

# **Notice of Meeting of the Governing Body of the City of Georgetown, Texas July 13, 2021**

The Georgetown City Council will meet on July 13, 2021 at 2:05 PM at City Council Chambers, 510 W 9th Street Georgetown, TX 78626

The City of Georgetown is committed to compliance with the Americans with Disabilities Act (ADA). If you require assistance in participating at a public meeting due to a disability, as defined under the ADA, reasonable assistance, adaptations, or accommodations will be provided upon request. Please contact the City Secretary's Office, at least three (3) days prior to the scheduled meeting date, at (512) 930-3652 or City Hall at 808 Martin Luther King Jr. Street, Georgetown, TX 78626 for additional information; TTY users route through Relay Texas at 711.

**The Georgetown City Council is now meeting in person. A quorum of the City Council will be in attendance at the Georgetown City Council Chambers located at 510 W 9th Street Georgetown, TX 78626. It is possible that one or more Council members may attend via video Conference using the Zoom client.**

**To allow for as much citizen participation as possible, citizen comments are accepted either in person or via the Zoom client.**

**To participate via Zoom:**

**You may log onto the meeting, at the link below, and “raise your hand” during the item. If you are unsure if your device has a microphone please use your home or mobile phone to dial the toll free number. To Join a Zoom Meeting, click on the link and join as an attendee. You will be asked to enter your name and email address – this is so we can identify you when you are called upon. At the bottom of the webpage of the Zoom Meeting, there is an option to Raise your Hand. To speak on an item, simply click on that Raise Your Hand option once the item you wish to speak on has opened. When you are called upon by the Mayor, your device will be remotely un-muted by the Administrator and you may speak for three minutes. Please state your name clearly upon being allowed to speak. When your time is over, your device will be muted again.**

**Face masks are encouraged. Use of profanity, threatening language,**

**slanderous remarks or threats of harm are not allowed and will result in you being immediately removed from the meeting.**

**If you have questions or need assistance, please contact the City Secretary's office at [cs@georgetown.org](mailto:cs@georgetown.org) or at 512-930-3651.**

**To have your comments forwarded to the City Council, but not read aloud during the meeting, submit the following form by 12:00 p.m. on the date of the meeting – <https://records.georgetown.org/Forms/AddressCouncil>**

**To join from a PC, Mac, iPad, iPhone or Android device, please click this URL:**

**<https://georgetowntx.zoom.us/j/99733746494?pwd=TEt2STFva3ZwVTFJV1BsZVRtUVQ0dz09>  
Webinar ID: 997 3374 6494  
Passcode: 782330**

**Or to join by phone dial:**

**(346)248-7799 OR (253)215-8782 OR (669)900-6833 OR (312)626-6799  
OR (929)205-6099 OR (301)715-8592  
TOLL FREE (877)853-5257 OR (888)475-4499 OR (833)548-0276 OR  
(833)548-0282  
Webinar ID: 997 3374 6494  
Passcode: 782330**

#### **Policy Development/Review Workshop -**

- A Presentation and discussion regarding the funding for GoGeo in Fiscal Year 2022 -- David Morgan, City Manager and Will Parrish, Transportation Planning Coordinator
- B Presentation and discussion regarding the FY2022 assessed value trends, the projected tax impact of five-year capital improvement plan and tax-supported debt -- Nathan Parras, Assistant Finance Director
- C Presentation and discussion regarding potential uses of funds from the federal American Rescue Plan -- Leigh Wallace, Finance Director
- D Presentation, discussion, and possible direction regarding the City's response to COVID-19 -- Jack Daly, Community Services Director

#### **Executive Session**

In compliance with the Open Meetings Act, Chapter 551, Government Code, Vernon's Texas Codes, Annotated, the items listed below will be discussed in closed session and are subject to action in the regular session.

- E **Sec. 551.071: Consultation with Attorney**  
Advice from attorney about pending or contemplated litigation and other matters on which the attorney has a duty to advise the City Council, including agenda items  
- Litigation Update

- HB 1925 Opinion

**Sec. 551.072: Deliberations about Real Property**

- BCI 1-3, Parcel 3, Whiteaker -- Travis Baird, Real Estate Services Manager

- BCI 1-3, Parcel 13 Homeyer -- Travis Baird, Real Estate Services Manager

**Sec. 551.086: Certain Public Power Utilities: Competitive Matters**

- Purchased Power Update

**Sec. 551.087: Deliberation Regarding Economic Development Negotiations**

- Project Tiger

- Rivery TIRZ

**Adjournment**

**Certificate of Posting**

I, Robyn Densmore, City Secretary for the City of Georgetown, Texas, do hereby certify that this Notice of Meeting was posted at City Hall, 808 Martin Luther King Jr. Street, Georgetown, TX 78626, a place readily accessible to the general public as required by law, on the \_\_\_\_\_ day of \_\_\_\_\_, 2021, at \_\_\_\_\_, and remained so posted for at least 72 continuous hours preceding the scheduled time of said meeting.

\_\_\_\_\_  
Robyn Densmore, City Secretary

# City of Georgetown, Texas

## City Council Workshop

### July 13, 2021

#### **SUBJECT:**

Presentation and discussion regarding the funding for GoGeo in Fiscal Year 2022 -- David Morgan, City Manager and Will Parrish, Transportation Planning Coordinator

#### **ITEM SUMMARY:**

At the March 23, 2021, Council workshop, Council received an update on the viability of PPP and a voucher system for transit options. Council directed staff to:

- Council directed staff to return with an item for Council to take formal action regarding the future funding for the GoGeo transit system;
- Council sought more information on options for paratransit only services, such as a) a City grant with local nonprofit or agency using local funds only or b) a partnership with Cap Metro with a combination of local and federal funds; and
- Council also requested information on what transit services was the City supporting prior to the initiation of GoGeo.

#### **Georgetown Transit Services prior to the initiation of GoGeo.**

Prior to the current GoGeo fixed route service, which was initiated in 2017, the City of Georgetown had a “Demand Response” pickup service, which allowed customers to call ahead and request service.

The primary characteristics of the Demand Response service are as follows:

- Passengers reserved rides by telephone or online with 24 hour advance notice.
- Curb to Curb service.
- Offered Monday – Friday from 8 a.m. to 4:30 p.m.
- \$2.00-\$6.00 depending on destination zone.

This service operated from 2011 to 2016. In 2016, the total cost of the pickup service was \$348,140, with the City providing \$208,884. City Staff discussed the cost implications of renewing this system with CapMetro, and they stressed that costs have gone up significantly in the past 5 years.

#### **Paratransit only services Options.**

Council requested information about the possibility of a) a City grant with local nonprofit or agency using local funds only or b) a partnership with Cap Metro with a combination of local and federal funds.

City Staff reached out to several non-profits within Georgetown with the help of Suzy Pukys of the Georgetown Health Foundation. The majority of the non-profits support GoGeo by providing vouchers for their constituents to access GoGeo.

One of the Georgetown non-profits, Faith in Action, does focus on providing transportation to its constituents through a network of volunteers. Faith in Action provides limited transportation for able bodied seniors to medical appointments and the grocery store. Faith in Action has expressed interest in working with the City of Georgetown to expand their current services, but at this time they do not feel that the organization can provide paratransit services at a service level that would benefit the City of Georgetown.

City Staff also reached out to a company located in Leander, Silver Lift, which currently focuses on providing door to door services for able bodied seniors. Silver Lift does not currently provide Paratransit Services, but is very interested expanding to include Paratransit. Silver Lift provided a cost estimate and breakdown (included in packet) and estimates that they can provide paratransit service for approximately \$871,000 for the first year of service (assuming weekly services M-F / 8-5).

City Staff met with CapMetro regarding Paratransit only service. Based on the current number of Paratransit

approved riders (234) CapMetro could work with CARTS to provide a Paratransit Service with one vehicle. This vehicle would operate Monday – Friday, from 7a.m. to 7p.m., and require 24 hour advance reservation. Based on these parameters, CapMetro estimates a service cost of \$271,140 (\$162,684 cost to City / \$108,456 FTA Match). It should be noted that with the loss of fixed route service, there may be an increase in the number of people who apply to be eligible for Paratransit service. This could increase costs above current estimates.

At the January 26, 2021 regular meeting, Staff provided a breakdown of CapMetro’s Microtransit proposal. CapMetro’s Microtransit service would provide Paratransit Services as all vehicles are Paratransit ready. The service area for the proposed Microtransit option is essentially the same as the current fixed route service area. CapMetro estimated a local match (cost to the City) of \$556,673 in FY 2021 dollars for a full year of service. This service would serve both Paratransit and non-paratransit riders, would be a Demand Response system with a 15 minute wait, and would be curb to curb.

#### **Formal Action Regarding Future Funding for GoGeo**

The City of Georgetown has an annual contract that expires on September 30 of 2021.

- The contract will automatically expire if not renewed.
- In order to be prepared to continue or suspend services, CapMetro needs to know if contract will be renewed, or if there is to be a significant change in the service provided.

Staff is requesting formal action regarding the future funding for the GoGeo transit system.

#### **FINANCIAL IMPACT:**

The Financial Impact to the City of Georgetown would depend on what action Council chooses to take.

#### **SUBMITTED BY:**

David Morgan & Will Parrish

#### **ATTACHMENTS:**

Presentation

Transit Monthly Report 2021-May

# GoGeo Funding FY22



Georgetown City Council

June 22, 2021

# Presentation Overview

At the March 2021 Council Workshop, Council directed staff to:

1. Council directed staff to return with an item for Council to take formal action regarding the future funding for the GoGeo transit system;
2. Council sought more information on options for paratransit only services, such as
  - a) a City grant with local nonprofit or agency using local funds only or
  - b) a partnership with Cap Metro with a combination of local and federal funds;and
3. Council also requested information on what transit services was the City supporting prior to the initiation of GoGeo.

# Georgetown Transit Services Prior to GoGeo

Prior to the current GoGeo fixed route service, which was initiated in 2017, the City of Georgetown had a “Demand Response” pickup service, which allowed customers to call ahead and request service.

The primary characteristics of the Demand Response service are as follows:

- Passengers reserved rides by telephone or online with 24 hour advance notice. Curb to Curb service. Offered Monday – Friday from 8 a.m. to 4:30 p.m.
- \$2.00-\$6.00 depending on destination zone.



# Georgetown Transit Services Prior to GoGeo

This service operated from 2011 to 2016. In 2016, the total cost of the pickup service was \$348,140, with the City providing \$208,884.

- City Staff discussed the cost implications of renewing this system with CapMetro, and they stressed that costs have gone up significantly in the past 5 years.
- In order to determine costs associated with this type of service, CapMetro needs additional information on service area and frequency of service proposed.

# Georgetown Transit Services Prior to GoGeo

## Budget - History

	FY14*	FY15*	FY16**	FY17 <sup>x</sup>	FY18***	FY19***
<b>Total</b>	<b>\$312,000</b>	<b>\$312,000</b>	<b>\$348,140</b>	<b>\$421,621</b>	<b>\$822,822</b>	<b>\$844,194</b>
<b>FTA</b>	<b>\$156,000</b>	<b>\$156,000</b>	<b>\$139,256</b>	<b>\$168,648</b>	<b>\$265,383</b>	<b>\$265,383</b>
<b>City</b>	<b>\$156,000</b>	<b>\$156,000</b>	<b>\$208,884</b>	<b>\$252,973</b>	<b>\$557,439</b>	<b>\$578,811</b>
<b>Service Type</b>	<b>Demand Response</b>	<b>Demand Response</b>	<b>Demand Response</b>	<b>Fixed route</b>	<b>Fixed Route</b>	<b>Fixed Route</b>

\* FTA Allowed a 50/50 split

\*\* In FY 2016, FTA required a 60% local, 40% FTA split

\*\*\* City match includes the Georgetown Health Foundation Funding

x 2017 was a ramp up year and did not include a full year of service

# Paratransit Only Options

Council requested information about the possibility of:

- a) a City grant with local nonprofit or agency using local funds only or
- b) a partnership with Cap Metro with a combination of local and federal funds.

With the help of the Georgetown Health Foundation, Staff reached out to many of the local non-profits in Georgetown that are affected by Transit:

- Faith in Action
- The Caring Place
- Opportunities for Williamson-Burnet Counties
- The Georgetown Project
- Boys and Girls Club of Georgetown

# Paratransit Only Options

Most of the non-profits support GoGeo by providing transit vouchers for their constituents who rely on GoGeo for transportation.

## Faith in Action

- Primary mission is providing transportation for able bodied seniors to medical appointments and the grocery store.
- Operates transportation to serve its constituents through a network of volunteers
- Faith in Action has expressed interest in working with the City of Georgetown to expand their current services, but at this time they do not feel that the organization can provide dedicated paratransit services.

# Paratransit Only Options – Silver Lift

## Silver Lift

- Leander based company focused on transportation for seniors
- Door to door pickup service
- Has expressed interest in expanding services to provide Paratransit, and has provided Staff with a cost breakdown for the first year of service.
- The cost for the first year of service is estimated at approximately \$871,000 for 40 hrs a week service, M-F / 8-5.

# Paratransit Only Options – Cap Metro

## Cap Metro Partnership

- Based on existing approved ADA passengers
  - 235 Approved passages currently
- Anyone who is not ADA eligible will lose service once fixed route is eliminated
- Service will follow CARTS holiday Schedule

## Service

- One Vehicle
- Monday – Friday / 7 a.m. – 7 p.m.
- 24 hour advanced reservation

Estimated total cost - \$271,140 (Local cost \$162,684)

# PARATRANSIT ELIGABLILITY

Potential riders who may be eligible to apply for ADA Paratransit:

- Persons with a cognitive disability
- Persons with a vision disability
- Persons who lack manual dexterity / lack balance
- Persons with a disability which requires an Accessible Vehicle

# Microtransit Option

## Cap Metro

- At the January 26, 2021 meeting, Staff presented Council with Cap Metro's Microtransit proposal.
- All Microtransit buses are Paratransit ready, and would serve all users
  - Cap Metro Service Area would be similar to current GoGeo Service Area
  - Cap Metro Pickup Service is Curb to Curb (not door to door) with 15 minute wait times
- Estimated cost to the City of \$556,673 in FY 21 dollars (**FY22 cost unknown**).



# Historical Overview

	Service Area	Response Time	Fare Cost	Cost
2011-2016 Demand Response	City Limits	24 Hr. Advance Reservation	\$7.00	\$348,148 (2016)
2017-2021 GoGeo	7.1 Square Miles	30-45 Minute Intervals	\$1.00	<b>Estimated</b> \$553,951 (City) (\$343,327 FTA Match)
Microtransit (based on 2021 model/data)	6.1 Square Miles	15 Minute Advance Reservation	\$1.25	<b>Estimated</b> \$556,673 (City) (343,327 FTA Match)
CapMetro Paratransit Only (FY22)	Based on Existing Approved Paratransit Riders (235)	24 Hr. Advance Reservation	\$2.00	<b>Estimated</b> \$162,684 (City) (\$108,456 FTA Match)

# Formal Action Regarding Future Funding for GoGeo

- The City of Georgetown has an annual contract that expires on September 30 of 2021.
  - The contract will automatically expire if not renewed.
  - In order to be prepared to continue or suspend services, CapMetro needs to know if contract will be renewed.
- What service option does Council wish to provide after September 30?
  - Staff needs to notify existing customers and the service providers as soon as possible.

## Public Transit Report for City Council

Date: June 2021

The purpose of this report is to provide City Council with timely updates on GoGeo ridership and financial expenditures, the micro-transit alternative, interaction with the Georgetown Health Foundation, and other information as requested by Council concerning the transit program.

### GoGeo

Fixed Route Ridership and Paratransit Ridership for FY 2020. \*GoGeo was unable to provide services for several days in February 2021 due to the winter storm event.

#### FY 2020

	Orange	Purple	Blue	Red	TOTAL	Paratransit
October	352	393	701	609	2050	468
November	257	400	577	455	1689	410
December	222	353	495	467	1537	381
January	241	342	538	539	1660	394
February	224	365	577	513	1679	428
March	158	250	382	359	1149	340
April	25	153	211	175	564	141
May	58	155	223	202	638	151
June	97	264	352	228	941	218
July	142	224	287	212	865	232
August	142	221	272	219	854	219
September	110	223	272	195	800	262
AVG					1,202	304
<b>TOTAL</b>	<b>2028</b>	<b>3343</b>	<b>5371</b>	<b>4173</b>	<b>14426</b>	<b>3644</b>

#### FY 2021

	Orange	Purple	Blue	Red	TOTAL	Paratransit
October	96	214	279	204	793	278
November	80	146	215	214	655	205
December	112	174	175	141	602	221
January	92	182	165	137	576	206
February*	74*	127*	129*	110*	440*	166*
March	104	259	250	211	824	254
April	76	180	181	173	610	244
May	70	151	169	139	529	250
June						
July						
August						
September						
AVG						
<b>TOTAL</b>	<b>704</b>	<b>1,403</b>	<b>1,563</b>	<b>1,329</b>	<b>4,929</b>	<b>1,824</b>

## Public Transit Report for City Council

Date: June 2021

### GoGeo Stop Locations:

Stop Locations	Trip Purpose	# Riders
GT Library	Downtown / Transfer Center / Various Services	157
Riverbend	Health Foundation / Social Services	76
Luther / Rockmoor	Apartments	69
HEB	Shopping	26
Walmart	Shopping	63
Rifle Bend	Quail Valley Neighborhood	27
Morrow / Main	Numerous Employers	17
Northwest / Janis	Housing Authority / Gateway Apartments	31
Scenic / 18th	St. David's / Boys & Girls Club / Caring Place	27

### FY 2021 Interlocal Agreement - Funding

CapMetro bills the City for contract services to provide fixed bus route and paratransit services. The October expenses were invoiced on November 25<sup>th</sup>. At this time no invoices for November or December have been received.

	Invoice #	Billed	
<b>FY 2020</b>			
June	73859	\$34,437.96	
July	73954	\$36,185.04	
August	74001	\$34,248.02	
September	74068	\$34,798.54	
<b>FY 2021</b>			
October	74150	\$38,828.43	
November	74257	\$33,165.42	
December	74254	\$35,951.94	
January	74337	\$33,133.34	
February	74392	\$20,217.35	
March			
April			
May			
June			
July			
August			
September			
FY 2021 to date			

# Public Transit Report for City Council

Date: June 2021

## GoGeo May 2020 Performance Measures

<b>Passengers Per Revenue Hour</b>	Actual Performance	Monthly Target
Orange & Purple Routes	0.92	6
Blue & Red Routes	1.29	6
<b>Fare Recovery Ratio</b>	Actual Performance	Monthly Target
Orange & Purple Routes	1.63%	6%
Blue & Red Routes	1.96%	6%
<b>Cost Per Passenger</b>	Actual Performance	Monthly Target
Orange & Purple Routes	\$103.73	\$12
Blue & Red Routes	\$65.05	\$12
<b>Cost Per Revenue Hour</b>	Actual Performance	Monthly Target
Orange & Purple Routes	\$82.69	\$87
Blue & Red Routes	\$82.69	\$87
<b>On-Time Performance</b>	Actual Performance	Monthly Target
Orange & Purple Routes	93%	95%
Blue & Red Routes	93%	95%
<b>Monthly Ridership</b>	Actual Performance	Monthly Target
Orange & Purple Routes	221	1,667
Blue & Red Routes	308	1,667
Total	529	3,333

Average Daily Ridership	26
Paratransit Ridership	250
Total Ridership (Fixed Route and Paratransit)	779

Paratransit Applications Received	3
Paratransit Applications Approved	3
Paratransit Applications Denied	0
Paratransit On-Time Performance	100%

Number of Days of Service 20

## Public Transit Report for City Council

Date: June 2021

### Micro-Transit Services

- **February 3, 2021**

- Staff met with Lyft to discuss possibility of public/private partnership.
  - Lyft does not have the ability to provide paratransit services.
  - Would require 3<sup>rd</sup> party and be prohibitively expensive.
- Lyft has a program called Lyftpass that comes with a data dashboard.
  - Would allow for the prequalification of riders.
  - Can create a digital pass with mobile app.
  - Would require City Staff member to monitor dashboard, or hire 3<sup>rd</sup> party vendor.
- Call center would require City Staff or third party vendor

- **January 14, 2021 – Progress Meeting**

- Staff had a meeting with CapMetro and CARTS to go over the local match funding levels that were proposed at the November 11<sup>th</sup> City Council Workshop and what the impacts would be to the type of service provided (fixed route – microtransit) and the levels of service.
- At the November 10<sup>th</sup> City Council Workshop Council came to consensus on setting a local match level of \$350,000. Then Council also directed staff to come back with two budget options, the current budget option that has a local match of \$619,369 and a reduced local match option of \$350,000.

Options	FTA Funds	Local Match	Annual Budget
FY21 Budget	\$392,301	\$619,369	\$1,011,670
Reduced Budget	\$232,000	\$350,000	\$585,000

- The funding levels, type of service (fixed route-micortransit) and levels of service will be discussed at the City Council Workshop on January 26<sup>th</sup>.

- **December 18, 2020 – Progress Meeting**

- Had a good update meeting with CapMetro, GHF and City Staff to go over the timeline for transitioning to the new service platform – Pickup. The intention is to start the new service by April 1, 2021.
- Reviewed the proposed service area with CapMetro and GHF

- **November 10, 2020 – RFI update**

- City staff to provide update on the micro-transit/transit services.
- City staff is seeking direction from Council as follows:
  1. Does Council support maintaining fixed route bus service until a micro-transit system is established by end of FY21?
  2. Regarding micro-transit service, does Council want to...
    - a. continue to receive Federal funds and ...

## Public Transit Report for City Council

Date: June 2021

- i. be a direct recipient or subrecipient of Federal funds (use of private company as micro-transit service); or
      - ii. work with Capital Metro and CARTS through contract services (same as today)
    - b. not receive Federal funds and implement a micro-transit service using local dollars only?
  3. Beyond FY21, what is the level of funding Council desires to set aside for transit services?
- **October 23, 2020 – RFI Submittal Deadline**
    - 8 Submittals
      - Lyft, Uber, Bus, Laz Karp, Myle Technologies, RibCo, Wynne Transportation, and River North Transit LLC (VIA).
    - CapMetro and CARTS through contract services can also provide micro-transit services.
  - **September 22, 2010 – CapMetro FY 2021 Interlocal Agreement – City Council**
    - City Council approved the FY21 ILA with CapMetro
  - **September 21, 2020 – RFI Issued**
    - Companies were provided roughly 30 days to submit responses
  - **July 28, 2020 – Transportation Service Update – City Council Workshop**
    - Recap on direction from June 9, 2020 Workshop
    - Rideshare / Micro-transit Services Update
    - How do we maintain current services?
    - Timeline for RFI/RFP
    - Process to change Private vs Public
    - Feedback and Direction
  - **June 9, 2020 – Transit Operations Update – Council Workshop**
    - Council gave Staff direction to research different transportation platforms such as dynamic rideshare or micro-transit.
      - Pursue an RFI/RFP for rideshare/micro-transit
    - Council also wanted to maintain transportation services for the citizens that are currently using the transit system.

### **Georgetown Health Foundation**

City staff continues to meet with GHF and CapMetro as we work on the new service platform – Pickup. We want this transition to Pickup to be beneficial for all future users and develop a level of service that grow with the continue to grow with the needs of our community. Ms. Pukys expressed that GHF remains focused on trying to make transit service accessible (user friendly) to its constituents.

City of Georgetown, Texas  
City Council Workshop  
July 13, 2021

**SUBJECT:**

Presentation and discussion regarding the FY2022 assessed value trends, the projected tax impact of five-year capital improvement plan and tax-supported debt -- Nathan Parras, Assistant Finance Director

**ITEM SUMMARY:**

Annually during the Budget process, staff bring forward an analysis of the Five Year Capital Improvement Plan and the General Debt Service Fund model. This tool assesses the impacts of issuing property-tax backed debt and allows for scenario testing and the adjustment of multiple variables including assessed value, sales tax, tax rate distribution, and debt service requirements.

Staff will recommend a balanced model to Council and seek the Council's feedback on the funded projects. This information then becomes part of the City Manager's Proposed Budget.

**FINANCIAL IMPACT:**

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**SUBMITTED BY:**

Sharon Parker

**ATTACHMENTS:**

Presentation

Debt Model

5 year Capital Improvement Plan Project list





# Agenda

- Property tax overview
- Changes in assessed values
- Overview of tax supported debt model
- Summary of 5-year tax-supported capital improvement program
- Council feedback



# Property Tax Process

- Assessed Value is certified on July 25<sup>th</sup> by Williamson Central Appraisal District (WCAD).
- After the certification date, finance staff meets with the WilCo Tax Assessor Collector's Office and verifies the Truth in Taxation form.
  - This form calculates the No New Revenue rate and the Voter Approval rate.
  - State requirement and must be published in the local paper and on City and WCAD websites.

# Truth in Taxation

- The ***No New Revenue rate*** is the property tax rate the City would need to charge in order to produce the same amount of property tax revenues as last year while using the new valuations of the current year.
- Typically, property values appreciate from year to year. In most years, the increased value of a property means a lower tax rate could produce the same amount of revenue. For example, a home valued at \$100,000 with a tax rate of 41.8 cents would produce \$418 in property tax revenue. If in the following year, the home is valued at \$105,000, the No New Revenue rate would be 39.8 cents to produce the same \$418 worth of revenue. The No New Revenue rate enables the public to evaluate the relationship between taxes for the prior year and for the current year.
- Previously known as the Effective Rate.

# Truth in Taxation

- The ***Voter Approval rate*** is the maximum tax rate the City can set before requiring an election to approve the tax rate. After adjustments for debt calculations, the Voter Approval rate is equal to the effective rate times 3.5%.
- Previously known as the Rollback Rate.

# Truth in Taxation

- The total tax rate is made of two pieces
  - Operations and maintenance – used to fund fire, police, planning, parks, etc in the General Fund
  - Debt Service – used to pay principal and interest on tax supported capital projects
- No new revenue rate and voter approval rates are for the O&M side only

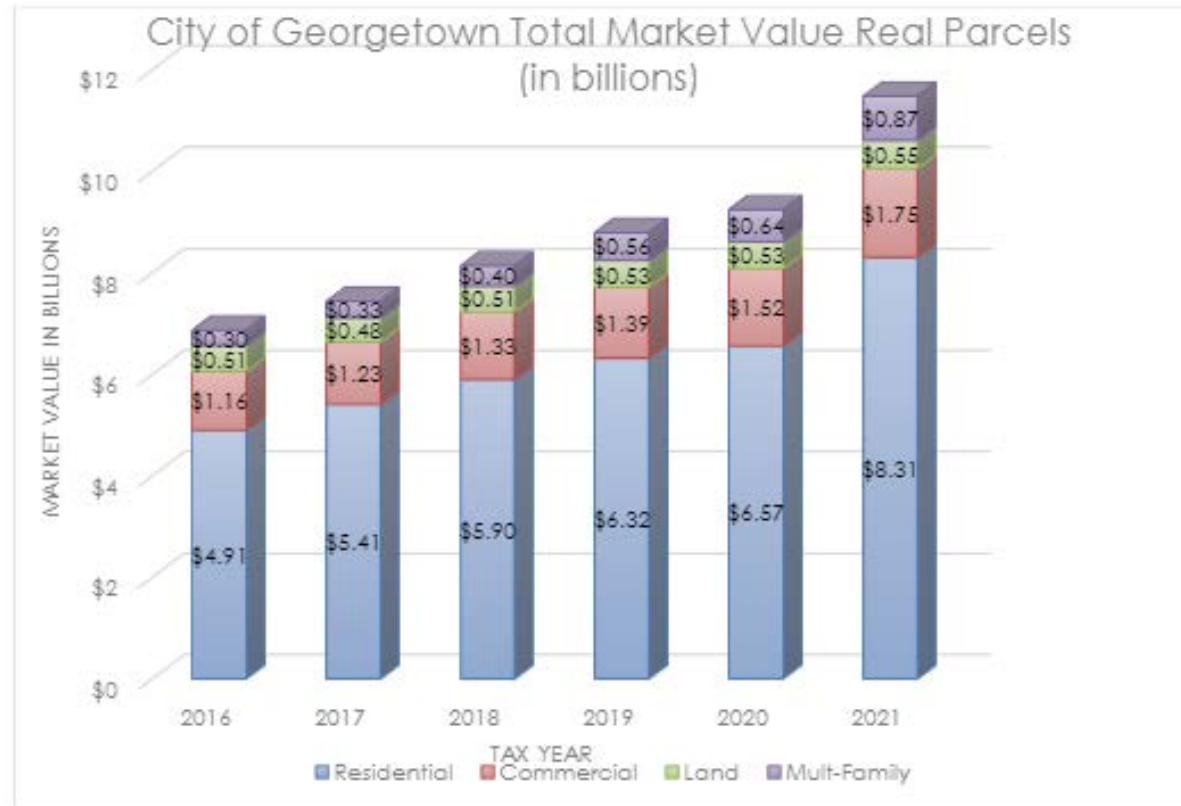
# Tax Rate Calculation Variables

## Truth in Taxation (TNT)

		Existing Assessed Value	↑	Decrease Voter Approval Rate	↓
		Sales Tax	↑	Decrease Voter Approval Rate	↓
★		Debt Service Payments	↑	Increase Voter Approval Rate	↑
★		Frozen I&S Payments	↑	Decrease Voter Approval Rate	↓
		TIRZ \$	↑	Increase Voter Approval Rate	↑
		New Assessed Value	↑	Increase Voter Approval Rate	↑

★ = controlled by City Council action

# Assessed Value Growth



Source: Williamson Central Appraisal District



# Changes in Assessed Values

- South Georgetown TIRZ dissolved in 2021
- Increased homestead exemption adopted in 2021

\*\*\*Not Certified Values\*\*\*

	FY2021	FY2022 Estimate	Variance
Taxable Value	6,492,849,123	7,687,255,438	18.40%
Tax Ceiling Value	2,799,937,558	3,194,690,843	14.10%
New Value	460,791,026	604,932,457	31.28%
TIRZ Value	483,823,798	281,266,890	-41.87%

# What is Tax-Supported Debt?

- Debt repaid with property taxes
- General Obligation bonds (voter approved)
  - Parks and trails
  - Roads and bridges
  - Sidewalks and intersections
- Certificate of Obligation bonds
  - Facilities
  - Capital equipment
  - Vehicles

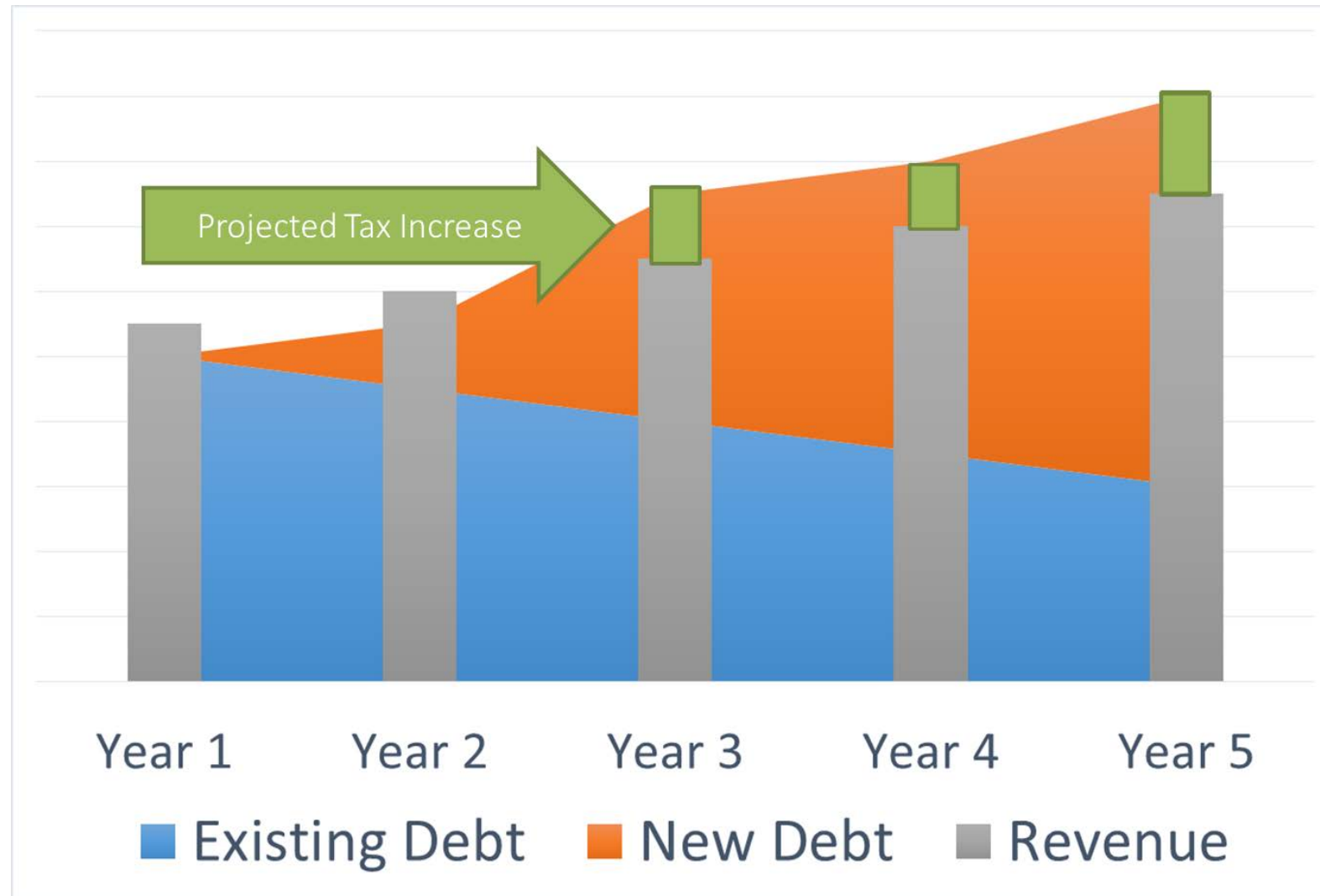
# Legislative Changes

- In 2021, H.B. 1869 passed into law
- New definitions of what is eligible for certificates of obligation (no voter approval)
- Affect to Georgetown – some facilities projects will shift to bond elections
  - Purchasing/Warehouse/Fleet Services Relocation
  - Parks and Recreation Administration Relocation
  - Festival/Public Space – Georgetown City Center

# How the debt model works

- As older bond issues are fully paid off, payments for existing debt decline
- City Council prioritizes capital projects and new debt to pay for them
- The tax rate brings in the appropriate amount of revenue to pay new and existing debt

# How the Model Works



# Debt Model Assumptions



- Assumptions in years 1 thru 5 (2022 – 2026)
  - 2022 Assessed Value growth of 15%
  - 2023 Assessed Value growth of 10%
  - Remaining years 7%
  - 3.5% growth in tax ceiling revenue
  - Interest rates at 3% thru 3.8%
  - Distribution of O&M and I&S tax ceiling revenue move to 50% each
    - Previously O&M 46%, I&S 54%
  - The Southeast Community Park Land Acquisition was moved forward in the schedule per Council direction
  - The 2021 Mobility Bond was reduced from a 7 year to a 5-year schedule per Council direction (first tranche sold August 2021)

Detailed chart attached to agenda item

# Model Results

- For the past few fiscal years, the City has been able to issue around \$18 million of new tax supported debt without raising the tax rate
- Projections for FY2022 through FY2026 show the capacity to issue between \$18 and \$26 million of new tax supported debt
- The debt side of the tax rate is projected to increase 3 cents
- The operations side of the tax rate is projected to decrease a little more than 3 cents
- Preliminary, estimated total tax rate of 41.1 cents per \$100 of assessed valuation

# Summary of 5-yr CIP

Tax Supported: FY2022-FY2026 CIP 	FY2022	FY2023	FY2024	FY2025	FY2026
 120 General Capital Projects					
Facilities	1,750,000	7,575,000	12,650,000	14,900,000	11,750,000
Other	875,000	570,000	-	-	-
Parks	6,300,000	5,550,000	700,000	9,000,000	6,400,000
Streets	40,200,000	25,000,000	25,000,000	23,000,000	-
Fleet	2,865,000	3,092,000	2,942,500	2,524,500	2,711,500
<b>120 General Capital Projects Total</b>	<b>51,990,000</b>	<b>41,787,000</b>	<b>41,292,500</b>	<b>49,424,500</b>	<b>20,861,500</b>

Detailed chart attached to agenda item



# Next Steps

- Get Council's feedback on the proposed CIP projects for FY2022
- Staff will provide an updated estimate on the No New Revenue and the Voter Approval rates at the Budget Workshops on July 20 and 21
- Certified tax roll on July 25<sup>th</sup>
- FY2022 Proposed Budget presented to Council August 10th and start tax rate adoption process

## City of Georgetown, Texas

Projected 5yr Mobility Bond Program with a \$0.03 Increase in the 2022 I&amp;S Tax Rate: \$120,000,000 in Mobility Projects (\$125,400,000 in Existing Projects)

FOR PURPOSES OF ILLUSTRATION ONLY

Debt Capacity Analysis as of July 2, 2021. Analysis should be updated annually.

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)				
						\$245,400,000 Projected New Issuance															
FYE 9/30	Freeze-Adj. Assessed Value	Est. AV Growth	Existing D/S	Less: Self-Supporting Debt Service	Net Tax-Supp. D/S	\$25,000,000 Series 2021 8/10 2.20%	\$27.74MM / \$24MM Series 2022 5/15 3.08% / 3.2%	\$17.79MM / \$24MM Series 2023 5/15 3.28% / 3.4%	\$17.295MM / \$24MM Series 2024 5/15 3.48% / 3.6%	\$26.425MM / \$23MM Series 2025 5/15 3.68% / 3.8%	\$18,150,000 Series 2026 5/15 3.80%	\$18,000,000 Series 2027 5/15 3.80%	Proj. Total Tax-Supp. D/S	Less: Frozen Revenues	Total Net Tax-Supp. D/S	Est. I&S Tax Rate	Change				
2021	\$ 6,101,567,490		\$ 23,464,602	\$ (5,403,056)	\$ 18,061,545	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,061,545	\$ (4,932,149)	\$ 13,129,396	\$ 0.2250	\$ -				
2022	7,016,802,614	15.00%	31,898,576	(12,965,703)	18,932,872	3,884,331	-	-	-	-	-	-	22,817,203	(5,104,775)	17,712,428	0.2550	0.0300				
2023	7,718,482,875	10.00%	31,379,352	(12,665,966)	18,713,386	1,418,850	4,635,288	-	-	-	-	-	24,767,524	(5,283,441)	19,484,083	0.2550					
2024	8,258,776,676	7.00%	31,084,771	(12,595,301)	18,489,470	1,421,350	3,385,660	3,016,638	-	-	-	-	26,313,117	(5,468,362)	20,844,755	0.2549					
2025	8,836,891,043	7.00%	30,093,032	(12,296,919)	17,796,113	1,362,100	3,486,130	2,849,620	2,470,088	-	-	-	27,964,051	(5,659,755)	22,304,296	0.2549					
2026	9,455,473,416	7.00%	27,207,641	(12,045,399)	15,162,242	1,419,100	3,806,740	3,121,750	3,141,340	3,251,625	-	-	29,902,797	(6,035,070)	23,867,727	0.2550					
2027	10,117,356,556	7.00%	26,772,940	(11,946,031)	14,826,909	1,421,600	3,805,340	3,192,930	3,032,740	3,371,694	1,322,125	-	30,719,694	(5,954,498)	24,765,197	0.2473					
2028	10,825,571,514	7.00%	24,863,073	(11,658,267)	13,204,806	1,422,100	3,801,800	3,117,580	3,155,660	3,950,420	1,322,220	1,315,000	31,289,586	(5,847,423)	25,442,162	0.2374					
2029	11,583,361,521	7.00%	24,650,797	(11,534,204)	13,116,593	1,420,600	3,806,120	3,115,120	3,157,590	3,951,770	1,322,520	1,311,520	31,201,833	(5,677,072)	25,524,761	0.2226					
2030	12,394,196,827	7.00%	23,337,724	(11,088,409)	12,249,315	1,422,100	3,808,030	3,115,720	3,157,280	3,950,230	1,326,870	1,312,010	30,341,555	(5,432,412)	24,909,143	0.2030					
2031	13,261,790,605	7.00%	22,554,303	(11,105,725)	11,448,578	1,421,350	3,807,530	3,124,210	3,154,680	3,940,800	1,325,080	1,311,550	29,533,778	(5,191,057)	24,342,721	0.1854					
2032	14,190,115,947	7.00%	16,361,682	(5,759,415)	10,602,267	1,418,350	3,809,570	3,120,250	3,154,840	3,948,620	1,322,340	1,310,140	28,686,377	(4,944,931)	23,741,446	0.1690					
2033	15,183,424,063	7.00%	16,252,858	(5,636,560)	10,616,298	1,418,150	3,179,040	3,119,180	3,157,580	3,948,030	1,323,650	1,312,780	28,074,708	(4,722,685)	23,352,023	0.1554					
2034	16,246,263,748	7.00%	15,640,562	(5,360,557)	10,280,005	1,421,350	3,179,800	2,710,780	3,152,720	3,944,170	1,323,820	1,314,280	27,326,925	(4,487,815)	22,839,110	0.1420					
2035	17,383,502,210	7.00%	15,109,840	(5,333,414)	9,776,425	1,422,750	3,178,160	2,709,820	2,755,440	3,947,040	1,322,850	1,314,640	26,427,125	(4,239,097)	22,188,028	0.1289					
2036	18,600,347,365	7.00%	11,768,598	(4,106,346)	7,662,251	1,422,350	3,179,120	2,711,650	2,755,780	3,326,260	1,325,740	1,313,860	23,697,011	(3,797,714)	19,899,297	0.1081					
2037	19,902,371,681	7.00%	9,639,160	(3,046,846)	6,592,314	1,420,150	3,177,520	2,716,100	2,753,600	3,329,240	1,322,300	1,311,940	22,623,164	(3,535,065)	19,088,099	0.0969					
2038	21,295,537,698	7.00%	6,565,448	(2,631,165)	3,934,283	1,418,400	3,183,360	2,713,000	2,753,900	3,328,800	1,322,720	1,313,880	19,968,343	(3,098,816)	16,869,527	0.0800					
2039	22,786,225,337	7.00%	4,582,100	(2,622,800)	1,959,300	1,420,600	3,181,320	2,712,520	2,751,500	3,324,940	1,326,810	1,314,490	17,991,480	(2,741,779)	15,249,701	0.0676					
2040	24,381,261,111	7.00%	2,928,800	(2,153,600)	775,200	1,421,600	3,181,560	2,709,490	2,756,400	3,327,660	1,324,380	1,313,770	16,810,060	(2,485,131)	14,324,929	0.0593					
2041	26,087,949,388	7.00%	2,932,500	(2,152,200)	780,300	1,421,400	3,173,920	2,713,910	2,753,240	3,331,580	1,325,620	1,311,720	16,811,690	(2,373,099)	14,438,591	0.0559					
2042	27,914,105,846	7.00%	-	-	-	-	3,178,560	2,710,440	2,752,200	3,331,510	1,325,340	1,313,340	14,611,390	(2,017,570)	12,593,820	0.0456					
2043	29,868,093,255	7.00%	-	-	-	-	-	2,714,250	2,758,100	3,332,450	1,323,540	1,313,440	11,441,780	(1,558,453)	9,883,327	0.0334					
2044	31,958,859,783	7.00%	-	-	-	-	-	-	2,750,580	3,329,210	1,325,220	1,312,020	8,717,030	(1,161,942)	7,555,088	0.0239					
2045	34,195,979,967	7.00%	-	-	-	-	-	-	-	3,326,790	1,325,190	1,314,080	5,966,060	(776,272)	5,189,788	0.0153					
2046	36,589,698,565	7.00%	-	-	-	-	-	-	-	-	1,323,450	1,314,430	2,637,880	(336,111)	2,301,769	0.0064					
2047	39,150,977,465	7.00%	-	-	-	-	-	-	-	-	-	1,313,070	1,313,070	(160,040)	1,153,030	0.0030					
2048	41,891,545,887	7.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
2049	44,823,954,099	7.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
2050	47,961,630,886	7.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
			\$ 399,088,358	\$ (164,107,886)	\$ 234,980,472	\$ 30,818,581	\$ 69,944,568	\$ 57,940,078	\$ 58,435,448	\$ 71,153,885	\$ 26,481,785	\$ 26,261,960	\$ 576,016,775	\$ (103,022,532)	\$ 472,994,243		\$ 0.0300				

## Assumptions:

(1) FY 2021 certified Assessed Valuation ("AV") provided by the Williamson County Appraisal District as of July 23, 2020. Approximately \$401M in TIRZ value from five (5) TIRZ is deducted from AV. Approximately \$129M in Under Review is included in the AV, representing a 60% discount of the Total Under Review value.

(2) AV growth rates provided by the City as of June 29, 2021. Projected AV growth shown for purposes of illustration only.

(3) All financing assumptions are as of July 2, 2021 for purposes of illustration only. Existing debt includes recently issued Series 2021 PPFCO, Series 2021 GO, Series 2021 CO, Series 2021A CO and Series 2021 GO refunding.

The Series 2021 new issue assumes August 10, 2021 close and current market rates + 30bps (0.30%). For the Series 2022 through Series 2025 existing projects, 80% of each new issuance was amortized over 20 years at 3% and 20% of each new issuance was amortized over 10 years at 2%.

For the Mobility projects, new issuances were amortized over 20 years at 3%. For all new debt, the rate increases 0.20% for each new issuance until Series 2025. Preliminary, subject to change.

(4) Total frozen tax revenues through FY 2025 provided by the City as of July 3, 2020 and assume 3.5% growth through FY 2026. Frozen tax revenues after FY 2026 are assumed to remain constant and the portion attributable to the I&S tax rate is calculated on a pro rata basis assuming a constant M&O tax rate of \$0.195 (at 99.00% collections).

(5) Est. tax collections rate: 99.00%

Tax Supported: FY2022-FY2026 CIP	FY2022	FY2023	FY2024	FY2025	FY2026
<b>120 General Capital Projects</b>					
<b>Facilities</b>					
PRJ000191: Festival/Public Space - Georgetown City Center*	-	1,375,000	2,150,000	1,800,000	-
PRJ000XXX: 8th Street Parking Lot Covered Market Space	-	-	-	-	-
PRJ000XXX: Animal Services Renovation/Addition	-	-	-	700,000	5,500,000
PRJ000XXX: Facility Services Renovation/Expansion	-	-	-	900,000	-
PRJ000XXX: Fire Logistics Building	1,500,000	-	-	-	-
PRJ000XXX: Fire Station No. 1 Renovation	-	3,750,000	-	-	-
PRJ000XXX: Fire Station No. 3 Renovation	-	-	3,150,000	-	-
PRJ000XXX: Fire Station No. 4 - Relocation	-	-	-	750,000	6,250,000
PRJ000XXX: Fire Station No. 8	-	750,000	6,250,000	-	-
PRJ000XXX: Georgetown Municipal Complex Renovation	250,000	-	-	-	-
PRJ000XXX: Mixed Use Parking Garage	-	-	-	-	-
PRJ000XXX: Parks and Recreation Administration Relocation*	-	1,500,000	1,100,000	9,000,000	-
PRJ000XXX: Public Facilities Master Plan	-	-	-	-	-
PRJ000XXX: Public Safety Operation and Training Center Phase III	-	-	-	-	-
PRJ000XXX: Public Works Relocation	-	-	-	-	-
PRJ000XXX: Purchasing/Warehouse/Fleet Services Relocation*	-	-	-	1,750,000	-
PRJ000XXX: Signature Gateway	-	200,000	-	-	-
<b>Facilities Total</b>	<b>1,750,000</b>	<b>7,575,000</b>	<b>12,650,000</b>	<b>14,900,000</b>	<b>11,750,000</b>
<b>Other</b>					
PRJ000124: Radio Replacement	575,000	570,000	-	-	-
PRJ000134: SCBA Replacement	300,000	-	-	-	-
<b>Other Total</b>	<b>875,000</b>	<b>570,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Parks</b>					
PRJ000089: San Gabriel Park	600,000	5,250,000	-	-	-
PRJ000126: Regional Trail Development	200,000	300,000	700,000	-	400,000
PRJ000XXX: Blue Hole Park Improvement	-	-	-	-	200,000
PRJ000XXX: Southeast Community Park	5,500,000	-	-	9,000,000	-
PRJ000XXX: Westside Park Development	-	-	-	-	1,500,000
PRJ000XXX: Westside Recreation Center	-	-	-	-	4,300,000
<b>Parks Total</b>	<b>6,300,000</b>	<b>5,550,000</b>	<b>700,000</b>	<b>9,000,000</b>	<b>6,400,000</b>
<b>Streets</b>					
PRJ000014: Berry Creek Drive	-	-	-	-	-
PRJ000137: Intersection Improvements	1,200,000	-	-	-	-
PRJ000138: 2015 Road Bond Priority 1 - Downtown Sidewalks	1,000,000	1,000,000	1,000,000	-	-
PRJ000188: D.B. Wood (SH 29 to Oak Ridge)	14,000,000	-	-	-	-
PRJ000XXX: 2021 Road Bond Projects	24,000,000	24,000,000	24,000,000	23,000,000	-
PRJ000XXX: North East Inner Loop/Stadium Drive	-	-	-	-	-
PRJ000XXX: Preliminary Engineering Pool	-	-	-	-	-
PRJ000XXX: SH29 (Haven to SH130)	-	-	-	-	-
<b>Streets Total</b>	<b>40,200,000</b>	<b>25,000,000</b>	<b>25,000,000</b>	<b>23,000,000</b>	<b>-</b>
<b>Fleet</b>					
Public Safety Vehicles - Fire	1,848,000	2,145,000	1,930,000	1,721,000	1,664,000
Public Safety Vehicles - Police	1,017,000	947,000	1,012,500	803,500	1,047,500
<b>Fleet Total</b>	<b>2,865,000</b>	<b>3,092,000</b>	<b>2,942,500</b>	<b>2,524,500</b>	<b>2,711,500</b>
<b>120 General Capital Projects Total</b>	<b>51,990,000</b>	<b>41,787,000</b>	<b>41,292,500</b>	<b>49,424,500</b>	<b>20,861,500</b>

Projects with no dollar value are beyond 5 years

\*Indicates the project will require a bond election or other alternative funding source to Certificates of Obligation

City of Georgetown, Texas  
City Council Workshop  
July 13, 2021

**SUBJECT:**

Presentation and discussion regarding potential uses of funds from the federal American Rescue Plan -- Leigh Wallace, Finance Director

**ITEM SUMMARY:**

Council approved the City's application to the American Rescue Plan at the May 25, 2021 Council meeting. Georgetown has applied directly to the U.S. Treasury and will be responsible for quarterly reporting to that entity. Per the City's grant policy, if we are awarded the funds, we will bring an action item back to Council to accept. There is a corresponding action item on the consent agenda for July 13th to accept the funds.

Staff has studied the Treasury interim final guidance released May 10, 2021. The purpose of this workshop is to discuss and receive Council feedback on a preliminary proposed plan of eligible projects and expenses.

Georgetown has been awarded \$8 million, delivered in two tranches 12 months apart, for actual expenses or obligations from March 3, 2021 through December 31, 2024. Early releases of information from the Treasury indicated Georgetown would receive up to \$16 million. However, in the final approved release, Georgetown was transferred to a different list of eligible grant recipients. Because the amount of funding available for that list of recipients remained the same, Georgetown's funding amount was decreased along with other recipients on the list.

The Act states the following eligible uses for local governments, as well as transfer authority:

"(1) USE OF FUNDS.—Subject to paragraph (2), and except as provided in paragraphs (3) and (4), a metropolitan city, nonentitlement unit of local government, or county shall only use the funds provided under a payment made under this section to cover costs incurred by the metropolitan city, nonentitlement unit of local government, or county, by December 31, 2024—

"(A) to respond to the public health emergency with respect to the Coronavirus Disease 2019 (COVID–19) or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;

"(B) to respond to workers performing essential work during the COVID–19 public health emergency by providing premium pay to eligible workers of the metropolitan city, nonentitlement unit of local government, or county that are performing such essential work, or by providing grants to eligible employers that have eligible workers who perform essential work;

"(C) for the provision of government services to the extent of the reduction in revenue of such metropolitan city, nonentitlement unit of local government, or county due to the COVID–19 public health emergency relative to revenues collected in the most recent full fiscal year of the metropolitan city, nonentitlement unit of local government, or county prior to the emergency; or

"(D) to make necessary investments in water, sewer, or broadband infrastructure.

"(3) TRANSFER AUTHORITY.—A metropolitan city, nonentitlement unit of local government, or county receiving a payment from funds made available under this section may transfer funds to a private nonprofit organization (as that term is defined in paragraph (17) of section 401 of the McKinney-Vento Homeless Assistance Act (42 U.S.C. 11360(17)), a public benefit corporation involved in the transportation of passengers or cargo, or a special-purpose unit of State or local government.

Should the City transfer any funds to a sub-recipient, the City remains responsible for the sub-recipient's use of the funds and reporting.

Explicitly ineligible expenses under the Act include contributions to pension funds, debt service, legal expenses, and reserves.

Reports to US Treasury are due 30 days after each quarter end. Current Accounting staff do not have the capacity to administer this grant in addition to our other 14 active grants and other duties. The City is in the process of securing a temporary employee or a firm to provide grant administration assistance. We believe these costs are eligible expenses under the Act.

Additional information is available at:

<https://home.treasury.gov/policy-issues/coronavirus/assistance-for-state-local-and-tribal-governments/state-and-local-fiscal-recovery-funds>

Over the past 12 months, the City has been cooperating with Williamson County to apply for and receive reimbursement for COVID-19 pandemic expenses under the CAREs Act. The City has been reimbursed \$162,730 for expenses through September 2020. The City has recently submitted for \$81,445.28 in expenses incurred from June 2020 through March 3, 2021, and it is pending review with the County.

#### FINANCIAL IMPACT:

There is no match requirement. Grant administration costs are estimated at \$50,000 for year 1. However, the costs of administration will depend on how many projects/expenses are approved and the complexity of those activities. Staff will refine the estimate once a temporary employee or firm is hired to assist and once Council has provided feedback on how to use the grant. Administration costs should be eligible under the Act.

#### SUBMITTED BY:

Sharon Parker

#### ATTACHMENTS:

Presentation

US Treasury Quick Reference Guide

# American Rescue Plan Grant

Discussion on Potential Uses

July 13, 2021

# Today's Agenda

- Review highlights of the act
- Review potential goals
- Review potential projects/ expenses
- Seek Council feedback
- Next steps

# ARP Highlights

- **Treasury estimated amount of award**
  - \$16 million estimated by US Treasury
  - Georgetown was moved from one recipient list to another list during a final review period
  - As more entities were moved to the list, and the amount to be allocated stayed the same, recipients' funding allocation was reduced
- **Final amount of award and sequence**
  - \$8 million total for City of Georgetown
  - Delivered in two tranches, 12 months apart (\$4M June 2021; \$4M June 2022)
  - Action item on tonight's consent agenda to accept \$8 million



# ARP Highlights

- **Eligible dates of expenses**

- March 3, 2021 through December 31, 2026
- Must be obligated in a contract by 2024
- Completely Expended by 2026

- **Reporting requirements**

- City responsible for quarterly reporting directly to federal government through 2026
- Includes responsibility of any sub-recipients

# ARP Highlights

## Eligible use broad categories

- **Responding to the COVID-19 public health emergency**
  - Expenses related to COVID prevention, care, and public health disparities
  - Assistance to impacted households, small businesses and non-profits
  - Impacted industries such as tourism, travel, and hospitality
  - Investment in homelessness services or affordable housing development
- **Essential worker premium pay**
  - Provide premium pay to eligible essential workers

# ARP Highlights

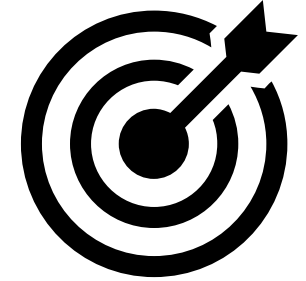
## Eligible Use broad categories - continued

- **Government services affected by reduction in revenue due to COVID-19**
  - Reduction in revenue specifically calculated per US Treasury
  - Must spend on “the provision of government services”
- **Necessary investments in water, sewer or broadband infrastructure**
  - Construct, improve, and repair water and wastewater treatment plants; transmission, distribution and storage systems
  - Control pollution
  - Improve resilience of water infrastructure to severe weather and cybersecurity
  - Projects that deliver broadband services at specific speeds to unserved or underserved household and business, preferably through government or non-profit providers

# What are your goals?

- **Potential goals:**

- Maximize benefit to Georgetown community
- Address existing Council priorities
- Minimize administrative burden on staff
- Take advantage of existing programs/projects
- Mitigate risks (economic, severe weather, cybersecurity, etc.)



# City identified potential projects/expenses

- **COVID related expenses**

- Prevention activities: cleaning supplies, personnel protective equipment, sanitation services, testing; estimate \$200K

# City identified potential projects/expenses

- **COVID related expenses - continued**

- Assistance to impacted industries:
  - Tourism – hotels laid off staff during the pandemic
    - Set up program to provide hiring bonuses for hotel staff to attract workers back to the industry
  - Tourism - marketing Georgetown for hotel/entertainment/restaurant businesses

# City identified potential projects/expenses

- **COVID revenue replacement for City of Georgetown**
  - Calculation governed by US Treasury and US Census Bureau
    - Based on comparing 4 years of data prior to the pandemic to the first 12 months of the pandemic
    - Revenue categories are specified
    - Can use 4% growth or actual average growth, whichever is greater
  - Likely eligible, working on validating calculator, probably not all \$8 million
  - Must use on “municipal government service”
    - “broad latitude” – except for restrictions (pensions, debt, reserves, etc.)
    - New infrastructure (cash fund, not debt fund), maintenance of infrastructure, municipal services

# City identified potential projects/expenses

- **Water and sewer infrastructure**

- Improve wastewater treatment plants (existing 5-year capital plan)
  - Dove Springs wastewater treatment plant rehabilitation; \$3.2 million; FY2022-2023
  - San Gabriel wastewater treatment plant rehabilitation; \$10.5 million; FY2022-2023
- Improve system resiliency to severe weather and security
  - Purchase generators for pump stations at far reaches of system; study pending in FY2022 to produce full estimated cost, likely millions
  - Replace fiber switches on communication network; estimate \$2 million



# City identified potential projects/expenses

- **Broadband infrastructure**

- Georgetown residents and businesses are not “underserved” per US Treasury’s definition, and therefore projects do not qualify under this category

- **Other internet service related projects**

- Under the Revenue Loss category, projects related to internet service may be eligible as “municipal services” expenses
  - Broadband fiber one-time study on area capacity; estimated \$200K
    - Timing could be end of FY2022 / early FY2023
  - Study results may lead to building “middle mile” infrastructure that would attract more providers to the area; likely costs millions
  - Other activities pursuing internet service technology improvements

# Next Steps

- **Summarize Council feedback**
- **Council action on legislative agenda to accept first round of funds**
- **Follow up on details of preferred projects/expenses**
  - US Treasury will not pre-approve projects
- **Fold into FY2022 Budget Development process**
- **Update need for grant administration resource assistance**

# Council feedback

- What are your goals for use of these funds?
- What are your prioritized projects/expenses?





## Coronavirus State and Local Fiscal Recovery Funds

The American Rescue Plan will deliver \$350 billion for state, local, territorial, and Tribal governments to respond to the COVID-19 emergency and bring back jobs.

The Coronavirus State and Local Fiscal Recovery Funds provide a substantial infusion of resources to help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery.

### Funding Objectives

- **Support urgent COVID-19 response efforts** to continue to decrease spread of the virus and bring the pandemic under control
- **Replace lost public sector revenue** to strengthen support for vital public services and help retain jobs
- **Support immediate economic stabilization** for households and businesses
- **Address systemic public health and economic challenges** that have contributed to the inequal impact of the pandemic

### Eligible Jurisdictions & Allocations

#### Direct Recipients

- States and District of Columbia (\$195.3 billion)
- Counties (\$65.1 billion)
- Metropolitan cities (\$45.6 billion)
- Tribal governments (\$20.0 billion)
- Territories (\$4.5 billion)

#### Indirect Recipients

- Non-entitlement units (\$19.5 billion)



#### Support Public Health Response

Fund COVID-19 mitigation efforts, medical expenses, behavioral healthcare, and certain public health and safety staff



#### Address Negative Economic Impacts

Respond to economic harms to workers, families, small businesses, impacted industries, and the public sector



#### Replace Public Sector Revenue Loss

Use funds to provide government services to the extent of the reduction in revenue experienced due to the pandemic



#### Premium Pay for Essential Workers

Offer additional support to those who have and will bear the greatest health risks because of their service in critical infrastructure sectors



#### Water and Sewer Infrastructure

Make necessary investments to improve access to clean drinking water and invest in wastewater and stormwater infrastructure



#### Broadband Infrastructure

Make necessary investments to provide unserved or underserved locations with new or expanded broadband access



**For More Information:** Please visit [www.treasury.gov/SLFRP](https://www.treasury.gov/SLFRP)

**For Media Inquiries:** Please contact the U.S. Treasury Press Office at (202) 622-2960

**For General Inquiries:** Please email [SLFRP@treasury.gov](mailto:SLFRP@treasury.gov) for additional information



# Example Uses of Funds



## Support Public Health Response

- **Services to contain and mitigate the spread of COVID-19**, including vaccination, medical expenses, testing, contact tracing, quarantine costs, capacity enhancements, and many related activities
- **Behavioral healthcare services**, including mental health or substance misuse treatment, crisis intervention, and related services
- **Payroll and covered benefits** for public health, healthcare, human services, and public safety staff to the extent that they work on the COVID-19 response



## Replace Public Sector Revenue Loss

- **Ensure continuity of vital government services** by filling budget shortfalls
- **Revenue loss is calculated** relative to the expected trend, beginning with the last full fiscal year pre-pandemic and adjusted annually for growth
- **Recipients may re-calculate revenue loss** at multiple points during the program, supporting those entities that experience revenue loss with a lag



## Water & Sewer Infrastructure

- **Includes improvements to infrastructure**, such as building or upgrading facilities and transmission, distribution, and storage systems
- **Eligible uses aligned to Environmental Protection Agency project categories** for the Clean Water State Revolving Fund and Drinking Water State Revolving Fund



## Equity-Focused Services

- **Additional flexibility for the hardest-hit communities and families** to address health disparities, invest in housing, address educational disparities, and promote healthy childhood environments
- **Broadly applicable** to Qualified Census Tracts, other disproportionately impacted areas, and when provided by Tribal governments



## Address Negative Economic Impacts

- **Deliver assistance to workers and families**, including support for unemployed workers, aid to households, and survivor's benefits for families of COVID-19 victims
- **Support small businesses** with loans, grants, in-kind assistance, and counseling programs
- **Speed the recovery of impacted industries**, including the tourism, travel, and hospitality sectors
- **Rebuild public sector capacity** by rehiring staff, replenishing state unemployment insurance funds, and implementing economic relief programs



## Premium Pay for Essential Workers

- **Provide premium pay to essential workers**, both directly and through grants to third-party employers
- **Prioritize low- and moderate-income workers**, who face the greatest mismatch between employment-related health risks and compensation
- **Key sectors include** healthcare, grocery and food services, education, childcare, sanitation, and transit
- **Must be fully additive** to a worker's wages



## Broadband Infrastructure

- **Focus on households and businesses** without access to broadband and those with connections that do not provide minimally acceptable speeds
- **Fund projects that deliver reliable service** with minimum 100 Mbps download / 100 Mbps upload speeds unless impracticable
- **Complement broadband investments** made through the Capital Projects Fund



## Ineligible Uses

- **Changes that reduce net tax revenue** must not be offset with American Rescue Plan funds
- **Extraordinary payments into a pension fund** are a prohibited use of this funding
- **Other restrictions apply** to eligible uses

City of Georgetown, Texas  
City Council Workshop  
July 13, 2021

**SUBJECT:**

Presentation, discussion, and possible direction regarding the City's response to COVID-19 -- Jack Daly, Community Services Director

**ITEM SUMMARY:**

Staff will present an update regarding the City's response to COVID-19 and seek City Council concurrence on city operations, as well as seek direction on contracted testing and vaccination efforts and how City Council and Boards and Commission meetings should be hosted.

**FINANCIAL IMPACT:**

None at this time.

**SUBMITTED BY:**

Jackson Daly

**ATTACHMENTS:**

Draft Presentation

# COVID-19 Update

July 13, 2021

# Agenda

- Review DSHS and WCCHD data
- Discuss City Operational Changes



# DSHS and WCCHD Data

- **TSA-0 Hospitalization**
  - 1.7% COVID capacity in regional hospitals as of July 4
    - Averaged 16.53% between Jan. 14 and Jan. 20
- **Rate of new infection (incidence rate)**
  - 3.1 per 100,000 on July 4
  - High of 72.7 on Jan. 20
- **New cases report**
  - 13 on July 4
  - Averaged 384 cases per day between Jan. 14 and Jan. 21

# DSHS and WCCHD Data

- **Tests reported**

- 3% rolling 7-day average positive testing rate on July 4
  - 12.94% rolling 7-day average positive testing rate on Jan. 22
- Averaged 554 tests per day between June 28 – July 4
  - Wilco averaged 1,046 tests reported per day between Feb. 26 – March 4
  - Wilco averaged 2,971 tests reported per day between Jan. 14 and Jan 21

- **Fatalities**

- 483 confirmed deaths as of July 4
  - Increase from total 469 confirmed deaths on May 10
  - Increase from total 408 confirmed deaths on March 4
  - Increase from total 283 deaths on Jan. 22

# Vaccine Update

- **As of July 4, of eligible recipients**
  - 67.75% partially vaccinated
  - 58.66% fully vaccinated
- **Mass distribution sites closed, shifting towards smaller sites**
  - Considering closing City-hosted testing and vaccination site
  - Testing and vaccines widely available at grocery stores, pharmacies, primary care doctors, etc.
  - As programming increases at Library and Downtown, want to ensure parking availability moving into the fall

# Georgetown Operations

- **Disaster declaration expired Feb. 8**
  - Local orders also expired
    - Outdoor gatherings
    - Local masking and hygiene policy
- **Discontinued sharing COVID-19 data internally and online**
- **Employee COVID cases declined**
- **Updated masking guidelines based on Governor's Executive Order 36 (May 18)**
- **No limits on occupancy and lobbies open, but still asking people to maintain distance. Facility signage and set-up will reflect emphasis on distancing.**
- **Vaccine trailer and testing (Suggesting that we stop this in August)**

# Hybrid Meetings

- **Challenges –**
  - Staffing levels for liaison and IT
  - Training needs

# Georgetown Operations

- **Council Direction**
  - Discontinuing testing and vaccine site in August
- **Council Direction**
  - Discontinuing hybrid meetings