

## Muigai, Caroline - LGL

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**From:** Kendall Miller <[kmiller@twdcorp.com](mailto:kmiller@twdcorp.com)>  
**Sent:** Thursday, February 05, 2015 1:02 PM  
**To:** Icken, Andy - MYR  
**Subject:** Re: Concerns regarding METRO Position on Key Implementation Issues for Uptown DBL

Right Question, I think we need a negotiation with your supervision, after all funding is secured. The list is very expensive and feels like a last minute retrade of our overall financial commitment. Ultimately, it's your call at the City. How much money do you want flowing to Metro from the TIRZ?

Thank you,  
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On Feb 5, 2015, at 12:52 PM, Icken, Andy - MYR <[Andy.Icken@houstontx.gov](mailto:Andy.Icken@houstontx.gov)<mailto:Andy.Icken@houstontx.gov>> wrote:

Just a question - how much of these issues do we need to totally resolve now.

Sent from my iPhone

On Feb 5, 2015, at 12:05 PM, John Breeding <[jrbreeding@uptown-houston.com](mailto:jrbreeding@uptown-houston.com)<mailto:jrbreeding@uptown-houston.com>> wrote:

Andy:

I need you to review METRO's position on several key issues regarding the construction of the Uptown Dedicated Bus Lanes Project. My concerns are highlighted below:

- 1) Service Plan – METRO is essentially saying that if the Uptown TIRZ / City of Houston does permit Signal Pre-emption (travel time impacts the number of buses needed), Uptown TIRZ will be responsible for the purchasing additional buses;
- 2) Fare Strategy – METRO wants Uptown to pay for riders that begin and end within the area. Uptown's position is that METRO should purchase equipment, install and maintain equipment and enforce fare collection.
- 3) Bellaire Uptown Transit Center – METRO's position is that the Uptown TIRZ owns the Transit Center and should be responsible for the cost of operations and maintenance.
- 4) Stations locations – METRO wants a Richmond Station. We think that there is a better location but METRO can make the decision.

5) Maintenance of DBL Stations on Post Oak Boulevard – METRO states that the Uptown TIRZ built the stations and is therefore responsible for maintenance. The Uptown TIRZ position is that METRO should pay the TIRZ what METRO spends on similar LRT stations. Uptown will then add additional funding and maintain the stations at a higher level. Uptown currently does this for all of METRO's bus stops in the Uptown area.

6) Platform and Passenger Information Systems – METRO wants the Uptown TIRZ to pay for METRO's passenger information systems.

7) Local Access to Bellaire Uptown Transit Center – METRO wants the Uptown TIRZ to purchase the right-of-way fund the construction of a road that only local METRO buses will use. This is not an Uptown TIRZ issue.

8) DBL buses accessing Bellaire Uptown Transit Center – The Post Oak Boulevard buses need to use METRO Westpark right-of-way to get to the Transit Center. METRO wants the Uptown TIRZ to lease the right-of-way.

METRO also wants Uptown to produce a drawing that shows that the DBL and the future LRT can both function on this right-of-way. Uptown has used METRO's design for LRT in this area as we designed the DBL project and it works. Uptown has refused (given the political environment) to produce a drawing with Uptown's name and LRT on the same piece of paper.

9) Utilities – METRO wants the Uptown TRIZ to fund removal of all utilities from under the Dedicated Bus Lanes on Post Oak Boulevard. (\$15 million ++)

Let me know what you think.

<Uptown meeting Draft Agenda-02 04 2015\_rev 1.docx>

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