



**Post Office Box 9010 Addison, Texas
75001-9010
5300 Belt Line Road
(972) 450-7000 Fax: (972) 450-7043**

AGENDA

SPECIAL MEETING AND WORK SESSION OF THE CITY COUNCIL

7:00 PM

DECEMBER 6, 2010

ADDISON TOWN HALL, 5300 BELT LINE, DALLAS, TX 75254

Item #S1 Presentation, discussion and consideration of approval of
- the lowest and best bid to Highland Builders for the construction of the improvements to the Visitors Center, Phase II, located at Suite 400, Village on the Parkway, Addison, TX 75001, in the amount of \$1,218,433.00 with a contingency of 10% for a total amount of \$1,340,287.00.

Attachment(s):

1. Bid Summary and Floor Plan

Recommendation:

Staff recommends approval.

Item #S2 Presentation, discussion and consideration of approval of a
- resolution showing support for the Transportation Advocates of Texas Movement. This Movement advocates our support of initiatives advancing transportation projects

in North Texas.

Attachment(s):

1. T Ao TI Handout

Recommendation:

Staff recommends approval.

Item #S3 Discussion regarding publication of the Town's check register online.
-

Item #S4 Demonstration by the Information Technology Department of, and discussion regarding, the new IPADs for the paperless agenda.
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Adjourn Meeting

Posted:
12/3/2010, 5PM - Lea Dunn, City Secretary

THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES. PLEASE CALL (972) 450-2819 AT LEAST 48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.

Council Agenda Item: #WS1

AGENDA CAPTION:

Presentation, discussion and consideration of approval of the lowest and best bid to Highland Builders for the construction of the improvements to the Visitors Center, Phase II, located at Suite 400, Village on the Parkway, Addison, TX 75001, in the amount of \$1,218,433.00 with a contingency of 10% for a total amount of \$1,340,287.00.

FINANCIAL IMPACT:

The make-ready and furnishing of the Village on the Parkway property had originally been budgeted in the 2010 fiscal year. Delays in negotiating the lease pushed the costs of the project to the 2011 fiscal year. A budget amendment will be needed to recognize the project costs.

BACKGROUND:

The Addison Visitors Center, Phase II project will remodel the 19,787 square foot space in the Village on the Parkway to house the *Visit Addison* Visitors Services and Artisan Center.

RECOMMENDATION:

Staff recommends approval.

COUNCIL GOALS:

Continue to Attract Visitors

ATTACHMENTS:

Description:

[Bid Summary and Floor Plan](#)

Type:

Backup Material

Visit Addison, Phase 2
BID NO 11-03
DUE: November 30, 2010
2:00 PM

BIDDER	Highland Builders	Idea Construction	Struhs Construction	Modern Contractors	SFCC INC
General Conditions	42,444	45,433	38,000	25,000	42,500
Permit/CO	5,200	12,169	0	10,000	12,169
Site Construction	28,230	39,929	35,000	30,000	20,000
Concrete	66,907	37,000	28,000	40,000	50,000
Masonry/EFIS	20,000	23,170	25,500	20,000	26,000
Metals	30,400	27,100	25,000	30,000	9,500
Millwork/Carpentry	74,442	57,935	52,000	70,000	55,800
Thermal/Moist Prot.	16,245	14,436	9,800	10,000	7,500
Door/Frame/Hrdwre	39,213	44,288	68,000	40,000	50,000
Glass/Glazing	24,335	24,000	6,000	42,000	2,500
Drywall Partitions	45,800	46,800	26,000	30,000	90,055
Acoustical Ceilings	0	in drywall	10,500	20,000	5,000
Marble/Granite	10,980	in millwork	0	10,000	10,600
Flooring/Base	0	48,329	44,000	10,000	53,520
Carpet/Pad	42,870	in flooring	8,470	15,000	14,000
Wall Finishes	45,591	42,433	50,000	45,000	4,000
Specialties	46,859	43,057	33,500	50,000	75,500
Equipment/Applianc	16,444	19,029	19,500	20,000	50,000
Spec. Construction	0	0	9,200	5,000	75,000
Fire Prot	19,000	18,500	14,900	20,000	13,300
Plumbing	95,700	155,000	168,000	150,000	200,000
Mechanical	112,320	124,775	128,000	125,000	150,000
Air Balance	4,025	in mech	3,000	4,000	6,500
Electrical	241,079	283,500	285,000	270,000	358,975
Fire Alarm	12,000	11,500	9,900	10,000	15,000
Material Testing	0	1,000	3,000	2,500	5,000
Kiln	45,000	0	36,200	35,000	25,000
Security	51,034	22,523	51,000	50,000	60,000
Subtotal	1,136,118	1,141,906	1,187,470	1,188,500	1,487,419

1 of 2

Page 1

BIDDER	Highland Builders	Idea Construction	Struhs Construction	Modern Contractors	SFCC INC
Bonds	15,964	27,200	15,970	15,000	22,312
Subtotal	1,152,082	1,169,106	1,203,440	1,203,500	1,509,731
Overhead	23,042	41,850	33,850	5,000	30,195
Subtotal	1,175,124	1,210,956	1,237,290	1,208,500	1,539,926
Fee	23,502	16,041	36,900	29,500	153,993
Grand Total	1,198,626	1,226,997	1,274,190	1,238,000	1,693,919

2 of 2

Page 2

Visit Addison, Phase 2

BID NO 11-03

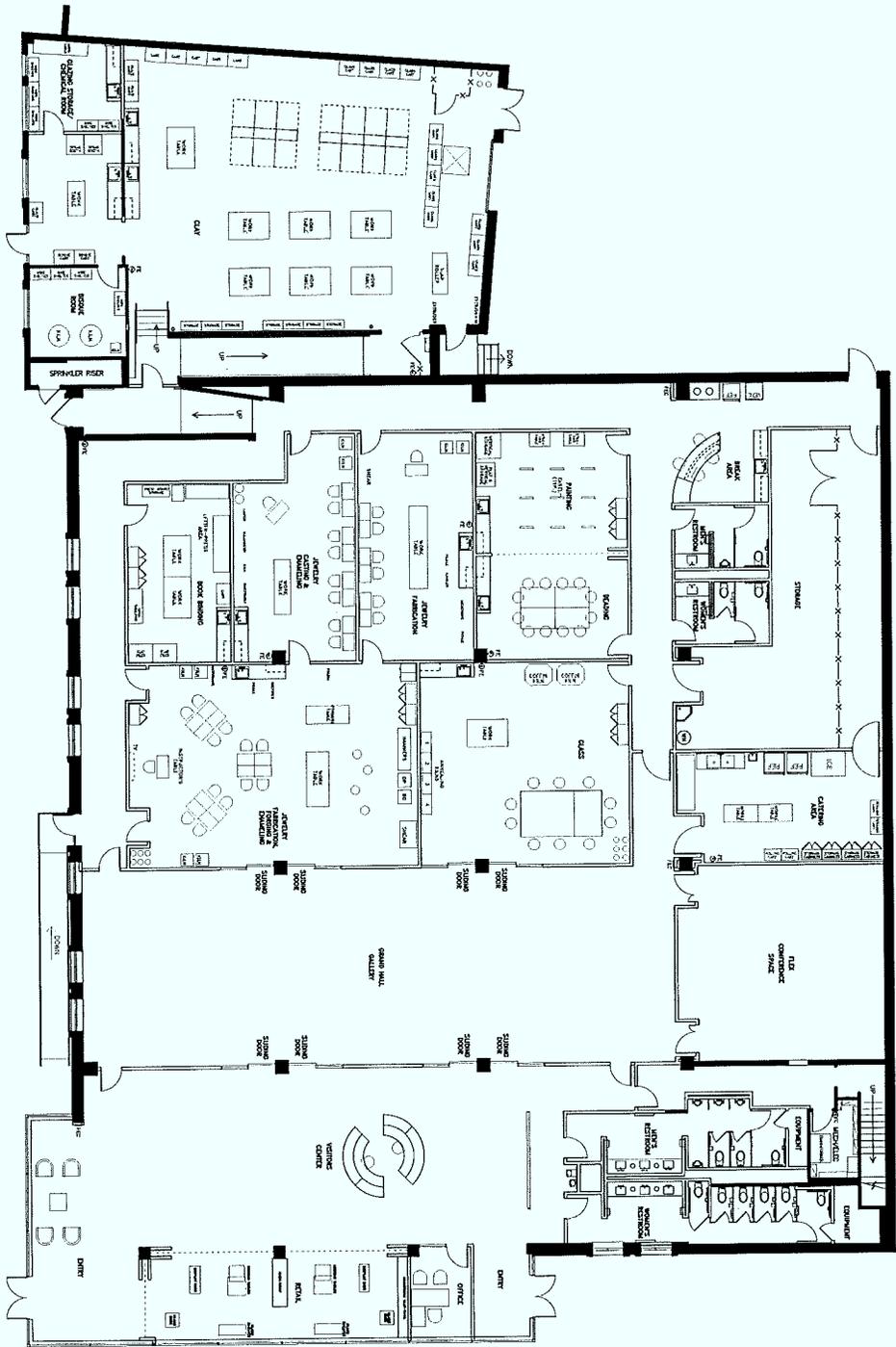
DUE: November 30, 2010

2:00 PM

BIDDER	Construction	Kiln Package	Security Package	Bid Total + Bonds and Fees	Alternate 1	Alternate 2	Alternate 3	Alternate 4	Alternate 5	Alternate 6	Alternate 7	Change Order %
Stone-Tec, Inc				11,028								
Highland Builders	1,040,084	45,000	51,034	1,198,626	(6,300)	(4,092)	5,805	(36,267)	1,508	1,939	12,494	8%
Idea Construction	1,119,383		22,523	1,226,997	(2,387)		(500)		750	8,820	18,375	5%
Struhs	1,100,270	36,200	51,000	1,274,190	(9,600)	300	2,000	(16,770)	1,300	-	-	12%
RJM Contractors	1,225,161	0	44,552	1,388,744	20,000	4,525	6,013	(16,763)	2,144	10,002	19,250	8%
Modern Contractors	1,153,000	35,000	50,000	1,238,000	(12,000)	(1,500)	2,000	(17,000)	2,000	8,500	10,000	10%
SFCC, Inc	1,402,419	25,000	60,000	1,693,919	5,500	3,200	10,900	16,800	12,400	25,600	32,500	10%

For Approval: Recap of Alternates with Recommendations 12/1/10
 REVISED 12/1/10 pm

Alternate #	Description	Amount	Recommendation
1	To save money, eliminate stained floor in front area	-\$6,300.00	Keep stain in base price; don't accept this credit
2	To save money, classroom doors to receive tempered glass in lieu of plastic insert	-\$4,092.00	keep "arty" door inserts if possible, don't accept this credit
3	Ron wanted more grillwork at exterior kiln	\$5,805.00	should accept to be safe; Tom to discuss with Ron
4	To save money, go with analog cameras in lieu of digital cameras	-\$36,267.00	stay with digital in base price; more future proof
5	Add gas line for future glory hole	\$1,508.00	not included in bid and should be approved for future glory hole if Tom agrees
6	New sump just in case the current one doesn't work; get Neal's input	\$1,939.00	don't accept now. Wait and see if it's needed
7	Provide new grit trap	\$12,494.00	needed according to Neal and it's not in contract; should accept
		red= not approved / green = approved	
TOTAL ADD TO BASE CONTRACT		\$19,807.00	If Tom agrees, then Robert can proceed with this number
		<u>1,198,626</u>	Base bid
		1,218,443	Bond Amount



CAROLYN H. NORBLAN
 TEXAS REGISTERED INTERIOR DESIGNER
 11-29-10
 NOT TO BE USED FOR
 REGULATORY APPROVAL,
 PERMIT OR CONSTRUCTION.

PROJECT NAME: CRAFT GUILD &
 VISITORS CENTER
 PROJECT NO: 0868-3000-10
 DATE: 11-29-10
 DRAWING TITLE: SPACE PLAN

INTERPRISE
 The Design Resource

Council Agenda Item: #WS2

AGENDA CAPTION:

Presentation, discussion and consideration of approval of a resolution showing support for the Transportation Advocates of Texas Movement. This Movement advocates our support of initiatives advancing transportation projects in North Texas.

FINANCIAL IMPACT:

N/A

BACKGROUND:

The member cities of the DRMC have been asked to consider passing the attached resolution to show our support to encourage our state legislators to be mindful that transportation should be addressed and progressed during the 82nd Session.

RECOMMENDATION:

Staff recommends approval.

COUNCIL GOALS:

N/A

ATTACHMENTS:

Description:

[TAoTI Handout](#)

Type:

Backup Material



Texans working together to secure resources for transportation investment to enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.

Transportation Advocates of Texas, Inc. is a growing statewide coalition of individuals, businesses, associations, regional organizations, chambers of commerce, economic development entities and local governments with one common agenda: to improve transportation in Texas. The coalition is engaged in an education process to inform Texans of transportation needs and challenges, to discuss possible solutions, and to develop a consensus transportation agenda for the 82nd Texas Legislature.

www.texas transportation.org

Transportation Advocates of Texas, Inc.	
Board of Directors	
San Antonio Medical Center Alliance	Jim Reed, Chairman
Arlington/Fort Worth	Vic Suhm, Vice Chairman (Tarrant Regional Transportation Coalition)
Austin	Beth Ann Ray, Secretary (Greater Austin Chamber of Commerce)
Houston	Jennifer McEwan, Treasurer (Gulf Coast Regional Mobility Partners)
Corpus Christi	Nelda Martinez (Corpus Christi City Council)
Dallas	Rider Scott (Dallas Regional Mobility Coalition)
East Texas	The Honorable John Thompson (Polk County)
El Paso	Mica Short, Vice President (El Paso Chamber of Commerce)
Laredo	Keith Selman (Laredo Metropolitan Planning Organization)
Northeast Texas	The Honorable James Carlow (Bowie County)
Panhandle/West Texas	Michael Reeves (Ports-to-Plains Alliance)
San Antonio	Vic Boyer (San Antonio Mobility Coalition)
South Texas / Valley	Pat Townsend (Rio Grande Partnership)
Williams Brothers Construction Co	Doug Pitcock
BNSF Railway	Dennis Kearns
Texas Council of Engineering Co's	Steve Stagner
Texas Conference of Urban Counties	Donald Lee
Civil Engineering Consultants	Don Durden
Port of Corpus Christi	Judy Hawley

Texas Transportation Fact Sheet

The purpose of transportation is to move people and goods efficiently. Not achieving this goal jeopardizes the Texas economy and reduces Texans' quality of life.

The status quo of our state's transportation system is not sustainable.

- The condition of Texas roadways is declining.
- Maintenance costs are rising as heavy truck traffic increases and pavements age.
- Delays from traffic congestion are increasing.
- Moving people and goods safely and efficiently requires a large, on-going investment.
- Current transportation revenues are too low to fund Texas' priority transportation needs.

The cost of doing nothing about it, or simply ignoring the problem, is not economically sustainable.

- Poorly maintained roads cost Texas motorists on average \$336 a year in unnecessary vehicle repairs.
- Congestion-driven delay costs Texans \$6.7 billion (2007) in wasted time and fuel.
- Inefficient transportation drives away business and erodes our tax base.

We are not keeping up with an aging system of infrastructure, or other states.

- Texas pavement scores are declining each year.
- Annual pavement maintenance and rehabilitation needs are nearly \$4.0 billion, while annual maintenance and rehabilitation expenditures have been around \$1.7 billion.
- Peer states spend two plus times more per lane mile for pavement maintenance and rehabilitation.

Our rapid population growth combined with under-funded roads has created a mobility crisis.

- Texas' population increased 53% and daily vehicle miles traveled increased 103% over the last 25 years.
- Texas adds more population each year than any other state.
- Dallas/Fort Worth and Houston each add more population annually than any other U.S. region.
- Texas will grow at a rate twice the national average and add 15.6 million residents by 2035 (a 61% growth rate).
- And with all this population growth, there is no new money available for added roadway capacity beginning in 2012 unless the Legislature provides new transportation revenue or the Transportation Commission chooses to sacrifice highway maintenance.

Funding sources have remained stagnant for decades, while construction costs have risen.

- The state gas tax rate has been \$0.20/gallon since 1991; the federal rate has been \$0.184 since 1993; vehicle registration fee rates have not been raised since 1985.
- The motor fuel tax and vehicle registration fee account for 78% of state highway fund revenues.
- These tax and fee revenues do not increase when product prices rise, yet the costs they support – roadway maintenance and construction – do increase when the economy is growing.
- Highway construction costs in Texas increased 65 percent between 2002 and 2008.
- Motor fuel tax revenue is declining as vehicles become more fuel efficient--the decline from 2008 to 2009 was 2.17%.

Texans pay much less in transportation costs than the rest of the nation and world.

- At \$0.384/gallon, our tax burden is about 14 percent of the product price, compared to a 60-to-70 percent tax burden on motor fuel in many other modern, developed economies of the world.
- The U.S. average rate is \$0.45/gallon; the low is \$0.264 and the high is \$0.670.
- Eleven states have a lower rate and 38 states a higher rate than Texas.

How much would raising the gas tax actually cost an individual motorist?

Distance driven per year:	10,000 miles	15,000 miles	20,000 miles
Average vehicle fuel efficiency:	24 miles / gallon	24 miles / gallon	24 miles / gallon
Cost of \$0.10/gal tax increase:	\$3.47 / month	\$5.21 / month	\$6.94 / month
Cost of \$0.20/gal tax increase:	\$6.94 / month	\$10.42 / month	\$13.89 / month

RESOLUTION

ENDORISING THE EDUCATION CAMPAIGN TO INFORM TEXANS OF TRANSPORTATION NEEDS AND URGING THE 82ND TEXAS LEGISLATURE TO ENACT REVENUE MEASURES TO FUND TRANSPORTATION INVESTMENT

WHEREAS, a statewide coalition -Transportation Advocates of Texas, Inc. - is carrying out a public information campaign to inform Texans of transportation needs and to develop a consensus agenda to improve our state's transportation system; and

WHEREAS, without new revenue or diversion of needed maintenance funding, there will be no new funding for added transportation capacity in Texas beginning in 2012; and

WHEREAS, Texas is adding more population annually than any other state and its metropolitan areas are adding more population than other U.S. regions; and

WHEREAS, the condition of Texas roadways is declining because of underinvestment in maintenance and rehabilitation; and

WHEREAS, delays from traffic congestion are increasing because of underinvestment in infrastructure to provide the capacity to serve population growth; and

WHEREAS, the quality of life of Texans declines to the extent that transportation fails to move people and goods efficiently; and

WHEREAS, failing to provide for a transportation system that moves people and goods efficiently jeopardizes the strength and vitality of the Texas economy; and

WHEREAS, moving people and goods safely and efficiently requires a large, on-going investment; and

WHEREAS, current transportation revenues are too low to fund Texas' priority transportation needs; and

WHEREAS, Texans want and deserve transportation improvements that enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure and energize the Texas economy.

NOW THEREFORE BE IT RESOLVED BY _____ that

Section 1. _____ endorses the statewide education campaign to inform Texans of transportation needs and to develop a consensus agenda to improve Texas transportation and encourages Texans to participate in the transportation conversation.

Section 2. _____ urges the 82nd Texas Legislature to enact revenue measures to fund investment needed to improve Texas transportation.

Section 3. A copy of this resolution shall be forwarded to the Texas Legislature and Governor, to media and to Transportation Advocates of Texas, Inc.

Adopted this _____ day of _____ 2010.



Texans working together to secure resources for transportation investment to enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.

Coalition Membership Form

Transportation Advocates of Texas, Inc., a growing statewide coalition of individuals, businesses, associations, regional organizations, chambers of commerce, economic development entities and local governments, was established in January 2010 with one common agenda: to improve transportation in Texas. Together, we are building a grassroots movement that will empower citizens and businesses across the state to advocate for increased transportation investments that will preserve our quality of life and support our economic vitality.

We invite you to become a member of our statewide coalition today, and join hundreds of other Texas citizens and businesses working together to secure transportation resources that will enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.

Individual Membership

Name _____
Address _____
City, State Zip _____
Email Address _____
Phone Number _____

Corporate/Organizational Membership

Name _____
Title _____
Company _____
Address _____
City, State, Zip _____
Email Address _____
Phone Number _____

- I would like to join the coalition (no dues required).
- I would like to contribute to the coalition's statewide grassroots educational effort.
- \$_____ individually \$_____ organizationally

Note: Members agree to participate in the conversation about transportation, to educate Texans about transportation needs, and to work constructively to develop a consensus agenda to address transportation needs. Members consent to the use of their names in coalition publications, including in lists of supporters of the coalition and its legislative agenda. Recognizing that the legislative process is a dynamic one, the coalition agenda may change during the legislative session; therefore, the coalition will permit a member upon request to withdraw from coalition membership.

- You can use my name during the public education campaign but I reserve my consent for use of my name in support of the legislative agenda until I see and approve its contents.

Please send membership form and check to: 13526 George Road, Suite 107, San Antonio, Texas 78230. You can fax (210.688.4507) or e-mail (vboyer@samcoinc.org) the membership form if you prefer. If you choose to contribute, make checks payable to Transportation Advocates of Texas, Inc. Transportation Advocates of Texas, Inc. is a Texas Nonprofit Corporation (501.c.6, tax ID # 27 2699942). Please check with your tax advisor on the deductibility of any contributions.

For questions or more information, please contact Vic Suhm (817) 262-7230, vic@trtcmobility.org or Vic Boyer (210) 688-4407, vboyer@samcoinc.org

Possible Solutions

Texans need to decide what level of transportation they wish to pay for and what means they wish to use to make that payment. If we continue on our current course with the planned level of transportation revenue and expenditures, then Texans will be paying with their time, vehicle repairs, commodity prices, air pollution, lost economic growth opportunities, tolls, vehicle registration fee and motor fuel tax. If Texans decide they wish to improve transportation and to pay a higher tax or fee to fund transportation improvements, then they will pay less with their time, commodity prices, air pollution, and lost economic growth opportunities. Texans need to decide what they want and how they want to pay for it; then they must convey that decision to their elected state senator and state representative.

There are numerous revenue options from which the Texas Legislature can choose in deciding how to fund transportation, depending upon which their constituents are willing to support, including:

- Eliminating the state sales tax exemption on motor fuel
- Eliminating the local sales tax exemption on motor fuel
- Increasing the annual state vehicle registration fee
- Authorizing an additional county vehicle registration fee
- Authorizing a state mobility improvement fee (a vehicle registration fee that is applied only to annual renewals, not at the time of vehicle purchase)
- Authorizing a county mobility improvement fee (a vehicle registration fee that is applied only to annual renewals, not at the time of vehicle purchase)
- Increasing the rate of the state tax on motor fuel
- Authorizing counties to levy a county tax on motor fuel subject to voter approval of a ballot listing specific transportation improvement projects
- Incrementally reducing the use of motor fuel tax and vehicle registration fee revenue to fund the Department of Public Safety
- Authorizing any county to establish a county toll authority or to join with adjacent counties in a regional toll authority
- Expanding the ability to use reinvestment zones to fund transportation, i.e., authorize cities and counties to capture the growth increment in local property taxes and/or local sales taxes for investment in transportation projects
- Indexing the tax on motor fuels
- Utilizing public private partnerships to attract private equity
- Enacting a vehicle miles traveled fee (realistically this option is best enacted by the federal government following satisfactory resolution of related issues)

Council Agenda Item: #WS3

AGENDA CAPTION:

Discussion regarding publication of the Town's check register online.

FINANCIAL IMPACT:

N/A

BACKGROUND:

N/A

RECOMMENDATION:

COUNCIL GOALS:

N/A

ATTACHMENTS:

Description:

Type:

No Attachments Available

Council Agenda Item: #WS4

AGENDA CAPTION:

Demonstration by the Information Technology Department of, and discussion regarding, the new IPADs for the paperless agenda.

FINANCIAL IMPACT:

Item has been budgeted.

BACKGROUND:

N/A

RECOMMENDATION:

COUNCIL GOALS:

N/A

ATTACHMENTS:

Description:

Type:

No Attachments Available