



Transportation Impact Fees

IFAC Meeting: Committee Purpose, 101, Study Assumptions, & Engagement Plan

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September 11, 2020



Presentation Overview

- (Item D) – Committee purpose, process & schedule
- (Item F) Transportation Impact Fee 101
- (Item G) Study Assumptions
 - Land Use Assumptions (LUA or “Growth”)
 - Capital Improvements Plan (TIF eligible)
- Stakeholder Engagement Plan
- Feedback and Discussion



ITEM **G** – LUA & CIP
(POSSIBLE ACTION)

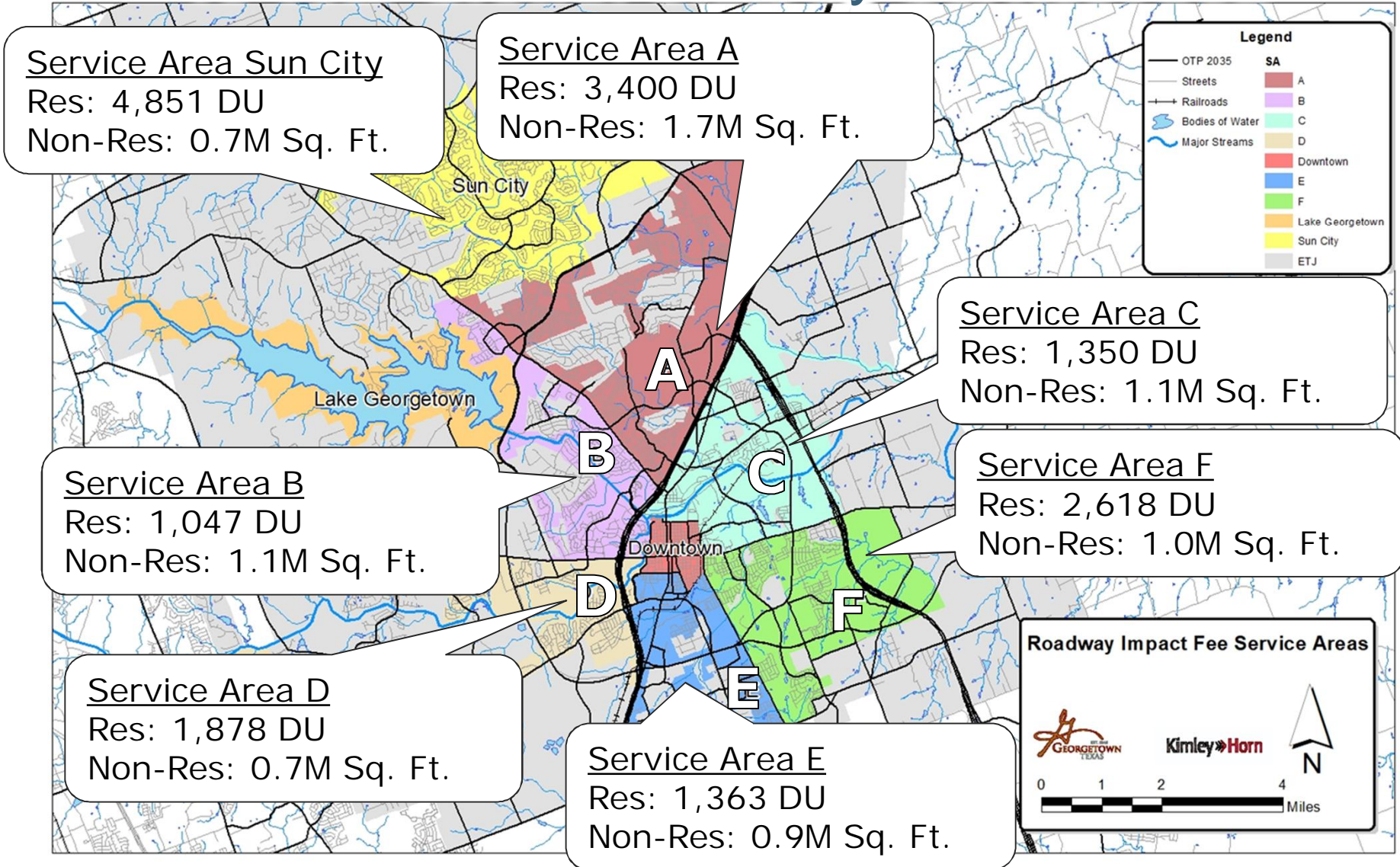
Land Use Assumptions (City Limits)

| Service Area | Year | Residential (Units) | | Employment (Sq. Ft.) | | | |
|--------------|-----------|---------------------|--------------|----------------------|-----------|-----------|-----------|
| | | Single Family | Multi-Family | Basic | Service | Retail | Total |
| A | 2020-2030 | 2,720 | 680 | 180,000 | 800,000 | 710,000 | 1,690,000 |
| B | | 838 | 209 | 64,800 | 510,000 | 510,000 | 1,084,800 |
| C | | 1,080 | 270 | 108,000 | 648,000 | 396,000 | 1,152,000 |
| D | | 1,502 | 376 | 21,600 | 310,000 | 350,000 | 681,600 |
| E | | 1,090 | 273 | - | 430,000 | 430,000 | 860,000 |
| F | | 2,094 | 524 | 25,200 | 576,000 | 360,000 | 961,200 |
| SC | | 3,880 | 970 | - | 324,000 | 360,000 | 684,000 |
| Total | | 13,205 | 3,301 | 400,000 | 3,600,000 | 3,120,000 | 7,113,600 |

- Projecting 15,506 residential units of growth 2020-2030
- Includes single family and multifamily – about 1,320 units per year of single family and 330 units per year (1 complex) multifamily
- Note: Lake Georgetown and Downtown are not shown, will have \$0 fee in these Service Areas.



10 Year Growth Units by Service Area



Types of Projects - Roadways

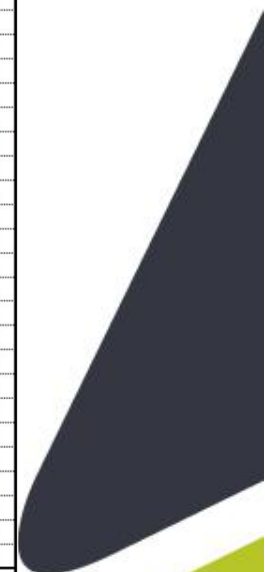
- **Previously Constructed** – Identified corridors that were previously constructed and have excess capacity for future development to utilize.
- **Widening** – Existing roadways not currently built to the ultimate class in the Transportation Master Plan and must be completely reconstructed.
- **Access Management** – Existing undivided roadways identified for median construction in the existing center turn lane for access management purposes.
- **New** - All future roadways needed to complete the Transportation Master Plan.

Types of Projects - Intersections

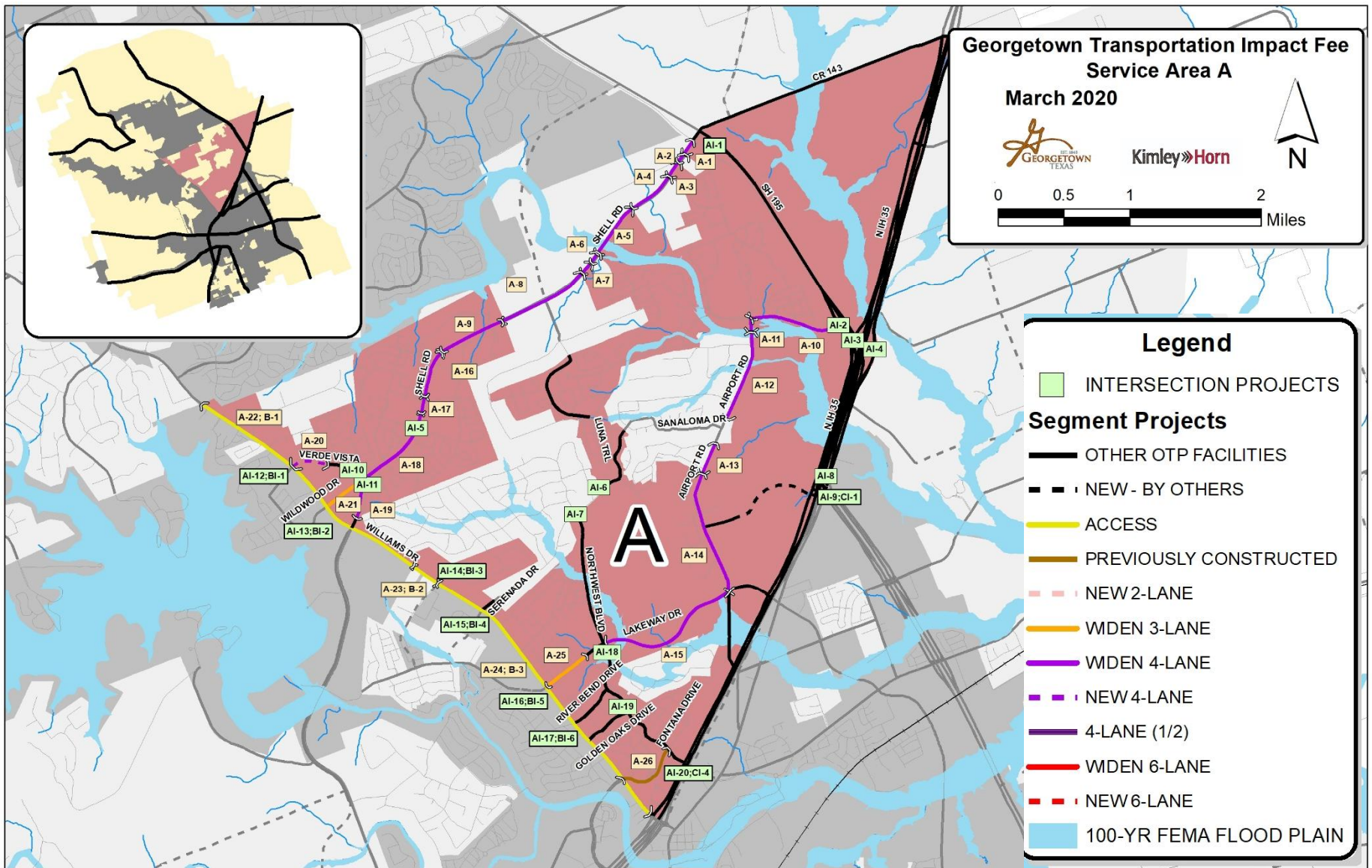
- **Signal** – either a new signal or modification to an existing signal
- **Roundabout** – a new roundabout intersection
- **Turn Lane** – addition or extension of a turn lane
- **Overpass** – identified new grade separated crossings in TMP
- **Innovative** – construction of an intersection improvement to be determined after complete analysis including special high capacity intersections
- **Other (ITS System Upgrades)** – identified by staff and was split evenly between the nine (9) service areas

Service Area A Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area |
|--------------|-------------|---------------------------|--------------------------------------|--|-------------|--------------------------|
| SA A | A-1 | 4 Lane Major Arterial | Shell Rd (1) | Sh 195 Wb To 1200' S Of Sh 195 | 0.11 | 50% |
| | A-2 | 4 Lane Major Arterial | Shell Rd (2) | 1200' S Of Sh 195 To 200' S Of Shell Stone Trl | 0.09 | 100% |
| | A-3 | 4 Lane Major Arterial | Shell Rd (3) | 200' S Of Shell Stone Trl To Scenic Oaks Dr | 0.11 | 50% |
| | A-4 | 4 Lane Major Arterial | Shell Rd (4) | Scenic Oaks Dr To 2015' S Of Scenic Oaks Dr | 0.38 | 100% |
| | A-5 | 4 Lane Major Arterial | Shell Rd (5) | 2015' S Of Scenic Oaks Dr To 4315' S Of Scenic Oaks Dr | 0.44 | 50% |
| | A-6 | 4 Lane Major Arterial | Shell Rd (6) | 4315' S Of Scenic Oaks Dr To 4790' S Of Scenic Oaks Dr | 0.09 | 100% |
| | A-7 | 4 Lane Major Arterial | Shell Rd (7) | 4790' S Of Scenic Oaks Dr To 5170' S Of Scenic Oaks Dr | 0.09 | 50% |
| | A-8 | 4 Lane Major Arterial | Shell Rd (8) | 1870' S Of Shell Spur To 5170' S Of Scenic Oaks Dr | 0.71 | 100% |
| | A-9 | 4 Lane Major Arterial | Shell Rd (9) | 900' S Of Bowline Dr To 300' N Of Sycamore St | 0.53 | 50% |
| | A-10 | 4 Lane Minor Arterial | Berry Creek Dr | Airport Rd To Sh 195 | 0.70 | 100% |
| | A-11 | 4 Lane Minor Arterial | Airport Rd (1) | Berry Creek Dr To 475' N Of Indian Mound Rd | 0.11 | 100% |
| | A-12 | 4 Lane Minor Arterial | Airport Rd (2) | 475' N Of Indian Mound Rd To 500' N Of Sanaloma Dr | 0.69 | 50% |
| | A-13 | 4 Lane Minor Arterial | Airport Rd (3) | Cavu Rd To 300' S Of Vortac Ln | 0.25 | 50% |
| | A-14 | 4 Lane Minor Arterial | Airport Rd (4) | 300' S Of Vortac Ln To Lakeway Dr | 0.95 | 100% |
| | A-15 | 4 Lane Collector | Lakeway Dr | Northwest Blvd To Airport Rd | 1.13 | 100% |
| | A-16 | 4 Lane Major Arterial | Shell Rd (10) | 500' N Of Bowline Dr To 200' N Of Sycamore St | 0.36 | 50% |
| | A-17 | 4 Lane Major Arterial | Shell Rd (11) | 300' N Of Sycamore St To 600' N Of Bellaire Dr | 0.14 | 100% |
| | A-18 | 4 Lane Major Arterial | Shell Rd (12) | 600' N Of Bellaire Dr To Verde Vista | 0.72 | 100% |
| | A-19 | 4 Lane Collector | Shell Rd (13) | Verde Vista To 500' N Of Williams Dr | 0.26 | 100% |
| | A-20 | 4 Lane Collector | Verde Vista | Williams Dr To 1500' E Of Williams Dr | 0.28 | 100% |
| | A-21 | 3 Lane Collector | Wildwood Dr | Verde Vista Dr To Williams Dr | 0.31 | 100% |
| | A-22; B-1 | Access Management | Williams Dr (2) | 400' N Of Bettie Mae Way To 1200' E Of Country Rd | 2.04 | 50% |
| | A-23; B-2 | Access Management | Williams Dr (3) | 900' E Of La Paloma Dr To Country Rd | 0.22 | 50% |
| | A-24; B-3 | Access Management | Williams Dr (4) | Country Rd To S Ih 35 Sb | 2.40 | 50% |
| | A-25 | 3 Lane Collector | Lakeway Dr | Whisper Oaks Ln To Williams Dr | 0.38 | 100% |
| | A-26 | 4 Lane Minor Arterial | Rivory Blvd | Northwest Blvd To Williams Drive | 0.53 | 100% |
| | | | Location | Improvement(s) | | % In Service Area |
| | AI-1 | Intersection Improvements | Sh 195 And Shell Rd | Innovative | | 25% |
| | AI-2 | | Berry Creek Dr And Sh 195 | Signal | | 100% |
| | AI-3 | | Ih35/Sh195 Ramp And Frontage | Turn Lane | | 50% |
| | AI-4 | | Ih35/Sh195 Ramp And Frontage | Turn Lane | | 50% |
| | AI-5 | | Bellaire Drive And Shell Road | Signal | | 50% |
| | AI-6 | | Luna Trail And Serenada Drive | Turn Lane & Turn Lane | | 50% |
| | AI-7 | | Northwest Blvd And Serenada Dr | Roundabout & Turn Lane | | 50% |
| | AI-8 | | N Ih 35 Frontage And Sh 130 Frontage | Signal | | 50% |
| | AI-9; CI-1 | | N Ih 35 Frontage And Sh 130 Frontage | Signal | | 50% |
| | AI-10 | | Wildwood Drive And Verde Vista | Roundabout | | 25% |
| | AI-11 | | Verde Vista Drive And Shell Road | Signal | | 100% |
| | AI-12; BI-1 | | Woodlake Drive And Williams Drive | Turn Lane | | 50% |
| | AI-13; BI-2 | | Wildwood Drive And Williams Drive | Turn Lane | | 50% |
| | AI-14; BI-3 | | Estrella Crossing And Williams Drive | Signal & Turn Lane | | 50% |
| | AI-15; BI-4 | | Serenada Drive And Williams Drive | Turn Lane | | 50% |
| | AI-16; BI-5 | | Williams Drive And Lakeway Drive | Turn Lane | | 50% |
| | AI-17; BI-6 | | River Bend And Williams Drive | Turn Lane | | 50% |
| | AI-18 | | Lakeway Drive And Northwest Blvd | Roundabout | | 100% |
| | AI-19 | | Northwest Blvd And Golden Oaks Drive | Roundabout | | 100% |
| | AI-20; CI-4 | | N Ih 35 And Northwest Blvd | Overpass | | 50% |
| | AI-21 | | Its System Upgrades | Other | | 17% |



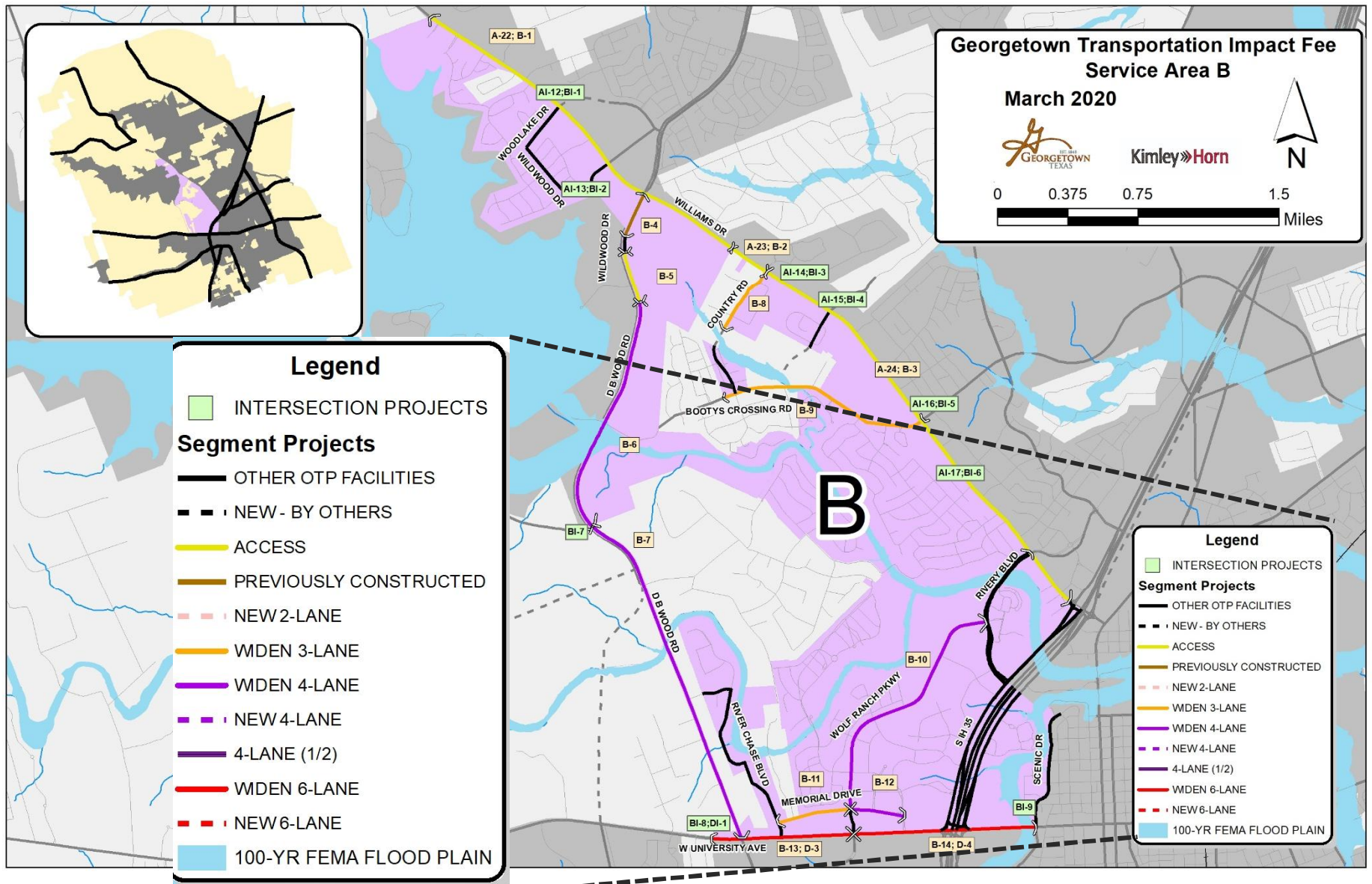
Service Area A Map



Service Area B Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area |
|--------------|--------------------------------------|----------------------------------|-----------------------|---|-------------|--------------------------|
| SA B | A-22; B-1 | Access Management | Williams Dr (2) | 400' N Of Bettie Mae Way To 1200' E Of Country Rd | 2.04 | 50% |
| | A-23; B-2 | Access Management | Williams Dr (3) | 900' E Of La Paloma Dr To Country Rd | 0.22 | 50% |
| | A-24; B-3 | Access Management | Williams Dr (4) | Country Rd To S Ih 35 Sb | 2.40 | 50% |
| | B-4 | Previously Constructed | D B Wood Rd (1) | Williams Dr To 1300' S Of Williams Dr | 0.24 | 100% |
| | B-5 | Access Management | D B Wood Rd (2) | 1800' S Of Williams Dr To 3200' S Of Williams Dr | 0.26 | 50% |
| | B-6 | 4 Lane Major Arterial | D B Wood Rd (3) | 3200' S Of Williams Dr To Cedar Breaks Rd | 1.29 | 50% |
| | B-7 | 4 Lane Major Arterial | D B Wood Rd (4) | Cedar Breaks Rd To W University Ave | 1.89 | 100% |
| | B-8 | 3 Lane Collector | Country Rd | Williams Dr To 500' S Of Rustle Cv | 0.39 | 50% |
| | B-9 | 3 Lane Collector | Bootys Crossing Rd | 400' W Of Pecan Ln To Williams Dr | 1.11 | 100% |
| | B-10 | 4 Lane Collector | Wolf Ranch Pkwy | Rivory Blvd To Memorial Drive | 1.39 | 100% |
| | B-11 | 3 Lane Collector | Memorial Drive (1) | Rivr Chase Blvd To Wolf Ranch Pkwy | 0.39 | 100% |
| | B-12 | 4 Lane Collector | Memorial Drive (2) | Wolf Ranch Pkwy To Wolf Lakes Dr | 0.29 | 100% |
| | B-13; D-3 | 6 Lane Major Arterial | W Sh 29 (3) | Wood Ct To Wolf Ranch Pkwy | 0.75 | 50% |
| | B-14; D-4 | 6 Lane Major Arterial | W University Ave | Wolf Ranch Pkwy To Scenic Dr | 0.97 | 50% |
| | | Intersection Improvements | Location | Improvement(s) | | % In Service Area |
| AI-12; BI-1 | Woodlake Drive And Williams Drive | | Turn Lane | 50% | | |
| AI-13; BI-2 | Wildwood Drive And Williams Drive | | Turn Lane | 50% | | |
| AI-14; BI-3 | Estrella Crossing And Williams Drive | | Signal & Turn Lane | 25% | | |
| AI-15; BI-4 | Serenada Drive And Williams Drive | | Turn Lane | 50% | | |
| AI-16; BI-5 | Williams Drive And Lakeway Drive | | Turn Lane | 50% | | |
| AI-17; BI-6 | River Bend And Williams Drive | | Turn Lane | 50% | | |
| BI-7 | Db Wood Road And Cedar Breaks Drive | | Turn Lane & Turn Lane | 75% | | |
| BI-8; DI-1 | Db Wood Road And Sh 29 (University) | | Signal | 50% | | |
| BI-9; DI-2 | Scenic Drive And University Ave | | Turn Lane & Turn Lane | 25% | | |
| BI-10 | Its System Upgrade | | Other | 17% | | |

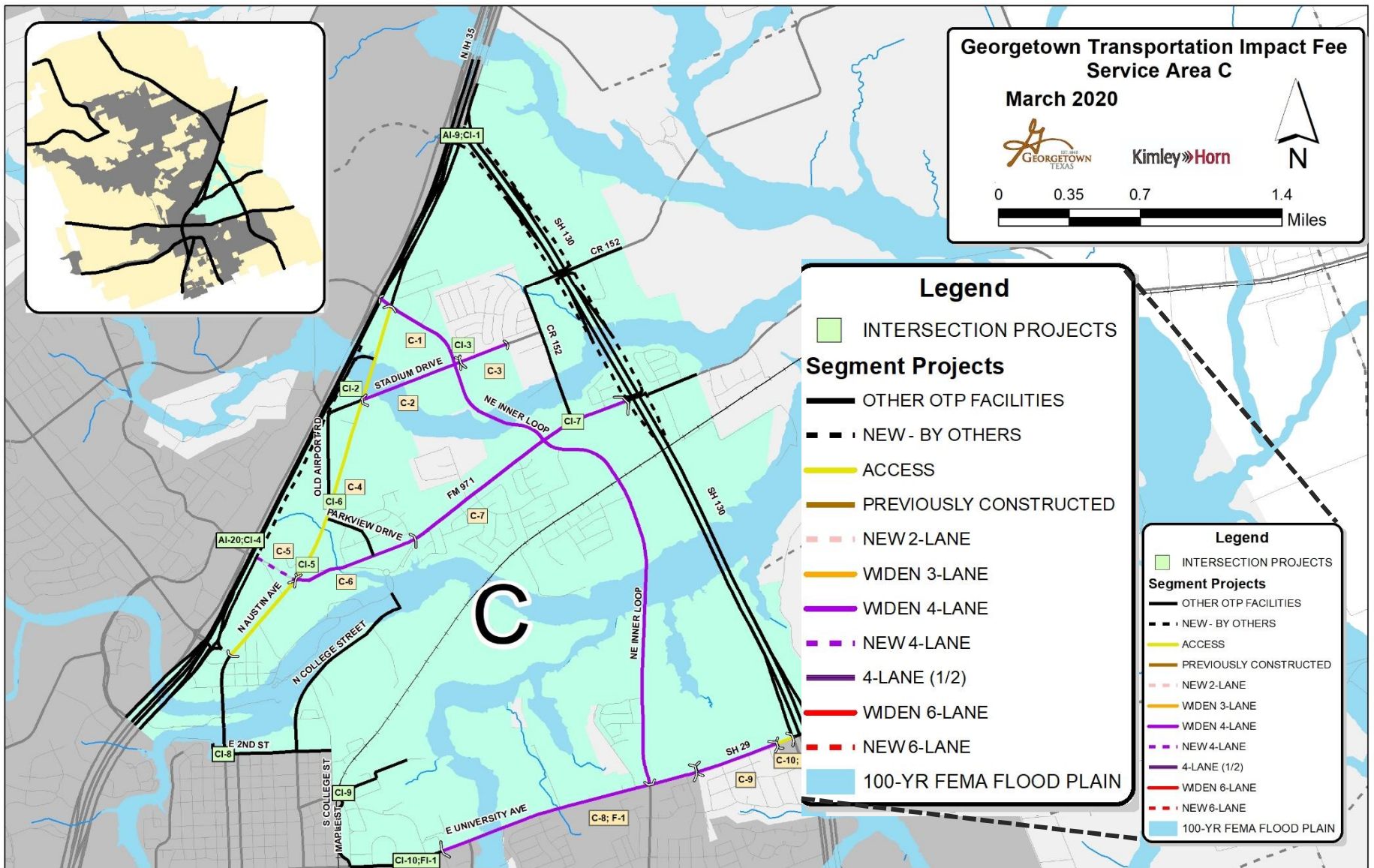
Service Area B Map



Service Area C Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area | |
|--------------|------------|---------------------------------|---------------------------|--|-----------------------|-------------------|--------------------------|
| SA C | C-1 | 4 Lane Major Arterial | Ne Inner Loop | Ih 35 Nb To University Ave | 3.12 | 100% | |
| | C-2 | 4 Lane Minor Arterial | Stadium Drive | N Austin Ave To Ne Inner Loop | 0.49 | 100% | |
| | C-3 | 4 Lane Minor Arterial | Stadium Drive | Ne Inner Loop To 1470' E Of Ne Inner Loop | 0.28 | 50% | |
| | C-4 | Access Management | N Austin Ave | Ne Inner Loop To Williams Drive | 1.93 | 100% | |
| | C-5 | 4 Lane Major Arterial | Northwest Blvd | N Ih 35 Fwy Nb To N Austin Ave | 0.22 | 100% | |
| | C-6 | 4 Lane Major Arterial | Fm 971 (1) | N Austin Ave To E Morrow St | 0.63 | 100% | |
| | C-7 | 4 Lane Major Arterial | Fm 971 (2) | E Morrow St To Sh 130 Sb | 1.26 | 100% | |
| | C-8;F-1 | 4 Lane Major Arterial | E Sh 29 (1) | Haven Street To 300' E Of Reinhardt Blvd | 1.32 | 50% | |
| | C-9 | 4 Lane Major Arterial | E Sh 29 (2) | 300' E Of Reinhardt Blvd To 300' E Of Owen Cir | 0.42 | 50% | |
| | C-10;F-2 | Access Management | E Sh 29 (3) | 300' E Of Owen Cir To Sh 130 | 0.08 | 50% | |
| | | | Intersection Improvements | Location | Improvement(s) | | % In Service Area |
| | AI-9;CI-1 | | | N Ih 35 Frontage And Sh 130 Frontage | Signal | | 50% |
| | CI-2 | | | Cr 151 (Stadium Drive) And Austin Avenue | Signal | | 100% |
| | CI-3 | | | Inner Loop And Cr 151 (Stadium Drive) | Roundabout | | 100% |
| | AI-20;CI-4 | | | N Ih 35 And Northwest Blvd | Overpass | | 50% |
| | CI-5 | | | N Austin Ave And Fm 971 | Signal | | 100% |
| | CI-6 | | | N Austin Ave And Old Airport Rd | Turn Lane & Signal | | 100% |
| | CI-7 | | | Fm 971 And Cr 152 | Signal | | 100% |
| | CI-8 | | | S Austin Ave And 2Nd St | Turn Lane | | 100% |
| CI-9 | | Maple Street And Smith Creek Rd | | Signal | | 100% | |
| CI-10;FI-1 | | E University Ave And Hutto Rd | | Turn Lane | | 50% | |
| CI-11 | | Its System Upgrades | Other | | 17% | | |

Service Area C Map



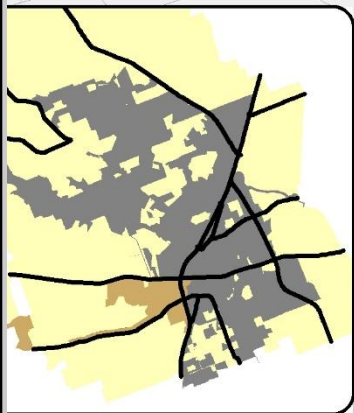
Service Area D Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area |
|--------------|-----------|---------------------------------------|----------------------------------|---|-----------------------|-------------------|
| SA D | D-1 | 6 Lane Major Arterial | W Sh 29 (1) | 2500' E Of Gabriel Forest To 1000' E Of Wood Ranch Rd | 1.47 | 50% |
| | D-2 | 6 Lane Major Arterial | W Sh 29 (2) | 1000' E Of Wood Ranch Rd To Wood Ct | 0.25 | 100% |
| | B-13; D-3 | 6 Lane Major Arterial | W Sh 29 (3) | Wood Ct To Wolf Ranch Pkwy | 0.75 | 50% |
| | B-14; D-4 | 6 Lane Major Arterial | W University Ave | Wolf Ranch Pkwy To Scenic Dr | 0.97 | 50% |
| | D-5 | 4 Lane Minor Arterial | D B Wood Rd | University Ave To Wolf Ranch Pkwy | 0.28 | 100% |
| | D-6 | 4 Lane Minor Arterial | Wolf Ranch Pkwy | University Blvd To Southwest Byp | 1.40 | 100% |
| | D-7 | 4 Lane Major Arterial | Southwest Bypass (1) | Wolf Ranch Pkwy To 3400' S Of Wolf Ranch Pkwy | 0.63 | 100% |
| | D-8 | 4 Lane Major Arterial | Southwest Bypass (2) | 3400' S Of Wolf Ranch Pkwy To 900' S Of Rocky Hill Dr | 0.47 | 50% |
| | D-9 | 4 Lane Major Arterial | Southwest Bypass (3) | 900' S Of Rocky Hill Dr To Leander Rd | 0.25 | 100% |
| | D-10 | 4 Lane Major Arterial | Rr 2243 (1) | Limestone Creek Rd To River Ridge Dr | 5.84 | 100% |
| | D-11 | Access Management | Rr 2243 (2) | River Ridge Dr To Ih 35 | 1.09 | 100% |
| | D-12 | 2 Lane Major Arterial | New Southwest Bypass | W University Ave To Wolf Ranch Pkwy | 0.54 | 100% |
| | | | Intersection Improvements | Location | Improvement(s) | |
| BI-8;DI-1 | | Db Wood Road And Sh 29 (University) | | Signal | | 50% |
| BI-9;DI-2 | | Scenic Drive And University Ave | | Turn Lane & Turn Lane | | 25% |
| DI-3 | | D B Wood Rd And Wolf Ranch Pkwy | | Signal | | 100% |
| DI-4;EI-1 | | Scenic Drive And W 17Th St | | Roundabout | | 50% |
| DI-5;EI-5 | | Leander Rd And Scenic Dr | | Signal | | 25% |
| DI-6 | | Leander Road And Escalera Parkway | | Turn Lane | | 100% |
| DI-7 | | W University Ave And Southwest Bypass | | Signal | | 100% |
| DI-8 | | Its System Upgrades | | Other | | 17% |

Service Area D Map

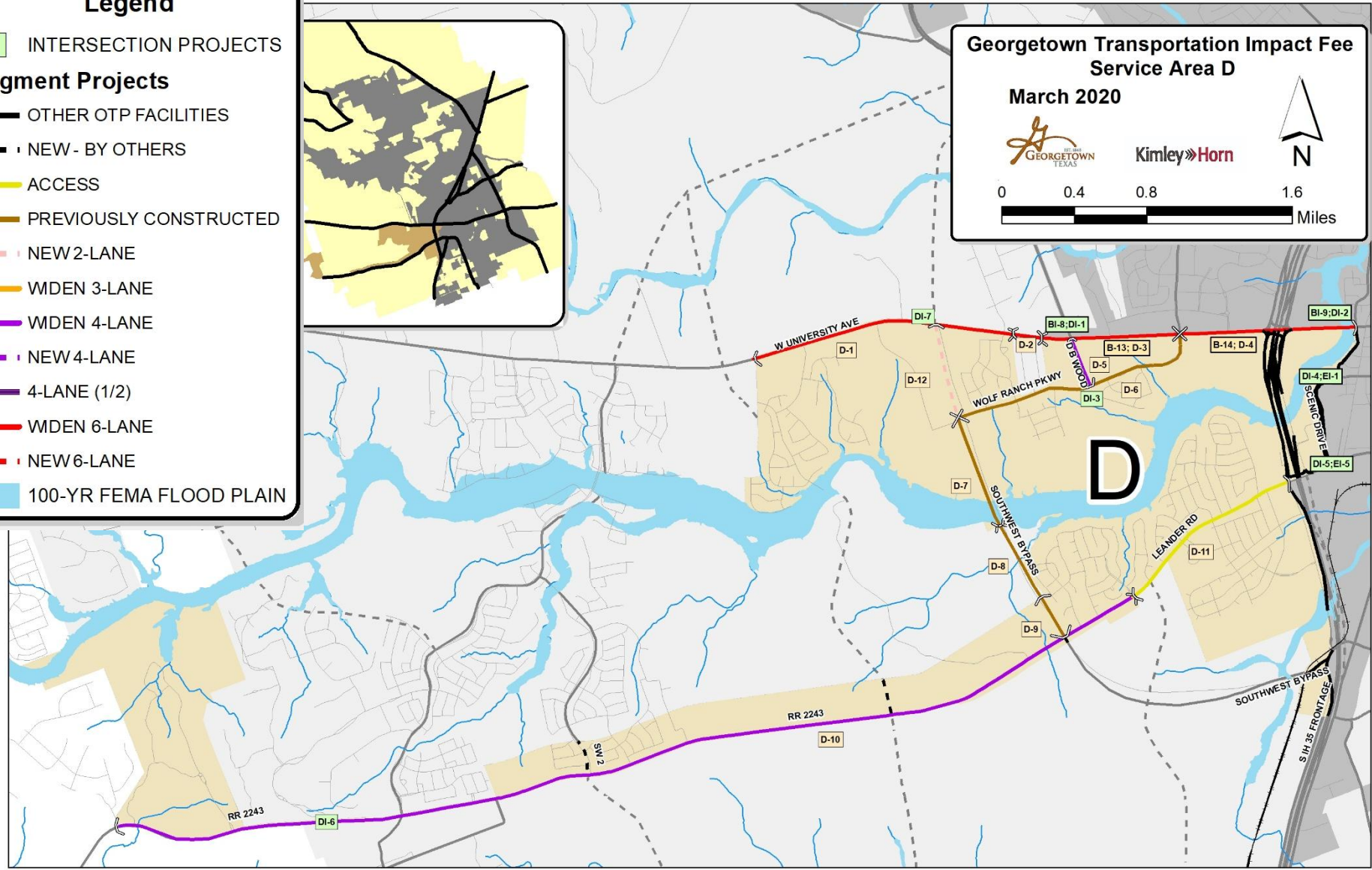
Legend

- INTERSECTION PROJECTS
- Segment Projects**
- OTHER OTP FACILITIES
- NEW - BY OTHERS
- ACCESS
- PREVIOUSLY CONSTRUCTED
- NEW 2-LANE
- WMDEN 3-LANE
- WMDEN 4-LANE
- NEW 4-LANE
- 4-LANE (1/2)
- WMDEN 6-LANE
- NEW 6-LANE
- 100-YR FEMA FLOOD PLAIN



Georgetown Transportation Impact Fee Service Area D
March 2020

0 0.4 0.8 1.6
 Miles

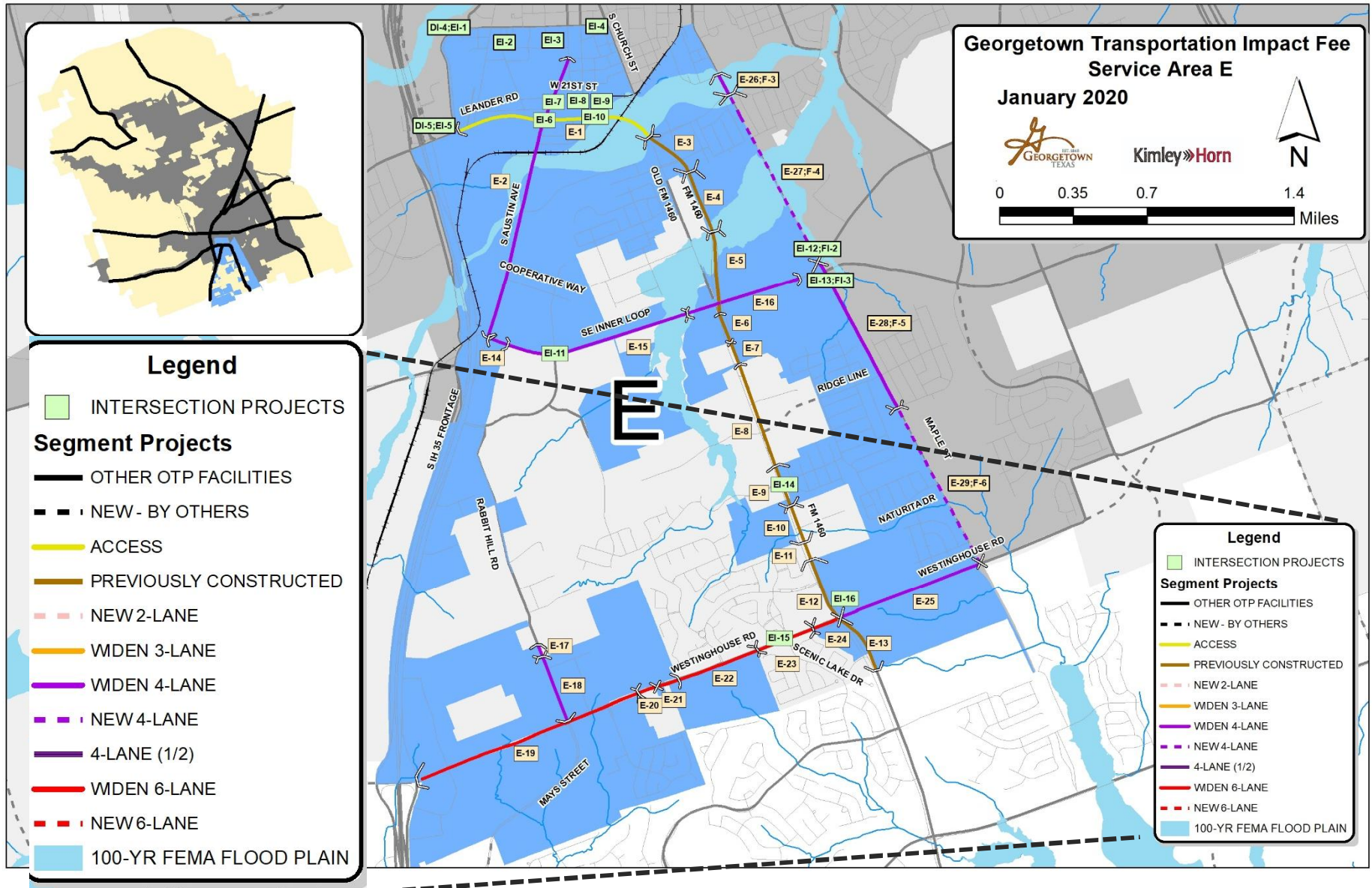


Service Area E Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area |
|--------------|---------------------------|------------------------|---|--|-------------|--------------------------|
| S A E | E-1 | Access Management | Leander Rd | Scenic Drive To Fm 1460 | 0.96 | 100% |
| | E-2 | 4 Lane Major Arterial | S Austin Ave | 18Th Street To Se Inner Loop | 1.38 | 100% |
| | E-3 | Previously Constructed | Fm 1460 (1) | Fm 1460 To 2900' S Of Old Fm 1460 | 0.25 | 100% |
| | E-4 | Previously Constructed | Fm 1460 (2) | 2900' S Of Fm 1460 To 4400' S Of Old Fm 1460 | 0.28 | 100% |
| | E-5 | Previously Constructed | Fm 1460 (3) | 200' S Of Se Inner Loop To 4400' S Of Old Fm 1460 | 0.42 | 100% |
| | E-6 | Previously Constructed | Fm 1460 (4) | 200' S Of Se Inner Loop To 1000' S Of Se Inner Loop | 0.14 | 100% |
| | E-7 | Previously Constructed | Fm 1460 (5) | 1000' S Of Se Inner Loop To 1600' S Of Se Inner Loop | 0.11 | 50% |
| | E-8 | Previously Constructed | Fm 1460 (6) | 1600' S Of Se Inner Loop To 500' N Of Naturita Dr | 0.51 | 100% |
| | E-9 | Previously Constructed | Fm 1460 (7) | 500' N Of Naturita Dr To 600' S Of Naturita Dr | 0.20 | 100% |
| | E-10 | Previously Constructed | Fm 1460 (8) | 600' S Of Naturita Dr To 400' S Of Midnight Ln | 0.18 | 50% |
| | E-11 | Previously Constructed | Fm 1460 (9) | 400' S Of Midnight Ln To 1000' S Of Midnight Ln | 0.09 | 50% |
| | E-12 | Previously Constructed | Fm 1460 (10) | 1000' S Of Midnight Ln To Westinghouse Rd | 0.31 | 50% |
| | E-13 | Previously Constructed | Fm 1460 (11) | Westinghouse Rd To 1800' S Of Westinghouse Rd | 0.31 | 100% |
| | E-14 | 4 Lane Major Arterial | Se Inner Loop (1) | S Austin Ave To 600' W Of S Austin Ave | 0.11 | 100% |
| | E-15 | 4 Lane Major Arterial | Se Inner Loop (2) | 600' E Of S Austin Ave To 1800' E Of S Austin Ave | 0.87 | 50% |
| | E-16 | 4 Lane Major Arterial | Se Inner Loop (3) | 900' W Of Fm 1460 To Sam Houston Ave | 0.57 | 100% |
| | E-17 | 4 Lane Collector | Rabbit Hill Rd (2) | 700' N Of Commerce Blvd To 300' N Of Commerce Blvd | 0.06 | 50% |
| | E-18 | 4 Lane Collector | Rabbit Hill Rd (1) | 300' N Of Commerce Blvd To Westinghouse Rd | 0.33 | 100% |
| | E-19 | 6 Lane Major Arterial | Westinghouse Rd (1) | S Ih 35 To 2000' E Of Mays St | 1.10 | 100% |
| | E-20 | 6 Lane Major Arterial | Westinghouse Rd (2) | 2000' E Of Mays St To 2500' E Of Mays St | 0.09 | 50% |
| | E-21 | 6 Lane Major Arterial | Westinghouse Rd (3) | 2500' E Of Mays St To 3000' E Of Mays St | 0.11 | 100% |
| | E-22 | 6 Lane Major Arterial | Westinghouse Rd (4) | 3600' E Of Mays St To 5800' E Of Mays St | 0.40 | 50% |
| | E-23 | 6 Lane Major Arterial | Westinghouse Rd (5) | 5800' E Of Mays St To 700' E Of Scenic Lake Dr | 0.29 | 100% |
| | E-24 | 6 Lane Major Arterial | Westinghouse Rd (6) | 700' E Of Scenic Lake Dr To Fm 1460 | 0.12 | 50% |
| | E-25 | 4 Lane Major Arterial | Westinghouse Rd (7) | Fm 1460 To Maple Street | 0.72 | 100% |
| E-26;F-3 | 4 Lane Collector | Maple St (1) | E 22Nd Street To Britannia Blvd | 0.10 | 50% | |
| E-27;F-4 | 4 Lane Collector | Maple St (2) | Britannia Blvd To Se Inner Loop | 0.91 | 50% | |
| E-28;F-5 | 4 Lane Collector | Maple St (3) | Se Inner Loop To Pinnacle Dr | 0.78 | 50% | |
| E-29;F-6 | 4 Lane Collector | Maple St (4) | Pinnacle Dr To Westinghouse Rd | 0.84 | 50% | |
| | | | Location | Improvement(s) | | % In Service Area |
| DI-4;EI-1 | Intersection Improvements | | Scenic Drive And W 17Th St | Roundabout | | 50% |
| EI-2 | | | Railroad Ave And 17Th Street | Signal | | 75% |
| EI-3 | | | W 17Th Street And S Austin Ave | Signal & Turn Lane | | 75% |
| EI-4 | | | E 17Th St And S Church St | Turn Lane | | 75% |
| DI-5;EI-5 | | | Leander Rd And Scenic Dr | Signal & Turn Lane | | 50% |
| EI-6 | | | Austin Ave And Leander Rd | Turn Lane | | 75% |
| EI-7 | | | Austin Ave And 21St Street | Signal & Turn Lane | | 75% |
| EI-8 | | | S Main St And W 21St St | Signal | | 75% |
| EI-9 | | | E 21St Street And Industrial Ave | Roundabout | | 75% |
| EI-10 | | | Industrial Ave And Fm 1460 | Signal | | 50% |
| EI-11 | | | Snead Drive (Blue Springs Rd) And Se Inner Loop | Signal | | 50% |
| EI-12;FI-2 | | | Sam Houston Ave And Maple Street | Innovative | | 50% |
| EI-13;FI-3 | | | Se Inner Loop And Maple Street | Innovative | | 50% |
| EI-14 | | | La Conterra Blvd And Fm 1460 | Signal | | 50% |
| EI-15 | | | Westinghouse Rd And Scenic Lake Dr | Signal | | 100% |
| EI-16 | | | Westinghouse Rd And Fm 1460 | Turn Lane | | 75% |
| EI-17 | | | Its System Upgrades | Other | | 17% |



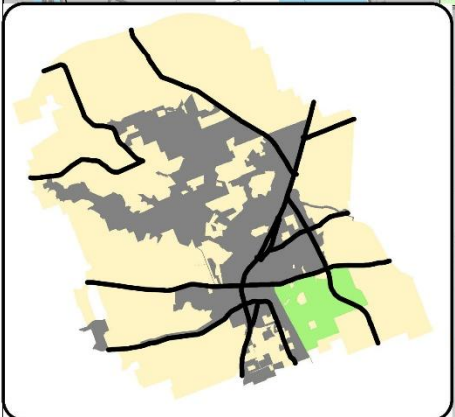
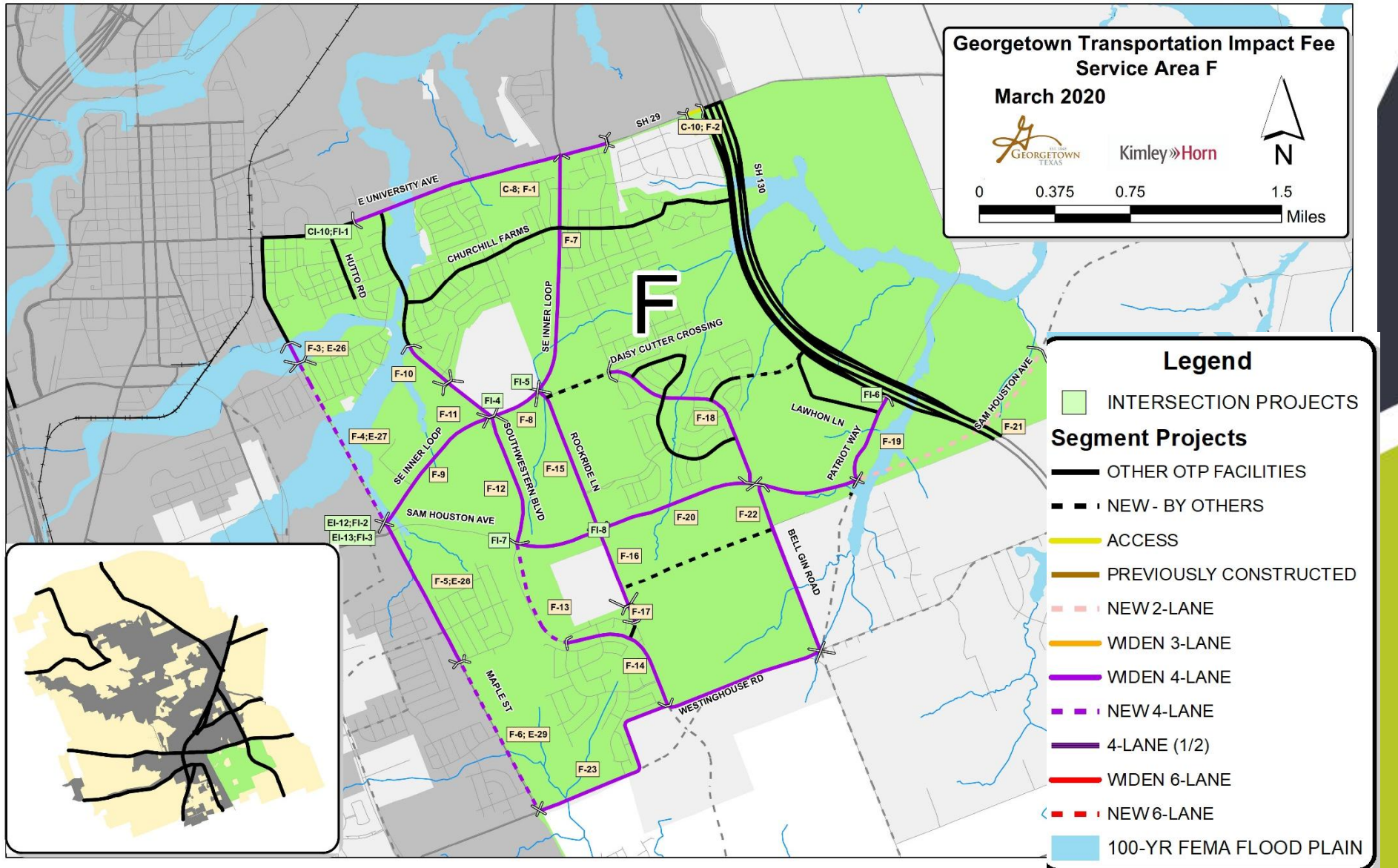
Service Area E Map



Service Area F Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area |
|--------------|----------|----------------------------------|---------------------------------------|--|-------------|--------------------------|
| SA F | C-8;F-1 | 4 Lane Major Arterial | E Sh 29 (1) | Haven Street To 300' E Of Reinhardt Blvd | 1.32 | 50% |
| | C-10;F-2 | Access Management | E Sh 29 (2) | 300' E Of Owen Cir To Sh 130 | 0.08 | 50% |
| | E-26;F-3 | 4 Lane Collector | Maple St (1) | E 22Nd Street To Britannia Blvd | 0.10 | 50% |
| | E-27;F-4 | 4 Lane Collector | Maple St (2) | Britannia Blvd To Se Inner Loop | 0.91 | 50% |
| | E-28;F-5 | 4 Lane Collector | Maple St (3) | Se Inner Loop To Pinnacle Dr | 0.78 | 50% |
| | E-29;F-6 | 4 Lane Collector | Maple St (4) | Pinnacle Dr To Westinghouse Rd | 0.84 | 50% |
| | F-7 | 4 Lane Minor Arterial | Se Inner Loop (1) | University Ave To Rockride Ln | 1.19 | 100% |
| | F-8 | 4 Lane Minor Arterial | Se Inner Loop (2) | Rockride Ln To Southwestern Blvd | 0.27 | 50% |
| | F-9 | 4 Lane Minor Arterial | Se Inner Loop (3) | Southwestern Blvd To Maple Street | 0.77 | 100% |
| | F-10 | 4 Lane Minor Arterial | Southwestern Blvd (1) | Raintree Dr To 1500' S Of Raintree Dr | 0.28 | 100% |
| | F-11 | 4 Lane Minor Arterial | Southwestern Blvd (2) | 1500' S Of Raintree Dr To Se Inner Loop | 0.25 | 50% |
| | F-12 | 4 Lane Major Arterial | Southwestern Blvd (3) | Se Inner Loop To Sam Houston Ave | 0.66 | 100% |
| | F-13 | 4 Lane Major Arterial | Southwestern Blvd (4) | Sam Houston Ave To Fairhaven Gtwy | 0.60 | 100% |
| | F-14 | 4 Lane Major Arterial | Southwestern Blvd (5) | Fairhaven Gtwy To Westinghouse Rd | 0.71 | 100% |
| | F-15 | 4 Lane Collector | Rockride Ln (1) | Se Inner Loop To Sam Houston Ave | 0.76 | 100% |
| | F-16 | 4 Lane Collector | Rockride Ln (2) | Sam Houston Ave To 2200' S Of Sam Houston Ave | 0.41 | 50% |
| | F-17 | 4 Lane Collector | Rockride Ln (3) | 2200' S Of Sam Houston Ave To 2700' S Of Sam Houston Ave | 0.09 | 100% |
| | F-18 | 4 Lane Minor Arterial | Carlson Cove | 1900' E Of Rock Ride Ln To Sam Houston Ave | 1.01 | 100% |
| | F-19 | 4 Lane Major Arterial | Patriot Way (1) | Sh 130 Frontage To Sam Houston Ave | 0.45 | 100% |
| | F-20 | 4 Lane Major Arterial | Sam Houston (1) | Southwestern Blvd To Patriot Way | 1.77 | 100% |
| | F-21 | 2 Lane Major Arterial | Sam Houston (2) | Patriot Way To 2900' E Of Sh 130 Nb | 1.15 | 100% |
| | F-22 | 4 Lane Minor Arterial | Bell Gin Rd | Sam Houston Ave To Westinghouse Rd | 1.56 | 50% |
| | F-23 | 4 Lane Major Arterial | Westinghouse Rd | Maple St To Bell Gin Rd | 1.83 | 50% |
| | | Intersection Improvements | Location | Improvement(s) | | % In Service Area |
| CI-10;FI-1 | | | E University Ave And Hutto Rd | Turn Lane | | 50% |
| EI-12;FI-2 | | | Sam Houston Ave And Maple Street | Innovative | | 50% |
| EI-13;FI-3 | | | Se Inner Loop And Maple Street | Innovative | | 50% |
| FI-4 | | | Southwestern Blvd And Se Inner Loop | Signal & Turn Lane | | 75% |
| FI-5 | | | Rock Ride Lane And Se Inner Loop | Signal | | 50% |
| FI-6 | | | Sh130 And Patriot Way | Signal | | 100% |
| FI-7 | | | Sam Houston Ave And Southwestern Blvd | Signal | | 100% |
| FI-8 | | | Sam Houston Ave And Rock Ride Ln | Signal & Turn Lane | | 100% |
| FI-9 | | | Its System Upgrade | Signal & Turn Lane | | 17% |

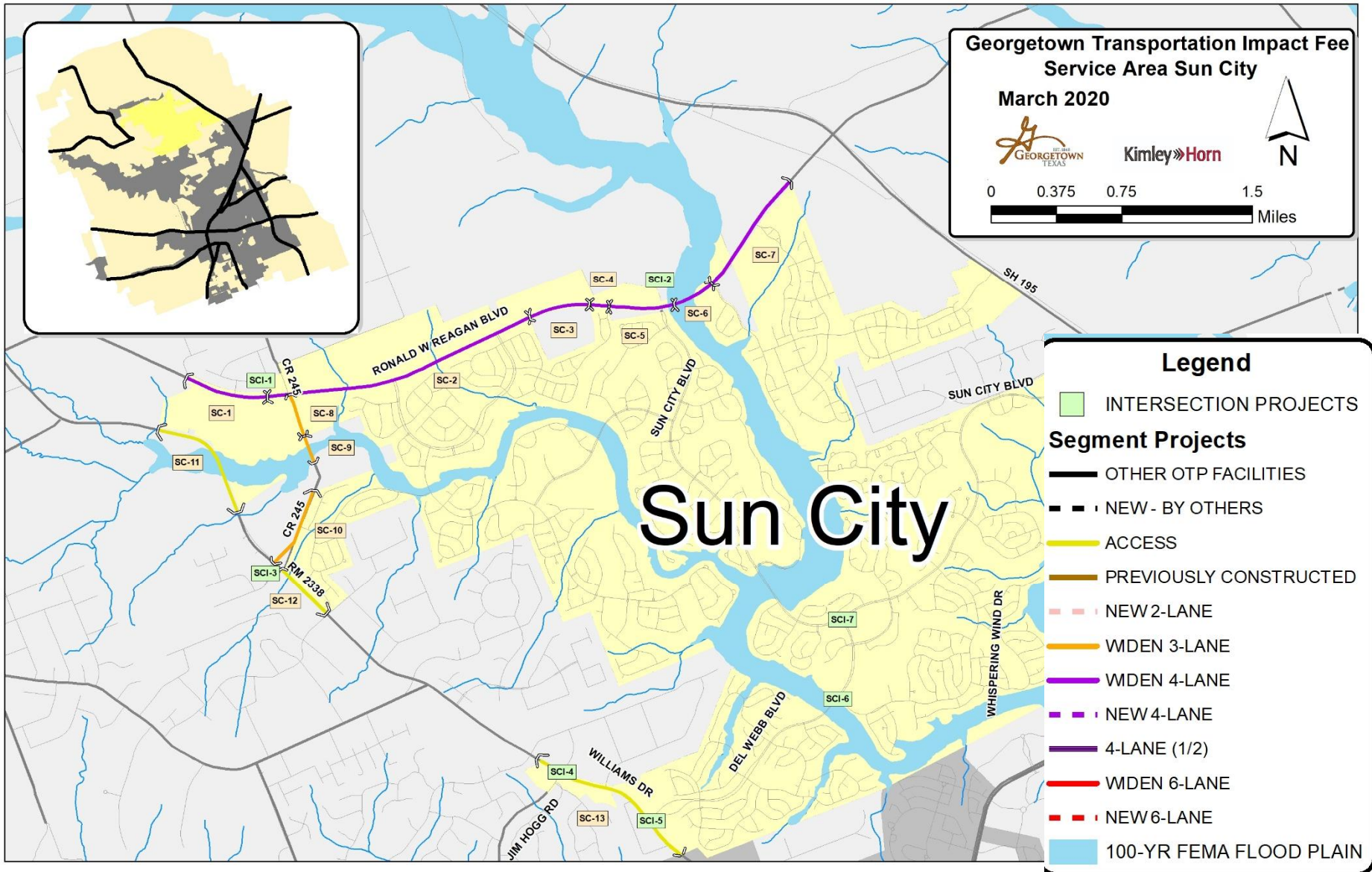
Service Area F Map



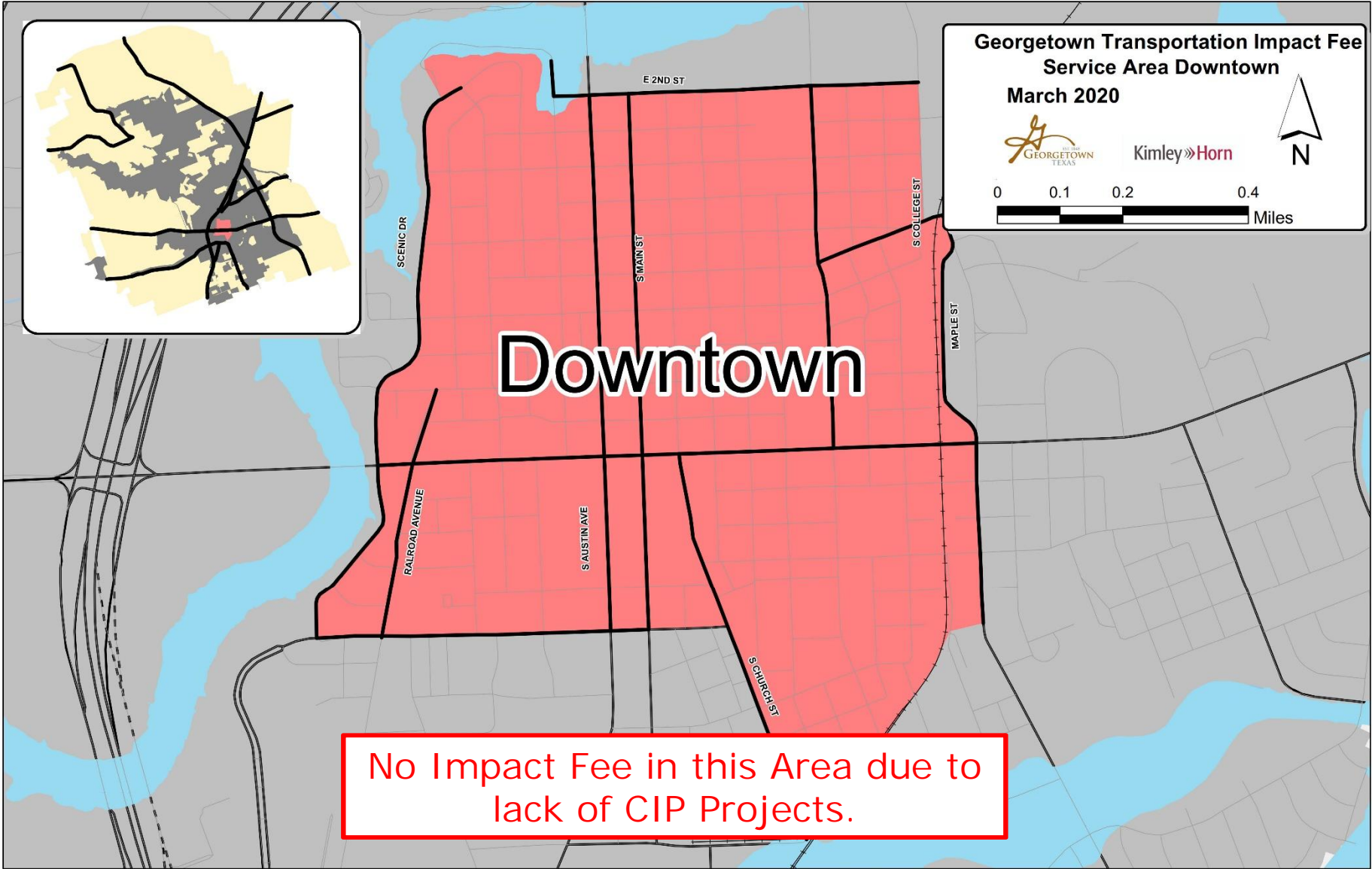
Service Area Sun City Project List

| Service Area | Proj. # | IF Class | Roadway | Limits | Length (mi) | % In Service Area |
|--------------|---------|----------------------------------|--|--|-------------|--------------------------|
| SA SC | SC-1 | 4 Lane Major Arterial | Ronald W Reagan Blvd (1) | Somerset Hills To 700' W Of Cr 245 | 0.50 | 50% |
| | SC-2 | 4 Lane Major Arterial | Ronald W Reagan Blvd (2) | 700' W Of Cr 245 To 1100' E Of Silver Spur Blvd | 1.58 | 100% |
| | SC-3 | 4 Lane Major Arterial | Ronald W Reagan Blvd (3) | 1100' E Of Silver Spur Blvd To 3000' E Of Silver Spur Blvd | 0.35 | 50% |
| | SC-4 | 4 Lane Major Arterial | Ronald W Reagan Blvd (4) | 600' W Of Ridgetop Vista Dr To Ridgetop Vista Dr | 0.11 | 100% |
| | SC-5 | 4 Lane Major Arterial | Ronald W Reagan Blvd (5) | Ridgetop Vista Dr To 400' E Of Sun City Blvd | 0.38 | 50% |
| | SC-6 | 4 Lane Major Arterial | Ronald W Reagan Blvd (6) | 400' E Of Sun City Blvd To Telegraph Ln | 0.26 | 100% |
| | SC-7 | 4 Lane Major Arterial | Ronald W Reagan Blvd (7) | Telegraph Ln To 4000' E Of Telegraph Ln | 0.74 | 50% |
| | SC-8 | 3 Lane Collector | Cr 245 (1) | Ronald W Reagan Blvd To 1400' S Of Ronald W Reagan | 0.25 | 100% |
| | SC-9 | 3 Lane Collector | Cr 245 (2) | 1400' S Of Ronald W Reagan Blvd To 2300' S Of Ronald W | 0.16 | 50% |
| | SC-10 | 3 Lane Collector | Cr 245 (3) | 1200' N Of Rocky Hollow Creek Dr To Rm 2338 | 0.47 | 50% |
| | SC-11 | Access Management | Rm 2338 (1) | 3000' E Of Indian Springs Rd To 7000' E Of Indian Springs | 0.71 | 50% |
| | SC-12 | Access Management | Rm 2338 (2) | 350' S Of Cr 245 To W Ridgewood Rd | 0.36 | 50% |
| | SC-13 | Access Management | Williams Dr | 800' E Of Highland Spring Ln To 500' S Of Casaloma Cir | 0.99 | 50% |
| | | Intersection Improvements | Location | Improvement(s) | | % In Service Area |
| | SCI-1 | | Ronald Reagan Blvd And Cr 245 | Signal | | 100% |
| | SCI-2 | | Ronald W Reagan Blvd And Sun City Blvd | Signal | | 50% |
| | SCI-3 | | Cr 245 And Williams Dr | Signal | | 25% |
| | SCI-4 | | Williams Drive And Jim Hogg Road | Turn Lane | | 100% |
| | SCI-5 | | Williams Drive And Del Webb Blvd | Turn Lane | | 50% |
| | SCI-6 | | Del Webb Blvd And Whispering Wind | Turn Lane | | 100% |
| | SCI-7 | | Del Webb Blvd And Sun City Blvd | Signal & Turn Lane | | 100% |
| | SCI-8 | | Sun City Blvd And Sh 195 | Turn Lane | | 50% |
| | SCI-9 | | Its Upgrades | Other | | 17% |

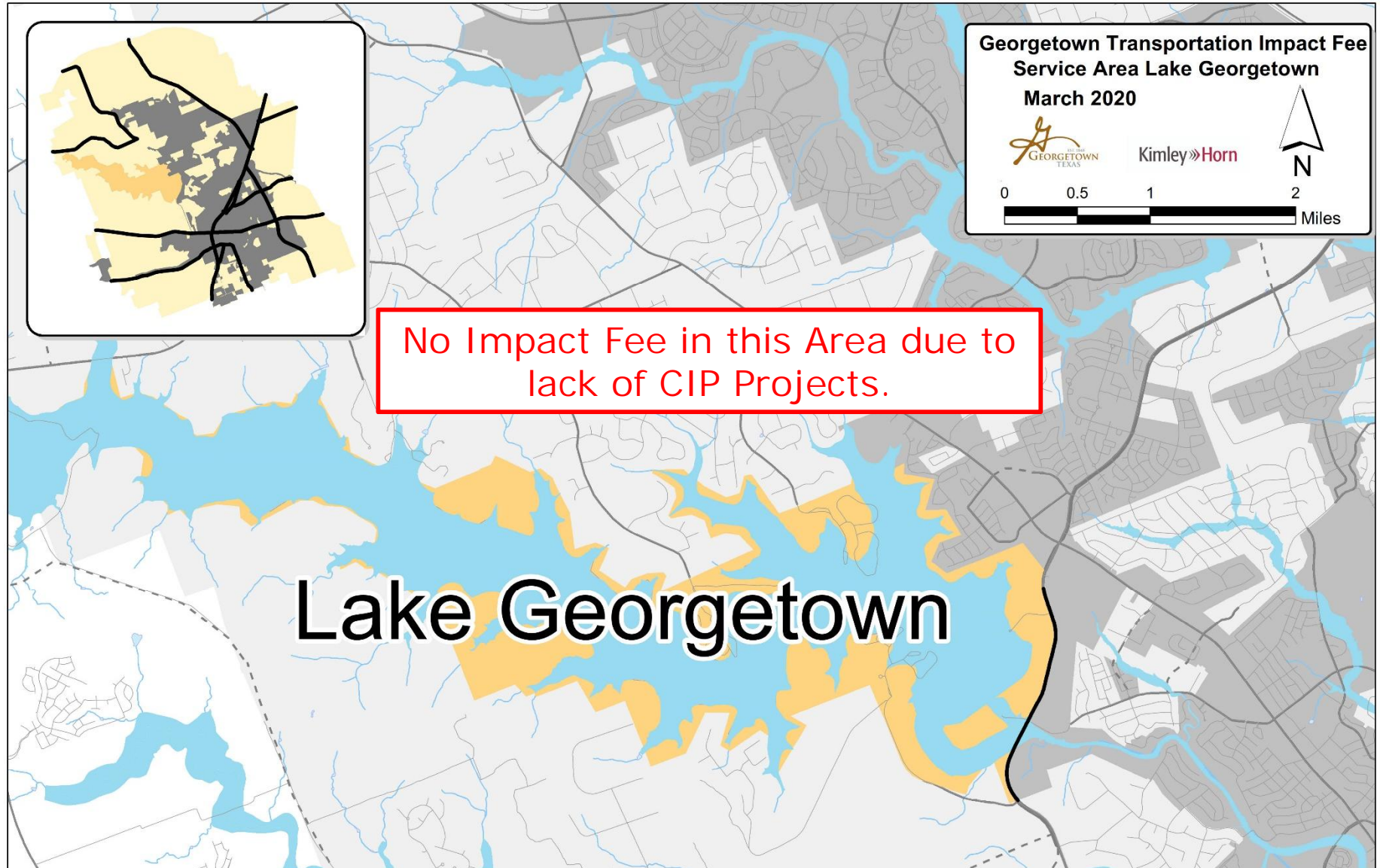
Service Area Sun City Map



Service Area Downtown Map

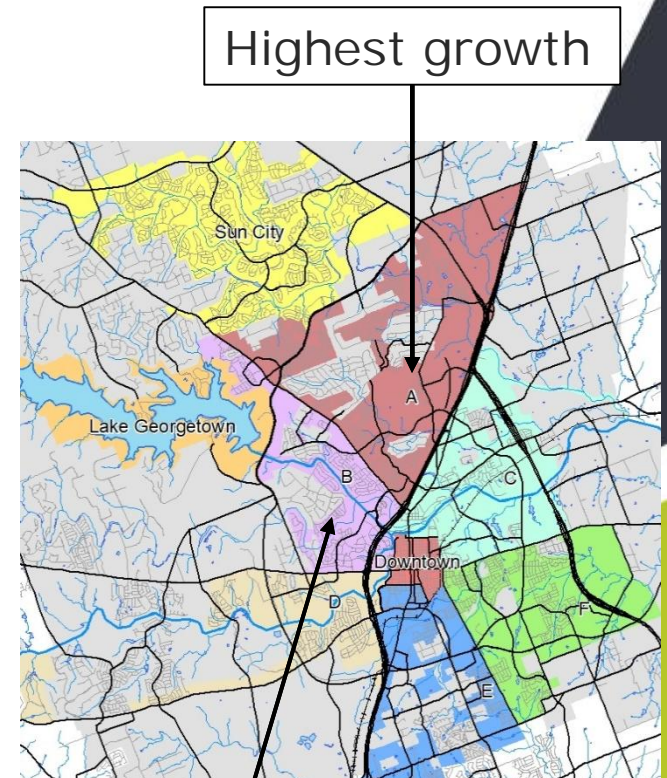


Service Area Lake Georgetown Map



LUA & CIP Summary

- Total growth is highest in Service Area A
- Lowest growth in Service Area B (more built-out)
- Impact Fee CIP Total Cost - \$602 Million
 - Includes OTP projects and some past projects with debt service still being paid off
- Draft report attached as backup for review prior to public hearing to make a motion on study assumptions (LUA, CIP chapters only – full report later)



Lowest growth



STAKEHOLDER ENGAGEMENT

Stakeholder Engagement Plan

Three key strategies are:

Inform

Consult

Involve

The plan will....

- Ensure that inclusive and efficient consultation is undertaken throughout the process; and
- Identify how the project team will respond to community input and keep them informed of decisions

The benefits are....

- Commits the City to being open, accessible, and accountable
- Assists the City to inform and listen to community members
- Allows a broader range of views to be heard and the City to inform the public how input is affecting decisions
- Encourages collaboration in the best interest of the community and to achieve balanced decisions

Stakeholder Engagement Plan

Inform

Information dissemination is the primary form of community engagement. In order to be able to actively engage in the community and in Georgetown's decision-making process, the community requires information to understand purpose, use, and calculation of fee.

Goal: Information

To provide the community with appropriate and timely information regarding the development of a transportation impact fee. Specific information related to purpose, calculation methodology, etc....

Consult

Consultation takes place when feedback is required or requested. As it relates to the development of a transportation impact fee, this will include the development of land use assumptions and preliminary CIP, and calculation of maximum fee.

Goal: Input

To capture community input on the how Georgetown should use a transportation impact fees to cover costs related to a growing transportation network along with existing funding sources (taxes, grants, and etc...).

Involve

Community involvement enables the community to provide ongoing and in-depth input into the development of a transportation impact fee that are best able to address the community's needs.

Goal: Feedback Loop

To work on an ongoing basis with the community to ensure their ideas, concerns and suggestions are heard and they understand how their input is considered in the development of a transportation impact fee.

| Inform | | Consult | | Involve | |
|-------------------------|-----------|-------------------------|----------|-------------------------|----------|
| Event | Date | Event | Date | Event | Date |
| Council | Nov 2019 | Developer Breakfast #2 | Oct 2020 | IFAC #5/6 | Dec/Jan |
| IFAC #1 | Mar 2020 | Chamber Dev Alliance #2 | Oct 2020 | Chamber Dev Alliance #4 | Dec 2020 |
| COVID | HOLD | IFAC #3 | Oct 2020 | Developer Breakfast #4 | Dec 2020 |
| Developer Breakfast #1 | Sept 2020 | Public Hearing | Oct 2020 | IFAC #7 | Jan 2021 |
| Chamber Dev Alliance #1 | Sept 2020 | IFAC #4 | Nov 2020 | IFAC Present to Council | Feb 2021 |
| IFAC #2 | Sept 2020 | Developer Breakfast #3 | Nov 2020 | Public Hearing | Feb 2021 |
| | | Chamber Dev Alliance #3 | Nov 2020 | Council | Mar 2021 |
| | | IFAC #5 | Dec 2020 | | |

Stakeholders:

- | | |
|--|------------------|
| • Council | • Home Builders |
| • Impact Fee Advisory Committee (IFAC) | • Businesses |
| • Chamber of Commerce | • General Public |

What's Next?

- Possible Action: comments on LUA and/or CIP?
- October 9th – next IFAC meeting – maximum fees
- October 27th – Public Hearing on LUA & CIP
 - Comments due from IFAC by October 13th
- November – January – IFAC meetings on collection rate & Policy decisions
- (September – December): Stakeholder Engagement
- January – return to set Public Hearing on Adopting Study
- (January – Complete): Ordinance drafting with collection rate & policy (IFAC will submit comments on Study & recommendation)

