



City of Rowlett Meeting Minutes City Council

4000 Main Street
P.O. Box 99
Rowlett, TX 75030-0099
www.rowlett.com

City of Rowlett City Council meetings are available to all persons regardless of disability. If you require special assistance, please contact the City Secretary at 972-412-6109 or write PO Box 99, Rowlett, Texas, 75030-0099, at least 48 hours in advance of the meeting.

Wednesday, March 5, 2008

6:00 PM

Municipal Building - 4000 Main Street

As authorized by Section 551.071(2) of the Texas Government Code, this meeting may be convened into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any agenda item herein.

The City of Rowlett reserves the right to reconvene, recess or realign the Regular Session or called Executive Session or order of business at any time prior to adjournment.

1. CALL TO ORDER

Mayor Harper called the meeting to order at 6:00 p.m.

2A

Consider and discuss a presentation on the Capital Improvement Plan, utility rates and various revenues for funding.

Pat Baugh, Public Works/Utilities Director, brought forth a PowerPoint presentation for the Infrastructure Discussion (31page PowerPoint presentation).

Presentation Overview

- *State of the Infrastructure*
- *Programmed Improvements Spending Plan*
- *Bond Referendum Committee Considerations*
- *Next Steps*

State of the Infrastructure - Pavement System

- *Streets*
 - *Arterials*
 - *Collectors*
 - *Local*
- *Alleys*
- *Sidewalks*
- *City covers 19 square miles*
- *638 lane-miles of roadways*
 - *Concrete (\$1.5M/LM) 466 (73%)*
 - *Asphalt (\$.263M/LM) 68 (11%)*
 - *Concrete alleys (\$.68M/LM) 105 (16%)*
- *Approximate total value - \$788,000,000*
 - *Does not include ROW value*
 - *Does not include corridor franchise/utility access value*

State of the Infrastructure - Pavement Age / Condition (Concrete only)

State of the Infrastructure - Old vs. New pavement rating system

- Old System
 - Free (training costs) program, viewed as an interim tool
 - Visual inspection of roadway segments scored each category on a scale of 0 to 10 with set formulas then calculating overall score
 - Categories included: Cracks, faulting , scaling, drainage, shoulders
- Micro Paver - The new baseline
 - State of the art, globally recognized, and long term tool
 - More discriminating and critical of conditions
 - A random 100 ft section pavement is selected and then all the distresses are counted and measured
 - Types of distresses: number and type of cracks, blow ups, corner breaks, divided slabs, faulting, joint sealant condition, punch outs, pumping, surface polishing, large and small patches, shoulders
 - Distress manual comparison guidelines help determine the severity of the distress.

State of the Infrastructure - Micro Paver distress flow chart assessment and classifications (from Manual)

State of the Infrastructure - Example comparisons between old and new rating systems

<u>Asphalt Streets</u>	<u>Old system</u>	<u>Micro Paver</u>
Gamer Rd	54	2
Castle Rd	50	7
Lakeview Cir.	56	14
<u>Alleys</u>		
Salzburg/Munich	51	43
Wilshire/Aberdeen	54	46
Shipman/Grant	54	41
<u>Concrete Streets</u>		
Salzburg	31	6
Kensington	43	12
Larkin	55	23

State of the Infrastructure -Pavement Life Cycle

State of the Infrastructure - Effects of Maintenance Expenditures on PCI and Expected Pavement Life

State of the Infrastructure - PCI Weighted Averages

- Overall PCI value for all roadways 100%
 - Old program: 74 (C)
 - Micro Paver: 70 (C-)
- PCI values by paving type:
 - Concrete streets - 73% of total pavement
 - Old Program: 79 (C+)
 - Micro Paver: 77 (C+)
 - Asphalt streets - 11% of total pavement
 - Old Program: 45 (F)
 - Micro Paver: 38 (F)
 - Alleys - 16% of total pavement
 - Old Program: 78 (C+)
 - Micro Paver: 49 (F)

*State of the Infrastructure - All Pavement Lane-Miles by PCI Range and Pavement Type
 Preliminary findings of 2007 assessment indicate extreme weather has had a severe impact on pavement and average PCI will drop by several points*

PCI Range	Asphalt	Concrete	Alleys	Total	Percent
91-100	20.2	135.4	14.7	170.3	27%
81-90	14.3	78.0	10.1	102.4	16%
71-80	0.5	100.6	9.8	110.9	17%
61-70	0.7	62.8	8.3	71.8	11%
51-60	0.1	37.1	4.4	41.6	7%
41-50	2.0	26.1	5.0	33.1	5%
31-40	5.5	19.2	5.5	30.2	5%
21-30	7.2	4.4	15.2	26.8	4%
11-20	6.7	1.5	23.4	31.6	5%
1-10	10.5	0.8	8.4	19.7	3%
Total	68	486	105	638	100%

State of the Infrastructure - Average PCI Value by Pavement Type and Year

State of the Infrastructure - Asphalt Paving Lane Miles by PCI Before Construction: PCI ratings were done with old system

PCI Range	Arterial	Collector	Local	Total	Percent
91-100	0	0	0	0	0.00%
81-90	0.3	0	1.6	1.9	2.50%
71-80	0	0	1.3	1.3	1.80%
61-70	16.0	1.8	0.5	18.3	24.30%
51-60	11.1	0.7	3.5	15.3	20.30%
41-50	9.0	5.1	5.7	19.8	26.30%
31-40	202.0	4.3	3.5	10.1	13.40%
21-30	401.0	0.9	0	4.9	6.50%
11-20	3.6	0	0	3.6	4.80%
1-10	0	0	0	0	0.00%
Total	46.3	12.7	16.2	75.1	100.00%

After Construction: PCI ratings were done with Micro Paver

PCI Range	Arterial	Collector	Local	Total	Percent
91-100	20.24	0	0	20.24	29.90%
81-90	12.24	2.04	0	14.28	21.10%
71-80	0	0	0.5	0.5	70.00%
61-70	0	0	0.65	0.65	1.00%
51-60	0	0	0.13	0.13	20.00%
41-50	0	0	2.04	2.04	3.00%
31-40	1.74	2.05	1.68	5.47	8.10%
21-30	5.46	1.16	0.60	7.22	10.70%
11-20	2.86	0	3.83	6.69	9.90%
1-10	2.57	0	7.88	10.45	15.40%
Total	45.11	5.25	17.31	67.67	100.00%

State of the Infrastructure - Asphalt Pavement PCI Before and After Reconstruction

State of the Infrastructure - Maintenance Strategy Costs by Road Type - Paving Type

Strategy	PCI Range	Asphalt	Concrete	Alleys	Total
Reconstruction	1-40	\$7,842,660	\$25,970,000	\$35,700,000	\$69,512,660
Deferred Reconstruction	41-60	\$548,220	\$63,220,000	\$3,668,702	\$67,436,922
Repair	61-80	\$103,500	\$5,174,312	\$1,242,384	\$6,520,196
Maintenance	81-100	\$51,780	\$320,085	\$37,080	\$408,945
	Total	\$8,546,160	\$94,684,397	\$40,648,166	\$143,878,723

State of the Infrastructure - Water System

- System includes:
 - Ground storage - 13.50 million gallons
 - Elevated storage - 5.25 million gallons
 - Six pumping facilities with total 1585 horse power capability to push 93 million gallons of water per day into the pipeworks
 - Over 250 miles of pipe
 - Approximate system value - \$186,000,000
 - Value of pipe over 30 years old - \$25,000,000

Water Lines Ages			
Water Lines	Feet	Miles	Percentage
Age A 0 - 10 Years	253,139	47.9	19.00%
Age B 11 - 14 Years	195,752	37.1	14.50%
Age C 15 - 19 Years	78,752	14.9	6.00%
Age D 20 - 24 Years	450,841	85.4	34.00%
Age F 25 - 30 Years	140,481	26.6	10.50%
Over 30 Years	211,130	40	16.00%
April-07			

Total miles of Water Lines that are 20 years or more in age - 152.0
 Total percentage of Water Lines that are 20 years or more in age - 60.5%

State of the Infrastructure - Sewer System

- System includes:
 - 26 Pumping (lift) stations
 - Over 230 miles of pipe
 - Approximate system value - \$156,000,000
 - Value of pipe over 30 years old - \$13,000,000

Wastewater Lines Ages			
Sewer Lines	Feet	Miles	Percentage
Age A 0 - 10 Years	319,362	60.5	25.30%
Age B 11 - 14 Years	194,549	36.8	15.40%
Age C 15 - 19 Years	78,638	14.9	6.20%
Age D 20 - 24 Years	411,990	78	32.60%
Age F 25 - 30 Years	148,061	28	11.70%
Over 30 Years	111,635	21.1	8.80%
April-07			

Total miles of Sewer Lines that are 20 years or more in age - 127.1
 Total percentage of Sewer Lines that are 20 years or more in age - 53.1%

State of the Infrastructure - Facilities

- Total facilities/structures - 23
 - Acquired additional building at Rowlett Road & Main Street providing time and room for growth in existing City Hall Campus
- Approximate square footage - 210,000
- Approximate value - \$29,000,000

State of the Infrastructure - Facilities - future bond referendum considerations

- Animal Control - \$ 1,000,000
- Police/Courts - \$25,000,000
- Library/Auditorium - \$13,000,000
- Fire Station #2 (new) - \$ 3,400,000
- City Hall - \$14,500,000
- Total of these facilities \$56,900,000

State of the Infrastructure - Storm Drainage System

- Current approximate system inventory value - \$33,000,000 (2008 \$)
- Master Plan identified 231 improvement projects
- Estimated value of those projects- \$97,000,000 in 2004/2005 dollars; \$137,000,000 in 2008 dollars
- Current maintenance budget available - \$181,000
- Tier 1 projects (top forty) estimate - \$23,000,000
- Urgent (possibly only) consideration:
 - National Pollution Discharge Elimination System-Phase 2
 - Permit compliance cost estimated from \$70,000 to \$300,000 annually

Council asked if the City has flexibility in the current rate structure (Storm Drainage Utility Rates).

Staff stated there was some flexibility.

*CIP - Spending Plan Highlights**What's in store for 2008*

- Close out current construction projects
- Kenwood Heights, Phases 1 & 2
- Rowlett Road, Phases 1 & 3
- Miller Road, Phase 1
- Asphalt reconstruction
- Point Royal
- Misc. Concrete Repairs
- Water Tank Refurbishing
- 11 alley reconstructions

CIP - Spending Plan Highlights 2008/2009

- Complete update to Water Master Plan and begin design of water projects to improve system (\$12.1M)
- Begin Kenwood Heights, Phase 3 construction (\$10.1M)
- Start Sanitary Sewer Projects construction
 - Rowlett Road LS (\$1.8M)
 - Main Street LS (\$2.2M)
- Commence PGBT construction - City utility relocations (\$3.5M)
- Begin design for road and alley projects
 - Chaha Road
 - Princeton Road
 - Garner Road

- Additional alleys
- Additional asphalt streets
- Start implementing NPDES Phase II permit

Council stated they thought Chaha Road would have been designed by now.

Staff stated a proposal has been received from a consultant and the proposal will go before the Council soon.

CIP - Spending Plan Highlights Update

- \$6.1 M cost increases to account for inflation and increases in material/labor costs for projects shown to be started in 2008
- Estimated \$3.25M in costs to relocate water and sanitary sewer facilities along PGBT corridor (NTTA in process of updating estimates - likely will increase)
- Estimated \$1.1M additional projects to be included in 5-yr CIP (Dexham/Miller signal, Della Street, Intersection Level-of-service study)
- Dallas County plans on expediting Miller Road, Ph. 2 for 2009 (\$9.4M project) so ROW must be acquired in 2008 (\$200k ROW costs)
- Consider SSES to be included in CIP

Council stated the dilemma that the Council has is how much annual capital improvement will be approved; where is the balance that is manageable by the Public Works Director and Assistant Director?

Staff stated another element to consider is the tolerance of the City's citizens on how much construction they are willing to accept at any one time.

Bond Committee Considerations Balance

- Program/system
 - Streets
 - Water
 - Sanitary Sewer
 - Storm Drainage
 - Facilities
- Geography/location
- Costs/benefits

Council spoke concerning the bottle-necking of traffic over various bridges owned by the City of Dallas; spoke concerning funding of the projects; neighborhood appearances and values; and alley concerns.

Bond Committee Considerations

Cost of Building Master Plans' Capital Improvements (Millions of Dollars)

Master Plans Based (ultimate goal - Master Development Plan)

The City of Rowlett ultimately will have constructed:

	2005	2007	2008
All arterials / collectors on the Combined Master Thoroughfare Plan	\$140.00	\$175.00	\$197.00
All arterial trails on the Combined Master Thoroughfare Plan	\$15.00	\$19.00	\$21.50
All streetscapes on the Combined Master Thoroughfare Plan	\$1.50	\$2.00	\$2.30
All park improvements on the Parks Master Plan	\$75.00	\$97.50	\$110.20

All office and service facilities on the Master Facilities Plan	\$41.00	\$51.00	\$57.60
All the Water System Master Plan	\$50.00	\$63.00	\$71.20
All the Sewer System Master Plan	\$50.00	\$63.00	\$71.20
All Storm Drainage Master Plan Improvements (plan complete)	\$40.00	\$97.00	\$110.00
PGBT share and betterments	\$20.00	\$7.00	\$7.90
Subtotal	\$432.50	\$574.50	\$648.90

Council was asked to react to the changes that are being recommended; and the ranking of the potential projects.

Current Opportunities

- Asphalt paving projects (Castle and N. Chiesa) using existing authorized funds
- Beginning design of Della - CDBG eligible project
- Proceeding with acquiring ROW for Miller Road, Phase 2
- Proceeding with acquiring ROW for Freedom Drive

Council stated they are looking at a no growth budget with the exception of a pay raise; and stated their goal is to get as many asphalt overlays and concrete repairs completed as deemed appropriate.

Staff stated as far as asphalt roadways, the City can maximize their abilities within the contract constraints.

Next steps

- Consider presentation
- Consider Bond Committee
 - Scope
 - Appointments
 - Schedule
- Final project review, funding sources, CIP adoption schedule
- Referendum
- Implementation

Council asked if Miller Road was four (4) lanes on the Master Thoroughfare Plan.

Staff indicated that it was six (6) lanes.

Council asked if the property that fronts Miller Road that might be redeveloped because of the President George Bush Turnpike (PGBT) would have to be dedicated property.

Staff stated the majority of the right-of-ways are corner-clips.

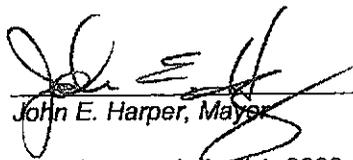
Council reiterated they would like for staff to spend more money on asphalt and concrete repairs.

Council spoke regarding a Bond Election Survey. The concept is to provide citizen involvement within the process. The estimated amount of the bonds will be between \$75 - \$100 million dollars. The survey is an unscientific survey; it would be sent to a broad group of citizens asking if they would like to participate in the Bond Election Committee or sub-committees including Parks and Trails, Water, Sewage and Drainage, Facilities, etc.; would like to send the survey out as soon as possible so that a Bond Election Committee can be formed in late June or early July 2008.

Staff suggested that the survey draft will be developed into a mail piece format.

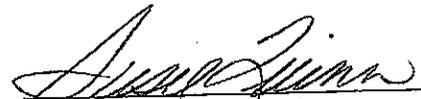
3. ADJOURNMENT

Mayor Harper adjourned the meeting at 7:52 p.m.



John E. Harper, Mayor

Date Approved: April 1, 2008



Susie Quinn, City Secretary