



Addison City Council Meeting

May 6, 2025

**Addison Town Hall
5300 Belt Line Road
Dallas, Texas 75424**

**AMENDED 5/5 at 2:14 PM - Updated presentation
added to WS Item #3c (State Legislative Update)**

Email comments may be submitted using the Public Comment Form located on Addison's website by 3:00 PM on the meeting day. The meeting will be live-streamed at www.addisontx.gov.

WORK SESSION

The Addison City Council will convene in the Town Hall Parlor beginning at 5:30 PM.

1. **Call Meeting to Order and Announce that a Quorum is Present**
2. **Pledge of Allegiance** United States and Texas Flags
3. **Work Session Reports**
 - a. Present and discuss the Police Department's new building project, including space needs, costs, and related challenges.
 - b. Present and discuss the speed limit on Quorum Drive including an overview of existing roadway conditions, Addison Police Department data, driver feedback sign report information, countermeasures used for roadway safety from the Federal Highway Administration and inclusion in the Master Transportation Plan.
 - c. Present and discuss an update on the 89th State Legislative Session.

4. **Items of Community Interest.** The City Council will have this opportunity to address items of community interest, including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition; a reminder about an upcoming event organized or sponsored by the Town of Addison; information regarding a social, ceremonial, or community event that was or will be attended by an Addison City Council member or an official; and, announcements involving an eminent threat to public health and safety in Addison that has arisen since posting this agenda.

5. **Adjourn Meeting**

NOTE: The City Council reserves the right to meet in a Closed Meeting at any time during this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551. Any decision held on such matters will be conducted in an Open Meeting following the conclusion of the Closed Meeting.

THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES. PLEASE CALL (972) 450-7017 AT LEAST 48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.

Posted by: Valencia Garcia, City Secretary

Date posted: May 1, 2025 Time posted: 3:19 PM

Date removed from bulletin board: _____

Removed by: _____

City Council Work Session Meeting

3. a.

Meeting Date: 05/06/2025

Department: Information Technology

Key Focus Areas: Public Safety

AGENDA CAPTION:

Present and discuss the Police Department's new building project, including space needs, costs, and related challenges.

BACKGROUND:

In July 2019, the Town awarded LPA Architects (LPA) a contract to conduct a Facility Utilization and Consolidation Study. The study's purpose was to identify ways to improve facility functionality and to plan for future growth needs. LPA presented its report on April 14, 2020. At the conclusion of the presentation, Council asked Town staff to continue the study in a second phase.

On January 11, 2022, Council approved an agreement with MPI Architects (MPI) for Phase 2 of the study. MPI was asked to capitalize on data collected in Phase 1 and provide additional options and financial analysis. The Phase 2 Report was presented to the Council on March 28, 2023. The Council's consensus was to further investigate the feasibility and costs associated with a new Police and Courts Facility, new Fire Station 1, and options for a Town Center.

Staff reviewed and presented the Phase 1 and 2 findings to seek the Council's direction regarding the next steps on July 11, 2023. The Council's consensus was to further investigate the feasibility and costs associated with a new Police and Courts Facility and options for a Town Center. In February 2024, the Council held its annual strategic planning retreat and directed the town's staff to proceed with consideration of a plan and funding for the Police and Courts facility. On May 28, 2024, the Council approved a \$35,000,000 Certificate of Obligation for a new Police and Courts facility.

FISCAL IMPACT

The fiscal impact of the new Police and Courts facility is dependent on both its location and the square footage of the facility. There are no costs associated with this item at this time.

RECOMMENDATION

Information only.

Attachments

Presentation - Police & Courts Facility

New Police Station Project

Navigating Space Needs, Costs, and Property

The logo for Addison, featuring the word "ADDISON" in blue capital letters inside a white circle, which is set against a blue background with a white diagonal line.

April 22, 2025

Hamid Khaleghipour, Executive Director of Internal Services
Chris Freis, Police Chief

- **2019 – LPA Architects (LPA) was engaged** to analyze current facilities and provide concepts to maximize use of existing facilities by identifying growth over the next 10 years.
- **2020 – LPA’s findings were presented to Council.** Council directed Town staff to continue the study in a second phase.
- **2022 – MPI Architects was engaged for a second phase** to provide financial analysis, develop strategy for each building, and provide rough square footage requirements for a new City Center.
- **March 2023 – Staff presented the findings of the study** along with three options for Council to consider: 1) renovate existing facilities, 2) build new facilities and repurpose others, and 3) continue to maintain existing facilities.
- **June/July 2023 – Council revisited the March 2023 findings.** The Council’s consensus was to further investigate the feasibility and costs associated with a new Police and Courts facility and options for a Town Center.
- **February 2024 – Council held its annual strategic planning retreat** and identified addressing Town facilities, including proceeding with consideration for a plan and funding for Police & Courts facility, as a strategic objective under Financial Health & Organizational Excellence Key Focus Area.

- **May 28, 2024 – Town staff presented a proposed facilities strategy** to Council based on a number of factors.
 - Proposed renovation / repurposing of the Conference Centre, construction of a new Police & Courts facility at the same location, and improvements to the Service Center.
 - The Council approved moving forward with the construction of a new Police & Courts facility, adopting MPI's recommended \$35 million construction cost funded through CO's.
 - **Initial cost estimate was based on:**
 - A 45,000 sq. ft. building.
 - No staff relocation - building on existing parking lot.
 - Keep the existing gun range.
 - Rebuild on the existing site.

- **October 14, 2024** – Town staff released a Space Needs Assessment RFQ and selected a GFF Design to:
 1. Assess the **needs of the Police Department and Municipal Court** to determine spaces appropriate for current day operations and 10-year time horizon (**completed**).
 2. Evaluate **construction options with the proposed site** (**in progress**).
 3. Estimate **construction cost** (**in progress**).

Needs Assessment

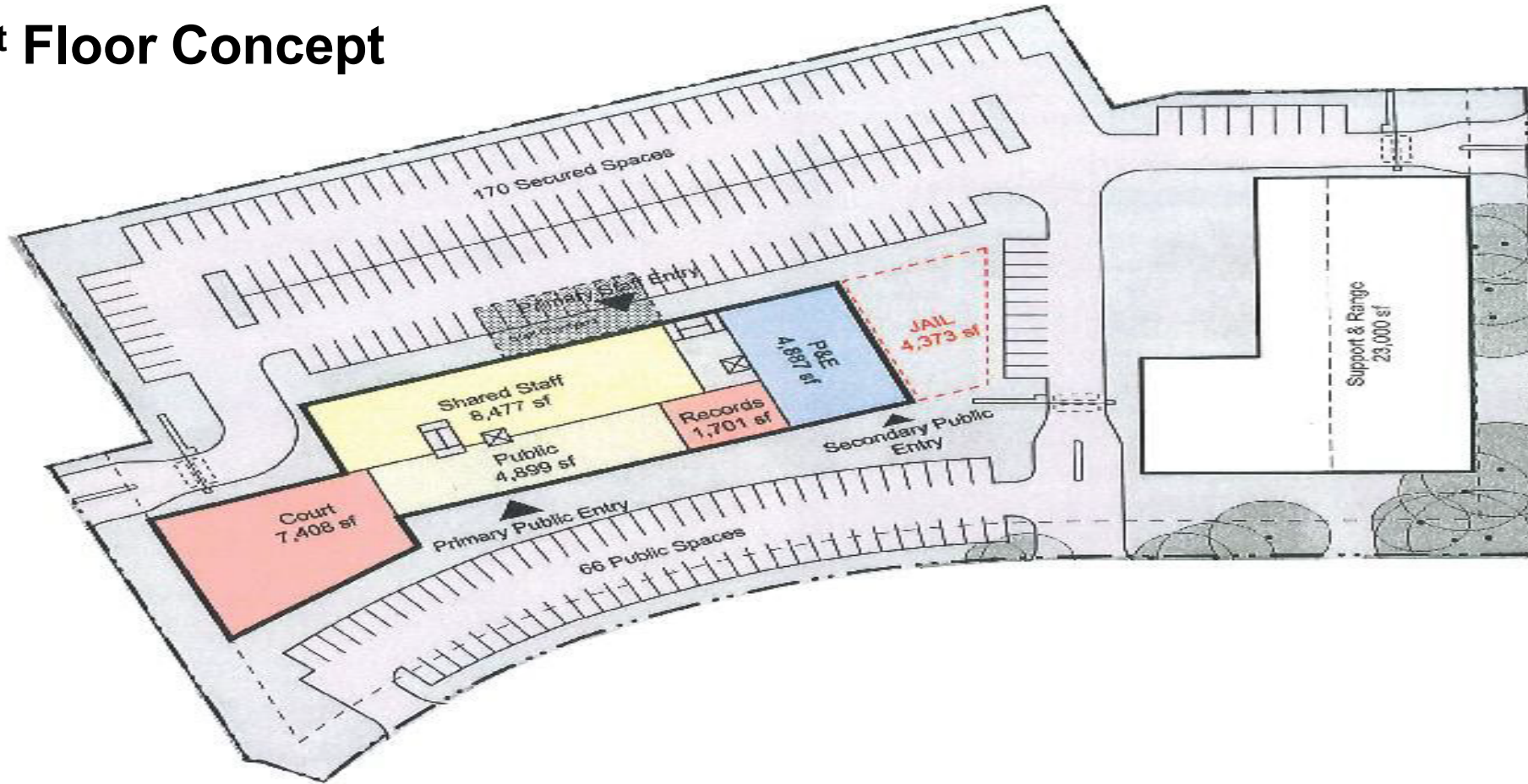
- GFF Design estimates a total space need of **74,634 sq ft** including a new gun range and support building.
 - Architects met numerous times with PD and Courts leadership to determine current space needs and future growth needs based on staffing projections and operations.
 - Toured 15 other police facilities in the region
 - Incorporated best practices for Police and Courts building design.

	M	Base GF	GFF Space Needs Assessment w/ Support Building and Gun Range
Total Square Footage	45,000	51,602	74,634

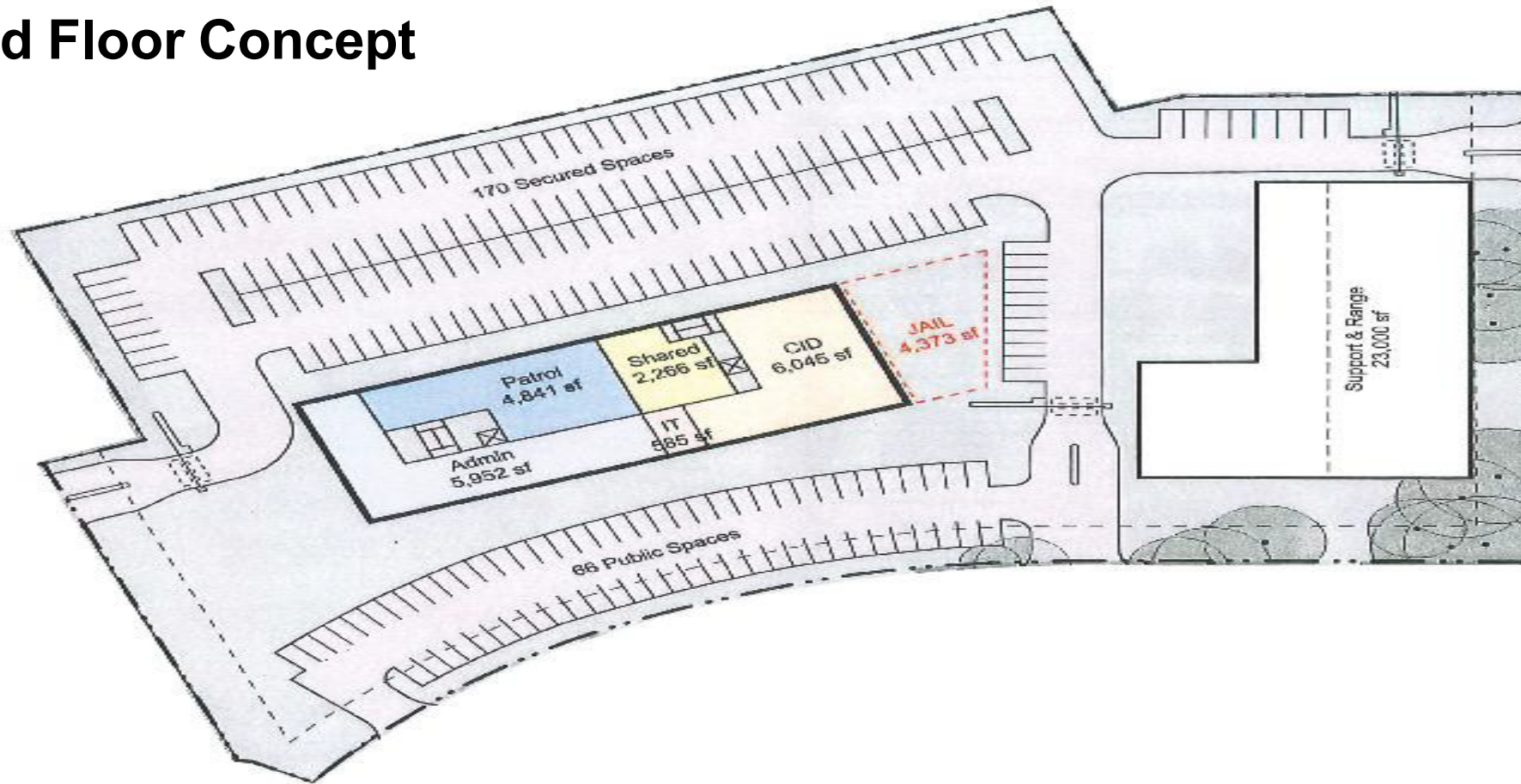
Needs Assessment

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1st Floor Concept



2nd Floor Concept



Why a New Building is Needed

- The current building is over 40 years old.
- Although several updates have been made to the current building, its continued maintenance is no longer financially justifiable.
- The Police Department has exceeded space for current staff and no room for future growth.
- The current building is not ADA compliant.
- Given the state of the current building, we are not as competitive in the market to attract and retain employees.

Existing Gun Range

- Current gun range is 6 lanes and 25 yards.
 - 25 yards will only accommodate handguns and shotguns. APD currently rents a range for rifle shooting.
 - 6 lanes is too small to accommodate in-service training and qualifications based on current size of department.
- Target carriers and bullet trap are antiquated technology and no longer used in modern ranges.
- HVAC on range was upgraded in 2020 due to safety concerns. No other improvements or renovations have occurred recently.
- Designing and constructing a new police building around the current 40-year-old range and gym is not an efficient use of the limited land available.

Challenges with Existing Site:

- Existing Police Department building is located on Airport property.
- FAA approval is required for demolition and rebuilding.
- Likely will need to pay for the land parcel to rebuild.

Expanding onto Adjacent Airport Land:

- Expanding to the airport property would include additional costs, FAA evaluation, and be considered in the Airport Master Plan.
- FAA evaluation standard: *"Is the request in the best interests of civil aviation?"*

Temporary Relocation of Police & Court Operations:

- Constructing a new building adjacent to current building may not be feasible.
- To remain onsite, staff may need to temporarily relocate operations due to site configuration.

Potential Expansion onto T-Hangers

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	MPI Building Feasibility Study	GFF Space Needs Assessment Base	GFF Space Needs Assessment w/
Estimated Total Preliminary Cost	\$35,000,000	\$50,208,746	\$72,000,000
Main Building Square Footage	45,000	51,602	51,602
Range & Support Building Square Footage	N/A	N/A	23,032
Estimated Total Project Cost per Square Foot	\$778	\$973	\$973

GFF Design Assessment reflects the following changes from initial feasibility study:

- Updated construction cost per sq. ft. based on comparable projects and inflation
- Updated FFE cost (Furniture, Fixtures, & Equipment)
- \$4.2m for potential land acquisition
- Future staffing needs based on 10-year staffing study*
- Does not include costs for temporary relocation of Police & Courts operations

* Staffing estimates are preliminary and reflect a range

- The estimated costs remain preliminary, but staff feels confident the minimum cost will exceed \$35 million.
- Understanding the anticipated cost increase, **does Council prefer to plan for a bond election to include this project instead of CO issuance?**
- **Considerations:**
 - A bond election will extend the project timeline, and the building remains in critical condition. In this scenario, staff will prepare plans to address urgent concerns in a fiscally prudent manner.
 - Given increased costs and added complexity of the decisions (i.e. scope of gun range and support building), input and support from a Bond Committee would be valuable.

- **Develop a Bond Committee and pursue a Bond Program in 2026.**
 - Form a Bond Committee in 2025 to review proposed facility, options, and costs and provide recommendation to Council.
 - Staff will present plans for a Bond Committee soon which will include other potential projects for Committee consideration.
- **Continue working through challenges with existing property.**
 - Continue consultation with FAA.
 - Continue seeking to expand on existing PD lots, which requires FAA approval and potential for other suitable land required for aviation purposes.
 - Identifying potential temporary facility locations and estimated costs, including building out in compliance with federal and state requirements.
- **Explore suitable alternative land within the Town.**

Questions?

A blue circular logo with the word "ADDISON" in white capital letters.

City Council Work Session Meeting

3. b.

Meeting Date: 05/06/2025

Department: Public Works

Key Focus Areas: Public Safety
Mobility and Connectivity

AGENDA CAPTION:

Present and discuss the speed limit on Quorum Drive including an overview of existing roadway conditions, Addison Police Department data, driver feedback sign report information, countermeasures used for roadway safety from the Federal Highway Administration and inclusion in the Master Transportation Plan.

BACKGROUND:

Staff received a request from Council Member Howard Freed that was seconded by Council Member Dan Liscio to request a work session to discuss the speed limit on Quorum Drive, with a request to *"reduce speed limit from 30 MPH to 20 MPH for the approximately 1/2 mile from Arapaho Road to Airport Parkway and install blinking yellow lights and signage at each end of the "Slower Speed Zone" that states: "Entering A Slower Speed Zone" to call attention to the new speed limit."*

Quorum Drive from Arapaho Road to Keller Springs is a four-lane divided roadway with on-street parking and sidewalks on both sides and a stop sign at Morris Avenue and Quorum Drive, which was recently installed on March 10. Staff is currently working on additional visibility enhancements. Three signalized intersections are located at Arapaho Road, Airport Parkway, and Keller Springs Road.

A driver feedback sign is located southbound in the median before Addison Circle, giving the driver direct feedback of the speed they are driving on the roadway in this location. The driver feedback sign from March 1 through March 31 recorded a median speed of 28 miles per hour after the stop sign installation. The 85th percentile is used as the standard engineering practice to set the speed limit on roadways. The recorded 85th percentile showed that 85% of drivers were driving 33 MPH or less after the stop sign installation. The 95th percentile showed that 95% of drivers drove 36 MPH or less after the stop sign installation.

The Addison Police Department provided information for January through March 2025, in which 95 traffic stops were conducted and 115 warnings/citations were issued. Of those violations, 70 vehicles ran the stop sign, 25 were speeding, and 20 had other violations. These traffic stops included zero in January, 6 in

February, and 109 in March when enforcement increased due to the stop sign installation. There have been zero crashes in this area. In 2024, zero crashes occurred in this area and 30 speeding violations occurred, of which 2 citations were issued.

The Federal Highway Administration provides 26 proven safety countermeasures that significantly impact roadway safety. The countermeasures used in the Quorum Drive project are an exciting example of how the reconstruction in this area will allow for a safer roadway environment for all users. The Town is continuing to review and assess roadway characteristics and evaluate the roadway classification and speed limits during the ongoing development of the Master Transportation Plan for all roadways across the Town.

FISCAL IMPACT

Not applicable.

RECOMMENDATION

In the presentation, staff has provided options for Council to consider.

Attachments

Presentation - Quorum Road Speed Limit

Quorum Drive Speed Limit



ADDISON

May 6, 2025

Rebecca P. Diviney, PE
Public Works and Engineering

- ☐ City Council Request
- ☐ Existing Roadway Condition
- ☐ Police Department Data
- ☐ Driver Feedback Report
- ☐ Countermeasures
- ☐ Recommendation

- Staff received a request from Council Member Howard Freed, that was seconded by Council Member Dan Liscio, to include a work session agenda item for City Council consideration.
- Request to consider the *“speed limit on Quorum Drive be reduced from 30 MPH to 20 MPH for the approximately 1/2 mile from Arapaho Road to Airport Parkway and install blinking yellow lights and signage at each end of this “Slower Speed Zone” that states: “Entering A Slower Speed Zone” to call attention to the new speed limit.”*

Existing Roadway Condition

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Quorum Drive from Arapaho Road to Keller Springs Road

- ☐ 4-lane divided roadway
- ☐ On-street parking
- ☐ Sidewalks on both sides of the roadway
- ☐ A stop sign at Morris Avenue and Quorum Drive was installed the week of March 10. Staff is working on additional visibility enhancements.
- ☐ Signalized intersection at:
 - Arapaho Road
 - Airport Parkway
 - Keller Springs Road
- ☐ Driver Feedback Sign located southbound before Morris Avenue and Quorum Drive



Police Department Data: January – March 2025

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Traffic Stops:

Total number of traffic stops: 94
Total number of warnings/citations issued: 115
Total number of speeding violations in 2024: 30 (2 citations were issued)

Violation Type:

Ran stop sign: 70
Speeding: 25
Other: 20

Month:

January: 0
February: 6
March: 109 – Increased enforcement

Crash Data:

Total number of crashes: 0
Total crashes in 2024: 0



Driver Feedback Report

Median Speed:

- 28 miles per hour

85th Percentile:

- Standard engineering practice used to set the speed limit on the roadways.
- 85% of drivers drive 33 miles per hour or less

95th Percentile:

- 95% of drivers drive 36 miles per hour or less



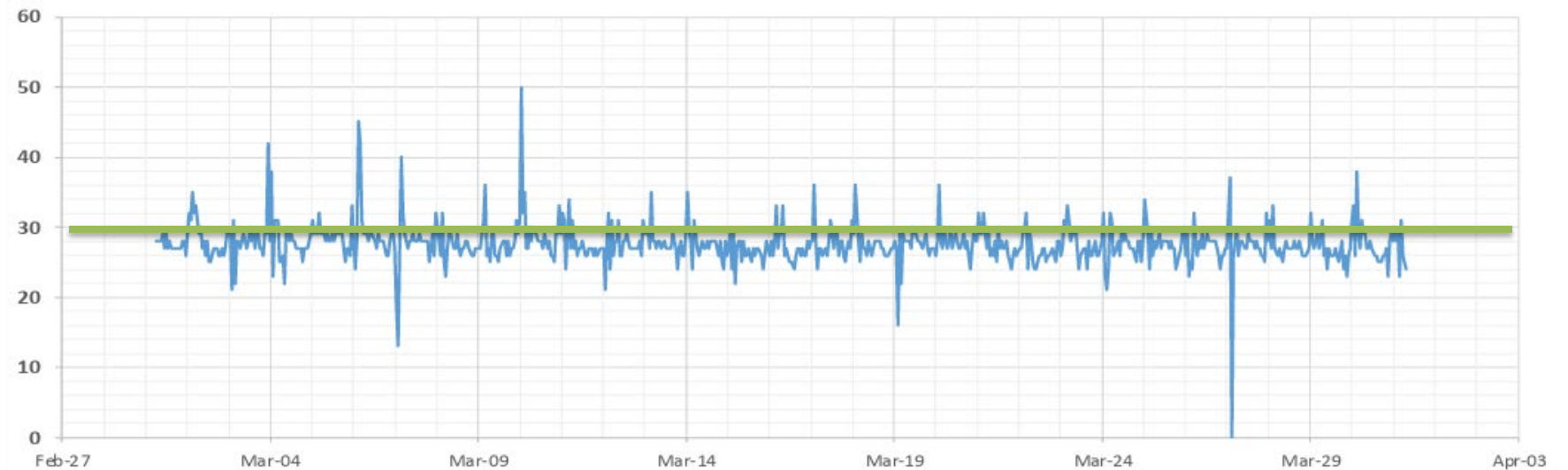
Driver Feedback Report for Town of Addison TX

1 March, 2025 07:24 AM - 31 March, 2025 07:24 AM

Quorum Speed Sign SB 17628 Daily Averages

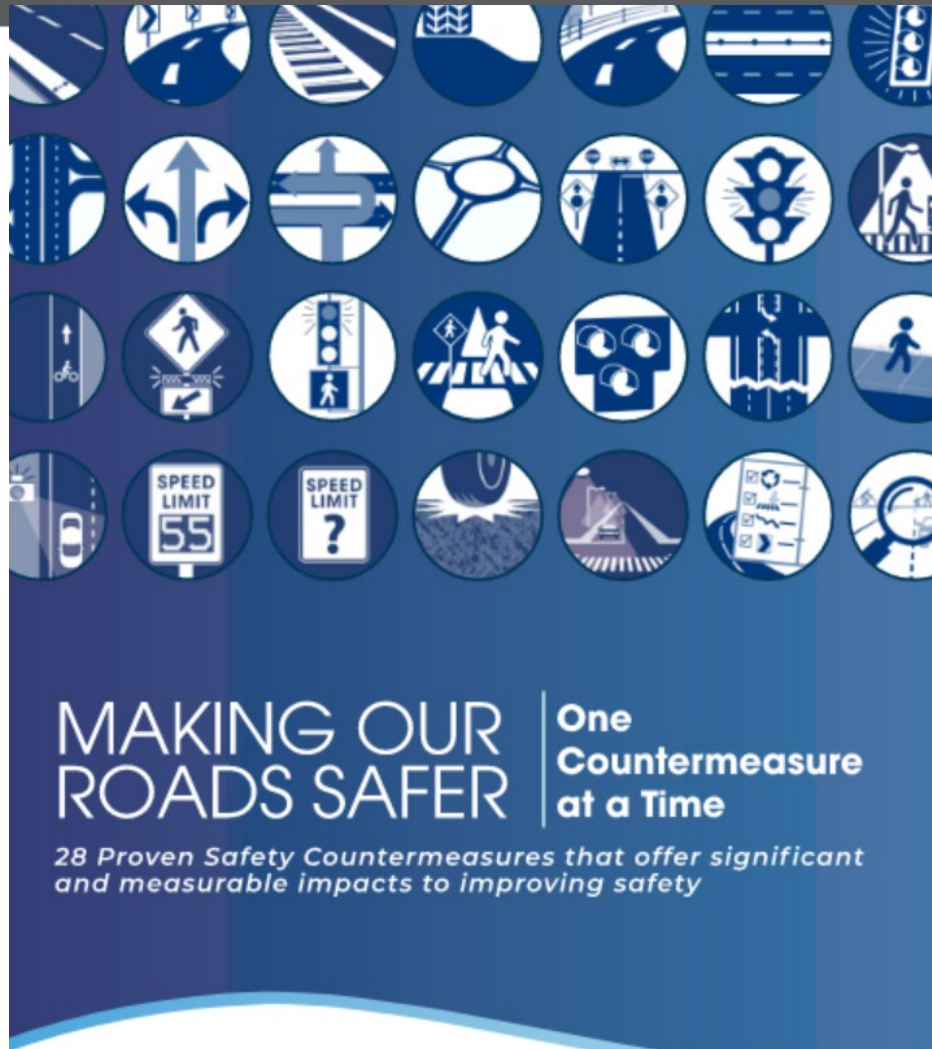
DAY	HOUR >	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Median Speed		28	28	28	28	29	29	27	27	28	30	28	28	28	28	26	27	28	28	27	28	28	27	28	27	28	27	27	27	27	28	27
85th Percentile		33	34	33	33	34	34	32	33	33	34	32	32	33	33	33	33	32	33	32	33	33	32	33	32	33	32	31	32	32	33	31
95th Percentile		36	37	36	36	36	38	36	36	36	38	37	35	36	36	36	36	35	35	36	36	36	35	36	35	36	35	34	35	36	36	33
Volume		109	56	68	75	70	71	72	54	48	66	66	70	68	69	56	48	62	69	70	72	70	61	50	67	70	64	71	64	59	46	19
Volume Totals		1967	1353	1621	1799	1674	1704	1738	1289	1093	1572	1585	1673	1630	1651	1348	1163	1477	1662	1670	1721	1668	1460	1200	1617	1675	1546	1708	1528	1107	1114	148

Quorum Speed Sign SB 17628 Median Speed (mph)



Countermeasures

ADDISON



OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT

- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- SafetyEdge™
- Roadside Design Improvements at Curves
- Median Barriers

INTERSECTIONS

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

PEDESTRIANS/BICYCLES

- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons (RRFB)
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

Crosscutting

- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audit



U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE
<https://safety.twa.dot.gov/>

Countermeasures

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Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Reconfiguration\)](#)



[Walkways](#)

Intersections



[Backplates with Retroreflective Borders](#)



[Corridor Access Management](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)



[Reduced Left-Turn Conflict Intersections](#)



[Roundabouts](#)



[Yellow Change Intervals](#)



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)

Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Variable Speed Limits](#)

- The primary method to address vehicle speed is to alter the built environment.
- Enforcement alone will not fix a speeding concern.

Master Transportation Plan Update

A blue circular logo with the word "ADDISON" in white, uppercase letters.

- ❑ Project in progress to review and assess roadway characteristics to plan for the future.
- ❑ Roadway evaluation review includes:
 - Classification
 - Speed limits
- ❑ Speed limits will be evaluated along:
 - Montfort Drive Midway Road
 - Quorum Road Arapaho Road
 - Airport Parkway Addison Road
- ❑ Coordination between DART divisions and the Town.
- ❑ Public input opportunities throughout the process.

Seeking Council direction:

1. Modify the speed limits on Quorum Drive now.
 - Note: If Council wishes to make this modification, staff recommends the roadway section of Quorum Drive from Arapaho Road to Keller Springs Road be reduced to **25 mph**.
2. Wait and evaluate the speed limit during the Master Transportation Plan process when all speed limits will be evaluated across Town.
3. Other direction as provided.

Questions

City Council Work Session Meeting

3. c.

Meeting Date: 05/06/2025

Department: City Manager

Key Focus Areas: Public Safety

Economic Development and Revitalization

Mobility and Connectivity

Infrastructure Development and Maintenance

Financial Health and Organizational Excellence

Community Engagement

Vibrant and Active Community

AGENDA CAPTION:

Present and discuss an update on the 89th State Legislative Session.

BACKGROUND:

In advance of State legislative sessions, the Town has adopted legislative priorities to signal policy areas that are most important to the Town, provide the City Council's position on legislative topics that may be considered during the session, and provide direction to Town staff to act quickly on priority issues. The City Council considered a draft list of State legislative priorities for the 89th Texas Legislature during a work session on December 10, 2024 and approved the priorities through a Resolution on January 14, 2025.

The 89th regular session of the Texas Legislature began January 14, 2025 and ends June 2, 2025. During the session, staff has promoted and advocated for the Town's legislative priorities, including providing written and oral testimony in coordination with Mayor Bruce Arfsten. Staff have also coordinated efforts when interests are aligned with partners, such as the Texas Municipal League or North Central Texas Council of Governments, and sent regular updates to City Council through the Friday Reports.

Although there are many bills that could impact cities and the Town, the attached presentation focuses on the most significant legislation being monitored. **Please note that bills are moving rapidly as the session nears the end.** The updates provided on the presentations are as of Thursday, May 1 and staff will provide any further updates during the presentation on Tuesday, May 6.

At the conclusion of the session, staff will work on a comprehensive wrap-up report to communicate and prepare any changes to be in compliance with adopted legislation.

FISCAL IMPACT

There are many bills being considered that could have a fiscal impact on the Town. The attached presentation provides insight on the most significant bills being monitored and their potential financial impact on the Town.

RECOMMENDATION

Information only.

Attachments

Presentation - State Legislative Update

Update on the 89th State Legislative Session

May 6, 2025

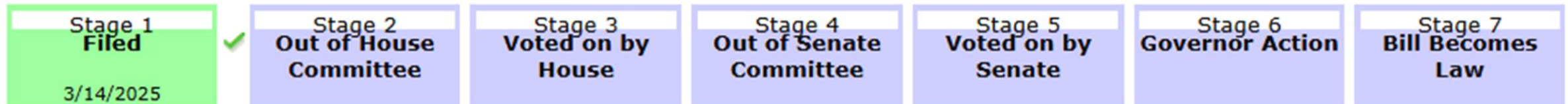
Sarah Kuechler, Chief of Staff

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font. The text is centered within a white circle, which is itself set against a blue background. The blue background is part of a larger graphic on the right side of the slide, consisting of a blue triangle with a white circle and a grey triangle.

89th Texas Legislature Regular Session – 140 Days

- *Monday, Nov. 11, 2024:* *Bill Filing Begins*
- *Tuesday, Jan. 14, 2025:* *Regular Session Begins*
- *Friday, March 14, 2025:* *Bill Filing Deadline (60th day of session)*
- *Monday, May 12, 2025:* *Deadline for House Committees to report out House bills*
- *Thursday, May 15, 2025:* *Deadline for the House to consider HBs on 2nd reading*
- *Tuesday, May 27, 2025:* *Deadline for the House to consider SBs on 2nd reading*
- **Monday, June 2, 2025:** **Regular Session Ends**

Bill Stages (House Bill Example)



- In early February, **Governor Abbott issued his list of legislative priorities** or emergency items for the session:
 - Property Tax Relief – Tax and Debt Elections
 - School Choice
 - Teacher Pay Increase
 - Water Investments
 - Expanding Career and Technology Training
 - Bail Reform
 - Texas Cyber Command
- **Special Sessions:** Only the Governor has the ability to call a special session. Called 30 days at a time.

Background

- The **Town adopted 2025 State Legislative Priorities** by Resolution on Jan. 14, 2025 to:
 - Signal policy areas that are most important to the Town of Addison
 - Provide City Council's position on legislative topics that may be considered
 - Provide direction to Town staff to act quickly on priority issues
- The **Town's legislative priority areas** are below, with the full list at the end of this presentation:

Local Authority	Economic Development
Revenue, Finance, and Budget	Transportation, Mobility, and Aviation

- **Staff's actions during the legislative session:**
 - Promote and advocate for the Town's legislative priorities, including written and oral testimony
 - Coordinate efforts with TML, NCTCOG, and other partners
 - Engage and communicate with City Council
- During this presentation, **staff will highlight most significant bills; however, there are many more that are being monitored** that could impact cities and the Town of Addison.

HB 19: Limit Municipal Debt (*Oppose*)

- **Limits maximum annual debt service from property taxes to 20%** of the average property tax collections of the prior three years.
 - Could severely impact the Town's ability to issue debt.
 - Committee Substitute – amended that any debt outstanding before the bill's effective date would not be counted toward the 20% threshold.
- Permits **Certificates of Obligations (COs)** for transportation, water and wastewater, flood drainage, and emergency facility projects, but removes certain authorized uses (e.g. parking structures, airports, adm buildings, parks, convention centers).
 - Committee Substitute – amended definition of debt prohibiting cities from using their debt service tax rate (I&S) to finance COs. Essentially limiting it to the M&O tax rate, which is capped at 3.5% annually by the Legislature, **making COs an unrealistic financing tool**.
- Requires an election to authorize GO bonds or approve an increase in property tax rate to be held on the **November uniform election date**.
- **Status**: Pending in House Committee on Ways & Means.

HB 9 / SB 32: Business Personal Property Exemption (*Oppose*)

- **HB 9** would increase the exemption for appraised value of business personal property from \$2,500 to **\$250,000**.
 - Under this version, Addison could lose approximately \$240M in taxable value equating to a loss of over \$1.4M in property tax revenue.
 - Passed the House on April 3. Sent to Senate and referred to Local Government Committee; scheduled for a public hearing on May 5.
- **SB 32** would increase the exemption from \$2,500 to **\$25,000**.
 - Under this version, Addison could lose approximately \$90M in taxable value equating to a loss of about \$550,000 in property tax revenue.
 - Passed the Senate on April 9. Sent to House and referred to Ways & Means Committee.
- If a bill is passed, a constitutional amendment is also required. Would appear on ballots in November.

HB 134: Sales Tax Sourcing (*Oppose*)

- Would shift local sales tax sourcing from an origin-based model (where sales tax is collected where the seller is located) to a destination-based model (where the buyer receives the item).
- If approved, Addison's **potential loss could be between \$1.4M and \$2.8M annually.**
- **Status:** Reported from House Committee on Ways & Means on March 24. Sent to House Calendars. No Senate companion bill.

HB 5267: Expenditure Limits (*Oppose*)

- Would limit a city's total expenditures from all available revenue sources in a fiscal year to the total amount spent in the previous fiscal year or that same amount adjusted by a growth factor equal to the product of the state's population growth rate and the inflation rate.
- Provides exceptions to the limit by voter approval or a disaster declaration.
- **Status:** Reported from House Committee on Intergovernmental Affairs on April 28.

HB 4272: Telecommunications Line Relocation Costs (*Oppose*)

- City may require that a telecommunications company relocate lines due to a city road project, but relocation would be at city's expense.
- **Status:** Pending in House Committee on State Affairs.

HB 23: Third Party Inspections By Right (*Oppose*)

- **Last Session, HB 14 was passed to allow an applicant to elect to use a third party** for review or inspections if the city is unable to approve a plat, development document, or inspection upon the expiration of the statutory shot clock (30 days for plats, 45 days for building permits)
 - Addison has met these statutory shot clock requirements.
- This **bill would remove the shot clock entirely** and allow third-party review by right.
- House introduced and approved a number of amendments including:
 - Third-party reviewers must have applicable knowledge on proposed development.
 - City can rescind third-party approval if did not follow City standards.
 - City can perform a final inspection before issuing Certificate of Occupancy (CO).
 - Liability placed on third-party reviewers.
 - Requires document sharing.
- **Status**: Amended bill passed House on April 30.

HB 2767: Prohibit Local Regulations on Online Global Marketplace (*Oppose*)

- Would prohibit cities from being able to regulate the operation of an online global marketplace.
- TML asked the Committee to clarify that cities would still retain the authority to adopt and enforce regulations on short-term rentals.
 - TML reported that Committee substitute clarifies that local regulations can still be enforced against a property owner, but cannot be enforced against the marketplace platform (e.g. Airbnb or VRBO).
- **Status:** Reported from House Committee on State Affairs under a substitute version on April 16.

HB 1585: Limit Housing Finance Corporations (HFCs) to Jurisdiction (*Support*)

- Town priority to introduce and support legislation that would prohibit HFCs from taking action that would remove property from the tax rolls without approval of the governing body of the jurisdiction in which the property is located.
 - In 2023, the Garland Housing Finance Corporation purchased a large multi-family apartment complex in Addison and an additional vacant lot and were granted property tax exemptions for the properties resulting in a loss of property taxes for the Town of Addison.
- Worked with Senator Tan Parker's office to file SB 1492.
- Few versions of the bill introduced and referred to Committees. HB 1585 was the version passing out of House Committee on Intergovernmental Affairs.
 - Limits only to the boundaries of the local government that formed the corporation.
- **Status:** HB 1585 passed the House on April 29.

HB 4659 and SB 2955 Qualified Hotel Project (QHP) in Addison (*Support*)

- HB 4659 (Rep. Cassandra Garcia Hernandez) and SB 2966 (Senator Tan Parker).
- Would allow the Town of Addison to create a QHP to use certain tax revenue derived from a hotel and convention center project for the payment of obligations related to the project.
- Mayor Arfsten testified in-person on April 12 in support of these bills to the House and Senate Committees, accompanied by Economic Development Director Wayne Emerson and Deputy City Manager Ashley Shroyer.
- **Status**: Pending in House Committee on Ways & Means. Reported out of Senate Committee on Economic Development on April 29. These bills may be rolled together with authorizing QHP legislation for other cities.

HB 3187: DART Sales Tax Collection

- Would reduce DART's penny sales tax collection from each of its member cities by 25% and redirect that portion into a new general mobility program for cities to use to fund other transit-related projects.
- Addison City Council adopted a Resolution on Feb. 25, 2025 supporting the full funding of DART system and urging continued investment in public transit.
- **Status:** Pending in House Committee on Transportation. Recent Committee hearing on April 24.

- **Continue to monitor and advocate** in line with the Town's legislative priorities. Communicate timely updates to Council.
- **Timeline:**
 - Monday, May 12, 2025: Deadline for House Committees to report out House bills
 - Thursday, May 15, 2025: Deadline for the House to consider HBs on 2nd reading
 - Tuesday, May 27, 2025: Deadline for the House to consider SBs on 2nd reading
 - **Monday, June 2, 2025: Regular Session Ends**
- Staff will work on a **legislative wrap-up after the session** concludes to communicate and prepare any changes to be in compliance with adopted legislation.

Town Legislative Priorities

Local Authority

- Oppose legislation that would erode municipal authority in any way, would impose an unfunded mandate, or would otherwise be detrimental to cities.
- Oppose legislation that would erode municipal authority related to development matters, including with respect to the following issues: (1) eminent domain, (2) zoning, (3) regulatory takings, (4) building codes, (5) tree preservation, (6) short-term rentals.
- Oppose legislation that would require candidates for city office to declare party affiliation to run for office.
- Oppose legislation that would limit or prohibit the authority of city officials to use municipal funds to communicate with legislators and state agencies on matters of public interest.

Revenue, Finance, and Budget

- Support local responsibility for property taxation decisions and appraisals.
- Oppose legislation that would impose further revenue and/or tax caps of any type.
- Introduce and support legislation that would prohibit housing finance corporations from taking action that would remove property from the tax rolls without approval of the governing body of the jurisdiction in which the property is located.
- Oppose legislation or Comptroller rules that change the current sales tax origination definitions.
- Oppose legislation that would erode the ability of a city to issue debt, change the definition of “debt”, or restrict certain debt types from inclusion in the debt service property tax rate calculation.
- Oppose state or federal legislation that would further erode the authority of a city to be adequately compensated for the use of its rights-of-way and/or erode municipal authority over the management and controls of rights-of-way.

Town Legislative Priorities

Economic Development

- Support legislation that helps Texas remain competitive by continuing the use of all economic development tools that incentivize growth and promote the recruitment of larger employers.
- Support maintaining all economic development tools available to cities so Texas cities can remain competitive with cities outside the state.
- Support legislation that protects or strengthens the Town's vibrant community and economy including economic development agreements, tourism, parks & recreation, and public safety.

Transportation, Mobility, and Aviation

- Support increased funding to foster airport development for public use and general aviation airports to meet future demands.
- Support legislation that would: (1) allow for greater flexibility by local governments to fund local transportation projects; (2) amend or otherwise modify state law to help local governments fund multimodal transportation projects; or (3) provide local governments with additional funding options to address multimodal transportation needs including additional funding to the Texas Department of Transportation, County and Council of Governments.
- Support legislation that ensures adequate funding of statewide and regional efforts to maintain and improve multimodal transportation systems.
- Support legislation that would provide local, state, and federal transportation funding for rail as one component of transportation infrastructure.
- Support legislation that encourages transportation system innovations through technology, autonomous vehicles, autonomous freight, connected vehicle infrastructure, and mobility technologies.
- Oppose legislation that impedes local authorities from adopting, implementing, or considering ordinances that regulate traffic controls and safety in their communities.