



AGENDA

**CITY COUNCIL WORK SESSION
City of Garland
Duckworth Building, Goldie Locke Room
217 North Fifth Street
Garland, Texas
August 3, 2015
6:00 p.m.**

DEFINITIONS:

Written Briefing: Items that generally do not require a presentation or discussion by the staff or Council. On these items the staff is seeking direction from the Council or providing information in a written format.

Verbal Briefing: These items do not require written background information or are an update on items previously discussed by the Council.

Regular Item: These items generally require discussion between the Council and staff, boards, commissions, or consultants. These items are often accompanied by a formal presentation followed by discussion.

**[Public comment will not be accepted during Work Session
unless Council determines otherwise.]**

NOTICE: The City Council may recess from the open session and convene in a closed executive session if the discussion of any of the listed agenda items concerns one or more of the following matters:

(1) Pending/contemplated litigation, settlement offer(s), and matters concerning privileged and unprivileged client information deemed confidential by Rule 1.05 of the Texas Disciplinary Rules of Professional Conduct. Sec. 551.071, TEX. GOV'T CODE.

(2) The purchase, exchange, lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.072, TEX. GOV'T CODE.

(3) A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.073, TEX. GOV'T CODE.

(4) Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Sec. 551.074, TEX. GOV'T CODE.

(5) The deployment, or specific occasions for implementation of security personnel or devices. Sec. 551.076, TEX. GOV'T CODE.

(6) Discussions or deliberations regarding commercial or financial information that the City has received from a business prospect that the City seeks to have locate, stay, or expand in or near the territory of the City and with which the City is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect of the sort described in this provision. Sec. 551.087, TEX. GOV'T CODE.

(7) Discussions, deliberations, votes, or other final action on matters related to the City's competitive activity, including information that would, if disclosed, give advantage to competitors or prospective competitors and is reasonably related to one or more of the following categories of information:

- generation unit specific and portfolio fixed and variable costs, including forecasts of those costs, capital improvement plans for generation units, and generation unit operating characteristics and outage scheduling;
- bidding and pricing information for purchased power, generation and fuel, and Electric Reliability Council of Texas bids, prices, offers, and related services and strategies;
- effective fuel and purchased power agreements and fuel transportation arrangements and contracts;
- risk management information, contracts, and strategies, including fuel hedging and storage;
- plans, studies, proposals, and analyses for system improvements, additions, or sales, other than transmission and distribution system improvements inside the service area for which the public power utility is the sole certificated retail provider; and
- customer billing, contract, and usage information, electric power pricing information, system load characteristics, and electric power marketing analyses and strategies. Sec. 551.086; TEX. GOV'T CODE; Sec. 552.133, TEX. GOV'T CODE]

1. Written Briefings:

a. Appointment to the Animal Services Advisory Committee

The six-person Animal Services Advisory Committee (ASAC) has a vacant position. The position had been occupied by Mr. Dennis Wooten, Richardson Supervisor of Animal Services, who recently resigned from the ASAC. By statute the position is to be filled with an "operator of an animal shelter." Interest from area shelter managers was solicited by Garland Health Department staff and Mr. Frank Locke with the Town of Sunnyvale expressed interest in being an ASAC member. Staff recommends Frank Locke, Town of Sunnyvale Animal Services, to fill the vacant position of "operator of an animal shelter" on the ASAC. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 18, 2015 Regular Meeting.

b. Texas Department of Transportation (TxDOT) Selective Traffic Enforcement Program (STEP) 2016 Comprehensive Grant

Council is requested to consider accepting a Texas Department of Transportation (TxDOT) – Selective Traffic Enforcement Program (STEP) – Comprehensive Grant. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 4, 2015 Regular Meeting.

c. Amendment to Chapter 50, Art. II – Utility Rates & Fees

The Electric Reliability Council of Texas (ERCOT) has developed requirements and protocols that define standards for power factor in regards to electric substations. Garland Power & Light (GP&L) must meet the ERCOT protocols concerning power factor at each of its substations and must ensure that substations owned by individual companies that are connected to the GP&L system also adhere to ERCOT protocols. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 18, 2015 Regular Meeting.

Item	Key Person
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2. Verbal Briefings:

- a. Update on Downtown/City Center Projects B.J. Williams/Dodson**

At the request of Council Members B.J. Williams and Lori Barnett Dodson, Staff will provide an update on Downtown/City Center Projects.

- b. Garland Housing Finance Corporation Report of Current Projects Stanley/Goebel**

At the request of Council Members Stephen W. Stanley and Anita Goebel, the Garland Housing Finance Corporation will provide a detailed report on all current or future projects for the Garland Housing Finance Corporation (GHFC) or the City of Garland. GHFC Board Member, Delores Elder-Jones will be present to provide a report to the Council.

- c. Mayor and Council P-Card/Expense Report Review Stanley/Dodson**

At the request of Council Members Stephen W. Stanley and Lori Barnett Dodson, Council is requested to discuss having the City Auditor review the Mayor and City Council Procurement Card (P-Card) and expense reports, to include former Mayor Ronald Jones' P-Card and expense reports along with any Council Member utilizing a P-Card for the six years coinciding with Mayor Ronald Jones' tenure. Council is also requested to consider having the City Auditor develop a policy concerning the proper use and expenses for a P-Card issued to the City Council.

- d. State Highway 78 Realignment Campbell/Stanley**

At the request of Deputy Mayor Pro Tem Marvin F. "Tim" Campbell and Council Member Stephen W. Stanley, Staff will provide an update to Council on the State Highway 78 realignment discussions.

e. Committee Appointments by Mayor

Athas

Mayor Athas will be presenting his Council Committee Appointments and is requesting Council consensus.

**f. Resolution Supporting the IH-635 East
Legislative Delegation's Efforts**

Stanley/B.J. Williams

At the request of Council Members Stephen W. Stanley and B.J. Williams, Council is requested to approve a resolution of the City of Garland supporting the IH-635 East Legislative Delegation's efforts regarding the development of IH-635 East and noise walls along the corridor.

3. Regular Items:

**a. IH-635 Overview of Past Action & Future
Direction**

B.J. Williams/Cahill

At the request of Council Member B.J. Williams and Mayor Pro Tem Jim Cahill, Dean International will provide a review, analysis and assessment of the legislative process executed by the City of Garland and other stakeholders in seeking authorization and funding for the IH-635 East project to date, and a proposed strategy/recommendations for moving forward to finalize this project via a joint legislative/administrative process.

b. Preview of 2015-16 Proposed Budget

Young

Staff will provide an overview of the City Manager's Proposed Budget for FY 2015-16. The FY 2015-16 Proposed Budget document will officially be presented to Council at the August 4, 2015 Regular Meeting.

c. Budget Process Consideration

Cahill/Athas

At the request of Mayor Pro Tem Jim Cahill and Mayor Athas, Council is requested to discuss the upcoming budget process in order to provide direction to City Staff prior to formal budget presentations. Discussion items include staffing, salaries, street infrastructure funding, GP&L Return On Investment and property tax rate.

4. Discuss Appointments to Boards and Commissions **Council**

Mayor Douglas Athas

- Preston Sanderson – Garland Youth Council
- Justice Dickson – Garland Youth Council

Deputy Mayor Pro Tem Marvin F. “Tim” Campbell

- Cameron Glick – Garland Youth Council
- Michael Lambert – Garland Youth Council

Council Member Lori Barnett Dodson

- Lucas Sanders – Garland Youth Council
- Jazmin Escamilla Torres – Garland Youth Council

Council Member Scott LeMay

- Kelsy Duke Kenison – Garland Youth Council
- Esha Makwaha – Garland Youth Council

Mayor Pro Tem Jim Cahill

- Noah Stevens – Garland Youth Council

5. Consider the Consent Agenda **Council**

A member of the City Council may ask that an item on the consent agenda for the next regular meeting be pulled from the consent agenda and considered separate from the other consent agenda items. No substantive discussion of that item will take place at this time.

6. Announce Future Agenda Items **Council**

A member of the City Council, with a second by another member, or the Mayor alone, may ask that an item be placed on a future agenda of the City Council or a committee of the City Council. No substantive discussion of that item will take place at this time.

7. Adjourn **Council**



Meeting: Work Session

Date: August 3, 2015

Policy Report

APPOINTMENT TO THE ANIMAL SERVICES ADVISORY COMMITTEE

ISSUE

The six-person Animal Services Advisory Committee (ASAC) has a vacant position. The position had been occupied by Mr. Dennis Wooten, Richardson Supervisor of Animal Services, who recently resigned from the ASAC. By statute the position is to be filled with an “operator of an animal shelter.”

Interest from area shelter managers was solicited by Garland Health Department staff and Mr. Frank Locke with the Town of Sunnyvale expressed interest in being an ASAC member.

Staff recommends Frank Locke, Town of Sunnyvale Animal Services, to fill the vacant position of “operator of an animal shelter” on the ASAC.

OPTIONS

- 1) Concur with the staff’s recommendation.
- 2) Take no action and have staff solicit additional applicants.

RECOMMENDATION

It is requested the City Council confirm Frank Locke, Town of Sunnyvale Animal Services, to fill the vacant position of “operator of an animal shelter” on the Animal Services Advisory Committee.

Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 18, 2015 Regular Meeting.

COUNCIL GOAL

Fully Informed and Engaged Citizenry

BACKGROUND

The Animal Services Advisory Committee (ASAC) is a six-person committee authorized by Section 22.23 of the Code of Ordinances to provide advice to the City Council and Managing Director of Health on the operation of the Animal Shelter. The Animal Services Advisory Committee meets at a minimum of three times per year. Jason Chessher, Director of Health, is the staff liaison to the committee.

The composition of the ASAC is set at six members filling various roles (in parenthesis) as required by the Code of Ordinances and the Texas Health & Safety Code: Dr Bill Dunn, DVM, Chair (licensed veterinarian); Ms. Yvette Diaz (representative of an animal welfare organization); Mr. Tony Jenkins, RS, Dallas County Health & Human Services (public health official); Mr. Robby Neill, Garland Managing Director (county or municipal official); Ms. Anita Rushlau (impartial Garland citizen) and the vacant position (operator of an animal shelter).

Submitted By:

Approved By:

Richard T. Briley
Managing Director of Health &
Code Compliance

Bryan L. Bradford
City Manager

Date: July 23, 2015



Meeting: Work Session

Date: August 3, 2015

Policy Report

**TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)
SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)
2016 COMPREHENSIVE GRANT**

ISSUE:

Council is requested to consider accepting a Texas Department of Transportation (TxDOT) – Selective Traffic Enforcement Program (STEP) – Comprehensive Grant

OPTIONS:

1. Accept TxDOT STEP grant funding.
2. Do Not Accept TxDOT STEP Grant Funding.

RECOMMENDATION:

Option 1: Accept TxDOT Grant Funding for the Selective Traffic Enforcement Program (STEP) Comprehensive Grant for FY 2015-2016. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 4, 2015 Regular Meeting.

COUNCIL GOAL

Safe, Family-Friendly Neighborhoods
Financially Stable Government

BACKGROUND:

The Garland Police Department has successfully participated in STEP enforcement grants for many years. The purpose of this grant is to save lives, reduce motor vehicle crashes and injuries, and change behavior related to driving habits. This is accomplished by aggressively enforcing the laws of the State of Texas related to red light and intersection violations, seat belt violations, speed violations and driving while intoxicated violations.

TEXAS DEPARTMENT OF TRANSPORTATION SELECTIVE TRAFFIC ENFORCEMENT COMPREHENSIVE GRANT

Page 2

The enforcement activities will also be supplemented by additional public information and education campaigns conducted throughout the enforcement period. These efforts will be focused throughout the City of Garland.

CONSIDERATION:

The grant for FY 2015-2016 is in the amount of \$396,457.17. If accepted, TxDOT will reimburse the City of Garland \$249,984.53. The grant requires the City to provide \$146,472.64 in matching funds. This will be accomplished in part through fringe benefits expenditures, TMRS contributions, vehicle mileage costs, and administrative time spent on grant related paperwork. Consequently, the City can satisfy the contractual match requirements without expending any additional funds.

ATTACHMENT:

Texas Traffic Safety Program Grant Agreement

Submitted By:

Approved By:

Mitchel L. Bates
Chief of Police

Bryan L. Bradford
City Manager

Date: July 22, 2015

Date: July 22, 2015

Texas Traffic Safety eGrants

Fiscal Year 2016

Organization Name: City of Garland - Police Department

Legal Name: City of Garland

Payee Identification Number: 17560005344000

Project Title: STEP- 2016 Comprehensive

ID: 2016-GarlandP-S-1YG-0057

Period: 10/01/2015 to 09/30/2016

PROGRAM ELEMENT SELECTION

YEAR LONG

- X DWI DWI: Driving While Intoxicated
- X Speed Speed: Speed Enforcement
- X OP OP: Occupant Protection (Safety Belt and Child Safety Seat)
- X ITC ITC: Intersection Traffic Control
- DD DD: Distracted Driving

WAVE

- DWI Jurisdiction wide (DWI enforcement effort must be focused at locations where there is an over-representation of alcohol-related crashes and/or DWI arrests)
- Speed Jurisdiction wide (Speed enforcement should be focused on areas where there is at least a 50% noncompliance with the posted speed limits and/or a higher number of speed-related crashes)
- OP Jurisdiction wide
- DD Jurisdiction wide

CMV

- Speed,OP&H MV CMV: Commercial Motor Vehicle; HMV: Hazardous Moving Violations

Project Title

STEP- 2016 Comprehensive

How many years has your organization received funding for this project?

PROPOSING AGENCY AUTHENTICATION

X The following person has authorized the submittal of this proposal.

Name :Mitchel L. Bates
Title :Chief of Police
Address :1891 Forest Lane
City :Garland
State :Texas
Zip Code :75042
Phone Number :972-205-2011
Fax Number :972-485-4801
E-mail address :batesm@garlandtx.gov

COUNTY SERVED

Select a County: Dallas County - Dallas District

POLITICAL DISTRICT SERVED

Select a Political District Served ([View a map](#)):

U.S. Congress* Congressional District 3
Congressional District 4
Congressional District 5
Congressional District 32

Texas Senate* Texas Senate District 2
Texas Senate District 8
Texas Senate District 16

Texas House* Texas House of Representatives District 33
Texas House of Representatives District 67
Texas House of Representatives District 102
Texas House of Representatives District 107
Texas House of Representatives District 112
Texas House of Representatives District 113
Texas House of Representatives District 114

Operational Plan

Page Title: DWI ENFORCEMENT

<u>Site Number</u>	<u>Type (Speed, OP, ITC)</u>	<u>Site Description (include Miles Per Hour)</u>	<u>Survey Results (Compliance Percentage)</u>	<u>Enforcement Period (Days & Times)</u>
1. 1	DWI	Jurisdiction wide	%	Monday - Sunday 5 PM - 5 AM
2.			%	
3.			%	
4.			%	
5.			%	
6.			%	
7.			%	

Operational Plan

Page Title: ITC ENFORCEMENT

<u>Site Number</u>	<u>Type (Speed, OP, ITC)</u>	<u>Site Description (include Miles Per Hour)</u>	<u>Survey Results (Compliance Percentage)</u>	<u>Enforcement Period (Days & Times)</u>
1. 1	ITC	CENTERVILLE RD. & NORTHWEST HWY	%	MONDAY - SUNDAY 6 AM - 11 PM
2. 2	ITC	PLANO RD. & W. WALNUT RD.	%	MONDAY - SUNDAY 6 AM - 11 PM
3. 3	ITC	FIRST ST. & MAIN ST. @ LAVON HWY.	%	MONDAY - SUNDAY 6 AM - 11 PM
4. 4	ITC	S. GARLAND AVE. & AVE. D	%	MONDAY - SUNDAY 6 AM - 11 PM
5. 5	ITC	SHILOW RD. & W. BUCKINGHAM RD.	%	MONDAY - SUNDAY 6 AM - 11 PM
6. 6	ITC	MILLER RD. & S. GARLAND AVE.	%	MONDAY - SUNDAY 6 AM - 11 PM
7. 7	ITC	W. KINGSLEY RD. & S. GARLAND AVE.	%	MONDAY - SUNDAY 6 AM - 11 PM

Operational Plan

Page Title: ITC ENFORCEMENT (cont.)

<u>Site Number</u>	<u>Type (Speed, OP, ITC)</u>	<u>Site Description (include Miles Per Hour)</u>	<u>Survey Results (Compliance Percentage)</u>	<u>Enforcement Period (Days & Times)</u>
1. 8	ITC	NORTHWEST HWY. & SATURN RD.	%	MONDAY - SUNDAY 6 AM - 11 PM
2. 9	ITC	FIRST ST. & MILLER RD.	%	MONDAY - SUNDAY 6 AM - 11 PM
3. 10	ITC	BELTLINE RD. & N. GARLAND AVE.	%	MONDAY - SUNDAY 6 AM - 11 PM
4. 11	ITC	FOREST LANE & SHILOH RD.	%	MONDAY - SUNDAY 6 AM - 11 PM
5.			%	
6.			%	
7.			%	

Operational Plan

Page Title: OP ENFORCEMENT

<u>Site Number</u>	<u>Type (Speed, OP, ITC)</u>	<u>Site Description (include Miles Per Hour)</u>	<u>Survey Results (Compliance Percentage)</u>	<u>Enforcement Period (Days & Times)</u>
1. 1	OP	JURISDICTION WIDE	93%	MONDAY - SUNDAY DAYLIGHT HOURS ONLY
2.			%	
3.			%	
4.			%	
5.			%	
6.			%	
7.			%	

Operational Plan

Page Title: SPEED ENFORCEMENT

<u>Site Number</u>	<u>Type (Speed, OP, ITC)</u>	<u>Site Description (include Miles Per Hour)</u>	<u>Survey Results (Compliance Percentage)</u>	<u>Enforcement Period (Days & Times)</u>
1. 1	SPEED	CAMPBELL RD 3400W-400E 40 MPH 3.8 MILES	22.7%	MONDAY - SUNDAY 6 AM - 2 AM
2. 2	SPEED	SH 190 (PGBT) 3300-8000 70 MPH 5.5 MILES	25.7%	MONDAY - SUNDAY 6 AM - 2 AM
3. 3	SPEED	W.WALNUT 1400 - 4400 35 MPH 3.0 MILES	35.0%	MONDAY - SUNDAY 6 AM - 2 AM
4. 4	SPEED	PLANO RD 400 S - 1900 N 40 MPH 1.4 MILES	38.1%	MONDAY - SUNDAY 6 AM - 2 AM
5. 5	SPEED	SHILOH RD 3700 S - 6900 N 40 MPH 7.3 MILES	17.6%	MONDAY - SUNDAY 6 AM - 2 AM
6. 6	SPEED	H-30 1100 W - 1600 E 60 MPH 4.6 MILES	16.7%	MONDAY - SUNDAY 6 AM - 2 AM

City of Garland - Police Department
STEP-2016

7.7	SPEED	CENTERVILLE RD 3700 E - 1300 W 40 MPH 5.7 MILES	10.0%	MONDAY - SUNDAY 6 AM - 2 AM
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Operational Plan

Page Title: SPEED ENFORCEMENT (cont.)

<u>Site Number</u>	<u>Type (Speed, OP, ITC)</u>	<u>Site Description (include Miles Per Hour)</u>	<u>Survey Results (Compliance Percentage)</u>	<u>Enforcement Period (Days & Times)</u>
1. 8	SPEED	S. GARLAND AVE 2000 - CITY LIMITS 45 MPH 2.2 MILES	12.5%	MONDAY - SUNDAY 6 AM - 2 AM
2. 9	SPEED	SATURN RD 2000 - 4300 35 MPH 2.0 MILES	12.9%	MONDAY - SUNDAY 6 AM - 2 AM
3. 10	SPEED	OATES 500 E - 800 W 40 MPH 1.5 MILES	45.7%	MONDAY - SUNDAY 6 AM - 2 AM
4.			%	
5.			%	
6.			%	
7.			%	

GOALS AND STRATEGIES

Goal: To increase effective enforcement and adjudication of traffic safety-related laws to reduce crashes, fatalities, and injuries.

Strategies: Increase and sustain high visibility enforcement of traffic safety-related laws.
Increase public education and information campaigns regarding enforcement activities.

Goal: To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, injuries, and fatalities.

Strategy: Increase and sustain high visibility enforcement of DWI laws.

Goal: To increase occupant restraint use in all passenger vehicles and trucks.

Strategy: Increase and sustain high visibility enforcement of occupant protection laws.

Goal: To reduce the number of speed-related crashes, injuries, and fatalities.

Strategy: Increase and sustain high visibility enforcement of speed-related laws.

Goal: To reduce intersection-related motor vehicle crashes, injuries, and fatalities.

Strategy: Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.

I agree to the above goals and strategies.

BASELINE INFORMATION

Baseline Year (12 months)

From 10/1/2013 to 9/30/2014

Baseline Measure	Baseline Number	
Number of Driving While Intoxicated (DWI) arrests	210	
Number of Driving Under Influence (DUI) of Alcohol by Minor Arrests/Citations	5	
Number of speed citations	10218	
Number of safety belt citations	1165	
Number of child safety seat citations	292	
Number of Intersection Traffic Control (ITC) citations	2860	
Number of Distracted Driving Citations	353	
	Baseline Number	Month/Year of Survey
Percentage of speed compliance	23.9 %	09/2014
Percentage of safety belt usage	93 %	09/2014

LAW ENFORCEMENT OBJECTIVE/PERFORMANCE MEASURE

PI&E OBJECTIVE/PERFORMANCE MEASURE

Objectives/Performance Measure	Target Number
Support Grant efforts with a public information and education (PI&E) program	
a. Conduct presentations	5
b. Conduct media exposures (e.g. news conferences, news releases, and interviews)	5
c. Conduct community events (e.g. health fairs, booths)	3
d. Produce the following number of public information and education materials	0
e. Number of public information and education materials distributed	3000

SALARIES AND FRINGE BENEFITS

Law Enforcement Hours: 4663								
X Overtime Regular Time								
	TxDOT Hours	Match Hours	Wage Rate	TxDOT Salaries	Match Salaries	Total Salaries	Fringe %	Total Fringe:
A. Enforcement								
Officers/Deputies:	4298		\$52.328	\$224,905.74		\$224,905.74	12.85%	\$28,900.39
Sergeants:			\$0				%	\$0
Lieutenants/Other:	365		\$68.709	\$25,078.79		\$25,078.79	12.85%	\$3,222.62
B. PI&E Activities								
PI&E Activities:			\$0		\$0		%	\$0
C. Administrative Duties								
Officers		520	\$34.886		\$18,140.72	\$18,140.72	12.85%	\$2,331.08
Lieutenants		468	\$45.806		\$21,437.21	\$21,437.21	12.85%	\$2,754.68
Captains		52	\$53.422		\$2,777.94	\$2,777.94	12.85%	\$356.97
Administrative Assistant		104	\$19.280		\$2,005.12	\$2,005.12	12.85%	\$257.66
Court Personnel		2353.36	\$18.060		\$42,501.68	\$42,501.68	12.85%	\$5,461.47
			\$0				%	\$0
Total:				\$249,984.53	\$86,862.67	\$336,847.20		\$43,284.87
Category		TxDOT	%		Match		%	Total
Salaries:		\$249,984.53	74.21%		\$86,862.67		25.79%	\$336,847.20
Fringe Benefits:		\$0	0.00%		\$43,284.87		100.00%	\$43,284.87
Breakdown of Fringe Percentages: TMRS 11.4% Medicare/FICA 1.45%	Details of regular time, if included in any of the above hours : Presentations conducted Grant administration related paperwork Court attendance Officer backups Court related paperwork and processing							

STEP ENFORCEMENT MILEAGE

Instructions:

Unit # : Provide your agency's inventory number or other identifying number for each vehicle. To assist in calculating your agency's average enforcement mileage rate, we are requesting information from a sampling of five (5) patrol vehicles. The calculator will average the costs from all vehicles to arrive at the average operational cost per vehicle mile. If your agency does not have at least five patrol vehicles that are used for enforcement, include the requested information for the vehicles that you have.

Original Vehicle Cost : Provide each vehicle's total cost. (The total cost could include vehicle base cost, equipment/accessories and preparation costs).

Life Expectancy (In Years) : Provide the number of years that your agency expects the vehicle(s) will be used for enforcement activities. Many agencies have policies stating vehicles will be used for a specific time period (years) and some agencies determine mileage as the basis for vehicle retirement from enforcement. If mileage is used, determine the average number of years it takes for agency's vehicles to reach their mileage limit.

Maintenance Costs : Provide historical maintenance costs for the latest 12 month period available for each vehicle. Maintenance costs can also include annual liability insurance costs.

Fuel Costs : Provide historical fuel costs for the latest 12 month period available for each vehicle.

Yearly Miles: Provide the yearly enforcement miles for each vehicle. Use each vehicle's mileage logs or other available information to document the average number of enforcement miles driven annually or simply divide the mileage by the number of years the vehicle has been in use for enforcement activities.

	Unit #	Original Vehicle Cost	Life Expectancy (In Years)	Maintenance Costs	Fuel Costs	Yearly Miles	OP Cost/Mile
Vehicle 1	1201244	\$30,000.00	4	\$11,824.54	\$9,941.04	30099	\$0.97
Vehicle 2	1201225	\$30,000.00	4	\$8,488.97	\$12,495.85	32563	\$0.87
Vehicle 3	1201255	\$30,000.00	4	\$9,760.38	\$10,859.60	32393	\$0.87
Vehicle 4	1201301	\$30,000.00	4	\$14,757.45	\$13,431.77	39406	\$0.91
Vehicle 5	1201302	\$30,000.00	4	\$22,128.34	\$11,740.44	33639	\$1.23

Average Operational Cost of the Vehicle Per Mile : \$0.97

Number of Miles Proposed : 16830

TOTAL : \$16,325.10

	Amount	Percentages
TxDOT	\$0	0.00%
Match	\$16,325.10	100.00%
Total	\$16,325.10	

BUDGET SUMMARY

Budget Category		TxDOT	Match	Total
Category I - Labor Costs				
(100)	Salaries:	\$249,984.53	\$86,862.67	\$336,847.20
(200)	Fringe Benefits:	\$0	\$43,284.87	\$43,284.87
	Sub-Total:	\$249,984.53	\$130,147.54	\$380,132.07
Category II - Other Direct Costs				
(300)	Travel:	\$0	\$16,325.10	\$16,325.10
(400)	Equipment:	\$0	\$0	\$0
(500)	Supplies:	\$0	\$0	\$0
(600)	Contractual Services:	\$0	\$0	\$0
(700)	Other Miscellaneous:	\$0	\$0	\$0
	Sub-Total:	\$0	\$16,325.10	\$16,325.10
Total Direct Costs:		\$249,984.53	\$146,472.64	\$396,457.17
Category III - Indirect Costs				
(800)	Indirect Cost Rate:	\$0	\$0	\$0
Summary				
	Total Labor Costs:	\$249,984.53	\$130,147.54	\$380,132.07
	Total Direct Costs:	\$0	\$16,325.10	\$16,325.10
	Total Indirect Costs:	\$0	\$0	\$0
Grand Total		\$249,984.53	\$146,472.64	\$396,457.17
	Fund Sources (Percent Share):	63.05%	36.95%	
Salary and cost rates will be based on the rates submitted by the Subgrantee in its grant application in Egrants.				

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING A TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) - SINGLE YEAR - 2015 COMPREHENSIVE GRANT IN THE AMOUNT OF \$393,719.00; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GARLAND, TEXAS:

Section 1

That the City of Garland Police Department, by and through Police Chief Mitch Bates, is hereby authorized to accept a Texas Department of Transportation (TxDOT) Selective Traffic Enforcement Program - Single Year - 2016 Comprehensive Grant in the amount of \$396,457.17, for the purpose of enforcing red light and intersection violations, seatbelt and child restraint violations, speed violations, and driving while intoxicated violations during FY 2015-2016.

Section 2

That this Resolution shall be and become effective immediately upon and after its adoption and approval.

PASSED AND APPROVED this the _____ day of _____, 2015.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary



Policy Report

AMENDMENT TO CHAPTER 50, ART. II – UTILITY RATES & FEES

ISSUE

The Electric Reliability Council of Texas (ERCOT) has developed requirements and protocols that define standards for power factor in regards to electric substations. Garland Power & Light (GPL) must meet the ERCOT protocols concerning power factor at each of its substations and must ensure that substations owned by individual companies that are connected to the GPL system also adhere to ERCOT protocols.

OPTIONS

- (1) The City Council can adopt changes to Article II, Rates and Fees, Sec. 50.30(A)(3)(k) and Sec. 50.30(A)(8)(k), to accurately reflect the requirements of ERCOT protocols for power factor and correctly charge for failure to meet the ERCOT power factor standard for General Service Large and High Tension Service customers.
- (2) The City Council takes no action and leaves Article II, Rates and Fees, Sec. 50.30(A)(3)(k) and Sec. 50.30(A)(8)(k) of the City of Garland Code of Ordinances unchanged.

RECOMMENDATION

Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 18, 2015 Regular Meeting. At that meeting, Staff recommends that the City Council adopt the proposed changes to the City of Garland Code of Ordinances, Article II, Rates and Fees, Sec. 50.30(A)(3)(k) and 50.30(A)(8)(k).

COUNCIL GOAL

Amending Article II, Sec. 50.30(A)(3)(k) and 50.30(A)(8)(k) is necessary to meet ERCOT requirements and protocols, and to provide a consistent delivery of reliable City services.

BACKGROUND

Power factor as defined, is the ratio of the real power to the apparent power. Real power is the capacity of the circuit for performing work in a particular time. Apparent power is the product of the current and voltage of the circuit. Because the cost of each power line and transformer in a system depends on the peak current it is designed to handle, the system that is designed to handle the higher currents caused by loads with

low power factor will cost more than a system that delivers the same useful energy to loads with a power factor closer to unity or 1. The significance of power factor is that utilities supply customers with volt-amperes, but bill them for watts. Power factors below 1.0 require a utility to generate more than the minimum volt-amperes necessary to supply the real power (watts). This increases generation and transmission costs. It is typical for utilities to charge additional costs to customers who have a power factor below 0.97, the current ERCOT standard. Currently, the power factor in Article II, Sec. 50.30(A)(3)(k) and 50.30(A)(8)(k) of the City of Garland Code of Ordinances is 0.95.

ERCOT has developed Protocol 3.15.2 which states that a substation must maintain a ninety-seven hundredths (0.97) lagging power factor for the maximum net active power supplied from a substation transformer at its distribution voltage terminals. In cases where a privately owned substation's power factor is established and governed by a Transmission Distribution Service Provider (TDSP), in this case GPL, the TDSP and the substation's owner shall ensure that the private substation meets the requirements as defined and measured in the applicable tariff.

CONSIDERATION

GPL has determined that it is appropriate to amend Article II, Rates and Fees, Sec. 50.30(A)(3)(k) and 50.30(A)(8)(k) of the City of Garland Code of Ordinances to reflect the requirements of ERCOT Protocol 3.15.2 and assign suitable charges to insure adherence to said protocols.

ATTACHMENT(S)

- Amendment to Article II, Rates and Fees, Sec. 50.30(A)(3)(k) and 50.30(A)(8)(k), City of Garland Code of Ordinances.

Submitted By:

Approved By:

Jeff Janke
GPL General Manager

Bryan L. Bradford
City Manager

Date:

Date:



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Update on Downtown/City Center Projects

Summary of Request/Problem

At the request of Council Members B.J. Williams and Lori Barnett Dodson, Staff will provide an update on Downtown/City Center Projects.

Recommendation/Action Requested and Justification

Information only.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Garland Housing Finance Corporation Report of Current Projects

Summary of Request/Problem

At the request of Council Members Stephen W. Stanley and Anita Goebel, the Garland Housing Finance Corporation will provide a detailed report on all current or future projects for the Garland Housing Finance Corporation (GHFC) or the City of Garland.

GHFC Board Member, Delores Elder-Jones, will be present to provide a report to the Council.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Mayor and Council P-Card/Expense Report Review

Summary of Request/Problem

At the request of Council Members Stephen W. Stanley and Lori Barnett Dodson, Council is requested to discuss having the City Auditor review the Mayor and City Council Procurement Card (P-Card) and expense reports, to include former Mayor Ronald Jones' P-Card and expense reports along with any Council Member utilizing a P-Card for the six years coinciding with Mayor Ronald Jones' tenure. Council is also requested to consider having the City Auditor develop a policy concerning the proper use and expenses for a P-Card issued to the City Council.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

State Highway 78 Realignment

Summary of Request/Problem

At the request of Deputy Mayor Pro Tem Marvin F. "Tim" Campbell and Council Member Stephen W. Stanley, Staff will provide an update to Council on the State Highway 78 realignment discussions.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Committee Appointments by Mayor

Summary of Request/Problem

Mayor Athas will be presenting his Council Committee Appointments and is requesting Council consensus.

Recommendation/Action Requested and Justification

Council consensus.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Resolution Supporting the IH-635 East Legislative Delegation's Efforts

Summary of Request/Problem

At the request of Council Members Stephen W. Stanley and B.J. Williams, Council is requested to approve a resolution of the City of Garland supporting the IH-635 East Legislative Delegation's efforts regarding the development of IH-635 East and noise walls along the corridor.

This item will be scheduled for formal consideration at the August 4, 2015 Regular Meeting.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**

RESOLUTION NO.

A RESOLUTION OF THE CITY OF GARLAND SUPPORTING THE IH-635 EAST LEGISLATIVE DELEGATION'S EFFORTS REGARDING THE DEVELOPMENT OF IH-635 EAST AND NOISE WALLS ALONG THE CORRIDOR; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Council of the City of Garland, Texas, has adopted resolutions supporting the development of the IH-635 East project (Res. No. 10152 and Res. No. 10201) and continues its support of the project;

WHEREAS, the IH-635 East Legislative Delegation was created to develop the IH-635 East project with the specific goal to have the project procured before the beginning of the 85th Legislative Session;

WHEREAS, the IH-635 East Legislative Delegation consists of ten members from the Dallas County Legislative Delegation:

Senator Bob Hall

Senator Don Huffines

Senator Van Taylor

Representative Cindy Burkett

Representative Angie Chen Button

Representative Eric Johnson

Representative Linda Koop

Representative Morgan Meyer

Representative Kenneth Sheets

Representative Jason Villalba

WHEREAS, the IH-635 East Legislative Delegation held its first meeting on June 16, 2015, in the City of Garland, at Richland College - Garland Campus and will have additional monthly meetings through the end of 2015;

WHEREAS, the IH-635 East Legislative Delegation discussed the need for the development of the eight additional noise walls along the IH-635 East corridor and urged TxDOT and the Regional Transportation Council (RTC) to develop the additional noise walls;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GARLAND, TEXAS:

Section 1

That the City Council:

(1) Wholly supports the efforts and goals of the IH-635 East Legislative Delegation and will eagerly assist the delegation as requested for its duration;

(2) Wholly supports the accelerated development of the noise walls along the IH-635 East corridor as necessitated in the 2003 environmental approval, and commends the IH-635 East Legislative Delegation for its vision and foresight to have the noise walls constructed;

(3) Encourages the Regional Transportation Council and TxDOT to find the necessary funds to have the noise walls constructed along the corridor - specifically in Dallas and Mesquite - in order to improve the quality of life of the residents living along the corridor.

Section 2

That this Resolution shall be and become effective immediately upon and after its adoption and approval.

PASSED AND APPROVED this the _____ day of July, 2014.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

IH-635 Overview of Past Action & Future Direction

Summary of Request/Problem

At the request of Council Member B.J. Williams and Mayor Pro Tem Jim Cahill, Dean International will provide a review, analysis and assessment of the legislative process executed by the City of Garland and other stakeholders in seeking authorization and funding for the IH-635 East project to date, and a proposed strategy/recommendations for moving forward to finalize this project via a joint legislative/administrative process.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**

DEAN INTERNATIONAL, INC.
PUBLIC POLICY CONSULTANTS

TWO NORTHPARK
8080 PARK LANE, SUITE 600
DALLAS, TEXAS 75231-5911

214.750.0123
214.750.0124 Fax
E-mail: rschaffner@dean.net

MEMORANDUM

To: Bryan Bradford, City Manager, City of Garland

CC: Douglas Athas, Mayor, City of Garland
Garland City Council
Martin Glenn, Deputy City Manager, City of Garland

From: Dean International, Inc.

Date: July 30, 2015

Subject: City of Garland Transportation Program Accomplishments,
Status, and Go-Forward Plan

Overview

The City of Garland, on May 5, 2013, entered into an engagement with Dean International, Inc. in order to develop and execute a transportation program centered on the development of IH-635 East, IH-30, and SH 78. Dean International, Inc. has fulfilled its contractual obligations by creating and implementing public policy strategies to fulfill the needs of the City of Garland's transportation program.

The amended contract refocused the City's transportation program to accomplish the IH-635 East project and lay the groundwork for several other strategic projects. The amended contract scope reflected the reality of developing a strategy to advocate for the IH-635 East project (and the City's other projects) within the interconnected agencies representing local, regional, state, and federal levels of government.

The City of Garland's efforts, facilitated by Dean International, Inc., have been extraordinarily productive and have allowed the City numerous intended and unintended benefits.

Selected Accomplishments

In order to achieve and sustain the focus that the City of Garland has achieved over the past two years, Dean International, Inc. has worked to effectively place the City's transportation agenda at the forefront of local, regional, state, and federal executive and legislative branch officials.

The City of Garland, through Dean International, Inc.'s assistance, has made a number of significant and material accomplishments. Some of the accomplishments can be listed as follows:

- The City of Garland developed a high level of support for the IH-635 East project from local, regional, state, and federal partners
- The City of Garland created and maintained a stakeholder coalition of citizens, businesses, and elected officials from the cities of Dallas and Mesquite as well as Dallas County
- The City of Garland hosted US DOT Secretary Anthony Foxx's Bus Tour
- The City of Garland participated in the development of the IH-30 TxDOT corridor study
- The City of Garland built continuing significant relationships within the State Legislature in the House and Senate during the interim and the 84th Session
- The City of Garland advocated for the IH-635 East project so effectively that the project became a policy nexus for the development of mega projects in the state
- The City of Garland expedited construction of the IH-635 East frontage road between Centerville Road and Northwest Highway
- The City of Garland secured the development, from TxDOT Dallas District, of the Centerville Road to La Prada Drive noise wall and the other noise walls along the IH-635 East corridor currently being slated for funding
- The City of Garland has become known as a leader in transportation policy development within the state and nation
- The City of Garland negotiated and executed an MOU with Chairman Pete Sessions
- The City of Garland has been very active with Council, City Management Team, local, regional, state, and federal governments at the executive and legislative/congressional level
- The City of Garland developed a IH-635 East Legislative Delegation with the goal of having the IH-635 East project procured before the 85th Legislative Session.

Through numerous missions to Austin and Washington, D.C., the City now has an established presence in our state's and nation's capitols. As transportation continues to develop, so will the City's reputation as a policy leader.

Dean International, Inc. worked with the City to develop a stakeholder group of citizens, businesses, and elected officials from all level of governments to make sure that the City's transportation agenda would move forward. Also, Dean International, Inc. created and maintained a communications strategy with the media, citizens, and businesses for this project.

Legislative Session Review

Dean International, Inc. assisted the City of Garland in the implementation of its transportation agenda during the 84th Legislative Session. The primary focus of that agenda was the IH-635 East project implementation.

Session Preparation

Dean International, Inc. assisted the city in facilitating a number of meetings with members of the IH-635 East Legislative Delegation in order to have a policy letter developed and executed and numerous stakeholder meetings with these legislators. The City hosted a number of events with the purpose of developing a cohesive stakeholder coalition from the local, regional, state, and federal levels of government. With an aligned coalition, the City could more effectively implement its transportation agenda.

Dean International, Inc. assisted the City in the organization and execution of a number of missions to Austin and Washington, D.C. to meet with the various stakeholders as well as targeted stakeholder meetings with the cities of Dallas and Mesquite and Dallas County as well as members of the Regional Transportation Council which passed a resolution in support of the IH-635 East project for the 84th Session.

Dean International, Inc. also worked closely with State Legislators along the IH-635 East project as well as from around the state. Meetings with TxDOT Dallas District and TxDOT Administration, as well as Transportation Commission members, were regularly conducted throughout 2014. With the change in the Dallas County delegation, Dean International, Inc. worked to educate and advocate for the IH-635 East project.

The Session

Dean International, Inc. worked with the legislative delegation on a daily basis during the 84th Session. At the outset of the session, the focus was on the authorization of the CDA for the IH-635 East project. The focus shifted after the Senate and House Transportation Committee Chairmen did not want to advance a CDA bill this session.

A hybrid CDA bill was discussed at length (giving TxDOT the authorization with special provisions were intense for a couple of months until it was clear that the CDA authorizations were not going to move forward this session) that would have given the city its preferences on the corridor. The Expiring Revenue Enhancement (ERE) concept was developed during the session in order to move the IH-635 East project along while accommodating the change in the policy direction within the State.

While the ERE legislation was being drafted and finalized, the Grand DFW Tolloed Managed Lane Compromise (also known as the CDA Swap) was introduced into the discussion and was not met favorably from many on the transportation committees. The compromise was discussed and analyzed but was not accepted as a viable means to move the IH-635 East project forward.

The ERE legislative was heard during House and Senate transportation committee meetings and garnered favorable reviews from many. Due to the passage of time, the legislation was not passed out of committee and to the floor. A couple of floor amendments were offered, however.

During the Session, Dean International, Inc. maintained close contact with City of Garland staff relating to the happenings of the Session. Regular updates were also given to the Garland City Council throughout the process.

During the final weeks of the Session, when no authorizations for projects in the State would be passed, Dean International, Inc. encouraged the legislators to develop the IH-635 East Legislative Delegation in order to make sure that the IH-635 East project did not lose any of its focus or viability as the State underwent another transportation policy change.

The Planning Process and IH-635 East

The future development of the IH-635 East project might best be understood through the planning process and the agencies and entities that control that process. The following is a discussion regarding the planning process and the policymakers that will affect the future of the IH-635 East process.

Current Status of IH-635 East Project

The IH-635 East project, for the City of Garland, is included as part of the *Mobility 2035* plan (the Regional Transportation Council's MTP – see appendix II). The configuration for the facility, according to the *Mobility 2035- 2014 Amendment*, is as follows:

- From US 75 to Miller:
 - 5 general purpose lanes in each direction
 - 2 managed (concurrent) HOV lanes in each direction
 - Continuous frontage roads
 - From Miller to IH-30
 - 5 general purpose lanes in each direction
 - 1 managed (concurrent) HOV lane in each direction
 - Discontinuous frontage roads

The project does not have a designated funding source and is not yet included in the Unified Transportation Plan (UTP – see appendix II). Once funding is identified, the project will be shifted into the UTP and the RTC's Transportation Improvement Program (TIP).

The IH-635 East project, during the 84th Legislative Session, just concluded, did not receive an authorization (nor did any project in the state) for TxDOT to enter into a public-private partnership or other financing agreement. Since the project did not receive that authorization, a new development model must be created in order for this project to go forward. The IH-635 East Legislative Delegation is actively working on this goal.

IH-635 East Project Development

The IH-635 East project has a couple of pronounced challenges. First, the transportation financing and funding paradigm for large megaprojects has shifted in the past nine months away from tolls. The state legislature, responding to a substantial public discussion, has shifted the focus from revenue enhancements to a more traditional funding paradigm. Second, with the 84th Session, the planning process for the state has also shifted, and the creation of the Legislative Delegation was to oversee the development of the IH-635 East project in the midst of the shifting transportation planning and funding processes.

The State's new planning, environmental, and funding processes are being evaluated and worked through the development of the IH-635 East project. As the City continues to work on the IH-635 East project (and SH 78 and IH-30 as well), the need to continue to partner with all levels of government – local, regional, state, and federal, is essential to forward the City's transportation agenda.

Planning and Funding

Transportation planning and funding go hand-in-hand, and the IH-635 East project, to continue in the planning process, needs to have funding identified. Since there were no comprehensive development agreement authorizations during the 84th Legislative Session, the transportation funding paradigm, as stated above, has shifted. The new funds that the State Legislature created during the 83rd and 84th Sessions are important to the development of this project.

Proposition 7 funds, if passed by the citizens on the November 2015 ballot, will add \$2.5 billion annually to the state's transportation funding allocations. These funds, as Prop 1 funds, passed in November 2014, can be used for projects that do not include a tolling component; therefore, significant planning discussions are happening as to how to develop megaprojects with or without a tolling component in order to access these (potential) new funds.

Future Policy Development – Transportation Agenda

The City of Garland's transportation agenda, while it has progressed significantly over the past two years, still has work to be accomplished. Dean International, Inc., for FY 2016-2017, proposes the following policy development outline. The focus will be on additional support for the IH-635 East project, working to have the project procured and developed while also developing the two other significant transportation projects: IH-30 and SH 78.

Maintaining STEP

The City of Garland's adopted Strategic Transportation Enhancement Program (STEP) needs to be continually updated regarding the various policy shifts, changes, and developments. The 84th Session and the changes in Federal surface transportation policy (likely forthcoming) need to be accounted for in the City's transportation agenda's blue print.

Community and Business Strategy

In order to further develop community support and solidify the need for the IH-635 East project (as well as the other transportation projects), continued community engagement is necessary. Further efforts maintaining and expanding the advocacy group as well as engaging business leaders are necessary to continuing the city's transportation agenda.

While the associations and citizen groups within Garland along the IH-635 East corridor have been engaged, groups, associations, and citizens (as well as businesses) within Dallas and Mesquite need to be further developed and prepared. This additional advocacy work is necessary for a continued, sustained, and cohesive push for the City's agenda to be accomplished.

Local Strategy

While the City of Garland has built meaningful relationships with the majority of the corridor stakeholders, recent elections in Mesquite and Dallas necessitate additional effort to construct relationships anew. Further engagement is necessary with Garland's key stakeholders – Mesquite, Dallas, and Dallas County – in order to successfully implement this project.

Additional attention needs to be given to these relationships and key opportunity for strategic partnerships for the IH-635 East project. Stakeholders also need to be continual engaged along the IH-30 and SH 78 corridors as well.

With the passage of HB 20 (84th), the development of transportation projects has shifted to the local and regional levels. Building key partnerships and alliances for the transportation needs of north and east Dallas County is essential to the successful implementation of the City's transportation agenda.

Working with regional partners – the NTTA, RTC/NCTCOG, and DART – all need to be properly engaged regarding the City's transportation agenda. Specifically, for IH-635 East, these three stakeholders are essential to the project's development and implementation, each having an important role.

State Strategy

The City of Garland has chosen to assist the IH-635 East Legislative Delegation, comprised currently of ten Texas Senate and House members, in their efforts to have IH-635 East developed. The City must continue their efforts in support of the delegation that will insist on the timely development of the IH-635 East project. Also, focusing attention on additional projects throughout the state that are in a similar situation.

In addition to the IH-635 East Legislative Delegation, the City of Garland needs to create policy forums for the executive leadership of the State of Texas: the Speaker, Lt.

Governor and the Governor as well as the Chairman of the Texas Transportation Commission (Tyron Lewis) and others as necessary. The forums will be an opportunity for the City to invite and entertain these guests, showing them the City and its transportation program. The City will also be seen as a statewide leader in transportation development.

Continued coordination with the Texas Transportation Commission, TxDOT (Dallas District and Administration) as well as the legislature is necessary in order to continue the effort underway for IH-635 East (as well as IH-30 and SH 78). In the next few months, special attention will be given to the Lt. Governor's and Speaker's interim charges, including ways to affect those on behalf of the IH-635 East project and the City's transportation agenda.

The City of Garland should take a leadership role in making citizens aware of Proposition 7 (SJR 5 – 84th) that will be on the November 2015 ballot. These funds might be available, if the measure succeeds, to be used on Garland transportation projects.

Federal Strategy

The City of Garland has successfully built a good and solid relationship with the US Department of Transportation's senior administration, especially USDOT Deputy Secretary Victor Mendez. With the USDOT Secretary Anthony Foxx bus tour, the City of Garland achieved national attention for its highest priority project – IH-635 East. The opportunities afforded to the City through these relationships need to be further explored. With federal surface transportation reauthorization currently underway, in its various forms, as well as the twilight of the President's administration, federal funding options will become more readily available.

The City of Garland has also successfully established incredible relationships with its Congressional delegation. The City has executed an MOU with Chairman Pete Sessions and garnered support from Chairman Jeb Hensarling and Senator John Cornyn. These relationships need to be continually maintained and further developed as the project progresses.

IH-635 East

The IH-635 East project, the City's primary focus, and Dean International, Inc.'s primary objective for Garland, will continue to need additional time and effort in order to have the project developed. The City needs to sustain its current course, through working with TxDOT, the Legislative Delegation, regional policymakers, and its local stakeholders, in order to see the project to completion. Funding will continue to be a looming issue for the project (like all projects) and needs additional attention in the coming months.

Appendix I: Suggested Contract and Scope of Services

Dean International, Inc. suggests that in order to accomplish its transportation agenda and secure its goals of having IH-635 East, IH-30, and SH 78 developed in a timely fashion, the City maintain the professional services relationship by renewing a retainer agreement with the company.

Dean International, Inc. suggests a two year contract (October 1, 2015 through September 30, 2017) at the same level of remuneration (\$30,000 monthly) with reasonable expenses.

Dean International, Inc. also suggests the following scope of services to accomplish the go-forward plan outlined above.

- A. **Strategic Transportation Enhancement Plan.** Consultant will create, develop, prepare, and maintain a Strategic Transportation Enhancement Plan (hereinafter STEP) for the purpose of developing projects prioritized by the City, including maximizing funding, as it relates to IH-635 East, SH-78, and IH-30.

The STEP will be a written document that will be updated annually and periodically as directed by the City and will reflect a detailed listing of the then-current funding opportunities for transportation projects, projected timeline, and the potential strategies to assist the City in qualification for same.

The STEP will also anticipate the need for further stakeholder consideration as necessitated by transportation policy developments from the 84th Legislative Session and any changes in the forthcoming federal surface transportation reauthorization legislation. Additional focus will be given to regional stakeholders, particularly cities along the corridor, Dallas County, the Regional Transportation Council/North Central Texas Council of Governments, North Texas Tollway Authority, and TxDOT Dallas District.

For purposes of contract compliance, the City and Consultant acknowledge that while there needs to be a degree of flexibility in addressing the transportation needs of the City as herein outlined, that the creation of the STEP and projects of interest will outline the process and procedure relating to IH-635 East, SH-78, and IH-30 within the Garland city limits by which the City and Consultant agree to relate to each other during the term of this Agreement.

The City and Consultant agree that the following projects will be evaluated and City and Consultant will actively pursue the following projects being included in the STEP as well as specifically outlined goals and objectives agreed to by City and Consultant:

IH-635 East

Examine possibilities to enhance the corridor, and identify and

assist in the implementation of effective solutions to the high traffic volumes and needed frontage roads; examine the feasibility of the creation of a corridor coalition of municipalities and interested organizations and businesses along IH-635 with the purpose of bettering the corridor.

Key concepts that will be advocated for, but not limited to, are:

- Continuous Frontage Roads from US 75 to IH-30
- Enhanced Access with Strategically Placed Entrance and Exit Ramps
- Aesthetic Enhancements to the Corridor
- Continuous Concurrent 2+2 Managed lanes from US 75 to IH-30
- Reconstruction and reconfiguration of the main lanes below grade
- Sound Walls and Noise Abatement
- TIFIA Loan and Federal Participation
- Federal Control of Access Issues

Firm will also work with the City to identify and evaluate various financing and funding opportunities for the project, including the Expiring Revenue Enhancement (ERE), as well as the construction methods and highway configurations that will accommodate the needs of the corridor.

SH-78

Examine the possibilities for the betterment of the corridor including but not limited to various transit services, corridor zoning and aesthetic improvements, and mobility options, while working in a coordinated effort with other municipalities.

IH-30

Examine possible enhancements and improvements needed for the maximization of the potential and opportunities of the corridor including improved frontage roads and access, intersections, and corridor aesthetics and zoning improvements. The TxDOT project encompassing IH-30 in Garland will be analyzed and evaluated with improvements noted and suggested with a focus on land use and the optimization of development opportunities along this catalyst area.

- B. **Public Policy Survey.** Monitor meetings and prepare reports as appropriate, generally keeping the City informed of relevant transportation-related actions by the following agencies to the projects identified above: various transportation-

related agencies and organizations at the local, state and federal levels of government, including the U.S. Congress and appropriate committees, U.S. Attorney General, U.S. Department of Transportation agencies including the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Texas Governor's Office, Texas Attorney General's Office, Texas Legislature and appropriate committees, Texas Transportation Commission, Texas Department of Transportation-Headquarters (Austin), Texas Turnpike Authority, Texas Department of Transportation-Dallas District, Texas Department of Transportation-Fort Worth District, the Dallas Area Rapid Transit Authority, the Fort Worth Transportation Authority, the Denton County Transportation Authority, North Central Texas Council of Governments, Dallas Fort Worth International Airport, Metropolitan Planning Organization, Regional Transportation Council, Dallas Regional Mobility Coalition, Tarrant Regional Transportation Coalition, Dallas County Commissioners Court, Tarrant County Commissioners Court, the City of Dallas, the City of Fort Worth, and others to be mutually agreed upon relating to those projects; and

- C. **Legislative and Congressional Strategy.** Develop and implement a legislative and congressional strategy designed to enhance funding allocations, opportunities, and alleviate hurdles for the above-referenced transportation projects and initiatives, as well as the organization and implementation of annualized legislative days in Austin and congressional days in Washington, D.C. and other legislative tactics and strategies to ensure the projects' completion; Firm will assist Garland in staffing, organizing, and developing additional Legislative and Congressional opportunities for the City including the IH-635 East Legislative Delegation
- D. **Garland Leadership Forum.** Organize and conduct the Garland Leadership Series wherein key officials from the private sector and from local, regional, state, national and international governments are brought to Garland and briefed on local and regional public policy projects of strategic importance to the Client multiple times annually;
- E. **Advocacy Group.** Forum and administer, under the direction of the City Manager, an educated group of citizens and stakeholders to forward the City of Garland's transportation projects, according to the Council's transportation objectives and recommendations, including IH-635 East, IH-30, and SH 78; assist the City of Garland in expanding its current Advocacy Group to include stakeholders, citizens, businesses, and various associations from the cities of Dallas and Mesquite and Dallas County; and
- F. Assist Client in any other service mutually agreed upon by City and Consultant in writing and subject to additional remuneration.

Appendix II: Selected Definitions and Terms

- **United States Senate Committees** with Jurisdiction over Transportation Policy: 1) United States Senate Environment and Public Works Committee and 2) United States Senate Commerce, Science, and Transportation Committee
- **United States House of Representatives Committees** over Transportation Policy: House Transportation and Infrastructure Committee
- US Congress Annual Transportation Funding/Allocation Legislation: Transportation, Housing and Urban Development Bill (THUD)
- **United States Department of Transportation (USDOT)** – the overall federal agency responsible for the development of transportation projects of all modes of transportation.
- **Federal Highway Administration (FHWA)** – the federal agency responsible for the development and funding of the highway transportation mode for the national highway system, including the interstate highway system.
- **Metropolitan Planning Organization (MPO)** – regional (local) policy body charged (23 USC 134, 135) with the development of transportation plans.
- The **Regional Transportation Council (RTC)** a subcommittee of the North Central Texas Council of Governments (a Chapter 391, Texas Local Government Code, Regional Planning Commission) is the designated MPO, in 1988, for the 16 county DFW Metroplex region.
- **Metropolitan Transportation Plan (MTP)** - A metropolitan transportation plan (MTP) is a long-term plan developed by each MPO for areas within its designated boundaries that plans for at least 20 years and contains the long-term, mid-range and short-term planning to be developed with the funds anticipated available. The corresponding department will aid in the estimation of the funding. The plan must cooperate with the federal regulations for the transportation improvement program (TIP) and the statewide transportation improvement program (STIP), identifying the projects most likely to begin during the first four year period. The MTP for the DFW Metroplex is the *Mobility 2035* plan.
 - *The MTP is a document that is developed by the NCTCOG and requires Regional Transportation Council Approval*
- **Metropolitan Transportation Improvement Program (TIP)** - A transportation improvement program (TIP) is a short-range program (only four years) planned by the MPO is a prioritized listing of projects that have identified funding. Projects may include planning, engineering, design, right of way acquisition, construction, and maintenance. It also contains an estimate of the funding on each level and the projected spending for the project.
 - *The TIP is a document that is developed by the NCTCOG and requires Regional Transportation Council Approval*
- **Texas Department of Transportation (TxDOT)** – the State of Texas’ transportation department responsible for the development, maintenance and operation of the State’s transportation system including the national highway system.

- **Texas Transportation Commission (TTC)** – the Commission that oversees TxDOT and is responsible for the final allocation of funds, approval and letting of contracts, and determinations as specified by the transportation code.
- **Statewide Unified Transportation Program (UTP)** - Mid-range programming document. The unified transportation program (UTP) document covers an intermediate time period in the plan of development, a ten year fiscally constrained program. The UTP would include all of the plans of the four-year statewide transportation improvement program and the projects that will continue to develop over a potential six year period once the first four year time period is over.
 - *This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.*

Texas Transportation Planning & Programming Process





City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Preview of 2015-16 Proposed Budget

Summary of Request/Problem

Staff will provide an overview of the City Manager's Proposed Budget for FY 2015-16. The FY 2015-16 Proposed Budget document will officially be presented to Council at the August 4, 2015, Regular Meeting.

Recommendation/Action Requested and Justification

Preview only for the Proposed Budget. Questions and discussion will occur at future Budget Work Sessions after Council has received the Budget document.

Submitted By:

Ron Young
Director of Budget & Research

Approved By:

Bryan L. Bradford
City Manager



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Budget Process Consideration

Summary of Request/Problem

At the request of Mayor Pro Tem Jim Cahill and Mayor Athas, Council is requested to discuss the upcoming budget process in order to provide direction to City Staff prior to formal budget presentations.

Discussion items include staffing, salaries, street infrastructure funding, GP&L Return On Investment and property tax rate.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

**Bryan L. Bradford
City Manager**



City Council Item Summary Sheet

Work Session

Date: August 3, 2015

Agenda Item

Boards and Commissions

Summary of Request/Problem

Council is requested to consider appointments to Boards and Commission.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

Bryan L. Bradford
City Manager