

City Council Work Session Handouts

June 24, 2013

- I. Review and Discuss Sign Control Board Case for Appletree Court
- II. Review and Discuss the 2013 Edward Byrne Justice Assistance Grant
- III. Review and Discuss the US 75 Corridor Study
- IV. Review and Discuss the Next Generation 911 Call Take System
- V. Review and Discuss the Plans for Opening of the New Heights Family Aquatic Center
- VI. Review and Discuss the 2013 Texas Legislative Session

**Sign Control Board of Adjustment
June 5, 2013 Meeting**

Background

- ❑ Assisted Living Facility
 - ❑ Furnishes food and shelter to four or more persons who are unrelated to the proprietor of the establishment
 - ❑ Provides care services as defined by Chapter 24 of the Texas Health & Safety Code
 - Assistance with meals, dressing, movement, bathing
 - Administration of medication by qualified personnel
 - General supervision of resident's physical and mental well being
 - ❑ Permitted in any zoning district via special permit only

Background

- ❑ Pole signs are permitted in the following zoning districts:
 - ❑ Apartment
 - ❑ Office, technical office and industrial
 - ❑ Retail and commercial

- ❑ When a business is authorized via special permit to operate in a specific zoning district, the base zoning of the property is used to determine the applicable sign regulations.

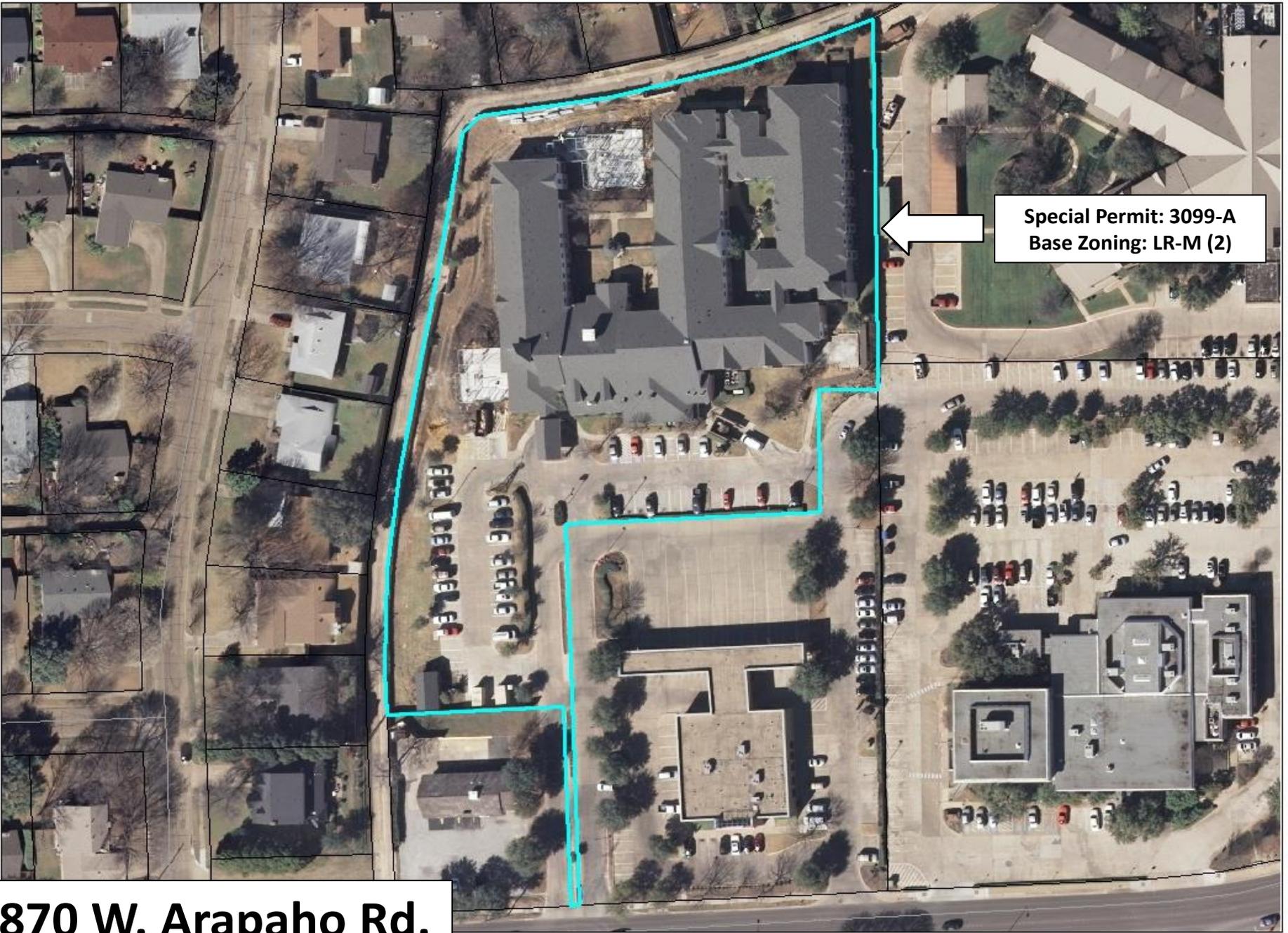
Background

- ❑ 11 Assisted Living Facilities operating within the City
 - ❑ 6 in an Office Zoning District – Pole sign would be limited to 25 square feet; 6' tall
 - Smaller than permitted monument sign
 - ❑ 3 in a Retail Zoning District – Pole sign would be limited to 60 square feet; 20' tall
 - ❑ 2 in a Residential Zoning District – Pole sign not permitted

Pole Sign Regulations

	Old Regulations	New Regulations
Permitted in Apartment, Office, Technical Office, Industrial, Retail and Commercial Zoning Districts	Yes	Yes
Must be located 30' from adjoining private property line	Yes	Yes
Must be located 60' from attached signs	Yes	Yes
Must be located 200' from any on premise single-use pole or monument sign	No	Yes
Must be located 250' from any on premise multi-use pole or monument sign	No	Yes
Poles must be covered by cladding, brick, masonry, etc.	No	Yes
Must be located to provide 14' clearance above fire lanes, parking spaces, driveways, etc.	No	Yes

SCB Case # 13-05
Appletree Court
870 W. Arapaho Rd.



Special Permit: 3099-A
Base Zoning: LR-M (2)

870 W. Arapaho Rd.

Applicable Ordinance

□ Chapter 18, Article III, Section 18-96

(23) Pole Sign

(d) Location

(ii) Pole signs must be located a minimum of 30 feet from an adjoining private property line.

Requested Variance

- ❑ Permit a pole sign to be located 7” from the adjoining property lines to the east and west.

Reason for request

- ❑ The building is setback back from the road and the owner wants to increase the visibility of the business.
- ❑ The existing sign is too small.
- ❑ There is already a variance to the setback.

SCB 13-05

Local Retail

Proposed Sign

Local Retail



Residential

W. Arapaho Rd

Residential

Commercial

Office

Zoning 250 Feet from the proposed sign:
Commercial, Office, Local Retail and Residential.

The proposed sign is 158 feet from the nearest
residential property line

870 W. Arapaho Rd.



COMPLETE \$19.99
AUTO REPAIR
PARAPHO
QUICK LUBE
OIL CHANGE + INSPECTION
Mobil 1

Appletree Court
Assisted Living
475
N. WICKHAM
888-2800
www.appletreecourt.com

Eastbound View



Westbound View

Existing Sign

- ❑ Variance 2001
 - ❑ 2'9" from east and west property lines
- ❑ 2' 6" tall; 10' long
- ❑ 25 square feet in area



Proposed Sign



Sign Control Board Action

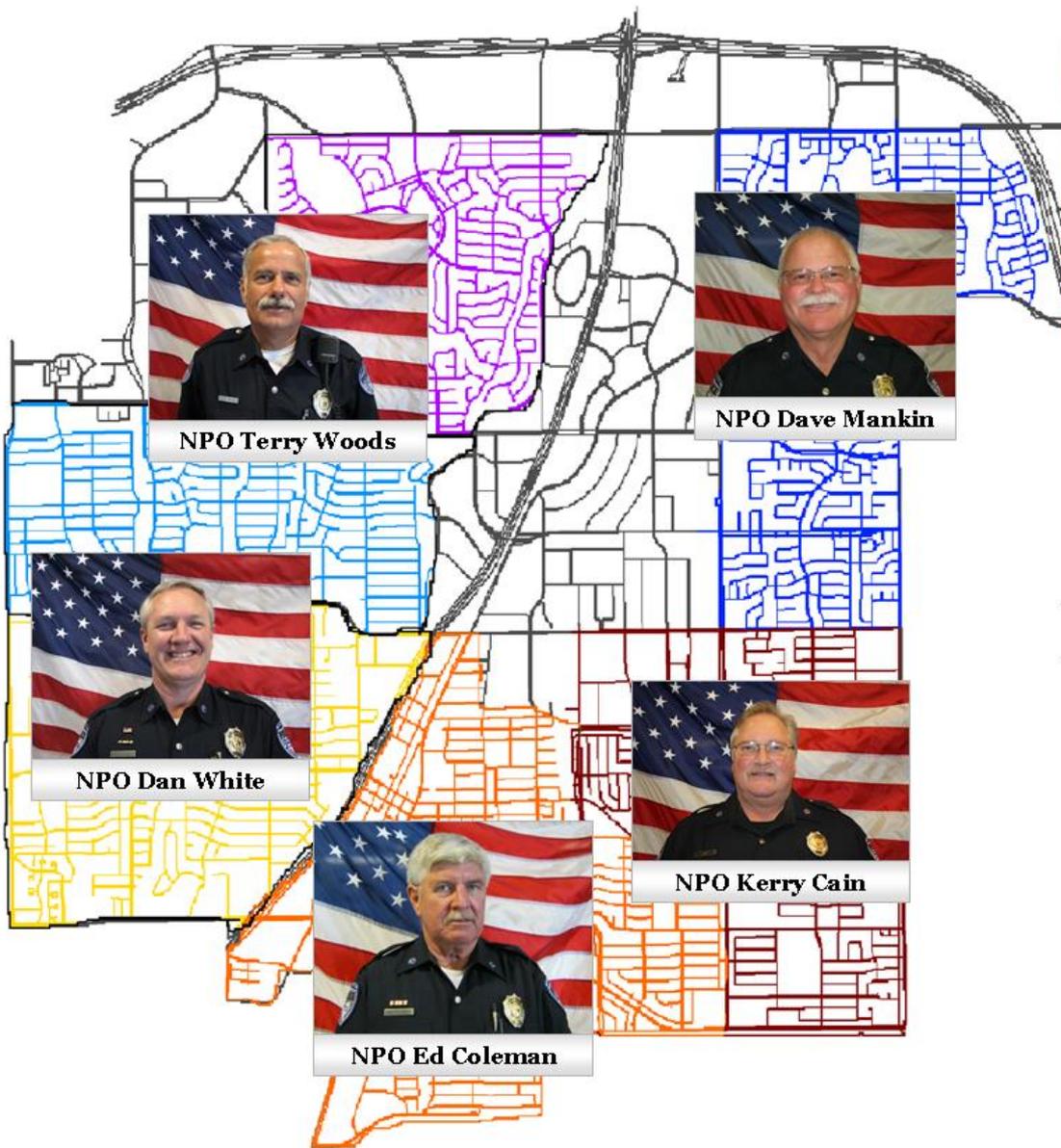
- ❑ The Sign Control Board voted unanimously to approve SCB Case 13-05.

**Sign Control Board of Adjustment
June 5, 2013 Meeting**

Edward Byrne Memorial Justice Assistance Grant



**Neighborhood Police Officers
2013/2014**



NPO Terry Woods



NPO Dave Mankin



NPO Dan White



NPO Kerry Cain



NPO Ed Coleman



NPO Rick Mosley



NPO Roy Pierce

Neighborhood Police Officers



Patrol Areas

Neighborhood Police Officer Successes

- Strong presence in our neighborhoods
- Addressing quality of life issues
- Quicker response to problem solving
- Continued partnering with service providers throughout the City
- Assist in the detection of crime and arrest of offenders
- Average years of experience – 25+ years

Justice Assistance Grants

What Are They?

- Federal non-competitive grants to local law enforcement agencies
- Administered by the Bureau of Justice Assistance
- Local allocations based on population and crime
- Funds are distributed locally through the City of Dallas
- Local administrator receives 7% of funds to offset costs
- Dallas County receives 30% of funds

JAG History

- 2013/2014 will be the fifth year we have received JAG funding for our NPO initiative.
- JAG funding awarded in 2012/2013 was \$11,505.12.

JAG Grant Allocation

Neighborhood Police Officers

FY 2013-2014

JAG Total Awarded - \$9,842.47

Non-competitive local allocation

Next Steps for Project

- 30-day Governing Body Review
- Public Comment Opportunity
- City Council Resolution – July 29th
- Await Official Award





Welcome to the US 75 Corridor Study

Public Meetings – June 2013



Richardson City Council Briefing
June 24, 2013

Background

- Public Official meetings – Dec 19, 2012 and Feb 26, 2013
- Council Briefings – March 11, 2013
- Development of the City's Guiding Principles Vision Statement, March 11, 2013 and April 01, 2013
- During this study, staff will continue to update Council prior to all public meetings and major milestones as necessary

Richardson Public Outreach



- Week in Review email notices
- COR Website includes Council's Guiding Principals, Study Status, upcoming events and links to TxDOT's site.

A screenshot of the Richardson, Texas website. The header includes the city logo and navigation links for ONLINE SERVICES, NEWS, CALENDAR, JOB OPENINGS, CITY MAPS, 972.744.4100, LOGIN, and TRANSLATE THIS PAGE. A search bar is on the right. Below the header is a navigation menu with links for RESIDENTS, BUSINESSES, VISITORS, GOVERNMENT, SERVICES, DEPARTMENTS, and I WANT TO... There are also social media icons for Facebook, Twitter, and YouTube. The main content area is titled "Departments » Traffic & Transportation" and "US75 STUDY". It features a large image of the US 75 Corridor Study with the text: "The Texas Department of Transportation is beginning a study of US 75 (Central Expressway) from I-635 (LBJ Freeway) to State Highway 121 (Sam Rayburn Tollway). The study is designed to identify and address mobility needs in the corridor to meet future growth, enhance quality of life, support economic development and improve public safety." Below this is a section titled "COUNCIL'S GUIDING PRINCIPALS FOR US 75 RECONSTRUCTION" with two numbered items: 1. Central Expressway/US 75 operates foremost as a commuter corridor serving locally-situated regional employment centers and proximate residential population. The accommodation of comparatively larger volumes of traffic, particularly commercial trucking, is better suited to true interstate corridors. 2. Interstate status for the segment of Central Expressway/US 75 that passes through the City of Richardson would not be in the best interests of the City and is categorically opposed. However, Richardson does steadfastly maintain its support for designation of US 75. On the right side, there are sections for "Click Here For STUDY SCHEDULE", "Quick Links" (City Council's US 75 Guiding Principles Document), and "Upcoming Events" (US 75 Corridor Study) with links to public meetings and identification of alternatives.

Public Meetings

- TxDOT Open House Mtgs are this week; June 18th in Allen, June 20th in Richardson, both are 5:30pm-7:30pm
- Open house, come and go concept with printed boards for discussion. There will not be a full presentation.
- The public is invited to come and review the display boards and ask questions of the TxDOT consulting team staff.
- Comment cards will be available to provide input and feedback to TxDOT. Written feedback is due by June 30th

Project Schedule

Data Collection	Dec 2012
Identification of Preliminary Alts.	Mar 2013
Public Meeting #1	Jun 2013
Identification of Conceptual Alts.	Aug 2013
Identification of Viable Alt.	Oct 2013
Public Meeting #2	Nov 2013
Corridor Development Plan	Jan 2014
Schematic Development	Jan 2014
NEPA Documentation	Jan 2014
Public Hearing	May 2015
Project Completion	Sep 2015



Progress to Date

- Monthly Project Work Group Meetings (5 to date)
- Public Official meetings
- TxDOT consultant has collected data and information
- Developed preliminary alternatives for consideration
- Evaluated all the alternatives for comparison in a Matrix
- TxDOT is recommending several Alternatives for further consideration

US 75 Corridor Need and Purpose



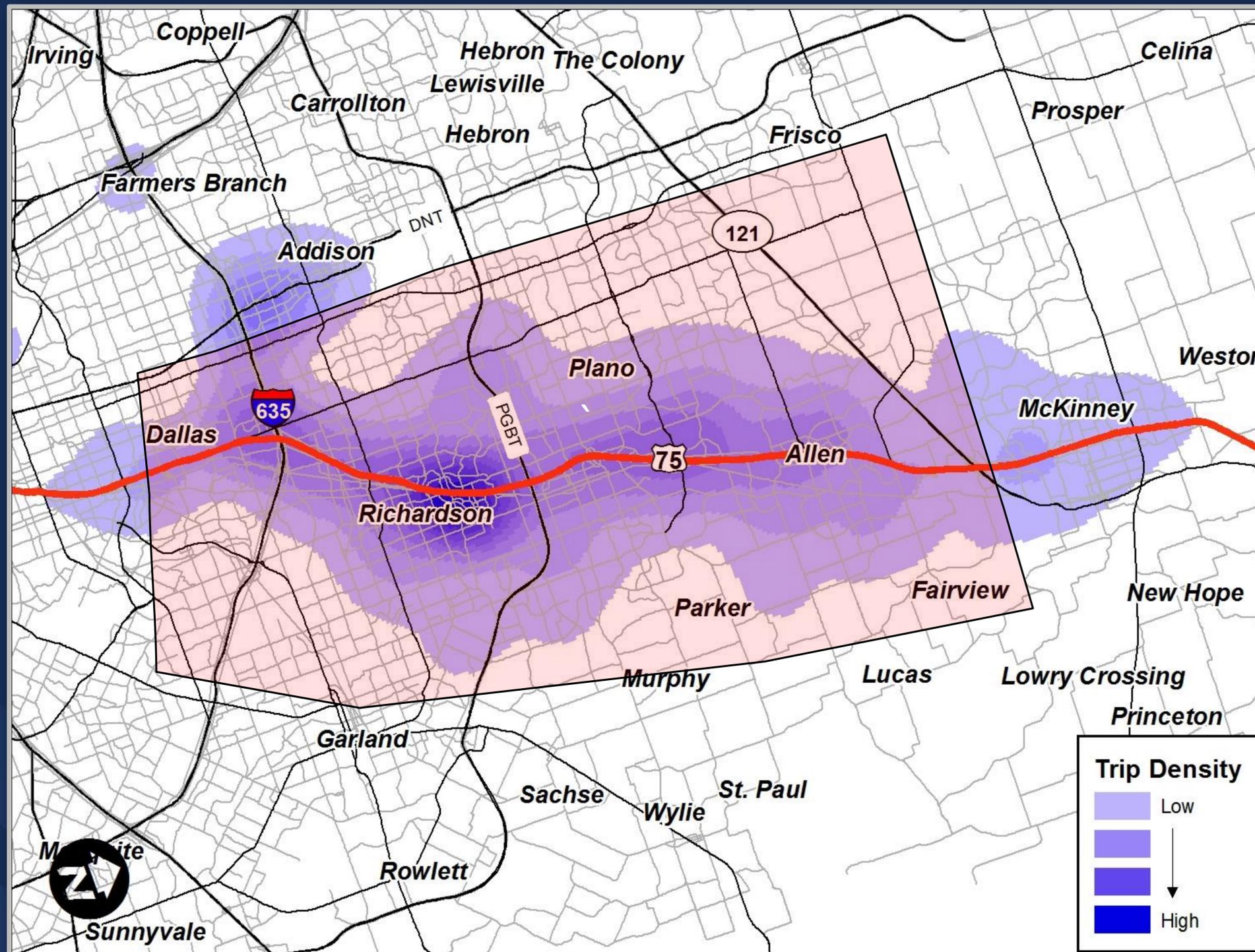
Goals and Objectives

- Meet the Future Mobility and Accessibility Needs of the US 75 Corridor
- Enhance Environmental Quality and Quality of Life
- Support Economic Development in the Corridor
- Improve Public Safety
- Facilitate Financing/Funding

Need – North-south mobility improvements are needed in the US 75 Study Area to accommodate increasing traffic volumes on US 75 that have resulted from increasing population and employment growth in Dallas and Collin counties.

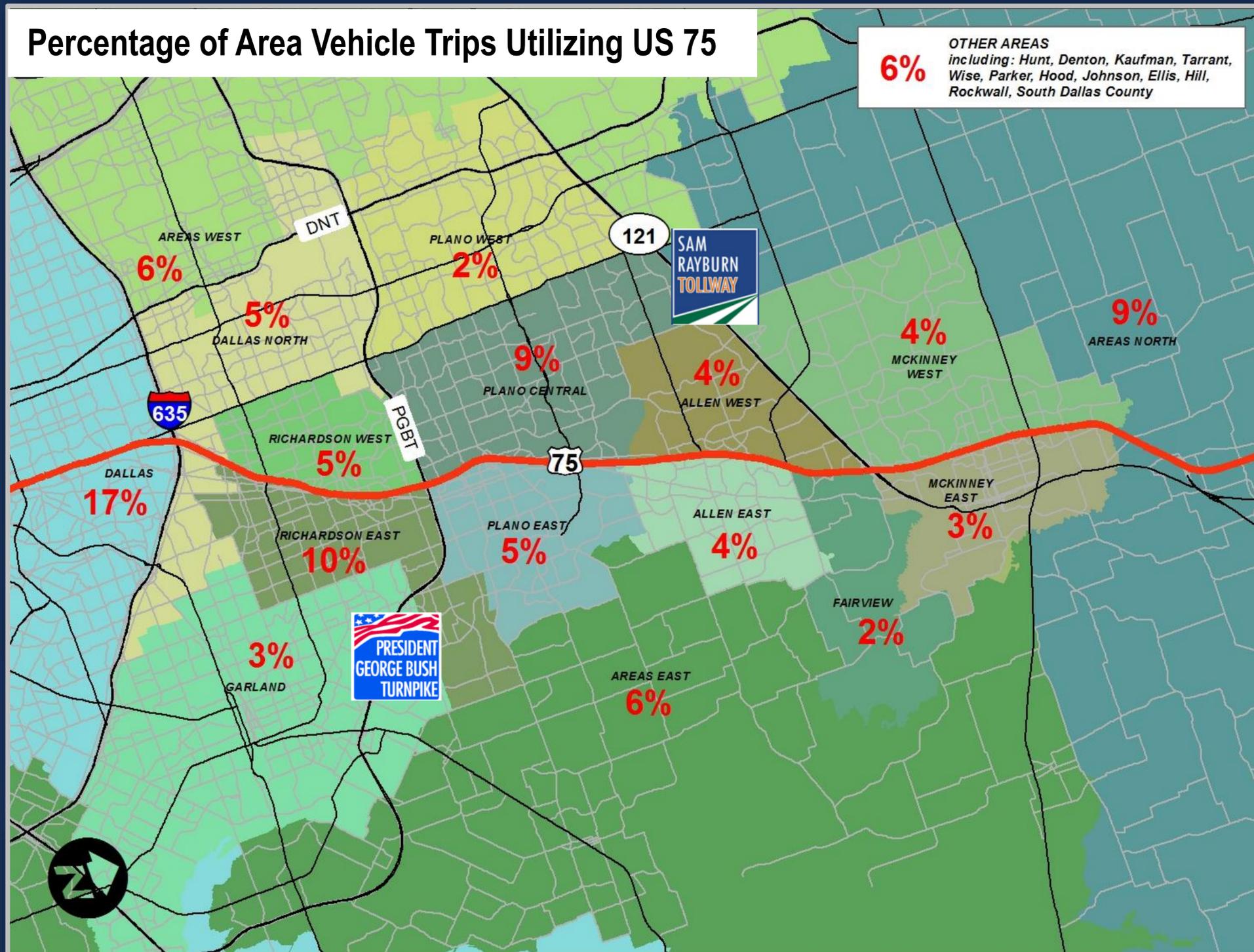
Purpose - To address the future mobility and accessibility needs of the US 75 corridor while enhancing environmental quality and quality of life, supporting economic development, improving public safety, and facilitating financing options.

US 75 Corridor Study Area



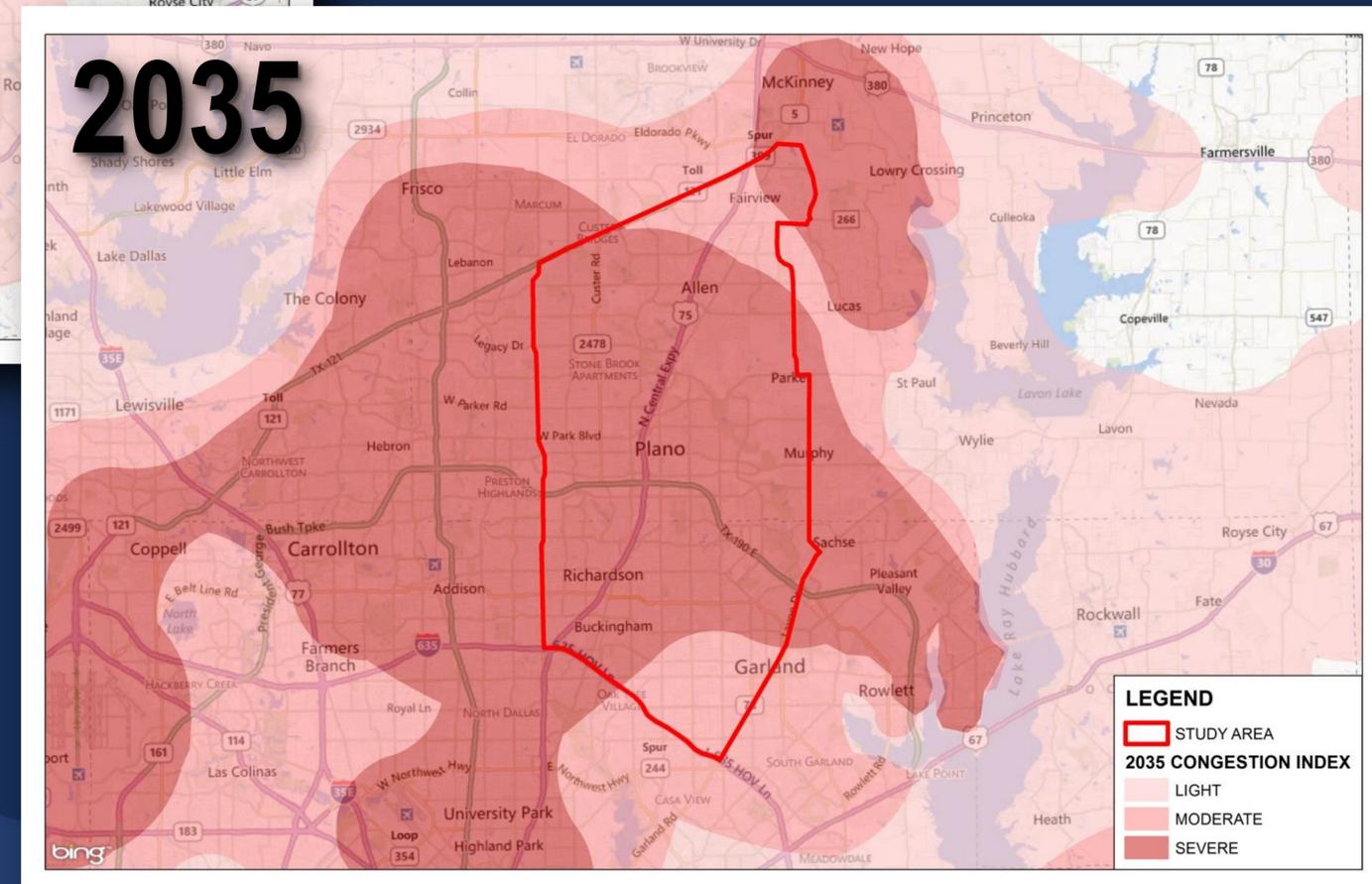
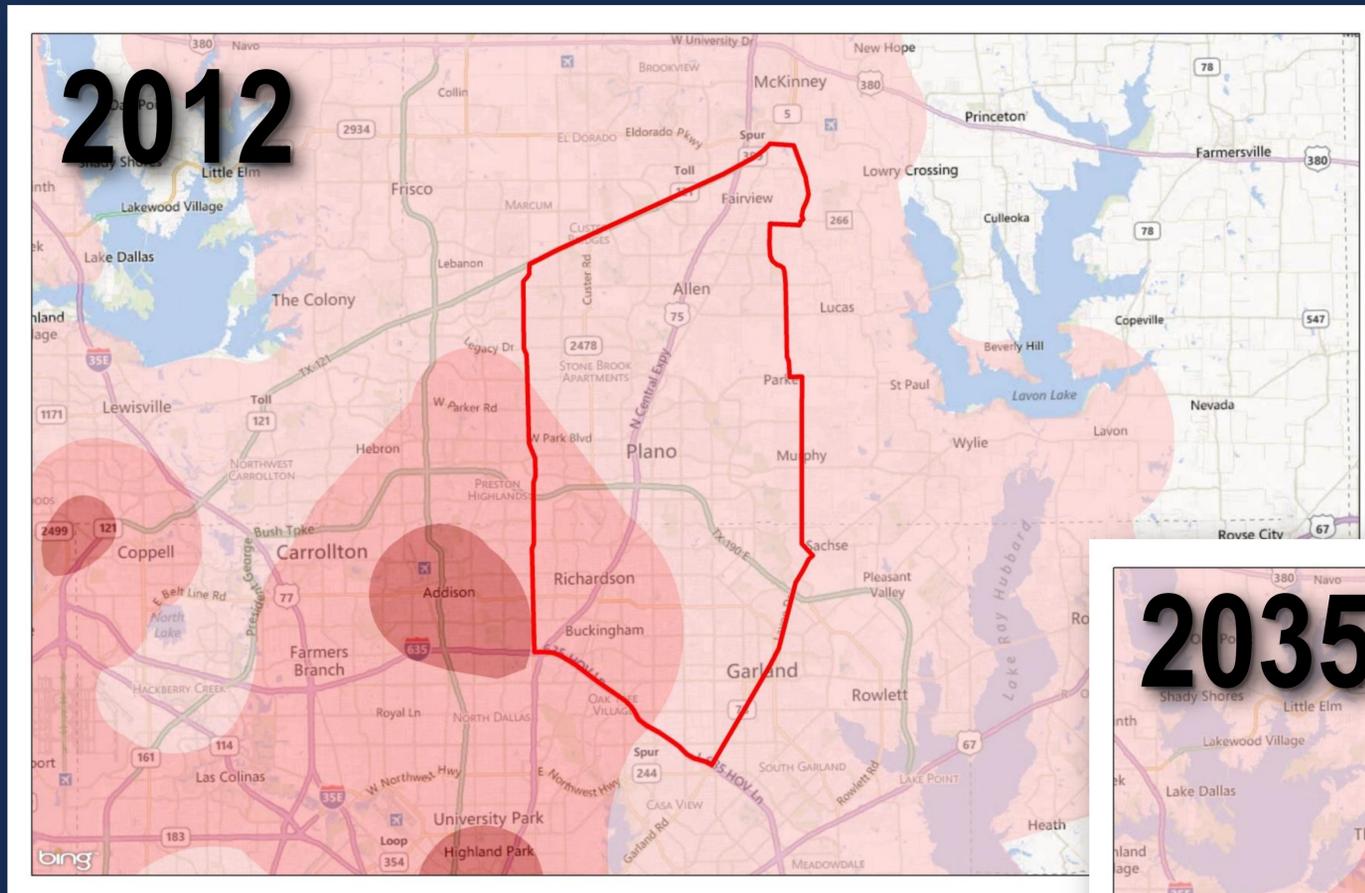
Where is US 75 Traffic Going?

Percentage of Area Vehicle Trips Utilizing US 75



- Values represent the percentage of US 75 motorists that originate or have destinations in a particular area. Total = 100%.
- 17% of US 75 Traffic travels to/from south of I-635.
- A growing level of traffic is accessing areas north of I-635.

Existing and Future Congestion Levels



A do-nothing approach does not address the severe congestion in the region resulting in more stop and go or standstill traffic conditions.

US 75 Traffic

Location	2012 Existing Daily Vehicle Traffic	2035 Projected Vehicle Traffic with No Improvements	2035 Projected Daily Vehicle Demand**
I-635 to Campbell	225,000	245,000*	450,000
Campbell to Legacy	150,000	250,000	500,000
Legacy to SH 121	105,000	225,000	400,000

* Limited by capacity

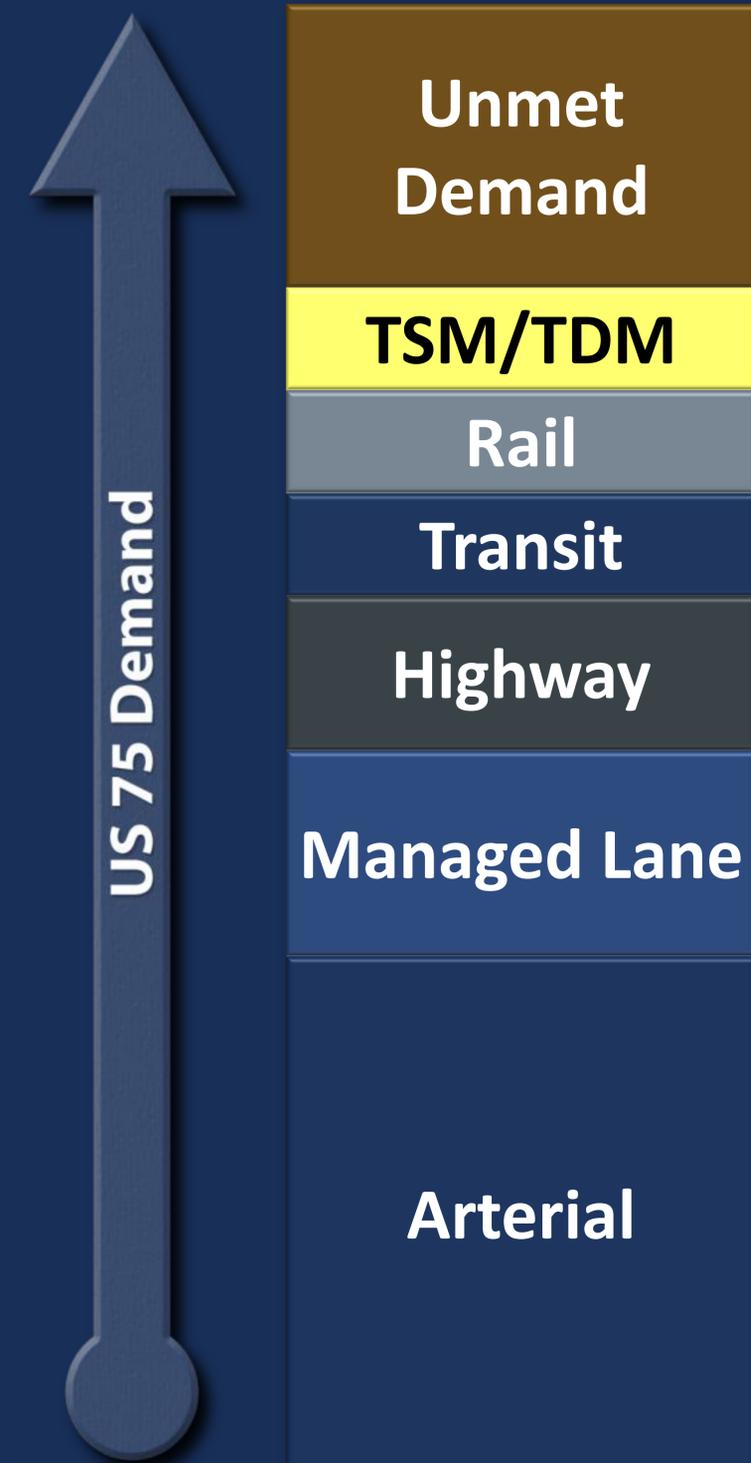
** Vehicles that desire to utilize US 75 Freeway based on NCTCOG Regional Travel Demand Model, if congestion was not an issue.

- As congestion increases, motorists desiring to utilize the US 75 Freeway will seek alternate routes due to congestion.
- Based on NCTCOG data, significant traffic growth is projected on the US 75 mainlanes.
- Existing congestion will increase from an average of 2.5 hours/day to 8-10 hours/day if no transportation improvements are made.

US 75 Shared Solution

A wide range of solutions will need to work together to address the overall demand in the US 75 Corridor, including...

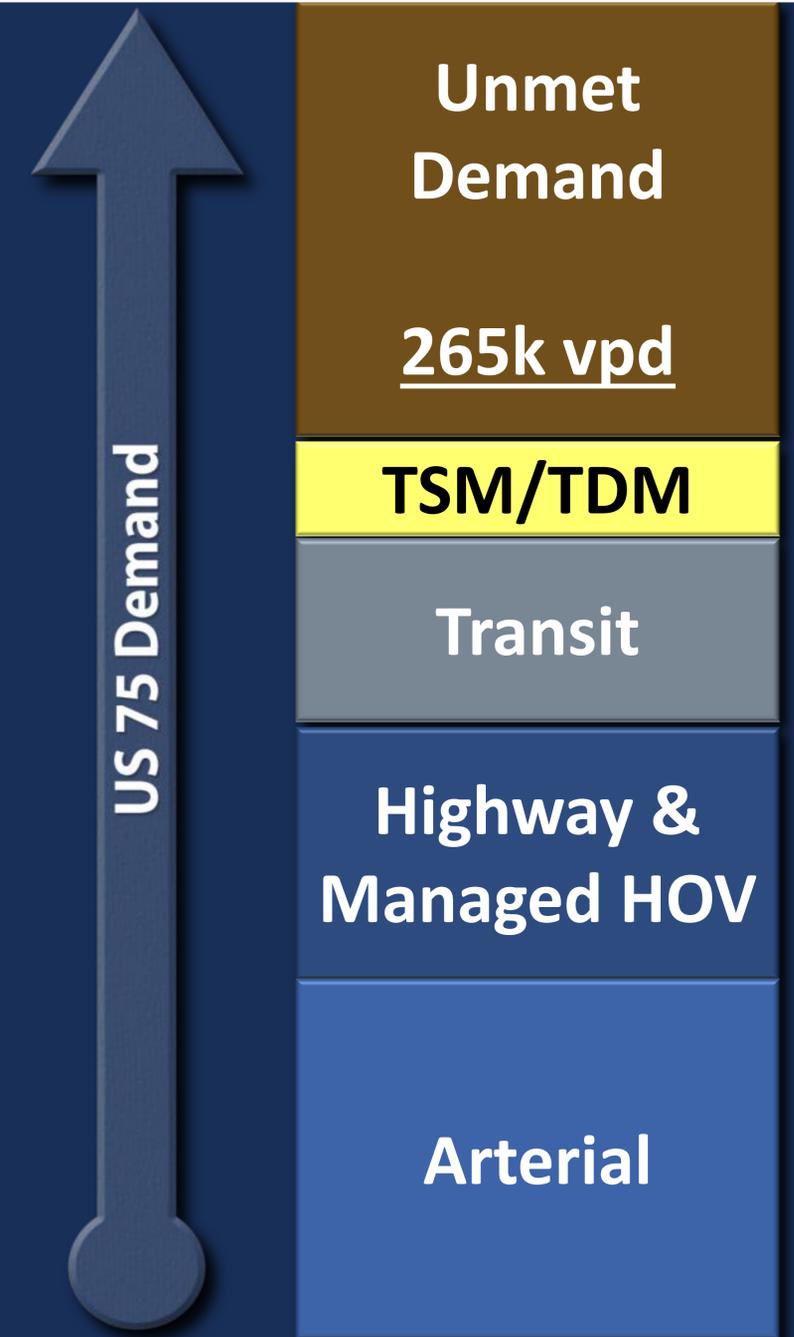
- Transportation Systems Management (TSM)
- Travel Demand Management (TDM)
- Transit
 - DART Rail (Current Service Plan)
 - Bus Service
- General Purpose Freeway Lanes
- Managed/Toll Lanes
- Arterial Improvements
 - Super Arterial
 - Operational Improvements



2035 No-Build Alternative

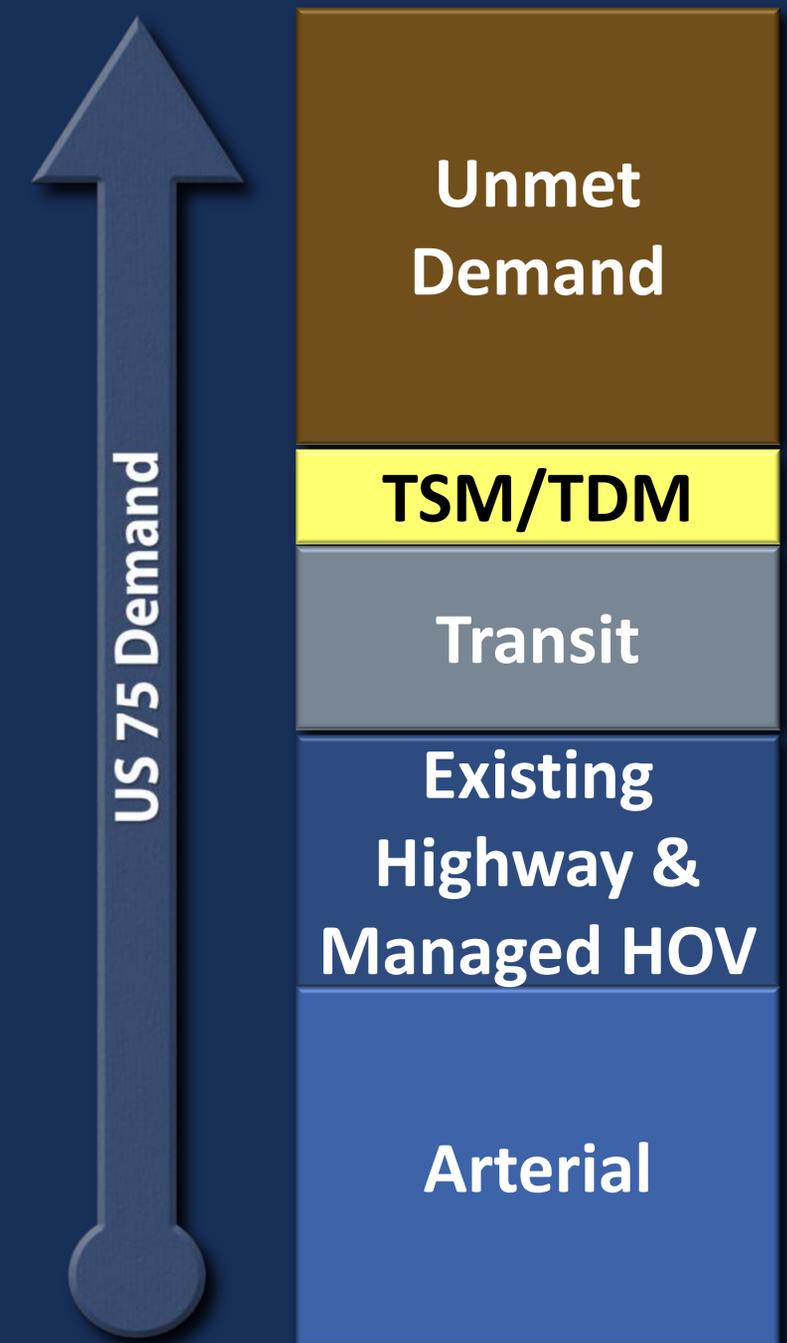
1.2 M Trips per Day

- Current + Planned Improvements
- 8 General Purpose Lanes + 2 Concurrent Managed/HOV (4-1-1-4)
- Arterial Improvements in NCTCOG model
- Transit - (Light Rail & Bus) in NCTCOG model including extension to McKinney
- TSM/TDM – NCTCOG model currently estimates approx. 2% of overall demand

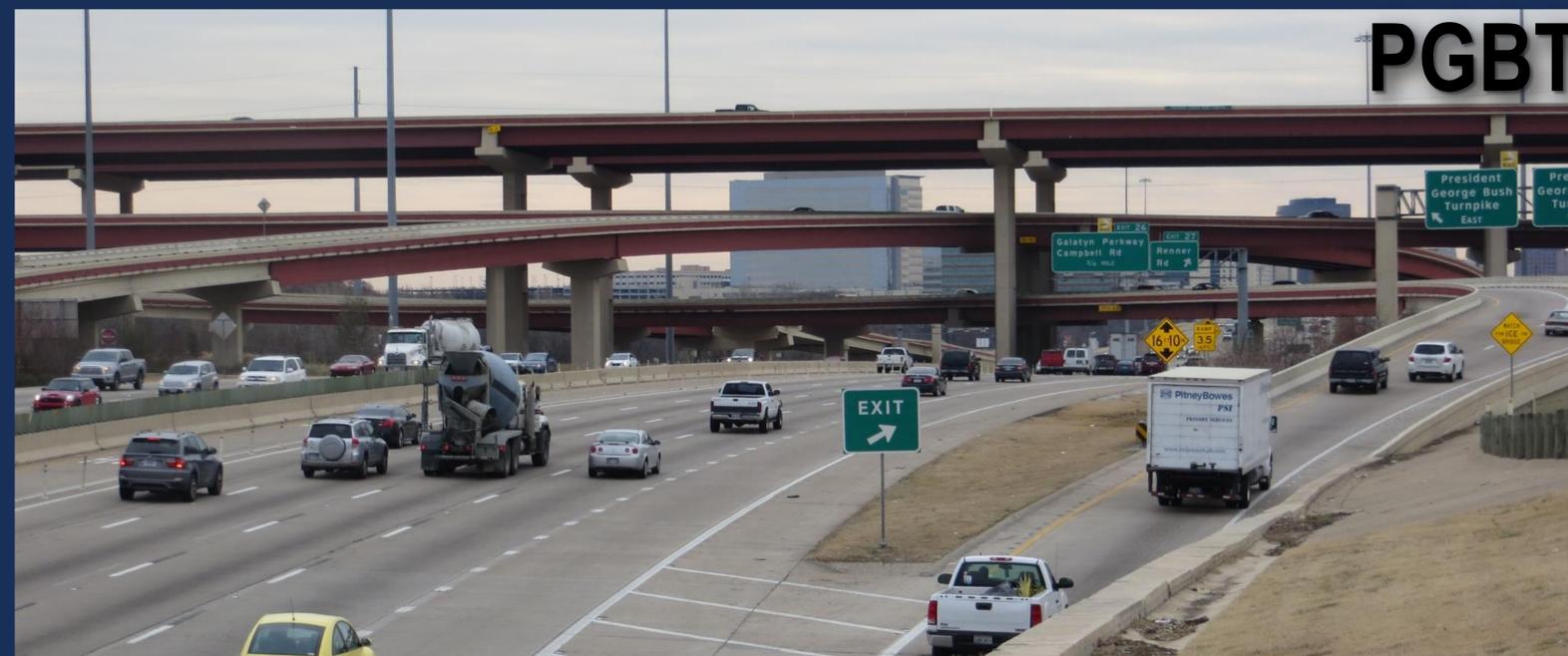
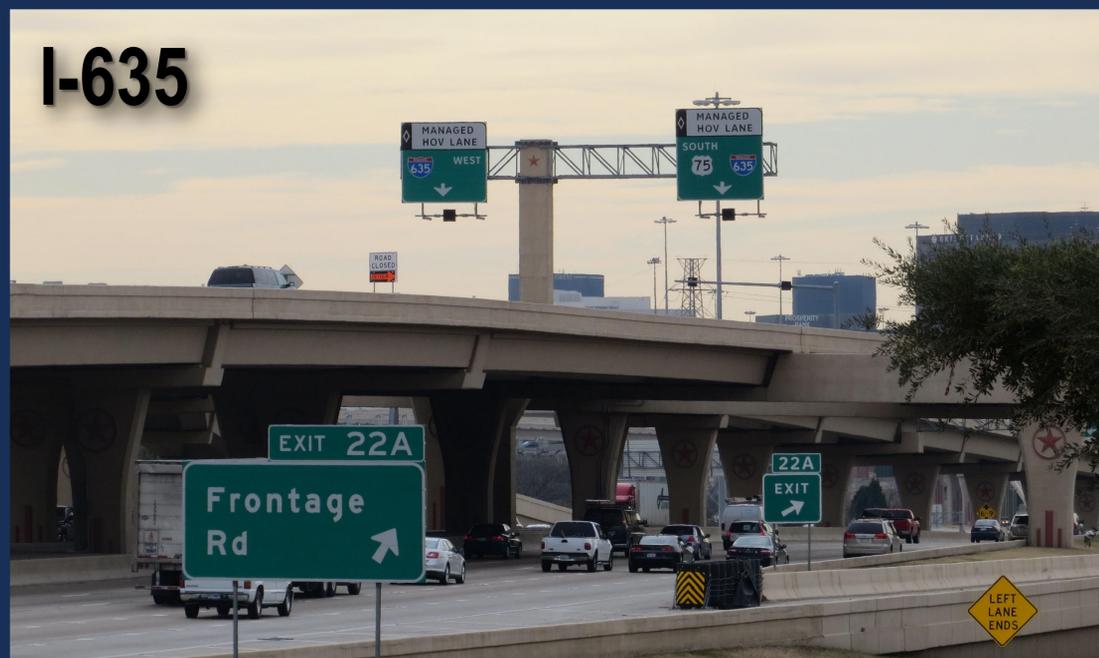


Non-Highway Alternatives

- Arterial Improvements
 - Proposed arterial improvements represented in the NCTCOG model
 - Additional capacity on select North-South Arterials
- Transit
 - Transit plan represented in NCTCOG model (Includes McKinney extension)
- TSM/TDM
 - Includes carpools/vanpools, staggered work hours, telecommuting, bicycle/pedestrian, signal optimization, etc.



US 75 Geometric Constraints



Richardson Areas of Focus

- The following roadway and rail overpasses in Richardson will require special focus for evaluation of their constraints
 - Midpark (southern gateway into Richardson)
 - KCS Rail Overpass
 - Collins Bridge
 - Galatyn Overpass
 - Cotton Belt connection to Bush Turnpike Station
 - PGBT

Preliminary Alternative Evaluation Matrix

This evaluation matrix is proposed as a tool to facilitate the screening of conceptual alternatives to a set of viable alternatives. It is qualitative rather than quantitative, but is intended to provide objectivity. The evaluation is not additive, but rather they are tallied to see the overall rating. It is expected that for an alternative to move from conceptual to viable it should generally have enough positive scores to justify its consideration without so many negative scores that it appears to be unworthy of consideration. The assignment of the "Fatal" rating is obviously subjective but generally will be understandable to the group and correct if a reasonable majority concur.

	Within Existing ROW		Require Additional ROW					New Alignment			
	NB	LB	4+		5+		GP		NA		
	No-Build	4-2-4 8 General Purpose + 2 Rev Managed	4-3-4 8 General Purpose + 3 Rev Managed	4-2-2-4 8 General Purpose + 4 Managed	4-3-3-4 8 General Purpose + 6 Managed	5-2-2-5 10 General Purpose + 4 Managed	5-3-3-5 10 General Purpose + 6 Managed	5-5 10 General Purpose Lanes	6-6 12 General Purpose Lanes	DART Alignment 6/6-lane Toll Road	North East Toll Road
TRAFFIC/MOBILITY											
Preliminary Estimated Capacity (vehicles per day)	240,000	270,000	285,000	300,000	330,000	360,000	390,000	300,000	360,000	360,000	360,000
Potential to Reduce Congestion	--	-	-	0	+	+	++	0	+	+	0
Potential to Reduce Vehicle-Trips	++	+	+	0	0	-	-	-	--	0	--
Reliability	--	0	0	+	+	++	+	--	--	+	0
Operational Configuration Serves Corridor Needs	-	-	-	+	+	+	++	0	+	0	-
SOCIAL AND ENVIRONMENTAL											
Relocation of Existing Commercial/Residential Development	0	0	--	--	--	--	--	--	--	--	--
Expect Direct Environmental Resource Impacts	0	0	-	-	-	-	-	-	-	-	--
Potential to Significantly Improve Air Quality	--	--	-	-	+	+	++	+	+	++	+
ECONOMIC DEVELOPMENT											
Improve Access to Key Economic Benefit Areas	--	--	-	-	+	+	++	+	+	--	0
Consistent with Comprehensive/Land Use Plan	0	0	-	-	-	-	-	-	-	--	--
ENGINEERING											
Preliminary Estimated Cost including ROW (\$ in millions)	\$ -	\$ 150	\$ 800	\$ 1,000	\$ 1,100	\$ 1,100	\$ 1,300	\$ 600	\$ 700	\$ 1,100	\$ 1,200
Implementation Cost	++	+	-	--	--	--	--	-	-	--	--
Constructability	++	+	+	+	+	+	0	+	+	-	++
Maintenance of Traffic	++	+	+	+	+	+	+	+	+	++	++
Design/Operational Flexibility	--	-	-	+	++	++	++	-	0	+	++
ROW	++	++	-	-	-	-	--	-	-	-	-
FINANCE											
Potential for Toll Financing	--	+	+	+	++	+	++	--	--	++	++

Recommended Alternatives for Further Evaluation....

- No-Build (4-1-1-4)
- 4-3-3-4
- 5-2-2-5
- 5-3-3-5

Very significant negative rating	--
Significant negative rating	-
Neutral	0
Significant positive rating	+
Very significant positive rating	++

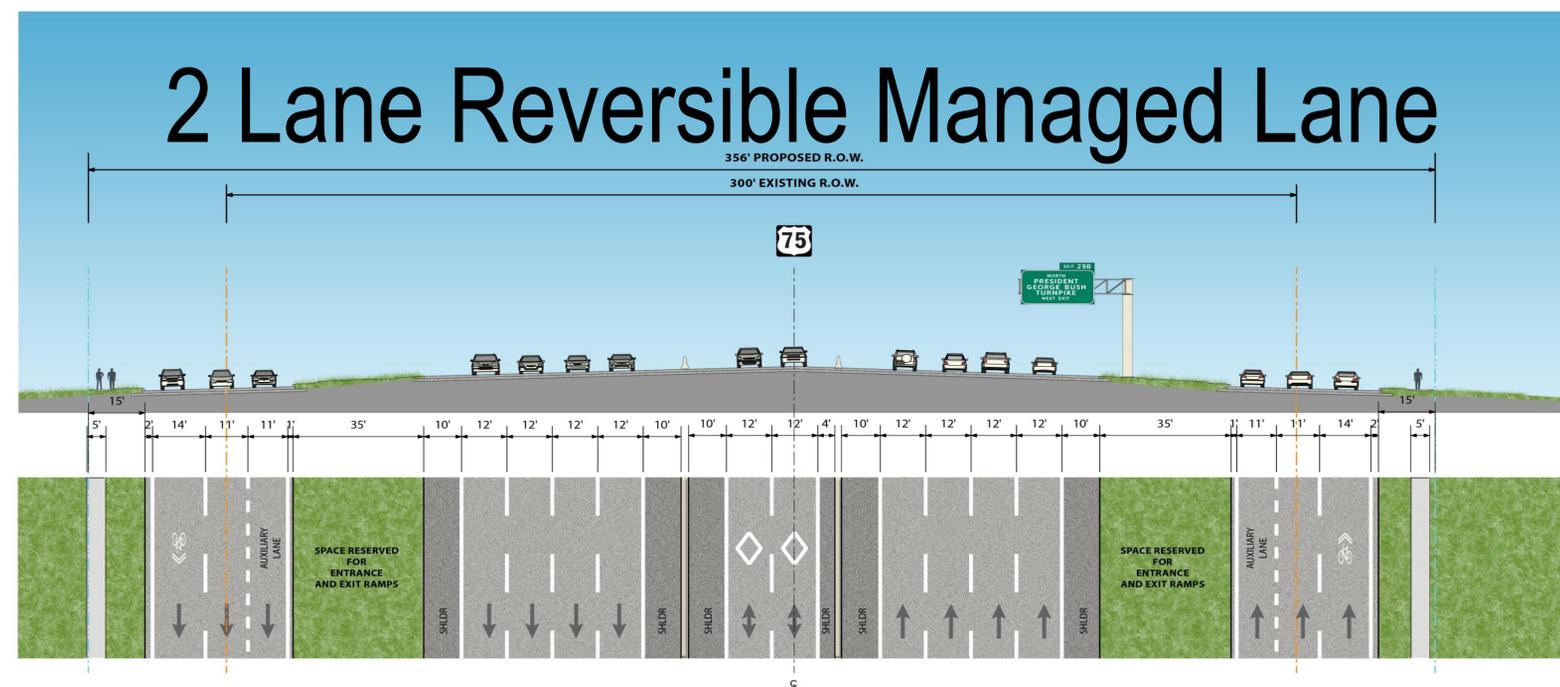
Alternatives Within Existing ROW

No-Build Alternative



US 75
Existing
Configuration

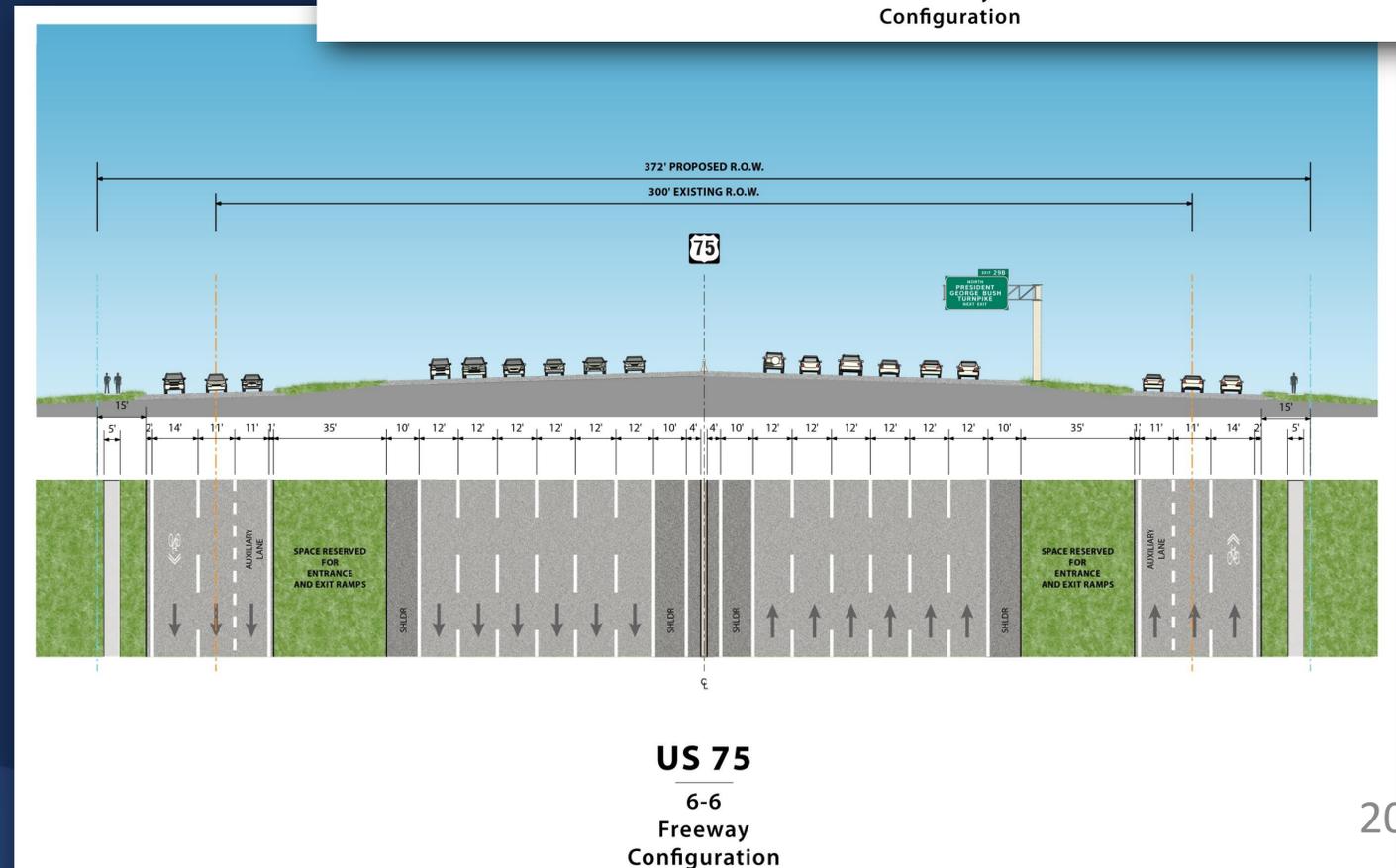
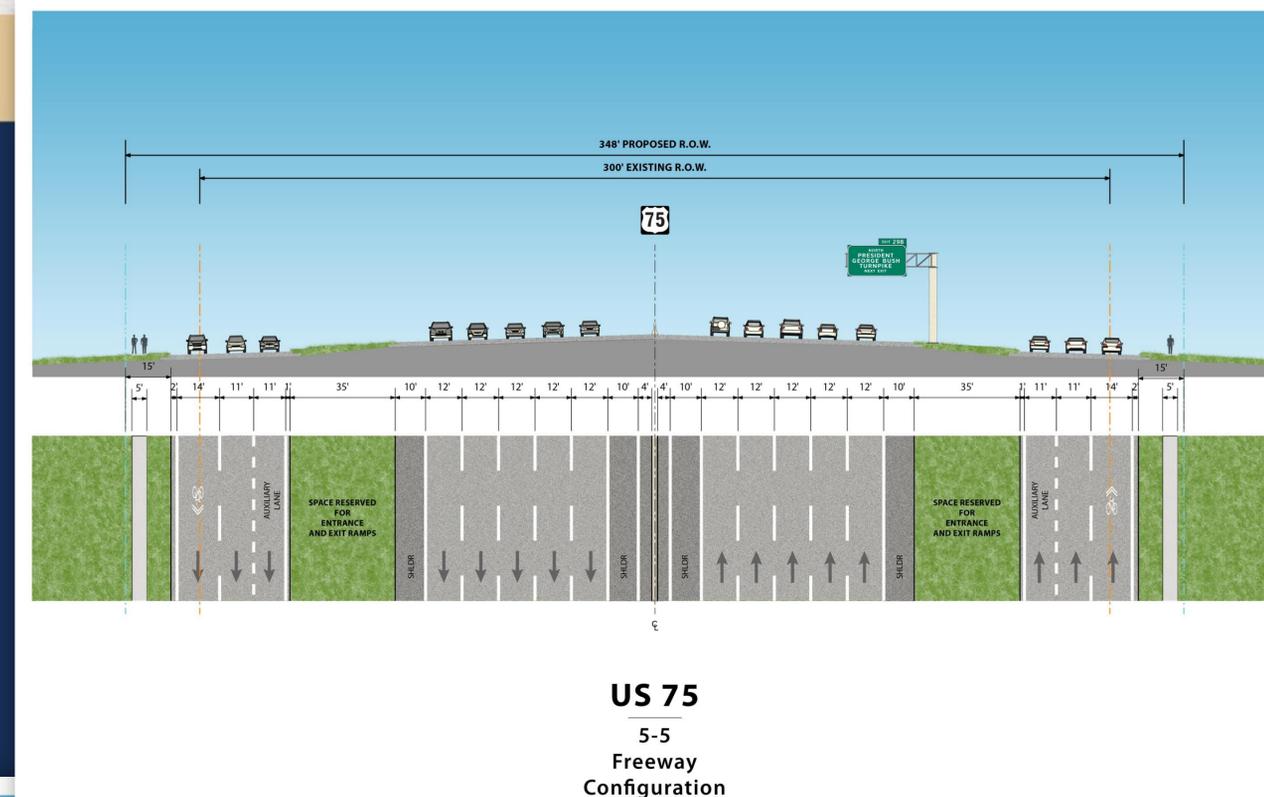
2 Lane Reversible Managed Lane



US 75
4-2-4
Configuration

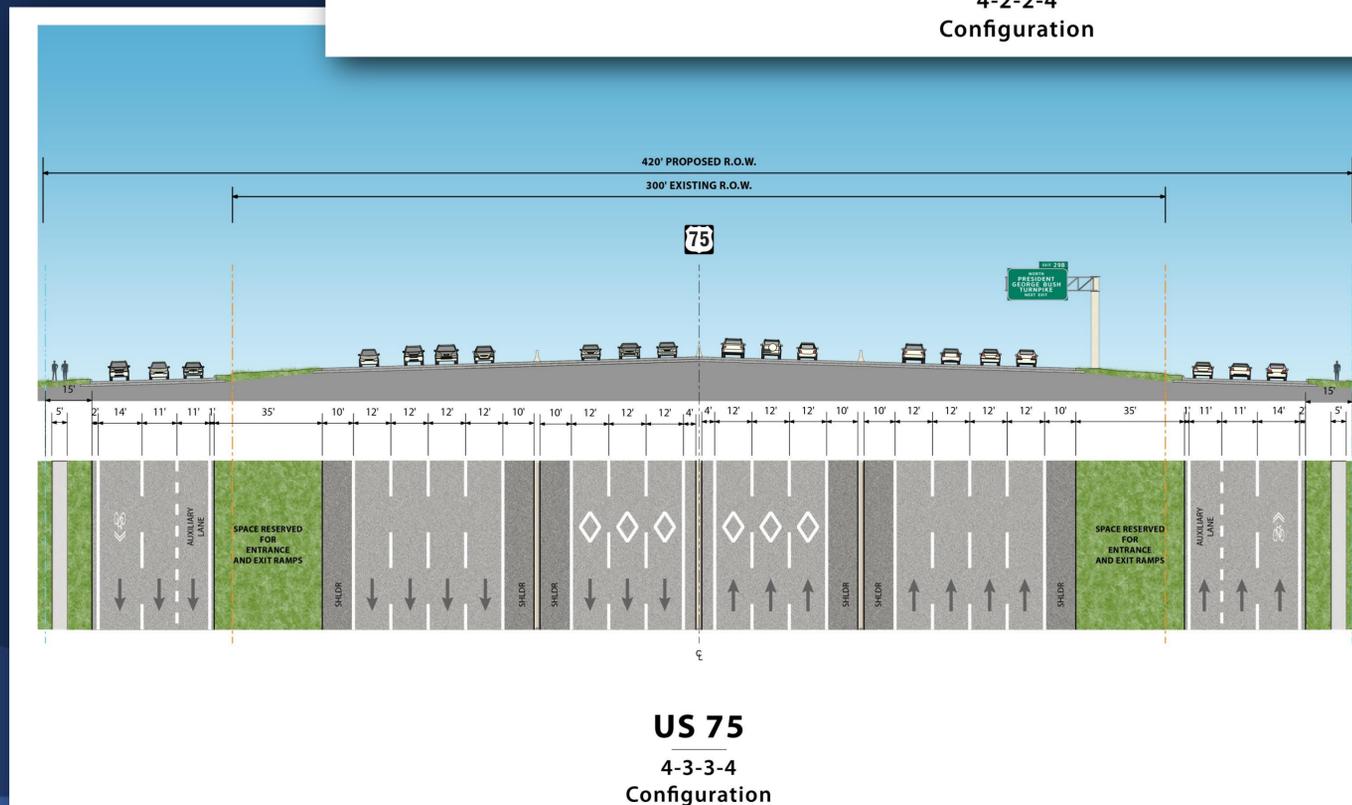
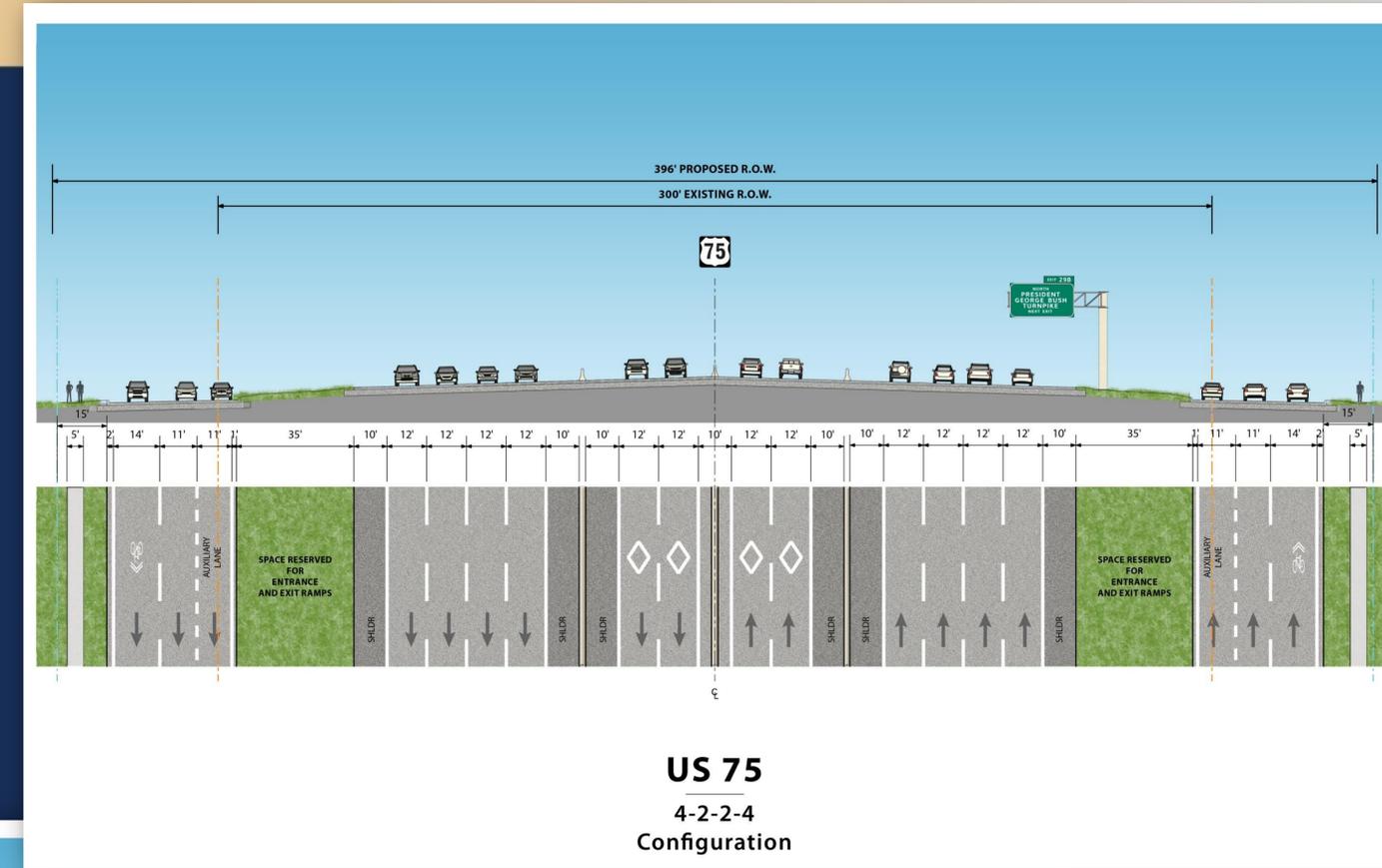
General Purpose Lane Alternatives

- Considers only General Purpose Lanes to be added
- Considers ultimate of 10 and 12 lane alternatives
- Results in additional 24 to 36 feet ROW on both sides
- No Managed Toll Lanes means this alternative isn't financially feasible



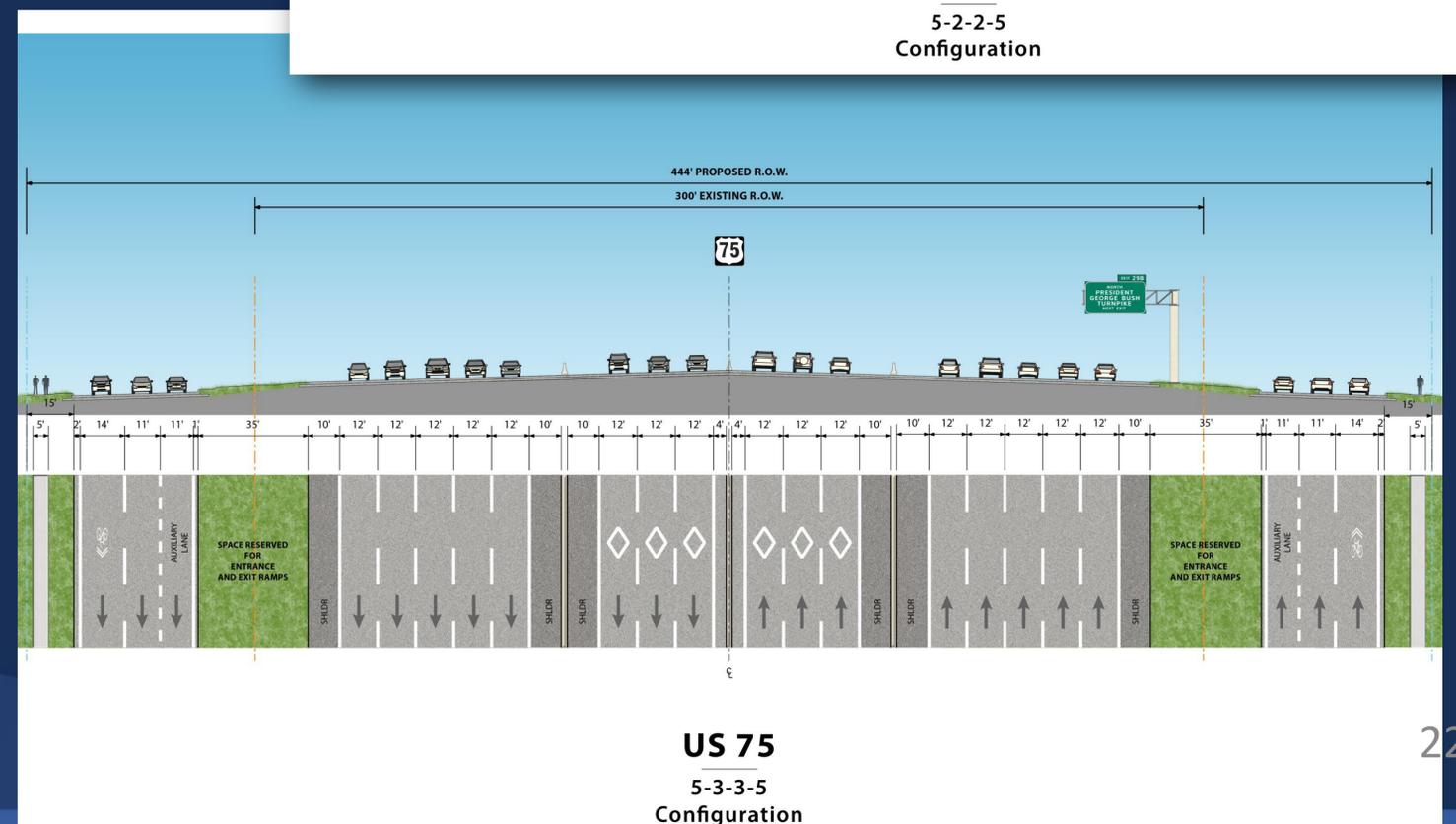
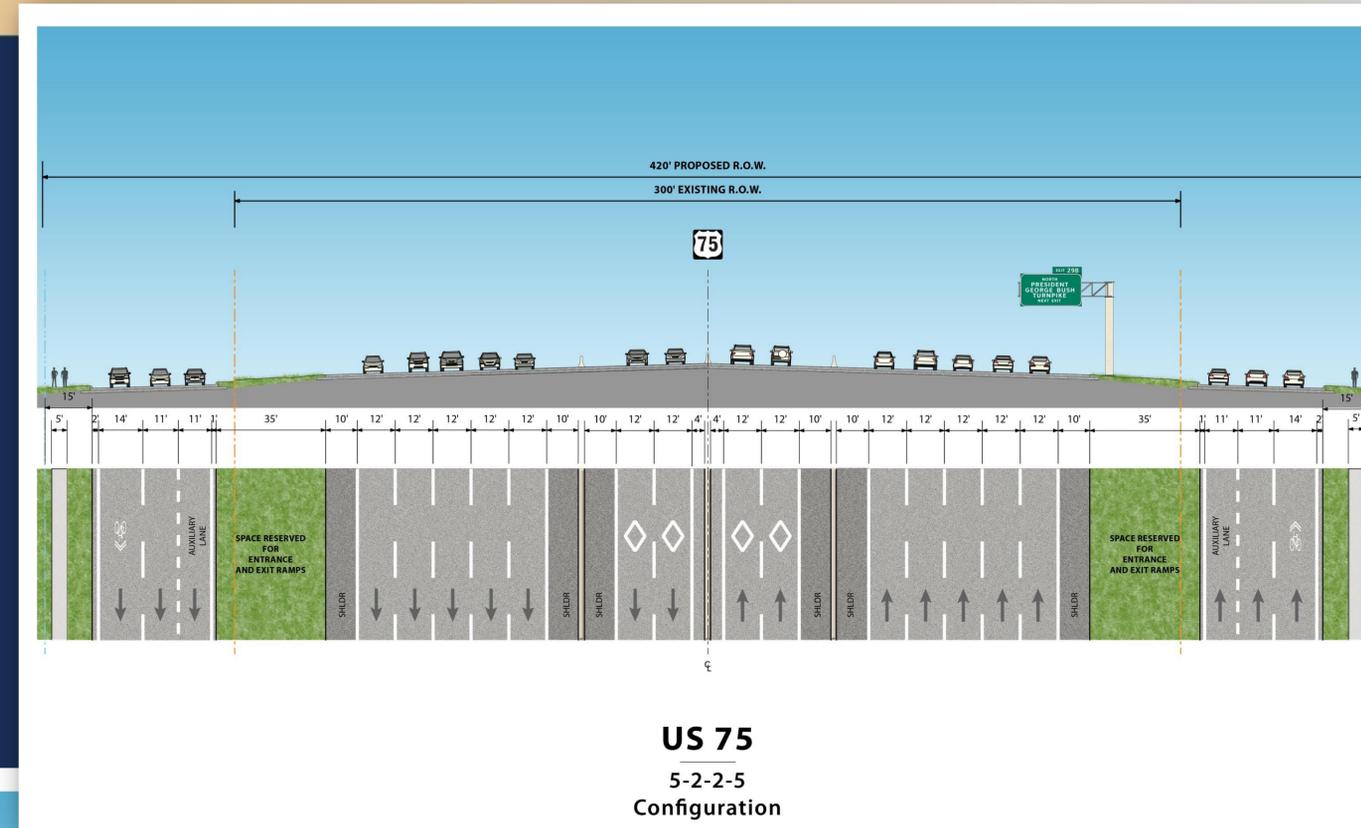
Managed Lane Alternatives

- Considers only Managed Lanes added
- Considers the addition of 2 and 3 Managed Lanes in each direction
- Elevated and/or depressed sections may be considered in next phase to reduce required ROW
- Results in additional 21 to 60 feet of ROW on both sides



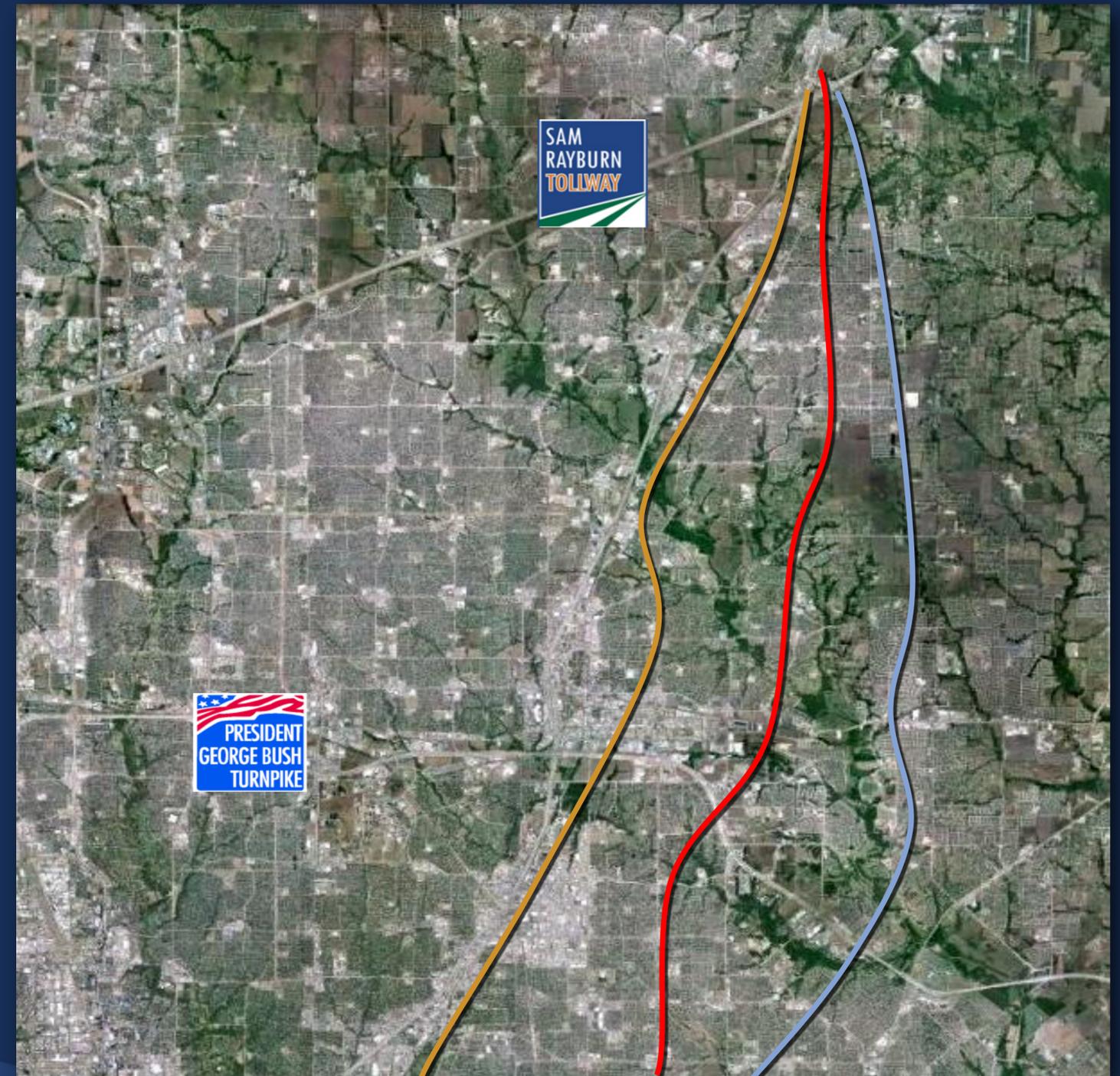
General Purpose + Managed Lanes

- Considers the addition of one General Purpose Lane each direction
- Considers the addition of 2 and 3 Managed Lanes in each direction
- Elevated and/or depressed sections may be considered in next phase to reduce required ROW
- Results in additional 33 to 80 feet of ROW on both sides



New Location Alternative

- Considers the addition of 3 to 4 toll lanes each direction
- Considers an alignment east of existing US 75
- Results in 180 to 300 foot ROW



US 75 Project Schedule



US 75 Project Work Group Committee

Counties

- Dallas
- Collin

Agencies

- TxDOT
- FHWA
- NCTCOG
- NTTA
- DART
- TTI

Cities

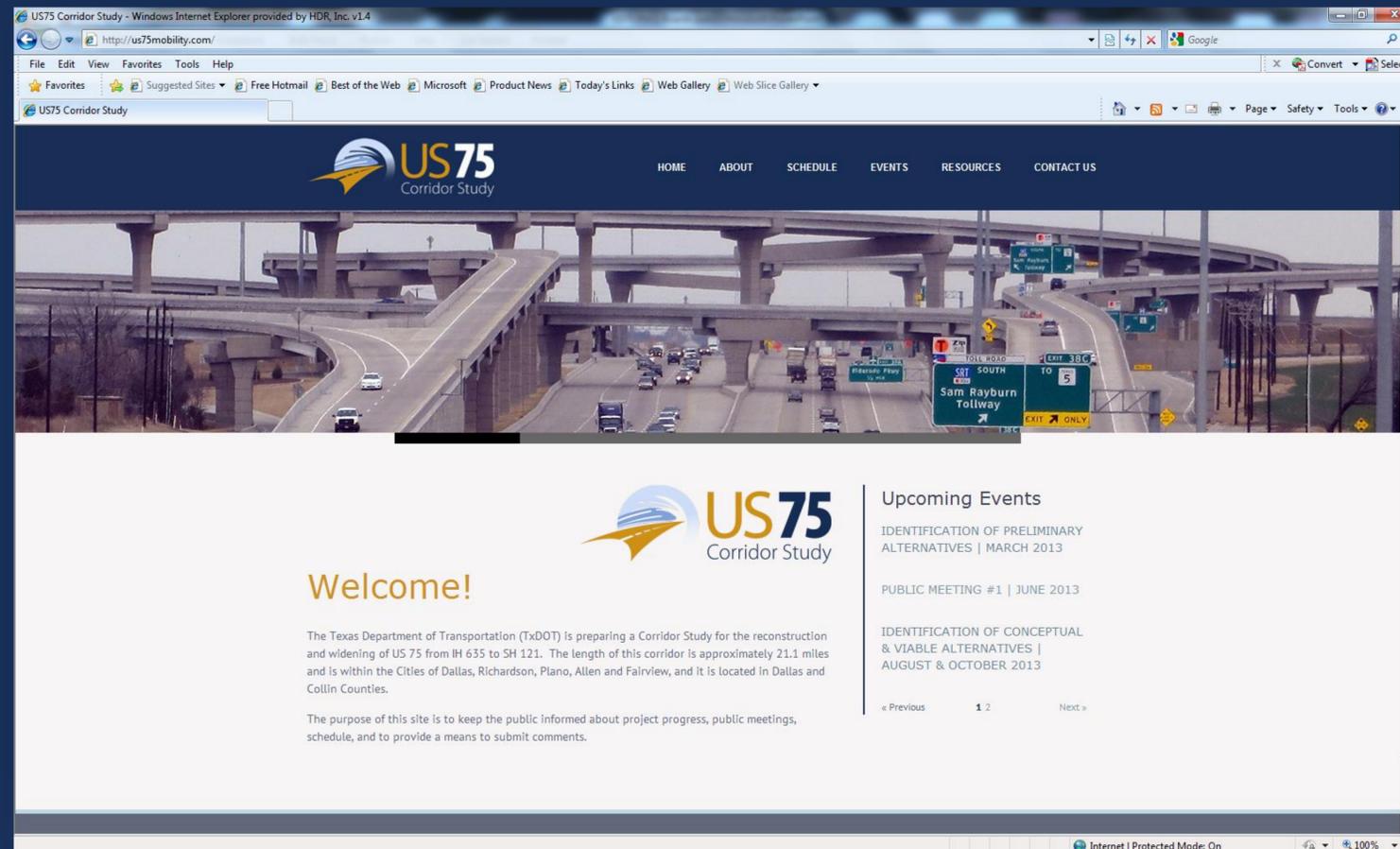
- McKinney
- Allen
- Fairview
- Plano
- Richardson
- Dallas
- Garland



Next Steps

- Submit Richardson's Corridor Vision and Guiding Principals document as part of public meeting comments
- Continue to attend Project Team Workgroup meetings and monitor progress of the study
- Continue to focus and evaluate alternatives with respect to the city's vision
- Update Council as needed

Contact Information



Project Website Information:

US75mobility.com
keepitmovingdallas.com

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Dave Carter, P.E.

City of Richardson

Dave.Carter@cor.gov

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Preparing for the Future

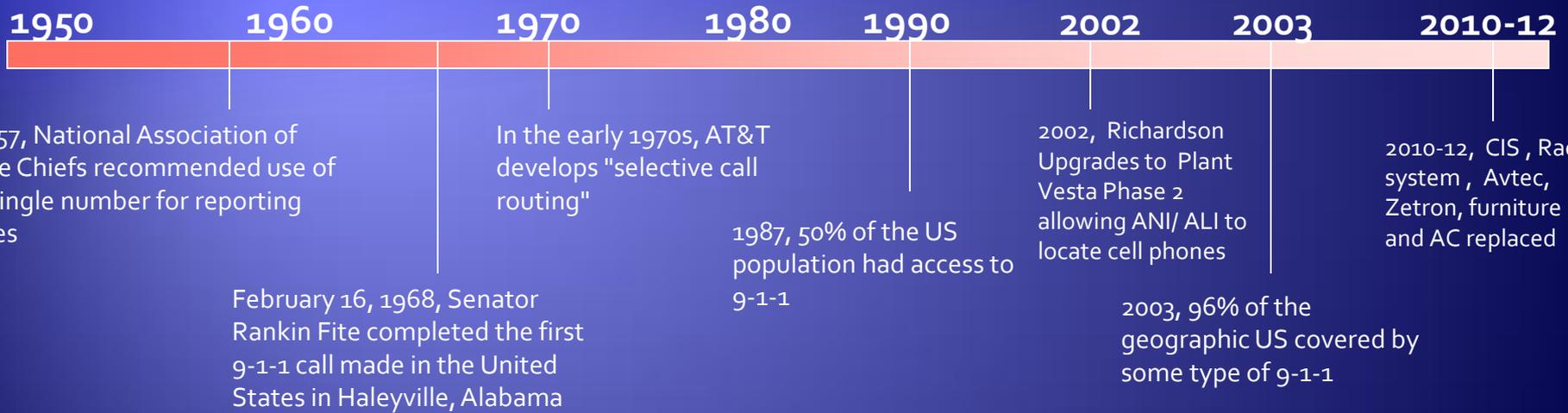
NEXT GENERATION 9-1-1

PUBLIC SAFETY INFORMATION

CHIEF JIM SPIVEY/STEVE GRAVES

JUNE 24, 2013

The three-digit telephone number "9-1-1" has been designated as the "Universal Emergency Number." It is intended as a nationwide telephone number and gives the public fast and easy access to a Public Safety Answering Point (PSAP)



30 years after the introduction of Enhanced 9-1-1, the service remains essentially unchanged

Understanding the Process

- ◆ Three basic positions in the Dispatch Center
 - ◆ Call Taker – responsible for answering incoming 9-1-1 calls, gathering information, classifying the call for service
 - ◆ Radio Dispatcher – responsible for assigning the call for service to an appropriate resource, and handling dispatch related duties during call
 - ◆ R & I Position– Research and Information -Officers can call in for informational inquiries (ex. drivers license lookup or information exchange with another city)

Technical Terminology

- ◆ PSAP – Public Safety Answering Point
- ◆ ANI – Automated Number Identification
- ◆ ALI – Automated Location Identification



Richardson 9-1-1 History

- ◆ 1986 - 2001
 - ◆ 9-1-1 Communications Division used an ATT system to handle emergency calls
 - ◆ System provided address/location information
 - ◆ This was a standard analog 9-1-1 system which worked well for wired analog devices



Richardson 9-1-1 History

- ◆ 2001
 - ◆ FCC mandates that 95% of Public Safety Answering Points (PSAP's) must be Enhanced 9-1-1 compliant ("wireless location capable") by December 31, 2005
 - ◆ Phase I required cellular carriers to provide telephone number and location of cell site transmitting the call
 - ◆ Phase II required cellular carriers to also provide the latitude and longitude of the call



Richardson 9-1-1 History

- ◆ 2002:
 - ◆ City replaces ATT system with Vesta Standard 9-1-1 system
 - ◆ This system provided Phase I and Phase II capability
 - ◆ Cellular carriers were required to provide phase I and Phase II information



Richardson 9-1-1 History

- ◆ 2006
 - ◆ City upgrades to Enhanced 9-1-1 system which provided needed equipment and software updates
 - ◆ Server technology and phone switch technology were added
 - ◆ System is analog based



Emerging Technology

- ◆ The rapid growth of cellular phones, text messages, MMS (multi-media messages containing pictures or video), and the difficulty locating cellular callers, has led to the generation of new standards for 9-1-1 call service, called NG-911 (Next Generation)
- ◆ Standards are being developed by the National Emergency Number Association (NENA), and are nearing completion



9-1-1 Call Center



Richardson Currently

- ◆ In 2010
 - ◆ New CIS CAD/RMS/Jail/Property Software
- ◆ In 2012
 - ◆ CORP25 infrastructure from Cassidian , providing the backbone of the four-site, simulcast, digital radio communications system
 - ◆ Console systems from AVTEC, deployed in the upgraded 9-1-1 Communications Center
 - ◆ 800 portable and mobile (vehicle-mounted) radios from Motorola's APX line deployed

Richardson Currently

- ◆ Tower and shelter equipment including four radio transmitter sites
- ◆ Fire alerting solution from Zetron allows for management of assets of multiple fire stations
- ◆ New Console Furniture, paint, carpet & weather stations
- ◆ New 9-1-1 Server Room Air Conditioning System



Current Status

- ◆ Our existing Vesta system is now over 7 years old
- ◆ Our system will not accept NG-911 formatted calls or data, and the system cannot be modified to do so without replacement
- ◆ The existing system coexists with the City's IP-based phone system with effort and occasional difficulties
- ◆ System is not capable of full redundancy



Strategy

- ◆ Cassidian (formerly PlantCML) released Vesta 3.0 several years ago, however, it was felt that the current system could remain in service until the release of NG-911
- ◆ This avoided significant cost by skipping an interim replacement program
- ◆ Cassidian Vesta 4.0 has now been released, and will support NG-911 using modular add-on software/hardware for future texting and video
- ◆ Supports Session Initiation Protocol (SIP) Trunking



Strategy

- ◆ New Cassidian NG-911 system allows for complete system failover/redundancy
- ◆ Emergence of Fire Training/EOC provides a redundant location for backup to our 9-1-1 Communication Center



Why?

It has served us well, but

Today's 9-1-1

- ◆ Primarily voice calls via telephones
- ◆ Minimal data
- ◆ Local access, transfer, and backup
- ◆ Manual failover to Plano 911 Center, calls only

Future 9-1-1

- ◆ Voice, text, or video from many types of communications devices
- ◆ Advanced data capabilities
- ◆ Complete redundancy and backup capabilities

Cost

◆ One-Time Cost:

- ◆ \$586,398.75 - Purchase Price
- ◆ \$7,861.70 - AT&T Line Installation Cost
- ◆ \$32,924.00 - 5 Year Maintenance Agreement
- ◆ \$627,184.45 - Total Cost

◆ Funding Strategy:

- ◆ \$157,184.45 - Wireless 911 Fund
- ◆ \$470,000.00 - Certificate of Obligation – FY 2013/14

Next Steps

- ◆ 2013/14 Budget Approval
- ◆ October 2013 System Purchase
- ◆ January 2014 System Installation
- ◆ TBD:
 - ◆ Standards approval for text & video
 - ◆ Cellular provider acceptance
 - ◆ NG-911 system update

Aquatic Center Construction Update & Grand Opening Plans

City Council Work Session
June 24, 2013

Heights Recreation Center & Aquatic Center Construction Update

Heights Recreation Center Update:

- The new Heights Recreation Center construction is complete.
- Recreation Center grand opening was May 28, 2013
- Heights Recreation Center staff reports membership is going very well and citizens are happy with the building.
 - Summer Camps are operating at the new recreation as planned.
- Public art piece “Rocket” is being recognized as a success by Richardson residents.

Heights Family Aquatics Center Update:

- Heights Family Aquatic Center has made significant progress.
 - Early construction was hampered with utility issues and more recently with weather delays.
 - Aquatic Center opening July 12, 2013 at 10:00 AM.

Heights Recreation Center and Family Aquatic Center



Construction Update























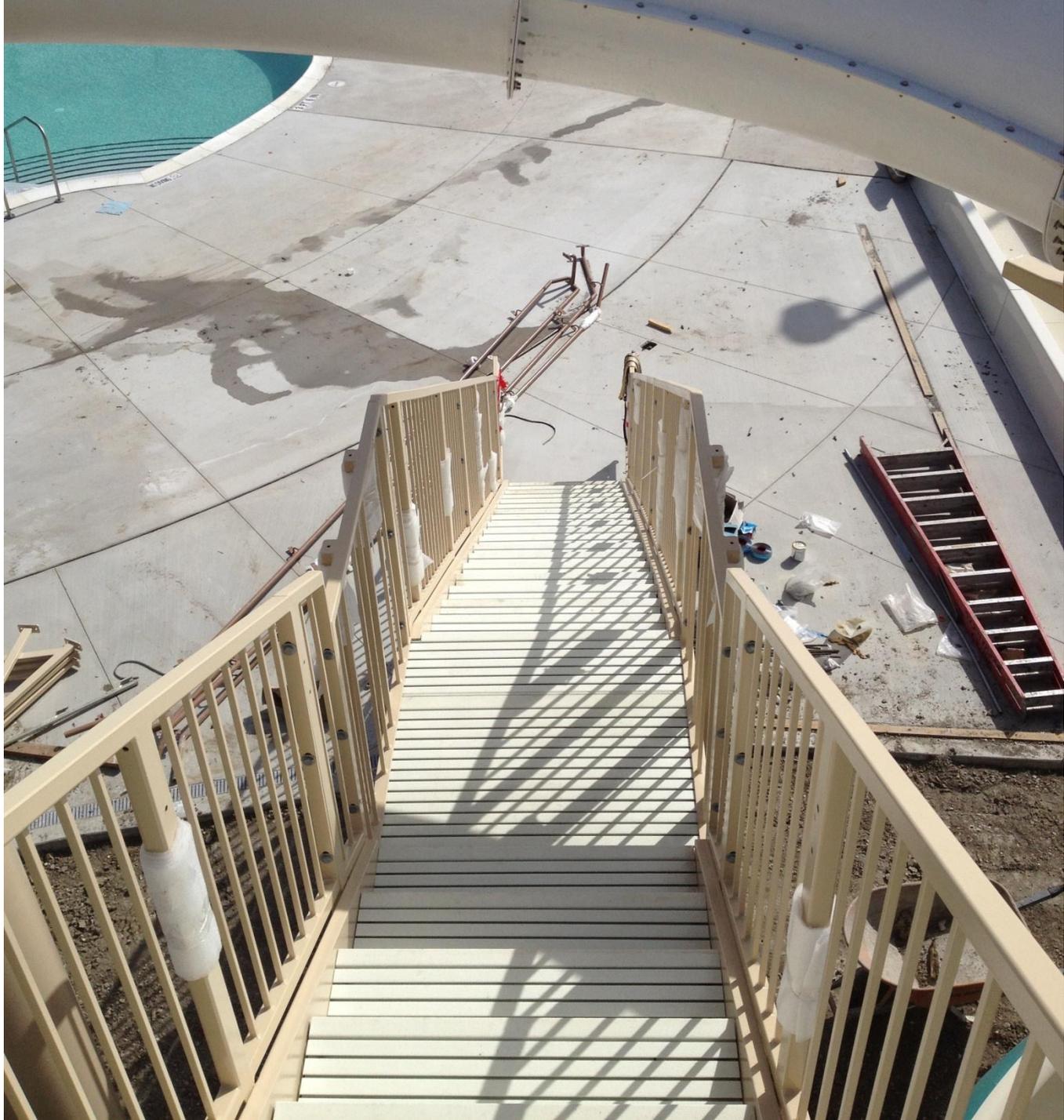
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Aquatics Center Grand Opening Plans

- July 12, 10 AM Gather at the Aquatic Center gate.
- Recognize the Architects, Contractors, Citizens, and Staff.
 - Roger Scott, Assistant Director of Parks and Recreation, will be the master of ceremonies.
 - Casual attire.
- Public to enjoy free access/free swimming at Heights Aquatics Center only on the day of the opening.
- Heights Aquatics Center will remain open as planned after the opening ceremony until August 18th, then on weekends only through September 2nd.
- By State Law, mandatory bather load is regulated by Texas Department of Health code for all pools.
- Heights will have community wide interest.
- Other Aquatic offerings:
 - Canyon Creek
 - Cottonwood
 - Glenville
 - Terrace

ARAPAHO ROAD

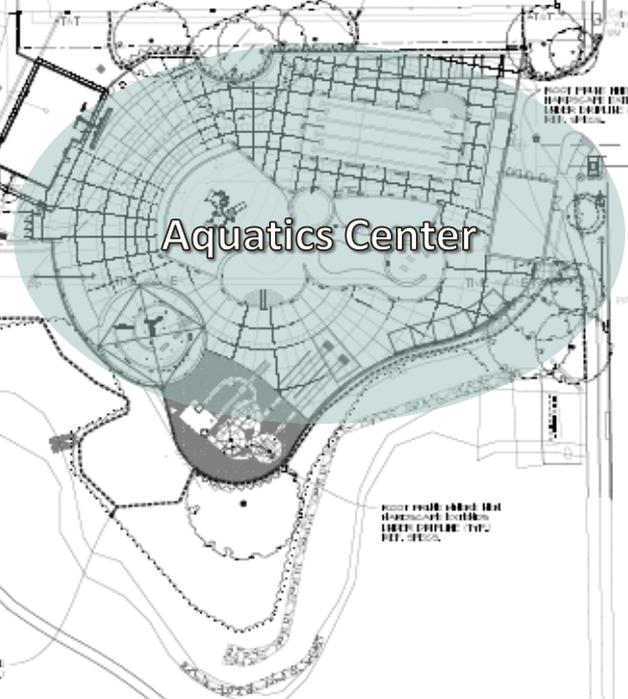
FLOYD ROAD



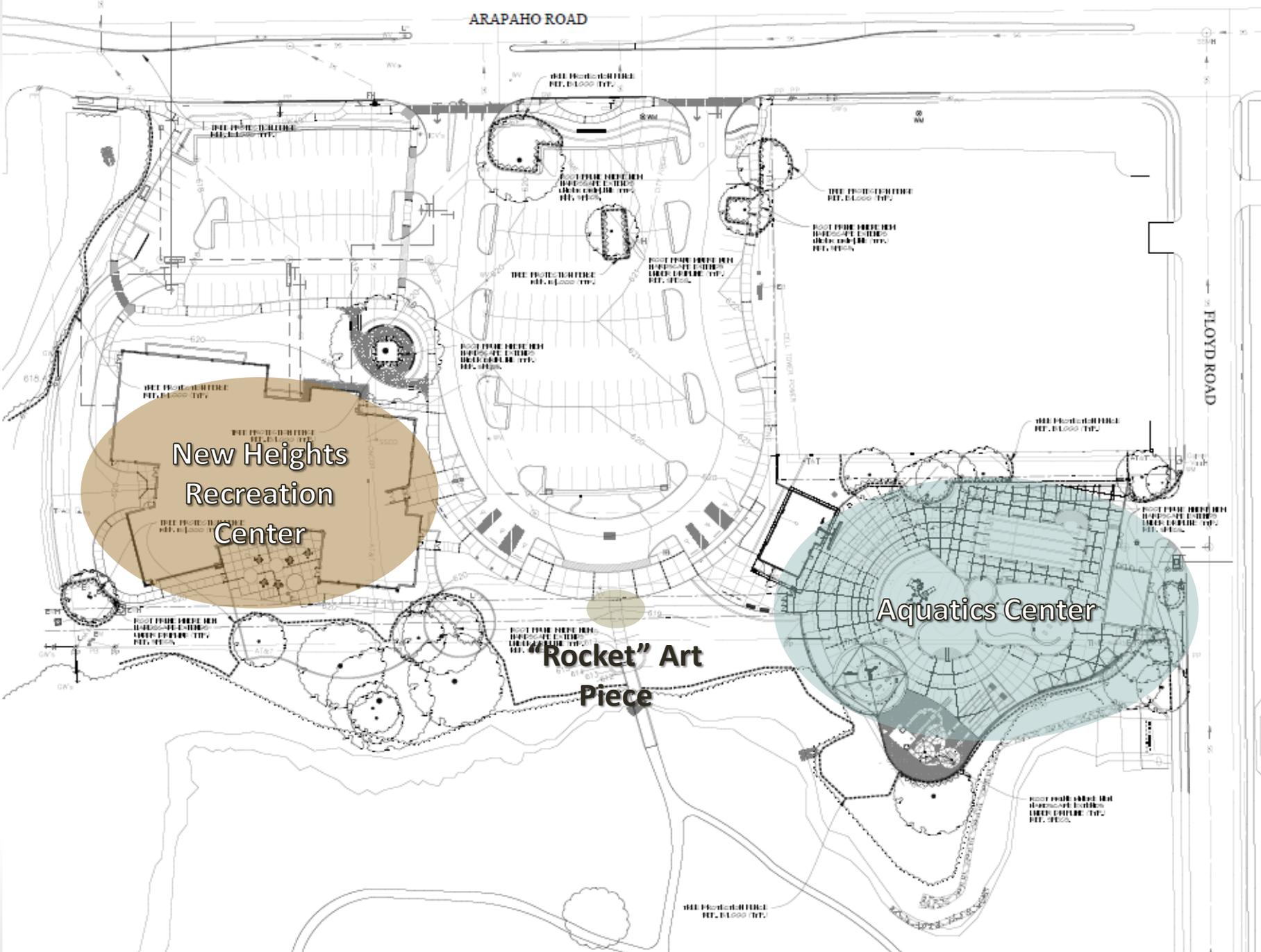
New Heights
Recreation
Center



"Rocket" Art
Piece



Aquatics Center



ARAPAHO ROAD

FLOYD ROAD

Parking
149 cars

New Heights
Recreation
Center

Crowd
Gathering Area

Aquatics Center

“Rocket” Art
Piece

Overflow Parking
111 Cars



Project Overview

- Richardson Heights Recreation is open and operating as planned.
 - “Rocket” art piece is a success
- Heights Family Aquatic Center will open July 12, 2013, 10:00 AM.

City of Richardson Legislative Summary
 2013 Texas Legislative Session
 83rd Legislature

Summary:

- The 2013 Legislative Session was relatively civil with only a handful of bills garnering significant disagreement.
- Over 1,700 city-related bills filed with over 220 of those bills signed by Governor Perry.
- The 2/3 rule was never suspended.
- Governor Perry vetoed 26 bills that passed through the Legislature and Special Session ended on June 25th.

2013 Regular Session Bill Statistics:

- 3,950 House Bills Introduced*
- 1,918 Senate Bills Introduced*
- 732 House Bills Passed Legislature*
- 705 Senate Bills Passed Legislature*

Type	Signed	Vetoed	Filed w/o Signature
HB	710	15	7
SB	687	11	7
HJR	6		
SJR	4		
Totals	1407	26	14

**Texas Legislature Online, Legislative Statistics as of 6/16/2013*

2013 City of Richardson Legislative Agenda Related Passed Bills:

Parks:

- SB 1 – Filed by Senator Williams. Allows the use of a surplus of at least \$15 million with the Comptroller to be distributed to the Texas Parks & Wildlife Department to provide park grants to local municipalities and counties.

Library:

- SB 1 – Filed by Senator Williams. Allocates \$12.65 million (\$9.25 million for Shared Digital Content and \$3.4 million for Innovation Partnership Grants) to the State Library which will increase municipal Library programs and close the gap by less than half from the Library funding reduction from the last session.

Public Safety:

- SB 1 – Filed by Senator Williams. Authorizes distribution of LEOSE funds in final conference report.

Water:

- HB 4 – Filed by Representative Ritter. Allows for the creation and funding of the state water implementation fund to assist the Texas Water Development Board in the funding of certain water-related projects.
 - SJR 1 – Filed by Senator Williams. Establishes a special revolving fund in the state treasury called the state water implementation fund to be used only to fund water infrastructure projects included in the State Water Plan. Placed on the November 2013 ballot.
 - HB 1025 – Filed by Representative Pitts. Allocates \$2 B from the Economic Stabilization Fund to the Texas Water Development Board to finance projects in the State Water Plan.

Other City Related Impactful Bills Signed by Governor Perry:

Property Tax:

- HB 97 – Filed by Representative Perry. Allows for a disabled veteran to receive a property tax exemption if their home was donated by a charitable organization.
- HB 561 – Filed by Representative Workman. Provides that no additional property tax is imposed on land owned by an organization that qualifies as a school if the organization converts the land to a use for which the land is eligible for a property tax exemption.
- HB 1913 – Filed by Representative Bohac. Allows a City Council to waive penalties and interest on a delinquent tax if:
 - Taxes are paid by owner or another person liable for the taxes no later than 181 days after notification of a delinquent tax payment.
 - Property is not considered "real" property in the appraisal records.
 - Sufficient evidence of payment before the delinquency date.

- HJR 62 – Filed by Representative Turner. Allows for a property tax exemption to a surviving spouse of a member of the US armed forces who is killed in action if the surviving spouse has not remarried since the death of the member of the US armed forces. Placed on November 2013 election ballot.
- SB 1510 – Filed by Representative Hinojosa. Simplifies the posting notice for property tax rate changes and will mostly allow more flexibility for smaller cities. Will not affect upcoming tax rate approvals.

Sales Tax:

- HB 78 – Filed by Representative Simpson. Would exempt from sales taxes the sale of any gold, silver, or numismatic coins, or platinum, gold, or silver bullion.
- HB 697 – Filed by Representative Springer. Exempts food products, meals, soft drinks, and candy from sales and use taxes if they are served or sold at an event sponsored or sanctioned by an elementary or secondary school or a school district at a concession stand operated by a booster club or other school support organization, but only if the proceeds benefit the school or school district.
- HB 800 – Filed by Representative Murphy. Would allow for sales, use and franchise tax credit for research & development activities promoting an expansion of innovation and learning.
- HB 3572 – Filed by Representative Hilderbran. Lowers the city shared rate of 14% on gross receipts for mixed beverage sales to 6.7%. Imposes an 8.25% tax on the sales price of each mixed beverage sold and requires the Comptroller to issue a city at least 10.7143% of tax revenue generated each quarter for the sale of mixed beverages. Ultimately, revenue neutral for cities.
- SB 1151 – Filed by Representative Hinojosa. Exempts snack items from sales and use taxes unless they are purchased through a vending machine or in individualized portions.

Elections:

- HB 1129 – Filed by Representative White. Allows the Secretary of State to implement a pilot program allowing active duty US armed forces members who are eligible for hostile fire pay to cast an early voting ballot by email until September 1, 2015.

Finance & Administration:

- SB 637 – Filed by Senator Paxton. Requires adding language to the document ordering a bond election and requirements for posting the document ordering a bond election. Earliest effective date is 9/1/13.

- SB 656 – Filed by Senator Paxton. Requires additional language and procedures in relation to city budget and tax rate adoption. Earliest effective date is 9/1/13.

Open Government:

- HB 2414 – Filed by Representative Button. Would allow videoconferencing for public meetings.

Community and Economic Development:

- HB 674 – Filed by Representative Ratliff. Requires a rezoning notice for residential or multi-family affecting property within a school district to be sent to the school board.

Public Safety:

- HB 912 – Filed by Representative Gooden. Allows the use of drones for law enforcement activity related to:
 - Immediate pursuit of a person law enforcement officers have reasonable suspicion or probable cause to suspect has committed an offense, not including misdemeanors or offenses punishable by a fine only.
 - For the purpose of documenting a crime scene where an offense, not including misdemeanors or offenses punishable by a fine only, has been committed.
 - For the purpose of investigating the scene of a human fatality, a motor vehicle accident causing death or serious bodily injury to a person, or any motor vehicle accident on a state highway or federal interstate or highway.
 - In connection with the search for a missing person.
 - For the purpose of conducting a high-risk tactical operation that poses a threat to human life.
 - Private property that is generally open to the public where the property owner consents to law enforcement public safety responsibilities.
- HB 970 – Filed by Representative Rodriguez. Provides that a city cannot restrict the sale of cottage food products and additional items were added to the list of cottage foods.
- HB 1382 – Filed by Representative Simpson. Provides that a city cannot regulate food samples given at Farmers' Markets.

Transportation:

- HB 719 – Filed by Representative Morrison. Requires the Texas Department of Motor Vehicles to issue license plates for golf carts that are operated on public highways in master planned communities, beaches or on city streets that have speed limits of 35 mph or less and have been opened to golf cart use by ordinance.

Utilities and Environment:

- SB 186 – Filed by Senator Carona. Allows a city, county or local health authority to abate, without notice, certain collections of water in which mosquitoes are breeding. Earliest effective date is 5/10/13.

Special Session Update:

Transportation:

- SJR 2 filed by Senator Nichols. Would allow 50% of oil and gas tax to be transferred to the State highway fund on the contingency that the Economic Stabilization Fund stays above \$6 B. This bill would also allow the state highway fund to be used to repay principal and interest on bonds issued by the Texas Transportation Commission. Would take effect 1/1/14 and terminate on 1/1/15. Proposed constitutional amendment to be placed on November 2013 ballot.

City of Richardson Legislative Agenda
2013 Texas Legislative Session
83rd Legislature

General Government Initiatives:

The City of Richardson strongly supports local control, where local elected officials are tasked with raising funds and providing services to respond to the individual needs of the community they serve. Local governments are the bedrock of the State, and provide the majority of public services to the citizens of Texas. As such, the City of Richardson strongly supports the following general government issues:

Parks:

- Restore the Local Parks Grant Program to the level recommended in the Texas Parks and Wildlife legislative appropriation request.
- Support legislation that creates a Constitutional dedication of sporting goods sales tax revenue for use in State and local parks.
- Ensure that no legislative appropriation riders are allowed that set aside Texas Recreation and Parks Account (TRPA) moneys for specific projects or locales. All candidate grant projects should be subject to the established competitive grant process.

Library:

- Appropriate \$9.25 million for the TexShare Online Information database to support the need for digital learning resources.
- Appropriate \$3.4 million for incentive grants to increase literacy and educational success.

Public Safety:

- Support enhancement of burglary of a motor vehicle from a misdemeanor to a State Jail felony.
- Support legislation authorizing sobriety check points in Texas.
- Continue support for municipally operated intersection safety camera programs.
- Amend the Government Code to require the collection of a DNA sample from all suspects who are arrested for a Class B misdemeanor or higher.
- Support restoration of Law Enforcement Officer Standards and Education (LEOSE) funds.
- Enhance local control in decision making regarding fire protection system requirements. Current state law determines when a sprinkler system is required in a structure.

Finance:

- Support legislation requiring the mandatory disclosure of real property sales prices to appraisal districts to ensure fair and equitable valuation and taxation of all real property in the State of Texas.
- Support legislation allowing cities with a website to advertise once in a newspaper and continuously on the website for 14 days prior to a bid opening.

- Support truth in taxation efforts by urging the legislature to permit the publication of a simplified notice of tax rates and tax impact to Richardson taxpayers.

Water:

- Continued support for the elements found in Senate Bill 1 (SB 1), enacted in 1997, supporting a regionally-driven planning process and regional water planning groups to create State water plans covering fifty years and updated every five years.
- Support the implementation and funding of the 2012 Region C Water Plan.:
 - Continued support for the protection of all other designated unique reservoir sites in Texas.
 - Support an equitably mechanism for funding the state water plan.

Health:

- Support legislation that would amend section 821.052 of the Texas Health and Safety Code to allow municipally funded and operated Animal Shelters not employing a licensed veterinarian to purchase schedule 2N and 3N controlled substances, utilized during the euthanasia process, if the facility is appropriately licensed by the United States Drug Enforcement Agency.

Development:

- Close the loophole in state law that allows payday, auto title, and other consumer loan providers to carry excessively high annual percentage rates.
- Provide a level playing field for financial institutions by requiring all lenders and brokers of payday, auto title, or other consumer loans to be licensed and to comply with the same standards and consumer protection laws of licensed lenders under Chapter 342 of the Texas Finance Code.
- Create a system to collect consumer loan data from lenders and brokers of consumer loans to ensure that these operations engage in fiscally sound lending that supports the well-being of our communities.

Economic Development:

The Texas Enterprise Fund has proven to be a valuable tool for the state to attract new job-creating projects to Texas through performance-based financial incentives. In Richardson, the Texas Enterprise Fund was crucial to convincing Texas Instruments to build a \$3 billion wafer fabrication plant, which was the largest economic development project announced in 2003. Additionally, the Texas Enterprise Fund was a key factor in Rockwell Collins expanding their Richardson based operation to over 1,200 jobs. The City of Richardson encourages the Texas Legislature to continue funding the Texas Enterprise Fund.

The City of Richardson also supports the continued funding of the Texas Emerging Technology Fund. This fund is focused on fostering innovation, research and job creation in the high-tech industries. It's important for Texas to invest in emerging fields of technology in order to remain competitive in the evolving economy. The City of Richardson supports:

- Continued funding for the Texas Enterprise Fund, the Texas Emerging Technology Fund, and the Skills Development Fund
- Support legislation that helps build equity in economic development between communities that are able to utilize 4A/4B sales tax and those who utilize sales tax funding for regional transportation purposes.

Higher Education:

The University of Texas at Dallas, which is located in Richardson, focuses on developing the human capital necessary for Texas to be competitive in the global economy. UT Dallas confers a higher percentage of science, technology and business degrees than any other Texas public, doctoral-granting institution. The City of Richardson recognizes UT Dallas as a key community partner and supports the following legislative initiatives that will assist them in their endeavors to move to Tier-One Research University status:

- Continue and increase funding for the Texas Research Incentive Program, which provides state matching funds for private dollars raised at the state's eight emerging research universities. DFW is home to three of these eight institutions, and DFW needs a major national research university for the future.
- Authorize a capital building program for higher education to address explosive enrollment growth since the state's last capital building program in 2006.

Public Education:

The City of Richardson strongly supports both the Plano and Richardson Independent School Districts, believing that top-quality public schools are the bedrock of any desirable community. The City of Richardson recognizes that high-performing public schools have a positive, direct impact on an educated, capable workforce, stability of property values, and desirability of the city to employers and their employees. Thus, the City supports the following initiatives related to public education:

- Ensure and protect adequate funding for school districts to meet the state's increasing education standards, including the provision of sufficient revenue to enable all districts to pay for educational reforms and cover inflationary costs.
- Return local control to locally elected school boards through sufficient taxing authority to cover educational reforms and inflationary costs. Returning such local control recognizes that representative government ensures an appropriate balance between the interests of parents, students, professional educators, taxpayers and the community
- Evaluate the statewide assessment program maintaining accountability while providing more flexibility to measuring a student's success.

Transportation:

The City of Richardson recognizes the value of a robust and healthy transportation system. Texas is adding more population than other U.S. regions, and the condition/capacity of Texas roadways is declining because of underinvestment in maintenance and new construction. Dallas-Fort Worth

residents want and deserve transportation improvements that enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure and energize the local economy. As such, the City of Richardson urges the Texas Legislature to adopt several transportation funding and policy initiatives:

- Support state legislation that enables the future establishment of a regional Municipal Management District (MMD) for the Cottonbelt Regional Passenger Rail Line.
- Support a Constitutional amendment to stop diversions of motor fuels taxes from Fund 6 to non-transportation programs.
- Identify a sustainable method of generating transportation revenue, which accounts for economic inflation and enhanced motor vehicle fuel economy, to ensure the adequate funding of statewide and regional efforts to maintain and improve multimodal transportation systems.
- Require allocations of all TxDOT funding categories across the state to be returned to the region in which they were generated.
- Support the North Texas Tollway Authority (NTTA) efforts to maintain its first option for development of toll roads in the DFW region and re-establish the authority for TxDOT to enter into public-private partnerships (PPP) for projects selected by Metro Planning Organizations (MPOs) and local governments.
- Support legislation that allows for 4A/4B sales tax funds to be utilized for transportation purposes.
- Support the 2013 Legislative Programs of DART, DRMC, and the RTC.

Anticipated Legislation to Oppose:

The City of Richardson opposes and seeks to defeat any legislation that would erode municipal authority in any way or that would otherwise be detrimental to cities, especially legislation that would:

- Local Government Finance:
 - Reduce the appraisal growth cap established in current law.
 - Impose revenue caps in the form of adjusting provisions for the current property tax rollback rate.
 - Creation of new court fees or elimination of the existing Court Technology Fee and Court Security Fee.
 - Restrict the ability of cities to provide economic and efficient methods of financing city purchases and projects.
 - Impose limits on the city's existing economic development authority.
- Limit a municipality's ability to implement and/or maintain safety camera program. The City also opposes any further diversion of proceeds from intersection safety camera programs away from local control.
- Erode zoning authority.
- Erode municipal authority over the rights-of-way or erode municipal authority to collect reasonable compensation for the use of rights-of-way.