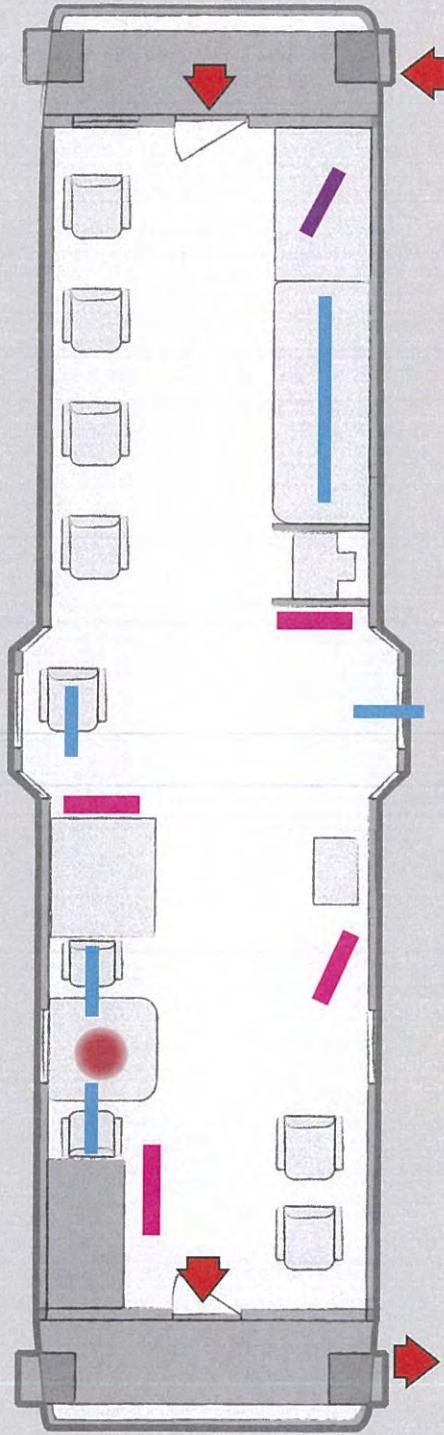




PROGRAMMING KEY

- FIGURE PANEL
- INTRO PANEL
- GRAPHIC PANEL
- LCD FIGURE
- EXTERIOR GRAPHIC PANEL
- LCD
- Audio Area

SP 4696 BAY WINDOW CABOOSE PROGRAMMING



PROGRAMMING KEY	
Figure Panel	INTRO PANEL
GRAPHIC PANEL	LCD FIGURE
EXTERIOR GRAPHIC PANEL	LCD
Audio Area	

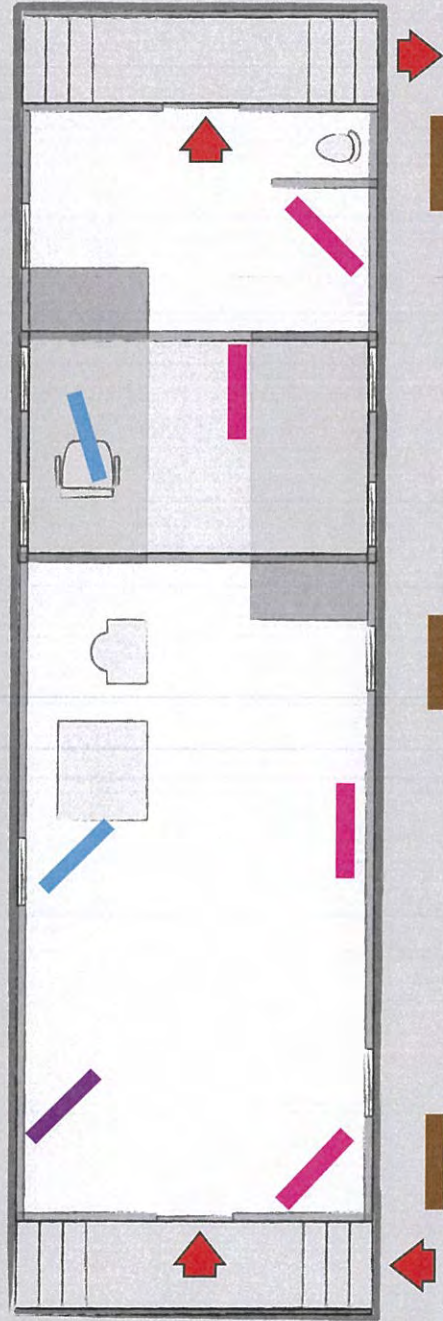


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 41

MASTERPLAN DOCUMENT

DIG STUDIOS

MKT 6 CUPOLA CABOOSE PROGRAMMING



PROGRAMMING KEY	
—	FIGURE PANEL
—	INTRO PANEL
—	GRAPHIC PANEL
—	LCD FIGURE
—	EXTERIOR GRAPHIC PANEL
—	LCD
●	Audio Area

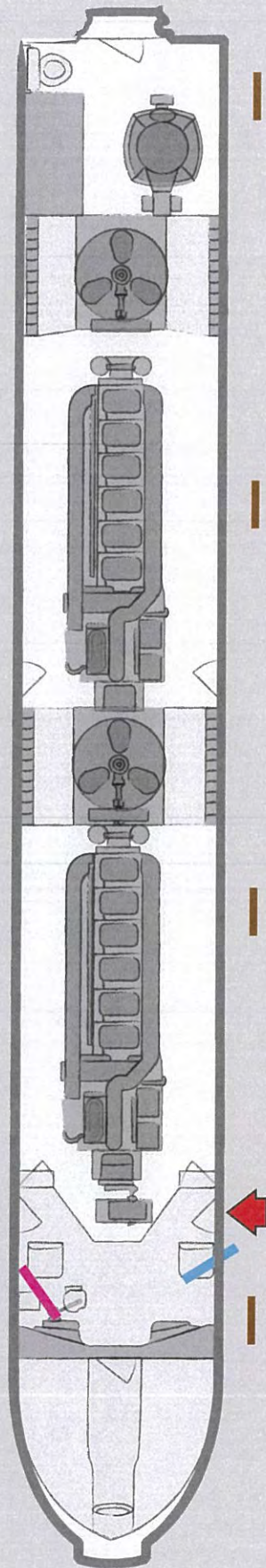


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 42

MASTERPLAN DOCUMENT

DIG STUDIOS

MAINLINE LOCOMOTIVE (TO BE ACQUIRED) PROGRAMMING



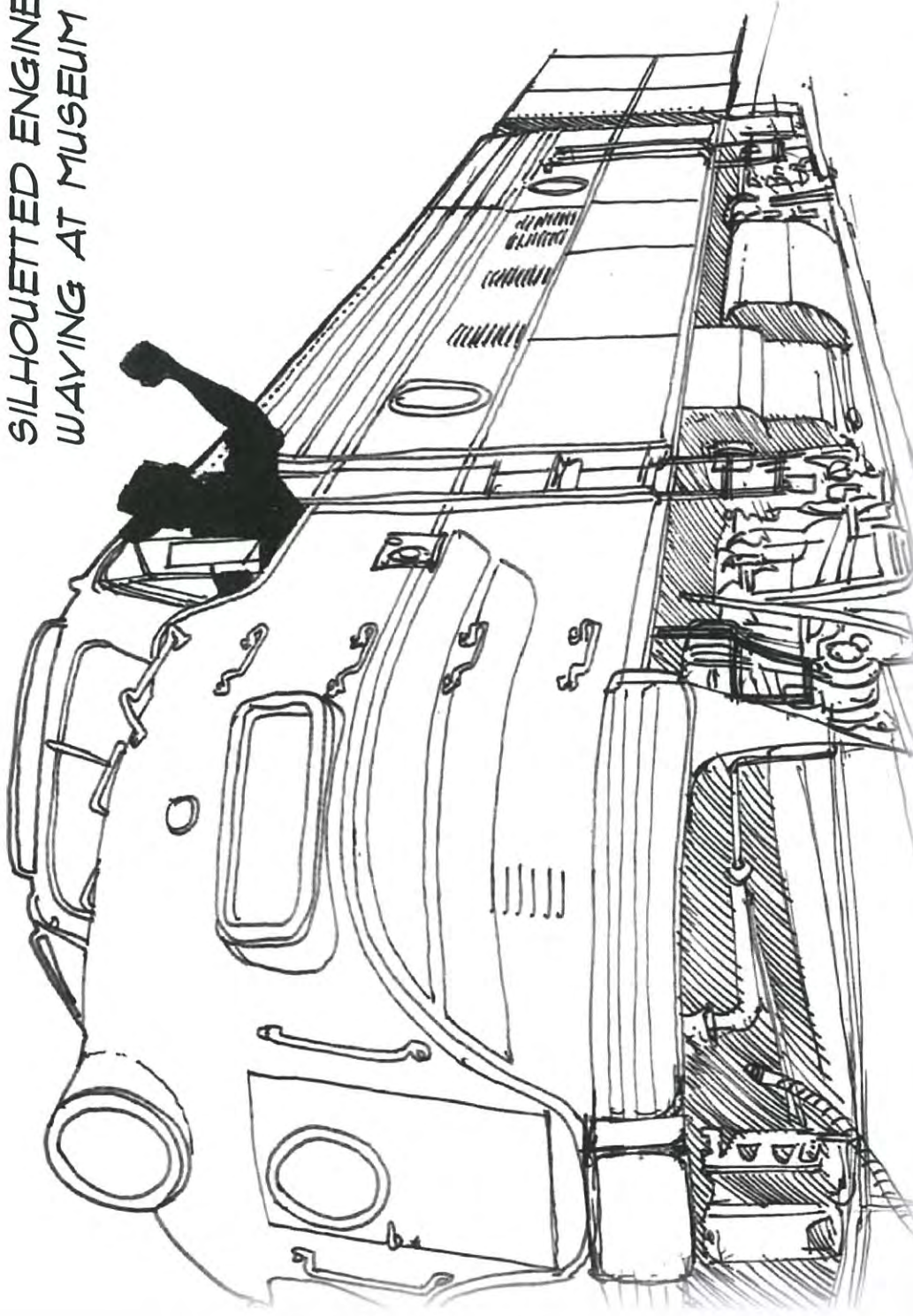
PROGRAMMING KEY	
FIGURE PANEL	INTRO PANEL
GRAPHIC PANEL	LCD FIGURE
EXTERIOR GRAPHIC PANEL	LCD
Audio Area	

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 43

MASTERPLAN DOCUMENT

DIG STUDIOS

SILHOUETTED ENGINEER FIGURE
WAVING AT MUSEUM GUESTS

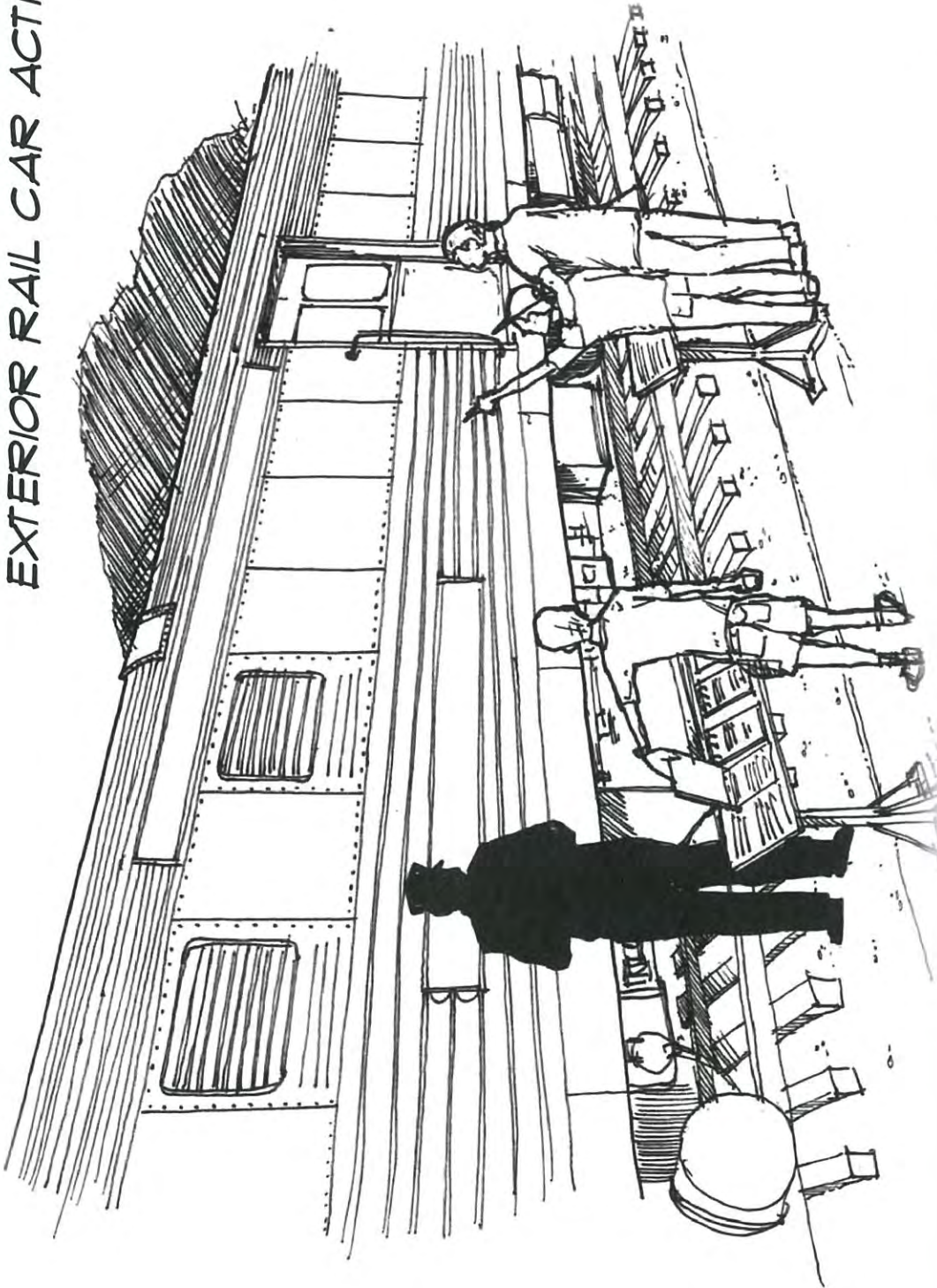


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 47

MASTERPLAN DOCUMENT

DIG STUDIOS

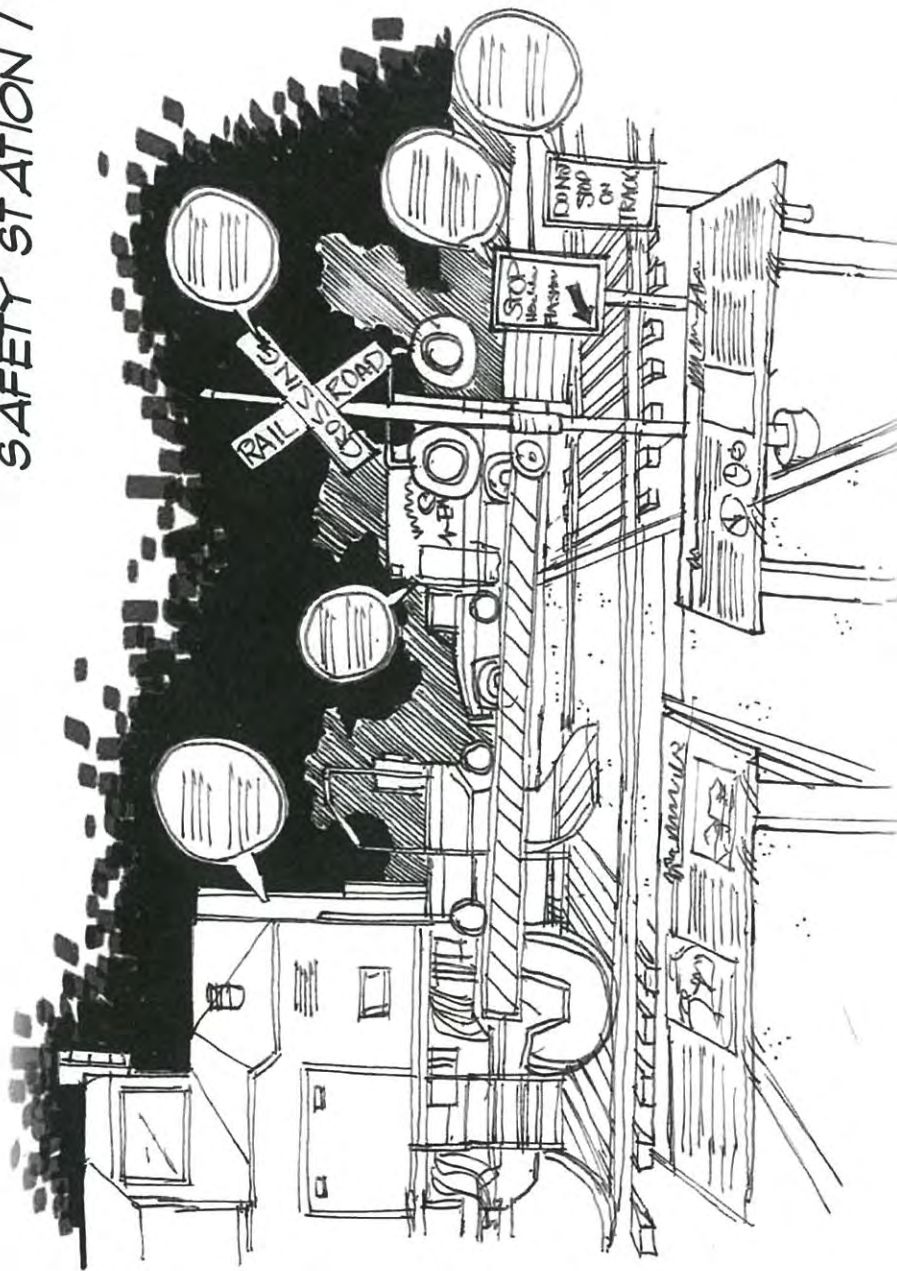
EXTERIOR RAIL CAR ACTIVITIES



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 45

MASTERPLAN DOCUMENT

DIG STUDIOS



VISITORS CENTER

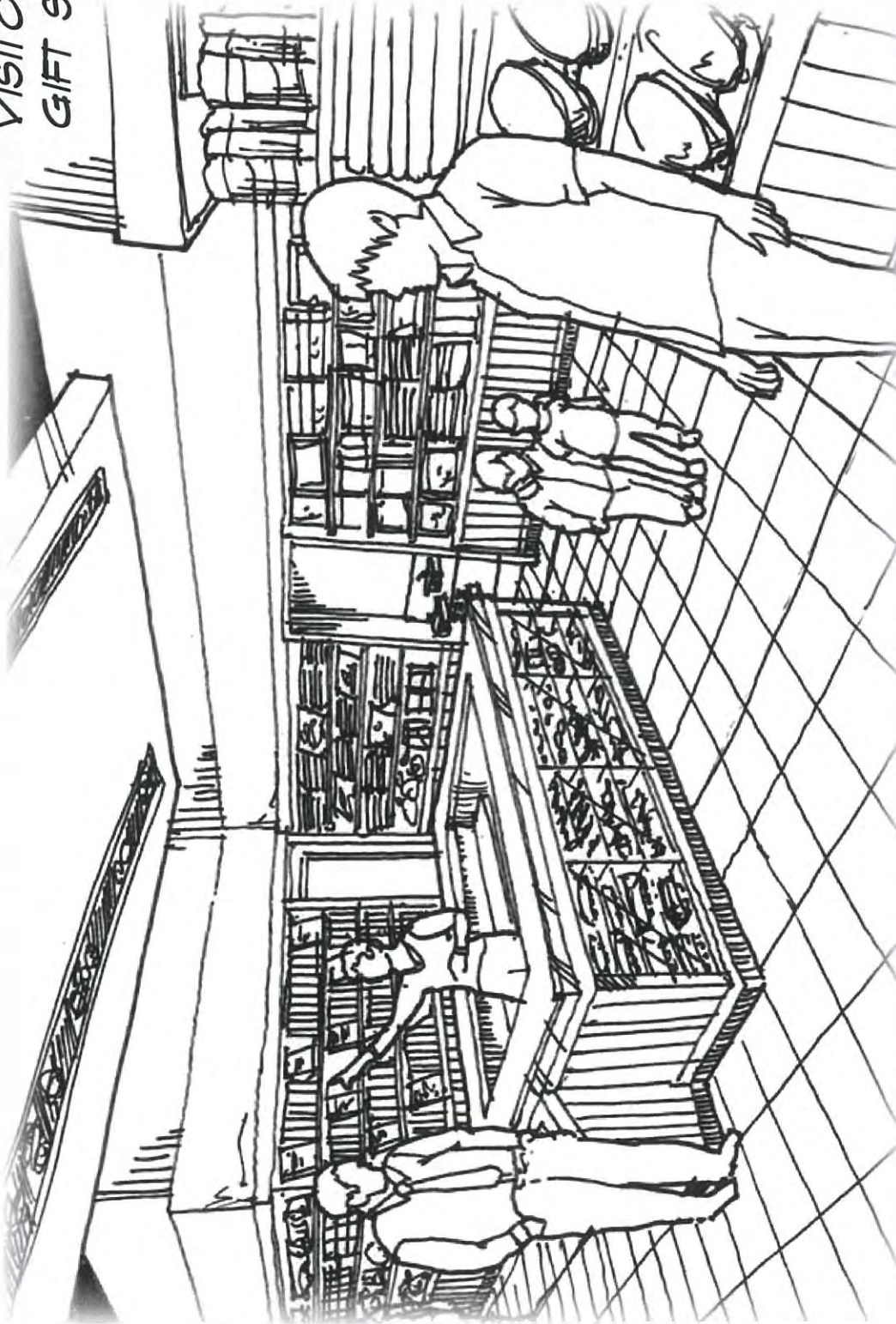


TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 47

MASTERPLAN DOCUMENT

DIG STUDIOS

VISITORS CENTER GIFT SHOP



TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 48

MASTERPLAN DOCUMENT

DIG STUDIOS

APPENDIX B

LAND LEASE AND MUSEUM DEVELOPMENT AGREEMENT BETWEEN CITY
OF TOMBALL, A MUNICIPAL CORPORATION AND GULF COAST CHAPTER -
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

TEXAS RAILROADING HERITAGE MUSEUM AT TOMBALL 49

MASTERPLAN DOCUMENT

DIG STUDIOS

Regular City Council

Agenda Item

Data Sheet

Meeting Date: January 16, 2017

Topic:

Adopt, on First Reading, Ordinance No. 2017-01, an Ordinance Reducing the *Prima Facie* Speed Limit Established for Vehicles under the Provisions of §545.356, Texas Transportation Code, upon the Basis of an Engineering and Traffic Investigation, upon SH249 Frontage Roads/Access Roads, for a Temporary Reduction of Speed during Construction Only, from the Intersection of Heidi Lane and SH 249, North to the Harris/Montgomery County Line, within the Corporate Limits of the City of Tomball as set out in This Ordinance; and Providing a Penalty of a Fine in an Amount Not to Exceed Two Hundred Dollars (\$200.00) for the Violation of This Ordinance

Background:

The Harris County Toll Road Authority is requesting a temporary reduction of the *Prima Facie* speed limits on SH 249 from the intersection of SH 249 and Heidi Lane, North to the Harris/Montgomery County Line.

The existing speed limit is 50 miles per hour and the reduced speed limit being requested is 45 miles per hour.

HCTRA's request is that the reduced speed limits begin effective March 1, 2017 and remain in effect through completion of the project's construction, currently estimated to be December 2019.

HCTRA's contractors will install the new regulatory speed as part of the construction on the project is complete.

Origination:

Harris County Toll Road Authority (HCTRA)

Recommendation:

Adopt, on First Reading, Ordinance No. 2017-01

Party(ies) responsible for placing this item on agenda:

City Secretary

ACTION TAKEN		
Approval ☐ Yes ☐ No	Readings Passed ☐ 1 st ☐ 2 nd	Other

ATTACHMENTS:

Ordinance No. 2017-01

HCTRA Request to City of Tomball

HCTRA Map

HCTRA Request to TxDOT

ORDINANCE NO. 2017-01

AN ORDINANCE REDUCING THE *PRIMA FACIE* SPEED LIMIT ESTABLISHED FOR VEHICLES UNDER THE PROVISIONS OF §545.356, TEXAS TRANSPORTATION CODE, UPON THE BASIS OF AN ENGINEERING AND TRAFFIC INVESTIGATION, UPON SH249 FRONTAGE ROADS/ACCESS ROADS, FOR A TEMPORARY REDUCTION OF SPEED DURING CONSTRUCTION ONLY, FROM THE INTERSECTION OF HEIDI LANE AND SH 249, NORTH TO THE HARRIS/MONTGOMERY COUNTY LINE, WITHIN THE CORPORATE LIMITS OF THE CITY OF TOMBALL AS SET OUT IN THIS ORDINANCE; AND PROVIDING A PENALTY OF A FINE IN AN AMOUNT NOT TO EXCEED TWO HUNDRED DOLLARS (\$200.00) FOR THE VIOLATION OF THIS ORDINANCE.

* * * * *

WHEREAS, §545.356, Texas Transportation Code, provides that whenever the governing body of the City shall determine, upon the basis of an engineering and traffic investigation, that any *prima facie* speed therein set forth when a highway, or part of a highway, is under repair, construction or maintenance may be hazardous, said governing body may determine and declare a reasonable and safe *prima facie* speed limit thereat or thereon by the passage of an Ordinance, which shall be effective when appropriate signs giving notice thereof are erected at such intersection or other place or part of the street or highway;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TOMBALL:

Section 1. Upon the request of the Harris County Toll Road Authority, working in partnership with the Texas Department of Transportation, and upon the basis of an engineering and traffic investigation heretofore made as authorized by the provisions of §545.356, Texas Transportation Code, the following *prima facie* speed limits hereafter indicated for vehicles are hereby determined and declared to be reasonable and safe; and such speed limits are hereby fixed at the rate of speed indicated for vehicles traveling upon the named streets and highways, or parts thereof, described as follows:

(A) from the intersection of Heidi Lane and SH 249, north to the Harris/Montgomery County line, the speed limit shall be “45 MPH.”

Section 2. Any person violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be fined in any sum not more than Two Hundred Dollars (\$200.00).

FIRST READING:

READ, PASSED, AND APPROVED AS SET OUT BELOW AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF TOMBALL, HELD ON THE 16TH DAY OF JANUARY 2017.

COUNCILMAN HUDGENS	_____
COUNCILMAN STOLL	_____
COUNCILMAN DEGGES	_____
COUNCILMAN TOWNSEND	_____
COUNCILMAN KLEIN QUINN	_____

SECOND READING:

READ, PASSED, AND APPROVED AS SET OUT BELOW AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF TOMBALL, HELD ON THE 6TH DAY OF FEBRUARY 2017.

COUNCILMAN HUDGENS	_____
COUNCILMAN STOLL	_____
COUNCILMAN DEGGES	_____
COUNCILMAN TOWNSEND	_____
COUNCILMAN KLEIN QUINN	_____

GRETCHEN FAGAN, Mayor
City of Tomball

ATTEST:

DORIS SPEER, City Secretary
City of Tomball

December 16, 2016

Mr. George Shackelford
City Manager
City of Tomball
401 Market Street
Tomball, TX 77375

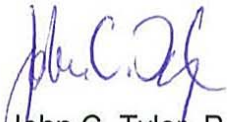
SUBJECT: Request for Temporary Reduction in Speed Limit on SH 249

Dear Mr. Shackelford:

The Harris County Toll Road Authority (HCTRA) will soon begin construction of the Tomball Tollway (SH 249) main lanes from north of FM 2920 to the Harris/Montgomery County line. The construction zone for this project requires safe and effective traffic control for both the traveling public and those associated with the project's construction. In partnership with the Texas Department of Transportation (TxDOT), we request the City of Tomball approve an ordinance reducing the speed limit from 50 miles per hour to 45 miles per hour on SH 249, from the intersection of Heidi Lane and SH 249, north to the Harris/Montgomery County line. We further request that this temporary reduction in speed limit begin effective March 1, 2017 and remain in effect until completion of the project's construction, which is currently estimated to be December 2019. Our contractors will install the new regulatory speed limit signs as part of the construction once the project is complete.

Thank you for your assistance with this matter. Please contact me at 713-587-7870 if you have any questions or need additional information.

Sincerely,

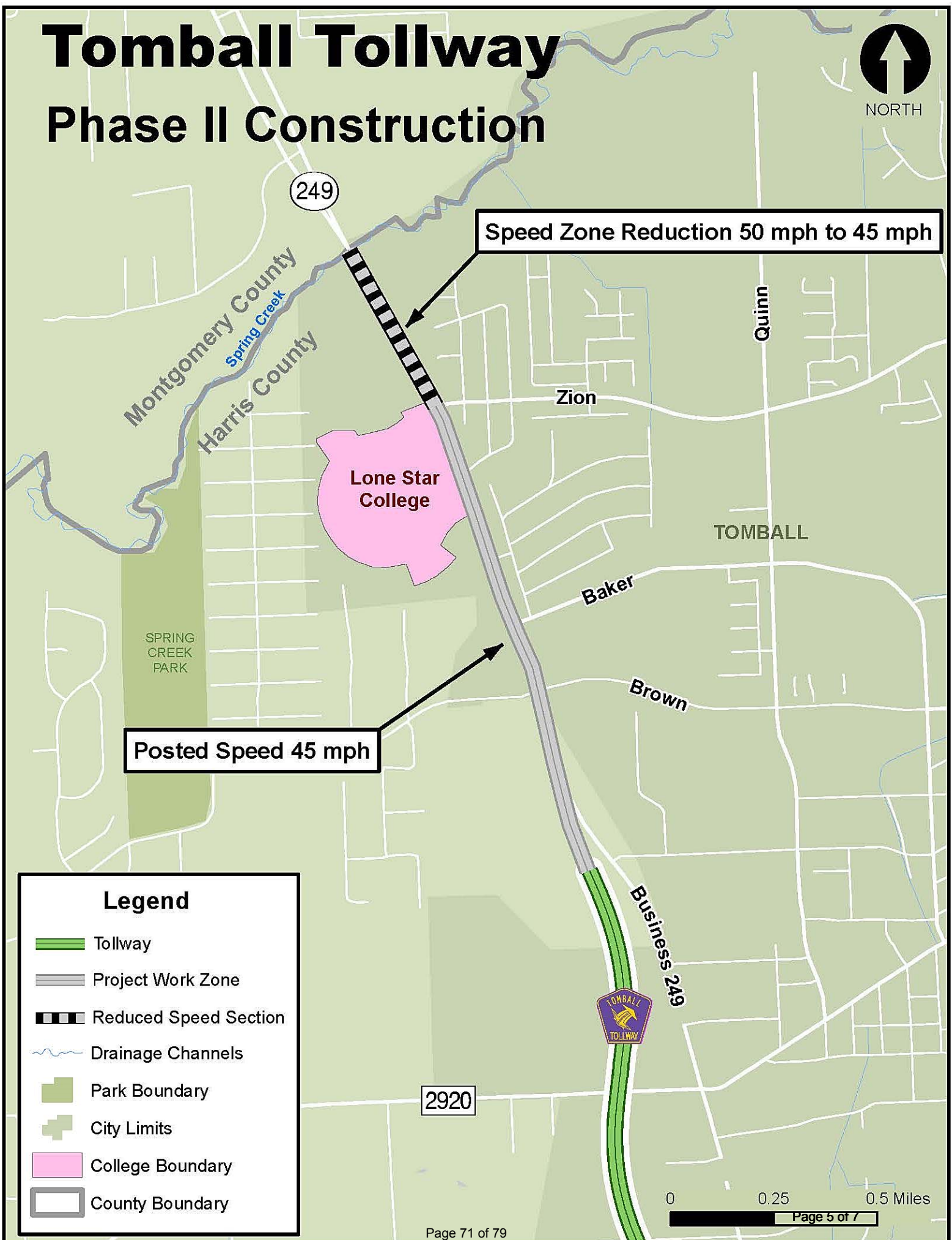


John C. Tyler, P.E.
Deputy Director

cc: Dale H Hilliard, P.E., HCTRA
Quinton Alberto, P.E., HCTRA
Fawzi Abou-Hossa, P.E. TxDOT
Hun Kang, P.E., HCTRA

Tomball Tollway

Phase II Construction



Request for Regulatory Construction Speed Zone

District: Houston	Highway: SH 249
Contact Person: Fawzi Abou-Hossa	Contact Phone Number: (713) 802-5515

Type of work:	☒ 2 - Lane closure w/ barrier	☒ 4 - One-way traffic signal
☐ 1 - Shoulder activity	☒ 2 - Temporary diversion	☐ 4 - Unpaved surface
☐ 1 - Lane encroachment	☐ 3 - Lane closure w/o barrier	

Type of Work	Posted Speed	Construction Speed Limit
1	≥ 65 mph ≤ 60 mph	May be 5 mph below posted speed May not be used
2	≥ 80 mph = 75, 70 or 65 mph ≤ 60 mph	May be as low as 65 mph May be 10 mph below the posted speed May be 5 mph below the posted speed
3	≥ 80 mph ≤ 75 mph	May be as low as 65 mph May be 10 mph below the posted speed
4	≥ 55 mph ≤ 50 mph	May be as low as 45 mph May be 10 mph below the posted speed

Section	Section 1	Section 2	Section 3	Section 4
County	Harris			
Highway	SH 249			
City Name (or Rural)	Tomball			
Pre-construction Posted Speed	50			
Proposed Construction Speed	45			
Control-Section-Job	720-03-074, Etc.			
Beginning Mile Point	1.558			
Ending Mile Point	1.000			
Length	0.558			
Project Number	HCTRA 806			

Indicate below whether or not your form submission includes attachment(s):

☐ YES ☒ NO

[Submit by E-mail](#)

Instructions:

If you accessed this form from within the eForms System, once you have opened it, click the "Take Form Offline" icon (bottom, left) and save the form to your computer. If you accessed the form from a web page link, you can also use File>Save As on the top menu bar to save the form to your computer.

Once you have completed your form, you may save it and submit it by clicking the "Submit by E-mail" button on page 1. This opens your e-mail client and automatically attaches your completed form to a pre-addressed e-mail. Simply click "Send," and you're done.

	Types of Work:						
	Shoulder Activity	Lane Encroachment	Lane Closure with Barrier	Temporary Diversion	Lane Closure w/o Barrier	One-Way Traffic Signal	Unpaved Surface
Condition	Activity closer than 10 ft but not closer than 2 ft from the edge of the traveled way	Activity encroaches to the edge of the traveled way	Activity requires a lane closure with workers protected by a barrier	Activity requires a temporary diversion be constructed	Activity requires a lane closure with workers within 10 feet of travel way unprotected by barrier	Activity uses a one-way traffic signal to direct traffic through construction area	Activity requires traffic to travel on an unpaved surface
Factors	1, 2	1, 2, 3, 4, 6	3, 4, 6, 7	3, 4, 6, 8	1, 3, 4, 6, 7	3, 6, 8	5, 6
Current Speed Limit (MPH)	Potential Construction Speeds (MPH)						
85	80	80, 75, 70 or 65		80, 75, 70 or 65	80, 75, 70, 65, 60, 55, 50 or 45		
80	75	75, 70 or 65		75, 70 or 65	75, 70, 65, 60, 55, 50 or 45		
75	70	70 or 65		70 or 65	70, 65, 60, 55, 50 or 45		
70	65	65 or 60		65 or 60	65, 60, 55, 50 or 45		
65	60	60 or 55		60 or 55	60, 55, 50 or 45		
60	None	55		55 or 50	55, 50 or 45		
55	None	50		50 or 45	50 or 45		
50	None	45		45 or 40	45 or 40		
45	None	40		40 or 35	40 or 35		
40	None	35		35 or 30	35 or 30		
35	None	30		30 or 25	30 or 25		
30	None	25		25 or 20	25 or 20		
25	None	20		20 or 15	20 or 15		

Note: Buffer zones may be needed for speed transitions ≥ 15 mph.

[Contact/Help](#)

Factors:

- 1- Workers present for extended periods within 10 feet of traveled way unprotected by barriers
- 2- Horizontal curvature that might increase vehicle encroachment rate
- 3- Lane width reduction of 1 foot or more with a resulting lane width less than 11 feet
- 4- Barrier, traffic control devices or pavement edge drop off within 2 feet of traveled way
- 5- Reduced design speed for stopping sight distance
- 6- Unexpected conditions
- 7- Traffic congestion created by lane closure
- 8- Reduced design speed for detour roadway or transitions

Regular City Council

Agenda Item

Data Sheet

Meeting Date: January 16, 2017

Topic:

Authorize the City Manager to Execute the Necessary Documents to Apply for a UASI Grant to Link Multiple Dispatch Centers in Harris and Montgomery Counties

Background:

The inability for fire and EMS agencies to be promptly notified of requests for assistance from neighboring agencies places an undue risk on firefighters. This inability is created when dispatch centers are forced to rely on telephone communications to request assistance from neighboring agencies (mutual or automatic aid). In some instances, this results in significant delays for the expected next arriving fire truck to the emergency incident.

The UASI grant would electronically link these dispatch centers and create a system to automatically transfer the information and "build" the call in the neighboring dispatch center. This would significantly improve notification times and place the requested units at the scene much faster.

This grant request is a follow-up grant to the 2016 UASI grant approved by Council on March 21, 2016 and will expand the project to include other dispatch centers and provide funding for the completion of the initial 2016 project. The reason Tomball is made the original request and is making this follow up request is a "qualified" agency, under the UASI definition, must be the applicant. Tomball will manage the grant process through the "Grant Closeout". The management of the grant is not overly burdensome. The project governance document being developed will identify the board that will be tasked with maintaining the relationship with the service provider.

The 2016 grant requested \$250,000 but was only funded at \$210,526. This modification was discussed and it was agreed among the stakeholders that the project length and complexity allowed it to be termed "scalable". Presently, the Request for Proposal for the original project is in final review by the stakeholders and should be released to the vendors on Monday, January 16 with the proposals due back by February 15.

The 2017 request on which we are seeking the City's approval will cover the balance of the original project as well as the expanded parameters to include more dispatch centers. The 2017 grant request should be sufficient to fund the balance of the original project as well as the expanded parameters.

Origination:

Fire Department

Recommendation:

Staff recommends approval

Party(ies) responsible for placing this item on agenda:

Parr

ACTION TAKEN

Approval	Readings Passed	Other
----------	-----------------	-------

☐ Yes ☐ No	☐ 1 st ☐ 2 nd	
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ATTACHMENTS:

2017 UASI Grant Application

Project Name: Regional Dispatch Linking

Applicant Jurisdiction: City of Tomball

Division/Organization administering grant: Tomball Fire Department

Application Point of Contact Name: Randall Parr

Application Point of Contact Phone: 281-290-1063

Application Point of Contact Email: rparr@tomballtx.gov

Type of Request: (Pick one only) ☐ New Request☒ Continuation/next phase of project in progress☐ Sustainment of previously funded project (ongoing costs only)☐ Completion/final phase of project in progress**Shareable and/or deployable?¹ (Please select all that apply); EHP required? Primary Zip Code? Scalable?**☒ Shareable ☐ Deployable ☐ Neither☐ This project will require EHP Review²

Zip Code +4 for Project: 77375-4267

☒ This project is scalable.**Is this a Law Enforcement/Terrorism Prevention (LE/TP) Project (Yes/No)?** See [IB 412](#) for info on what is LE/TP.

No

What core capability does this proposal address? Please pick one capability that best fits your project.

Operational Communications

Project Summary: Briefly summarize the project, including proposed activities and how much funding is requested.

Summary and goal: The project is designed to electronically link, using cloud based technology, fire/ems dispatch communications centers within the region. The goal of the project is to eliminate the manual intervention required to request aid from other jurisdictions, reducing response times for responding jurisdictions and increasing first responder safety. The project will also provide dispatch redundancy capability in the event of a loss of critical infrastructure. The activities of the project will be to develop the software protocols necessary to accomplish the project goals and objectives. Since the original award of 2016, Jersey Village, Montgomery County Hospital District and the newly formed East Harris County dispatch centers have requested to participate. Costs include the technology consultant to develop the system as well as final payments to current dispatch center CAD vendors to interface with their proprietary software systems.

Dollar amount: \$300,000**Problem Statement: Describe issues, hazards, threats your project will target. (Ensure terrorism nexus is clear.)**

A terror related physical and/or cyber-attack on local Public Safety Access Points (PSAP's) within the region; or an asymmetrical attack combined with a terrorist attack on another critical infrastructure sector could directly impact emergency response to the public; or exacerbate response when increased need for services is required. A gap analysis utilizing a subset of the NIST 800-30 disclosed that agencies that rely upon adjacent jurisdictions for mutual/automatic aid are dependent rapid dissemination of resource information via their CAD systems that do not have a direct CAD interface to adjacent systems. The communications infrastructure facilities provide the connectivity needed to provide citizen-to-authority communications and authority-to-authority communications. The connections support the delivery of the right type of service at the right location and at the right time, whether the need is for an urgent response from a single agency or for a coordinated response by two or more agencies. While the loss of that connectivity is most likely to occur due to unintentional manmade causes (such as the accidental severing of critical trunk lines due to a construction project some distance away), diversifying communications facilities can address a number of other cyber risks, including terrorism and natural disasters, as well.

Existing Capability Levels: Describe existing capability levels in your jurisdiction and region.

Individual communications centers have the ability to efficiently dispatch units under their direct control, but not those units of other agencies using other dispatch centers. Currently, requests for assistance from neighboring jurisdictions on multi-jurisdictional incidents are accomplished by a telephone conversation between dispatchers at the two communications centers. The necessary technology to facilitate this communication automatically is under development utilizing the previously awarded 2016 UASI funding source.

Existing Capability Gap: Identify gap(s) in capability that this project will fill. Cite [UASI State Preparedness Report](#) or other assessments, as appropriate.

¹ If new core capabilities are being sought utilizing HSGP funding, grantees must ensure that the capabilities are deployable outside of their community to support regional and national efforts or otherwise shareable with regional partners and aligned with a capability gap identified in the THIRA/SPR.

² Please see the UASI FY2017 Kickoff slides for more detail on EHP requirements.

As cited in the Equipment section of the Operational Communications Core Capability in the SPR, funding constraints continue to challenge the continuing operation and maintenance of regional operational systems. The lack of interconnection of the Computer Aided Dispatch (CAD) systems is an operational hindrance that requires manual intervention (calling another jurisdiction) and communicating resource requirements. It requires one person at each site to communicate with the other, record, re-enter the existing information from the requesting agency, and subsequently dispatch the requested resource(s). The process requires additional time and personnel resources when the resources are already constrained. The safety/lives of the public and first responders are impacted by the potential delay in dispatch of initial or additional resources. Providing an electronic interface between the separate systems will provide automated distribution of critical, time-sensitive emergency dispatch orders.

Impact Statement: Explain the local/regional impact of this project & how it will reduce the gap identified above

As a regional project, numerous dispatch center CAD systems will be linked through a cloud based communications protocol that will automatically transfer the incident information from the requesting CAD system to the receiving CAD system and will automatically create the incident record in the receiving CAD system. This will eliminate the manual intervention between the dispatch centers and eliminate the time to transfer the incident details and rebuild the incident in the receiving CAD system. This will drastically reduce the time necessary to notify neighboring agencies of the request for assistance. The result will be that automatic/mutual aid requested units will arrive on the incident scene in a more timely manner which will increase firefighter and citizen safety. The regional system will also provide a redundant dispatch capability throughout the region.

Homeland Security Priority Action: Choose the [action](#) most closely aligned with this project. Use this format: (e.g., 1.2.3 Expand and enhance the network of human sources that can provide detailed and relevant information on known or suspected terrorist and criminal enterprises.)

4.2.4 Develop and maintain critical information technology and communications capabilities to connect regional and state operations centers.

Target Group: Identify the target jurisdiction(s), group, and population expected to benefit from this project.

This project will directly support, in addition to the Cy-Fair FD, Cypress Creek EMS Comcenter, Harris County ESD #1, and Montgomery County FireCom included in the 2016 grant, the City of Tomball (included in the 2016 proposal but moved to the supplemental[2017] grant due to cost issues), Jersey Village, Montgomery County Hospital District and the newly formed East Harris County dispatch centers and the agencies they serve throughout the region. Additionally, Fort Bend County has expressed interest in the participating in the system. Requests for automatic or mutual aid will be automated, vastly reducing the amount of time for the request to be acted on by the receiving agency and decreasing the time for requested units to arrive at the emergency incident scene. This will ultimately increase firefighter safety and benefit the citizens.

Long-Term Approach: How will you sustain/maintain this project beyond UASI grant funding to ensure continuity?

The participating agencies are committed to providing the estimated ongoing software maintenance costs of \$10,000 per year per participating dispatch center which will be shared by the participating individual response agencies..

Which [UASI goal & objective](#) does this application address? How will your project help the Region attain this goal?

UASI Strategic Goal: Goal 5: Interoperable Communications

UASI Strategic Objective: Objective 5.2 Complete the deployment of standards-based shared systems to serve the region.

This project will help attain the goal by: Developing a standards-based data exchange system to share critical, time-sensitive data between dispatch centers throughout the region.

Please describe your project's expected outputs and outcomes.

Refer to the Metrics in the [UASI Strategy](#) and the [HSGD Measures Example](#) document for appropriate examples.

Outputs:

Number of disparate CAD systems identified: 6
 Number of dispatch centers participating in the project: 8
 Milestones defined and identified: 4
 Project technical parameters identified and agreed upon: 6
 Program software prepared for testing: 1

Outcomes:

Number of separate dispatch centers participating: 8

For projects sustaining/advancing a FEMA-defined typed team, please answer the questions below (cite the team name of the typed resource and identifier in the [Resource Typing Library Tool](#)). If it does not sustain/advance a team, please type "N/A" in Name of team and leave the remainder of this section blank.

Name of Team: N/A

Type (See region's certification):

FEMA Typed Resource (From RTLT):

ID of Typed Resource (From RTLT):

Describe how you are sustaining or advancing your team type with this project.

For grant-funded personnel: What will these employees accomplish for the region during the performance period?

N/A

For Interoperable Communications Committee projects: Is this project consistent with the SCIP and the RICP? Please describe how this project fills a gap identified in the Interoperability Gap Analysis? (If this is not an ICC project, please type "N/A" below.)

As a regional project, numerous dispatch center CAD systems will be linked through a cloud based communications protocol that will automatically transfer the incident information from the requesting CAD system to the receiving CAD system and will automatically create the incident record in the receiving CAD system. This will eliminate the manual intervention between the dispatch centers, eliminate the time to transfer the incident details and rebuild the incident in the receiving CAD system. This will drastically reduce the time necessary to notify neighboring agencies of the request for assistance. This additionally provides redundancy in dispatch capabilities throughout the region.

Milestones (09/2017 – 08/2019) for a 24 month period of performance (3 to 5 required).

Identify Milestone and Associated Activities	Phase	Start (MO/YEAR)	Finish (MO/YEAR)
Accept the award and complete initial grant set up.	Initiate	09/2017	11/2017
Complete the additional inventory of CAD systems and types	Plan	12/2017	01/2018
Create a change order/contract modification to add the additional CADs	Execute	02/2018	04/2018
Develop, implement, test and modify software to complete the project	Execute	04/2018	06/2018
Train the POCs	Closeout	07/2018	10/2018
Close out the grant	Closeout	11/2018	12/2018

Regular City Council

Agenda Item

Data Sheet

Meeting Date: January 16, 2017

Topic:

Discussion and Possible Action in Regards to City Staff's Handling of In-City Municipal Utility District Requests

Background:

Since 2014, Community Development Department Staff has received three requests from residential developers about establishing In-City Municipal Utility Districts (MUDs). The most recent request was a new request that was received on January 6th. Staff is seeking direction on how to move forward, whether that is for City Council to continue to contemplate them, tell the developers that they are not permitted within the Tomball city limits or establish minimum City criteria for them.

Origination:

Community Development Department

Recommendation:**Party(ies) responsible for placing this item on agenda:**

Craig T. Meyers, Community Development Director

ACTION TAKEN		
Approval ☐ Yes ☐ No	Readings Passed ☐ 1 st ☐ 2 nd	Other