

**NOTICE OF MEETING
CITY COUNCIL OF THE CITY OF GALVESTON
THURSDAY - JANUARY 27, 2022 - 9:00 A.M.
ROOM 204 - CITY HALL
823 ROSENBERG, GALVESTON, TEXAS
TELEPHONE: (409) 797-3510**

CM Quiroga will attend the meeting remotely from 5623 Stewart Avenue, Galveston, TX 77551

Due to the increase in infections with variants of COVID-19 the wearing of masks is highly recommended if you are attending the meetings

Members of the public may attend the meeting in the following ways:

1. Attend the Zoom meeting by registering in advance at the following web address:
https://us02web.zoom.us/webinar/register/WN_kVdGYg0kSuaLlclsbnsn_QQ
2. Attend the meeting in person at the above address.

WORKSHOP AGENDA

1. DECLARATION OF A QUORUM AND CALL MEETING TO ORDER
2. ROLL CALL
3. DISCUSSION ITEMS
 - 3.A. Clarification Of Consent And Regular City Council Agenda Items - This Is An Opportunity For City Council To Ask Questions Of Staff On Consent And Regular Agenda Items (20 Minutes)
 - 3.B. Discussion Of Pocket Park Three (3) Improvements With Council Direction To Staff On Potential Future Paid Parking And Associated Amenities. (B. Hill/Brown - 15 Minutes)
 - 3.C. Discussion Of The Draft Pelican Island Bridge MOU (Brown/Staff-45 Min)

Documents:

[MOU PELICAN ISLAND BRIDGE MOU COG DRAFT 1.5.2022.PDF](#)

- 3.D. Discussion Of Stewart Beach Park And Resolution For Joint Committee (Brown/Collins - 30 Min)

Documents:

[STEWART BEACH AD HOC V4.DOCX](#)

- 3.E. Discussion Concerning Requesting A Park Board Presentation To Council On Plans For Drainage Changes At Stewart Beach Park. (Quiroga/Robb - 15 Min)
- 3.F. Discussion Of The Use Of Buccaneer And Rotary Fields By West Isle Little League (Quiroga/Robb - 10 Min)
- 3.G. Discussion Of City Codes As They Apply To Grease Traps (Quiroga/Robb - 10 Min)

3.H. Discussion Of The USS Texas' Move To Galveston As Its Home Port (Quiroga/Robb - 20 Min)

3.I. Council Updates

1. Update of the Community's Plan to support an Exhibit and Museum Commemorating Juneteenth (Lewis/Brown - 10 min)
2. Update on TxDOT Broadway Construction (Staff/Brown - 10 min)

3.J. Report Of City Council's Park Board Representative (Collins/Brown - 10 Minutes)

4. ADJOURNMENT

I certify that the above Notice of Meeting was posted in a place convenient to the public in compliance with Chapter 551 of the Texas Government Code on January 21, 2022 at 12:30 P.M.

Janelle Williams

Janelle Williams, City Secretary

IN ACCORDANCE WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS IN NEED OF A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHALL, WITHIN THREE (3) DAYS PRIOR TO ANY PROCEEDING, CONTACT THE CITY SECRETARY'S OFFICE, SUITE 201, 823 ROSENBERG, GALVESTON, TEXAS 77550 (409-797-3510).

**MEMORANDUM OF UNDERSTANDING
REGARDING THE FUNDING OF THE PELICAN ISLAND
BRIDGE CONSTRUCTION PROJECT ENTERED INTO BY
AND BETWEEN GALVESTON COUNTY, TEXAS, THE
PORT OF HOUSTON, GALVESTON COUNTY
NAVIGATION DISTRICT #1, TEXAS A&M UNIVERSITY,
THE PORT OF GALVESTON, AND THE
CITY OF GALVESTON, TEXAS**

This Memorandum of Understanding ("MOU") is entered into between Galveston County ("County"), Port Houston, the City of Galveston ("City"), Texas A&M University ("University"), Galveston County Navigation District #1 ("Navigation District"), and the Port of Galveston, collectively referred to as the "Parties", each of which is a political subdivision of the State of Texas.

The purpose of this MOU is for each of the Parties to make a financial commitment to fund the construction of the Pelican Island Replacement Bridge Project ("Project"), to be constructed between Galveston Island and Pelican Island in accordance with the locally preferred alignment as developed and approved by the Parties.

WHEREAS, the existing vehicular bridge between Galveston Island and Pelican Island is in a deteriorated condition, requiring replacement;

WHEREAS, completion of this project is critical to the future development of Pelican Island, the safety of the traveling public, and to improve the efficiency of the movement of traffic;

WHEREAS, based upon preliminary engineering plans and environmental considerations sponsored by the Parties and the Texas Department of Transportation ("TxDOT"), the most feasible and desirable alignment for the Project is west of the existing Pelican Island Bridge;

WHEREAS, the most current version of the locally preferred alignment takes a wider path around the University campus and options are currently being explored to reduce and optimize the navigational clearance of the proposed bridge to achieve cost savings;

WHEREAS, the most recent total project cost estimate for final design, environmental studies and permitting, right-of-way acquisition, construction, demolition of the existing bridge, and construction phase services for the Project is approximately \$115 million, with an estimated amount of \$105 million needed

to fund the construction of the project (\$85 million for construction of the new bridge and \$20 million for the demolition of the existing bridge) and \$20 million in TxDOT direct costs for project development and construction oversight;

WHEREAS, TxDOT has programmed \$45 million in federal and state funds from the Category 6 Off-System bridge program to support the Project, and TxDOT has agreed to develop the final design plans, prepare the environmental studies and permitting, and provide construction oversight for the project at its own cost;

WHEREAS, the Category 6 funding has a 10% local match requirement, estimated at approximately \$5 million;

WHEREAS, With the County acting as the Local Sponsor, The Transportation Policy Council of the Houston-Galveston Area Council (H-GAC) programmed \$21 Million in federal Surface Transportation Block Grant funding (Category 7) for the Project within the Fiscal Year (FY) 2019 through FY 2023 Transportation Improvement Program;

WHEREAS, the Category 7 funding has a 20% local match requirement estimated at approximately \$5 million;

WHEREAS, the programmed Category 6 and Category 7 dollars, including the required local matches, do not fully fund the construction of the project;

WHEREAS, the total local funding participation required to support the Project and execute an Advance Funding Agreement (AFA) with TxDOT to further develop and construct the Project is \$34.2 Million;

WHEREAS, the County is requested to provide \$7 Million in support of the total local funding participation, with a credit of \$1.5 Million in participation waived from the previous work on the Birch Road off-system bridge project to be credited by TxDOT;

WHEREAS, the City is requested to provide an initial \$5 million in support of the total local funding participation, with another \$1M should costs exceed all other available funding;

WHEREAS, the University is requested to provide \$8.2 million in support of the total local funding participation, with another \$1M should costs exceed all other available funding;

WHEREAS, the Navigation District is requested to provide \$10 million in support of the total local funding participation, understanding its obligation to fund removal of the current bridge;

WHEREAS, Port Houston and the Port of Galveston are requested to provide \$2 million each in support of the total local funding participation; and it is understood that \$1.25M from each entity will be used as a match for the Rider 37 Grant, \$2.5M in total; and

WHEREAS, Port Houston agrees to provide the right-of-way to facilitate connectivity from the terminus of the new bridge to the existing road system to support the Project; and

WHEREAS, Texas A&M agrees to provide the right-of-way to facilitate connectivity from the terminus of the new bridge to the existing road system to support the Project; and

WHEREAS the parties to this MOU have agreed on the contribution amounts set forth herein so as to permit the execution of the contemplated Advanced Funding Agreement between TXDOT and the County of Galveston; however, in the event the Advanced Funding Agreement specifies an amount that differs from that contained in this MOU, the amount set forth in the Advanced Funding Agreement shall be utilized by the parties to this MOU as if actually stated.

NOW THEREFORE, premises considered and in furtherance thereof, each of the Parties agree as follows:

A. Galveston County

1. Galveston County has, to date, spent \$2 million in preliminary engineering and other project development costs in support of the Project.
2. The County worked with TxDOT to prepare an initial estimate for the Project, including costs for final design, environmental studies and permitting, right-of-way acquisition, construction and construction oversight. The total project cost of the Project is estimated to be \$115 million at the time of the execution of this agreement.
3. The County, acting and the initial Local Sponsor of the Project, has received a funding commitment of \$45 million in Category 6 federal and state funds from TxDOT. The County also received a funding commitment of \$21 million in Category 7 federal funds from H-GAC. These programmed funds are allocated for the construction of the Project.

4. The County is required to present evidence of additional local funding participation to execute an AFA with TxDOT in order for the programmed Category 6 and Category 7 funds to remain committed to the Project and continue project development on the Project. This memorandum of understanding is to be used as evidence of such commitment and allow the County to execute an AFA with TxDOT for the Project.
5. The County agrees to contribute a total of \$7 million to the Project, including \$1.5 million in credit from TxDOT based on the Birch Street Bridge project and \$5.5 million in additional funds beyond the initial \$2 million previously spent.

B. Texas A&M University

1. The University participated in the alignment of the proposed replacement bridge access around its campus, as set forth in attached Exhibit A.
2. The University will receive the abandoned Seawolf Parkway roadway and right-of-way between Gti Boulevard and the terminus of the existing Pelican Island Bridge from the City of Galveston after completion of the project; subject to the City retaining easements necessary for utilities and drainage.
3. The University agrees to contribute \$9.2 million to the Project in support of the total local funding participation with \$8.2 million in support of the total initial funding and another \$1M should costs exceed all other available funding.
4. As part of its consideration for this project, the University will convey to the City of Galveston, by mutually agreed upon legal instrument, its interest in any real property on the Texas A&M Galveston campus which is required by TXDOT for the construction of a road from the terminus of the new Pelican Island Bridge to the existing Seawolf Parkway. The conveyance will be made at the time TXDOT requires such right of way be available for use in the project.

C. Navigation District

1. The Navigation District agrees to maintain operation of the current bridge structure during construction of the replacement bridge.
2. The Navigation District agrees to contribute \$10 million toward the Project.
3. The Navigation District agrees that it will bear the full obligation to demolish the existing bridge after completion and opening of the new bridge contemplated by this agreement.

4. The Navigation District agrees to donate any property it owns at the terminus of the bridge on Pelican Island to the University for its use and grant right of entry to right-of-way and facilities owned or operated by the Navigation District for construction purposes related to the Project.

D. City of Galveston

1. As part of its consideration for this project, the City of Galveston will convey to Texas A&M its right-of-way or other interests it has in the existing Seawolf Parkway between Gti Boulevard and the terminus of the Pelican Island Bridge upon completion and opening of the new bridge contemplated by this MOU and upon passage of a City Ordinance recognizing such roadway is no longer needed to meet the transportation needs of the citizens of the City; however, the City will retain or establish all necessary utility easements in that portion of the roadway to be conveyed to Texas A&M.
2. The City agrees to contribute \$6.0 million to the Project in support of the total local funding participation with \$5.0 million in support of the total initial funding and another \$1M should costs exceed all other available funding. This funding will come to the City via agreement with its Industrial Development Corporation and other current revenue sources.
3. Upon the completion of the Project, the City of Galveston agrees to be the sole owner of the new Pelican Island Bridge and will provide routine maintenance and operation of the new bridge as well as the road through the Texas A&M Galveston campus connecting the Pelican Island Bridge to Seawolf Parkway. The City of Galveston agrees to be the local government sponsor for future off-system maintenance and rehabilitation funding requests, as applicable, to TxDOT.

E. Port Houston

1. Port Houston agrees to contribute \$2 million toward the Project of which \$1.25 million used as a match for the Rider 37 Grant in addition to the contribution of the right-of-way (ROW) of the vehicular landing points and connectivity to the existing road system on Pelican Island.
2. Port Houston and County intend to enter into an interlocal agreement, lease, or other agreement to provide ROW for use in the Project, including its to-be determined location and dimensions ("ROW Agreement") without charge from the Port Authority to the County, in its "as is" condition.

3. The right-of-way negotiated between the Port of Houston and the County may not be transferred or assigned to a private non-governmental entity or otherwise without Port Houston's consent which shall not be unreasonably withheld, conditioned, or delayed. This transfer may be subject to the terms of this MOU, the Right-of-Way Agreement, and the requirements of law requiring payment of consideration to Port Houston. The County may, upon notice to Port Houston but without such consent, transfer or assign right of way for vehicular bridges or roadways to the City of Galveston, including the ROW subject to the terms of this MOU and the ROW Agreement, for purpose of incorporating such facilities into the existing City road system.
4. Vehicular Bridge and Roadway. Following the completion of the preliminary engineering and environmental phases of the Project and issuance of the necessary permits to develop the proposed Project and funding commitments to build the vehicular bridge contemplated by this MOU, Port Houston will convey through a mutually-agreed upon legal instrument any rights-of-way necessary to connect the bridge to (i) the Port of Houston's commercial reserves and (ii) the existing Seawolf Parkway.
 - a. Port Houston may reasonably require that the road alignment, its future curb cuts, and corresponding right-of-way is configured in a manner that enhances the development and operational potential of Port Houston-owned property, provided that such alignment does not:
 - b. compromise the viability or functionality of the road system; or (ii) materially increase the Project construction cost. There shall be coordination during the Project to ensure that alignments are developed in a manner of which is consistent with the Port of Houston's rights under this paragraph, and which provide for sufficient utility placement in order to fully support future development of Pelican Island.
 - c. In the event the vehicular bridge and connecting roadways are constructed, Port Houston shall be permitted to have curb cuts and connections from adjacent Port Houston property to the roadways in such numbers and locations as Port Houston reasonably determines are necessary for the enhancement or operation of current or future commercial interests on its property; provided, however, that the quantity and location of such access points shall not unreasonably impair the operation or safety of the roadway for the traveling public. This access shall be provided at no additional cost or impairment to Port Houston other than the conveyance of the right-of-way.

F. Port of Galveston

1. The Port of Galveston agrees to contribute \$2 million toward the Project of which \$1.25M may be used as a match for the Rider 37 Grant.

G. All Parties

1. The Parties agree that the monetary amounts listed in this agreement prevail over the specific purposes, sources, or expenditures on which the amount is calculated for that party.
2. The Parties to this MOU recognize that the existing Pelican Island Bridge is currently owned and operated by the Navigation District. The Parties also recognize that in order to secure the programmed Category 6 and Category 7 funds and continue the development of the Project, the local sponsor, existing bridge owner, or other entity must execute an AFA with TxDOT, which must state that the required local funding participation will be provided for and addresses any potential cost overruns. The intent of this agreement is to present, the individual commitment amounts of participating parties to fulfill the total local funding commitment required to execute the AFA with TxDOT and identify a strategy to collectively fill funding gaps cost overruns.
3. The Parties agree that the commitment of local funding participation, as identified herein, are subject to appropriation of the governing bodies of the Parties. However, each of the Parties agrees to make reasonable good faith efforts to fund the commitments in this agreement in each of the annual budgets in which the expenditures are expected to take place.
4. The financial implementation plan included in **Exhibit B** represents the proposed financial commitments for all Parties.
5. Any reductions in total Project cost or savings, due to future adoption of alternative designs or otherwise, will reduce local commitments first and to the greatest extent possible before reducing state or federal funding. The reduction of local commitments shall be that proportion each party's initial funding level bears to the total initial funding level.
6. However, there will be no reductions of the total commitment of any Party's local match requirements for presently programmed Category 6 and Category 7 federal funding.
7. As to non-Category 6 and 7 grant funding, any reductions above the minimum local match requirements for federal funding sources will be made first by reducing the federal or state resource with the greatest local match percentage and

sharing commensurate reductions in local match among the Parties in the proportion set forth above.

8. The Parties may pursue additional federal or state discretionary funding resources to potentially reduce the local participation commitments requested herein. If obtained, such additional funding may reduce the Parties' respective local share contributions in accordance with the local participation percentage, as long as such a reduction does not reduce the amount needed to construct the Project.
9. The Parties intend to request additional funding from H-GAC to account for construction cost inflation to the Year of Expenditure of the programmed Category 7 funds. This request requires approval from the Transportation Policy Council of H-GAC. For the purposes of this MOU, it is assumed that the inflation to the Year of Expenditure would increase the federal amount of Category 7 programming to \$23 million and require an increase in the local participation match to \$6 million.
10. TxDOT, Port Houston and the Port of Galveston have requested additional funding for the Project from the FY 2022-FY 2023 Appropriations Act, 87th Legislature, budget Rider 37 (Rider Program). If selected by the Texas Transportation Commission, the Rider Program would provide an additional \$7.5 million to the Project and requires a local participation match of \$2.5 million. Port Houston and the Port of Galveston have agreed to split the local participation match equally at \$1.25 million each. This would not increase the Port Houston or the Port of Galveston total local participation amount of \$2 million each as contemplated with this MOU.
11. If upon execution of the AFA with TxDOT, and prior to construction letting it is determined that additional funding may be needed for the Project, the County as Local Sponsor shall apply for additional funding from the H-GAC . This request for additional programming funds would be subject to the approval of the Transportation Policy Council of H-GAC and would require a local participation match. The local participation match requirement would be shared by the Parties on a pro rata basis based on the local participation percentage within this MOU.
12. If at the time of construction letting the apparent low bid for the Project overruns the combined programmed amount, the Parties agree to pause in order to evaluate the low bid and determine whether the Parties agree to fund the overrun or pursue other remedies to resolve the low bid overrun before the project continues to conditional award. Each participating entity may have the option of declining further participation and discontinue further involvement in the project and retain any unexpended obligation under this agreement. As previously noted, the use of the local funding percentage is a deficient methodology.

13. If during construction it is determined that a construction contract change order is needed to complete the Project, the local participation match requirement will be funded via additional funding opportunities from the Rider 37 Grant first, before other local funds are utilized. If an individual Party requests a construction contract change order at the sole pleasure and benefit of the requesting Party, that Party would be responsible for the full cost of that particular change order. Only if this exceeds contingency funding already included in the proposed construction estimate.
14. This agreement may be executed in multiple counterparts, each of which taken together shall be deemed to be an original for all purposes.
15. Each Party executes this agreement only for itself and no Party purports to bind any other to this agreement. However, all Parties agree that their obligations under this agreement are expressly conditioned on the execution of this agreement by every other party.
16. Each Party's execution of this MOU will remain effective for thirty-six (36) months from the date of execution by that Party. This MOU may be extended by mutual written agreement of all Parties. If within such 36 month period, all the Parties execute this agreement, and the agreement is accepted by TxDOT with the intent to commence the Project, this MOU shall remain in effect until the Project is complete. Changes to the proposed scope of the project are subject to the written final approval of all Parties.
17. The Parties agree that no individual Party will be liable to any other for any acts of negligence of the employees, agents, or subcontractors engaged to support completion of the activities described within this MOU. The Parties agree that all of their respective employees shall continue to be their own, and no Party will claim that an employee of one entity has acted as a borrowed servant of the other. The Parties agree to maintain the status of independent contractors, not to form any partnership or joint venture, and no Party shall be liable for the acts or omissions of any other.
18. In the event of a conflict between this MOU and any exhibit attached hereto, the terms of the MOU shall control. This Agreement may only be modified in writing signed by all Parties.

NOW, THEREFORE, BE IT RESOLVED THAT THIS MEMORANDUM OF UNDERSTANDING IS APPROVED BY GALVESTON COUNTY, GALVESTON COUNTY NAVIGATION DISTRICT #1, TEXAS A&M UNIVERSITY, PORT OF HOUSTON, PORT OF GALVESTON, AND THE CITY OF GALVESTON AND SHALL BECOME EFFECTIVE ON THIS ____ day of _____ 2021.

COUNTY OF GALVESTON, TEXAS

CITY OF GALVESTON, TEXAS

**GALVESTON COUNTY NAVIGATION
DISTRICT #1**

TEXAS A&M UNIVERSITY

PORT OF HOUSTON

PORT OF GALVESTON

DRAFT

EXHIBIT A: LOCALLY PREFERRED ALIGNMENT



The diagram above is for illustrative purposes only.

EXHIBIT B: LOCAL FUNDING

Local Funding Participation		
Government/Agency	Participation Amount	
Galveston County	\$7 M	
City of Galveston	\$5 M	
TAMU-Galveston	\$8.2 M	
Navigation District ¹	\$10 M	
Port Houston ²	\$2 M	
Port of Galveston ³	\$2 M	
Totals	\$34.2	

Notes

¹ Navigation District participation estimated at \$10 Million, but may be more as the financial responsibility for removal of the current bridge is theirs

² Port Houston participation is \$2 Million, with \$ 1.25 million being the match for the Rider 37 grant

³ Port of Galveston participation is \$2 Million, with \$ 1.25 million being the match for the Rider 37 grant

Total Initial Funding	
Government/Agency	Participation Amount
Galveston County	\$7 M
City of Galveston	\$5 M
TAMU-Galveston	\$8.2 M
Navigation District ¹	\$10 M
Port Houston ²	\$2 M
Port of Galveston ³	\$2 M
H-GAC	\$21 M
TxDOT	\$45 M
Totals	\$100.2 M

Additional Funding Opportunities	
Opportunity	Amount
Rider 37 - Port Access Funding	\$7.5 M
City of Galveston	\$1.0 M
H-GAC - Inflation to YOY	\$2 M
TAMU Galveston	\$1.0 M
Totals	\$11.5 M

RESOLUTION NO. 22-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GALVESTON, TEXAS CREATING AN AD HOC CITY COMMITTEE TO INVESTIGATE VARIOUS IMPROVEMENTS THAT COULD BE MADE AT STEWART BEACH, TO INVESTIGATE VARIOUS FINANCING METHODS FOR THE PLACEMENT OF SUCH IMPROVEMENT, PROVIDING FOR THE MEMBERSHIP OF SUCH COMMITTEE, AND PROVIDING FOR VARIOUS REPORTING DATES FOR THE COMMITTEE TO REPORT BACK TO THE CITY; PROVIDING FOR FINDINGS OF FACT AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS the pavilion at Stewart Beach has performed well as an amenity for the beach users at Stewart Beach for over thirty years but may require such extensive renovation that its closure and replacement must be seriously considered; and

WHEREAS if replacement of the pavilion must be contemplated it is appropriate to consider alternative approaches to augment the use and enjoyment of Stewart Beach; and

WHEREAS Council has determined that a wide range of proposals should be considered to determine the best approach to provide enhanced recreational opportunities or other development approaches, if any, at Stewart Beach; and

WHEREAS, since any improvement at Stewart Beach would require the expenditure of funds it is appropriate to consider various funding approaches for any proposed project be it through use of grants, tax funds, revenue bonds, other Stewart Beach revenues, or a Public Private Partnership funding approach; and

WHEREAS, the Council has determined that the Park Board should have input into any improvement that may be considered; and

WHEREAS, Council has determined that an ad hoc committee should be constituted to consider any appropriate uses for Stewart Beach which will then report its findings back to Council

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

SECTION 1. The findings and recitations set out in the preamble to this Resolution are found to be true and correct and hereby adopted by the City Council and made a part hereof for all purposes.

SECTION 2. The City Council of the City of Galveston hereby creates an ad hoc committee to identify the best approach, if any, to provide enhanced recreational opportunities or other development approaches at Stewart Beach to be called the Stewart Beach ad hoc committee.

SECTION 3. The Stewart Beach ad hoc committee shall be comprised of the following: 1) two members of city council; 2) the City Manager or one city employee designated by the City Manager; 3) two board members from the Park Board of Trustees; and 4) the Chief Executive Officer of the Park Board or one employee designated by the CEO.

SECTION 4. The Stewart Beach ad hoc committee shall make recommendations to the City Council about what improvements, if any, should be placed at Stewart Beach within three months of the date the Committee first meets and sooner if possible; and Council will determine which recommendations it prefers to pursue.

SECTION 5. Within three months after City Council expresses its preference over which projects should be pursued at Stewart Beach, the ad hoc committee shall examine funding approaches for each project and make funding recommendations for each project to the City Council.

SECTION 6. The Park Board is requested to appoint its members to this ad hoc committee within four weeks of the date of this resolution and notify the City Secretary whom it has selected as Park Board designees to serve on this ad hoc committee. The Committee shall convene as soon as possible after all members have been identified.

SECTION 7. The Stewart Beach ad hoc committee shall convene as soon as is practicable after the Park Board identifies its participants and will elect a Committee chair at its initial meeting.

SECTION 8. The City Secretary shall deliver a copy of this Resolution to the Beach Park Board of Trustees as soon as is practicable after its passage.

SECTION 9. The Stewart Beach ad hoc committee shall be dissolved and cease to exist upon presentation of its report on funding opportunities as set forth above unless otherwise extended by the City Council

SECTION 10. This resolution shall be and become effective as of the date of its adoption.

APPROVED AS TO FORM:

DONALD S. GLYWASKY
CITY ATTORNEY

I, Janelle Williams, Secretary of the City Council of the City of Galveston, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the City Council of the City of Galveston at its regular meeting held on the 27th day of January 2022, as the same appears in records of this office.

IN TESTIMONY WHEREOF, I subscribe my name hereto officially under the corporate seal of the City of Galveston this the _____ day of _____, 2____.

Secretary for the City Council
Of the City of Galveston