

Notice of Meeting of the Governing Body of the City of Georgetown, Texas January 12, 2021

The Georgetown City Council will meet on January 12, 2021 at 2:00 PM at Virtual Meeting

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.

To join from a PC, Mac, iPad, iPhone or Android click this URL to join:

[https://georgetowntx.zoom.us/j/96433876389?](https://georgetowntx.zoom.us/j/96433876389)

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Webinar ID: 964 3387 6389

Passcode: 574467

Description: City Council Workshop and Regular Meeting for January 12, 2021

Or join by phone:

(346)248-7799 OR (669)900-6833 OR (253)215-8782 OR (301)715-8592

OR (312)626-6799 OR (929)205-6099

**Toll Free (888)475-4499 OR (833)548-0276 OR (833)54800282 OR
(877)853-5257**

Webinar ID: 964 3387 6389

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Citizen comments are accepted in three different formats:

Submit the following form by 12:00 p.m. on the date of the meeting and the City Secretary will read your comments into the recording during the item that is being discussed –

<https://records.georgetown.org/Forms/AddressCouncil>

You may log onto the meeting, at the link above, 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.

City Council Chamber will be open to the public and a member of the public may make a comment on an agenda item in the Chambers. Social Distancing will be strictly enforced. Audience capacity is limited to 41 attendees. Face masks are required and will be provided onsite. 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 or at 512-930-3651.

Policy Development/Review Workshop -

- A Presentation and update of an assessment conducted by Gartner to evaluate business processes and gaps in the Customer Information System (CIS), and Advanced Metering Infrastructure (AMI) and Meter Data Management (MDM) systems -- Laurie Brewer, Assistant City Manager
- B Presentation and discussion regarding a potential Mobility Bond targeting the May 2021 election date -- Bridget Hinze Weber, Assistant to the City Manager and Jake Gutekunst, Kimley-Horn
- C Presentation and discussion regarding the FY2021 Roll Forward Budget Amendment for capital improvement projects and operational amendments -- Nathan Parras, Assistant Finance Director
- D Presentation and discussion regarding Charter Review Committee appointment process and potential Charter amendments -- Skye Masson, City Attorney and David Morgan, City Manager

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
 - PEC Franchise
 - Rockride Lane Proposed WWTP
 - GRR WW Capacity Agreement
- Sec. 551.072: Deliberations about Real Property**
 - Berry Creek Interceptor 1-3, Parcels 15 and 17 -- Travis Baird, Real Estate Services Manager
- Sec. 551.086: Certain Public Power Utilities: Competitive Matters**

- Competitive Matters -- Daniel Bethapudi, General Manager of the Electric Utility
- Sec. 551.087: Deliberations Regarding Economic Development Negotiations**
- Project Bradshaw
- Rivery TIRZ Update
- Sec. 551.089: Deliberations Regarding Security Devices or Security Audits**
- Update on risk assessment related to HIPAA security and protocols

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
January 12, 2021

SUBJECT:

Presentation and update of an assessment conducted by Gartner to evaluate business processes and gaps in the Customer Information System (CIS), and Advanced Metering Infrastructure (AMI) and Meter Data Management (MDM) systems
-- Laurie Brewer, Assistant City Manager

ITEM SUMMARY:

This item is an update on the findings of the assessment conducted by Gartner.

This assessment reviewed the City's CIS business processes, business capabilities and business need as well as the City's AMI and MDM system's functionality.

The key objectives of the engagement:

- Evaluate the City's CIS business processes against the current CIS system, identify gaps or areas for opportunities, and explore alternative options to improve the City's CIS operations and supporting technologies
- Evaluate the business value provided by the AMI and MDM systems to enable the City to meet its smart meter information needs

Gartner developed a set of recommendations for a going-forward strategy to mitigate outstanding billing issues and closing gaps between current CIS capabilities and the City's business needs as well as providing recommendations that serve the smart meter information needs of the City.

FINANCIAL IMPACT:

The cost of the study was \$210,000. There are varied costs in the implementation of the recommendations.

SUBMITTED BY:

Mayra Cantu, Management Analyst on behalf of Laurie Brewer, Assistant City Manager

ATTACHMENTS:

Gartner CIS/AMI/MDM Presentation

CIS & AMI/MDM Assessment – Executive Presentation

December 2nd, 2020 v1.0
Engagement Number: 330063873



Table of Contents

① Engagement Background and Objectives

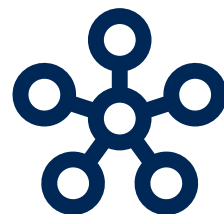
② Key Findings

③ Recommendations

1. Engagement Background and Objectives

This presentation will cover the assessment of the City of Georgetown's (the City) key utility systems

Components that are covered in the full report



Assessment of systems which includes the customer information system (CIS), advanced metering infrastructure (AMI) and meter data management (MDM)



Commentary and insights into the advanced meter reading system (AMR) and the asset/work management system (Infor)



Recommendations for the CIS/AMI/AMR/MDM Systems



Prioritization and roadmap for the CIS/AMI/AMR/MDM systems recommendations

Project background and objectives

Background

- The CIS system that the City has implemented was based on a prior Utility Strategy that was originally developed in 2012 and updated in 2016.
- The Utility Strategy was influenced by the strong electric power market that aligned to a set of goals for the City that are no longer achievable, such as expanding its jurisdiction, customer base and associated revenues.
- The City's service territory includes Georgetown itself, plus the rural Western District, which significantly increases the geographic size. The City is currently supported by Electric and Water AMI meters that support two-way communication and can provide usage data on an interval basis.
- The City services the Western District (WD) for water only. This area is running AMR meters and its usage readings are collected once a month by drive-by.

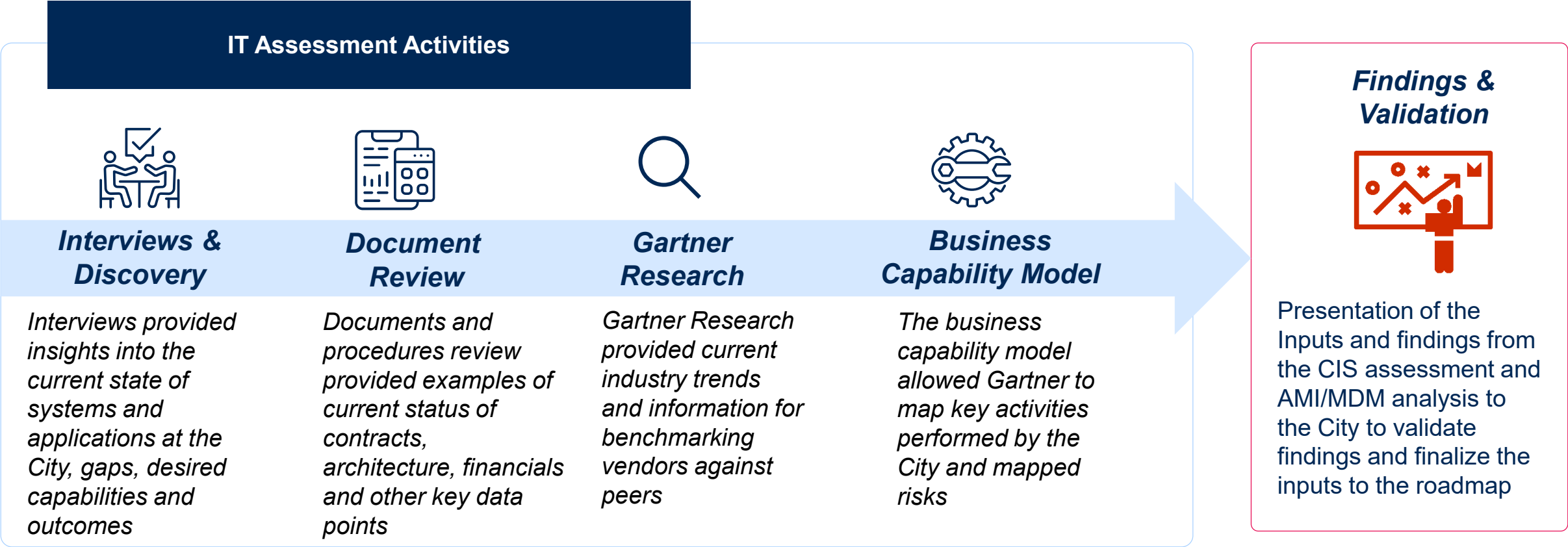


Objectives

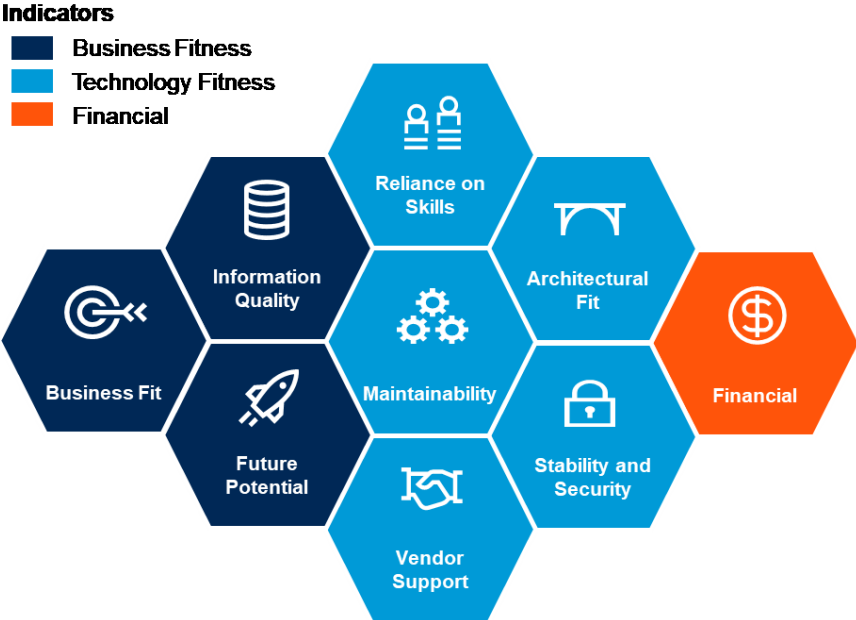
- *To evaluate the CIS business processes against the current key utility systems*
- *To identify gaps or areas of opportunity and explore alternative options to improve the City's utility operations and supporting technologies*

Gartner utilized its proven IT assessment approach to assess the City systems' current state

Gartner's approach to assess the CIS and analyze the MDM/AMI systems involved the employment of various data gathering methods, analysis frameworks and current research and benchmarking tools



The City's CIS/AMI/MDM solutions were assessed against the nine (9) dimensions of Gartner's Solution Fitness Assessment Framework

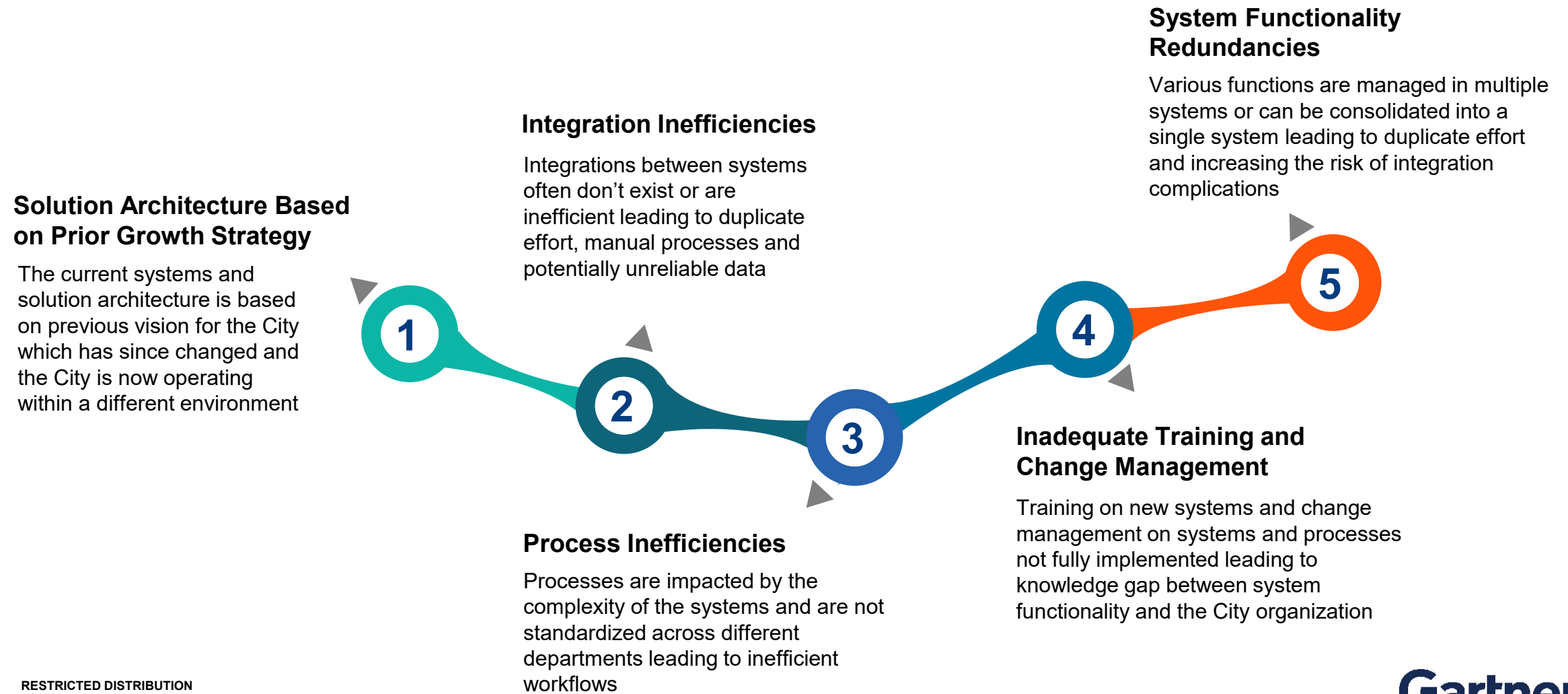


Gartner Source: G00373556

Business Fit	Degree in which the applications or products supports the City's business capabilities or processes from a user perspective	
Information Quality	How accurate, secure and timely information provided by the applications or products are?	
Future Potential	Will the application support future known City (or industry) requirements?	
Reliance on Skills	To what degree is there a reliance on a limited number of subject matter experts?	
Maintainability	How easy is it to run and upgrade the applications or products? How much effort is required to integrate applications together?	
Vendor Support	How well do the vendors support the City and are they investing in their products for the future?	
Architectural Alignment	Degree in which the technology stack is aligned to the City's standards	
Stability and Security	How reliable and secure are the applications and products?	
Financial	What does it cost to operate the applications and products and are they reasonable?	

2. Key Findings

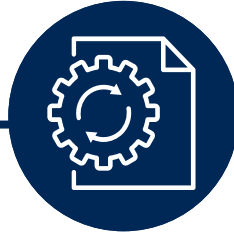
Based on discovery and assessment activities, Gartner identified common issues across the CIS/AMI/MDM systems which are addressed in the recommendations



Specific concerns with the CIS system were found in discovery

The system is not right-sized for the City & is more complex than anticipated

The CIS system was scoped based on a larger city model to support a prior vision that is no longer the goal. This more complex environment makes simple configurations changes difficult to make or manage in-house



Misalignment of roles and responsibilities and resource constraint

The transition from GUS to the current operating model has changed how CIS support is managed. For example, there was a gap in business knowledge that was causing misinterpretation and impacting prioritization of user needs that is being filled on an interim basis, diverting the FTE from typical duties



Reporting is difficult

Data within UMAX is stored in data cubes and has to be highly manipulated to generate a report, this is done using different tools creating inefficiency in reporting



Associated resources/costs required to maintain the system are higher

Due to the size and complexity of the system, more infrastructure and staff time and therefore budget is required to operate the system than anticipated (e.g., managed services contract and staff spending time managing quarterly releases



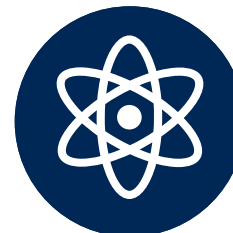
Insufficient investment adjusting business processes and conducting training

Business processes have not fully evolved from those used under the previous system's operating environment and not enough training have been provided on the new CIS system



Despite perceptions otherwise, the system is in a stable state

The number of tickets has reduced steadily over time and the system is relatively stable. The complexity is primarily driven from size, lack of system automation (test/env), inefficient integration, organizational / resource issues or a lack of system knowledge

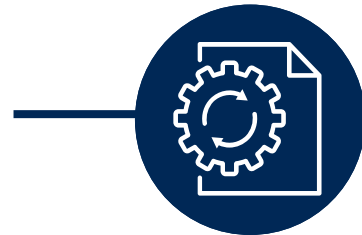


The discovery process also revealed specific gaps and concerns with the AMI/AMR/MDM system

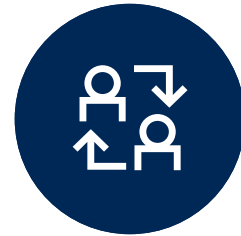
The **Western District** is seeing the highest population growth, but the AMR solutions are end of life and **don't provide the features** we get with AMI



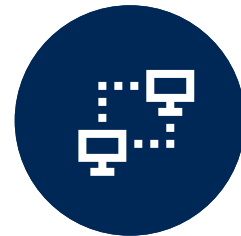
Managing meter related work in **Infor makes things more difficult**, without adding any benefit



MDM is a significant integration point between AMR/AMI/CIS, has billing rules built in and provides useful functionality such as the ability to directly review customer usage **and could do much more**



We have limited **internal resources** to support and develop the solutions, leaving us **reliant on our vendors**



We have complex integrations, yet keeping **data between systems synchronized** is a major challenge and a cause of **process failures**

Overall, Gartner distilled specific system findings for the CIS, AMI and MDM systems into key findings for each system

Key System Findings

The City wants to provide services in the most cost effective way and therefor needs to determine the most cost efficient use of future capital and operating spend. The current set of systems are relatively stable, however, the following key findings were identified:

CIS	<i>The system is stable but costly and complex for a utility of the City’s size. This complexity requires a high level of infrastructure to support it and makes the system difficult to maintain without vendor intervention, which drives up costs. The CIS system must be upgraded or replaced by October of 2023.</i>
MDM	<i>The system is an intricate part of the overall architecture with business rules built into it and a key part of current integrations. However, the vendor has previously not supported direct access to the City data and response time to data requests is too long to be effective; can take months to get a response.</i>
AMI	<i>The system is fit or purpose and doing what is required of it. The City AMI does not have a historian functionality and therefore a separate MDM system is still required to support future use cases that require historic data (e.g., water loss trend analysis)</i>

3. Recommendations

A list of initiatives was developed based on key findings and are categorized according to the impact segment they will have at the City

Initiatives Classification Categories


Strategic Initiatives	Initiatives to support and clearly define the City’s vision and strategy for the future of the utilities. These initiatives also serve as the foundation for the successful implementation of mid to long-term initiatives.
Business Initiatives	These initiatives were identified across business units. Implementing them will enable the business to better meet strategic goals, support growth, provide better customer care, standardize processes, and improve productivity.
Technology Initiatives	Initiatives that comprise the future technology solutions or direction. These initiatives, if implemented, will ensure alignment to the City’s vision, support customer care operations and provide the functionality desired of the systems.

Each initiative has been plotted onto a roadmap based on duration (found in the appendix):

- short-term (3 – 6 months),
- mid-term (6 – 12 months)
- long term projects (12 months +)

The execution of these projects will depend on upon availability of resource and funding.

Recommendations: Key Initiatives to support the City’s vision (AMI/MDM/CIS)


 Strategic Initiatives*

1) Reimplement the CIS (enhancement or new RFP)

2) Implement AMI in the Western District

OR

3) AMR meter/module replacement in the Western District

 Business Initiatives*

5) Enhance hydraulic model to use MDM data


6) Develop a data and analytics strategy

9) Simplify the meter management processes

10) Enable CRM functionality in the CIS

11) Greater leverage of MDM capabilities

12) Gradually reduce Itineris managed services support

 Technology Initiatives*

4) Enhance water loss analytics to monitor daily water loss and identify issues sooner

7) Enable automated testing

8) Identify, procure and implement a new Enterprise Integration Platform

** Numbering of key initiatives indicates prioritization, however, many initiatives can be done concurrently*

Recommendations: Quick wins to support the City’s vision (AMI/MDM/CIS)

Quick Wins

Quick wins represent initiatives that can be done in the short-term, for the most part are low in implementation complexity, require a lower amount of resources than key initiatives and offer quick business value through process improvements or added functionalities. Quick wins can lay the foundation to support medium and long-term key initiatives.




Strategic Initiatives

- Develop a Western District Strategy Plan and business case *
- Review previous utility strategies



Business Initiatives

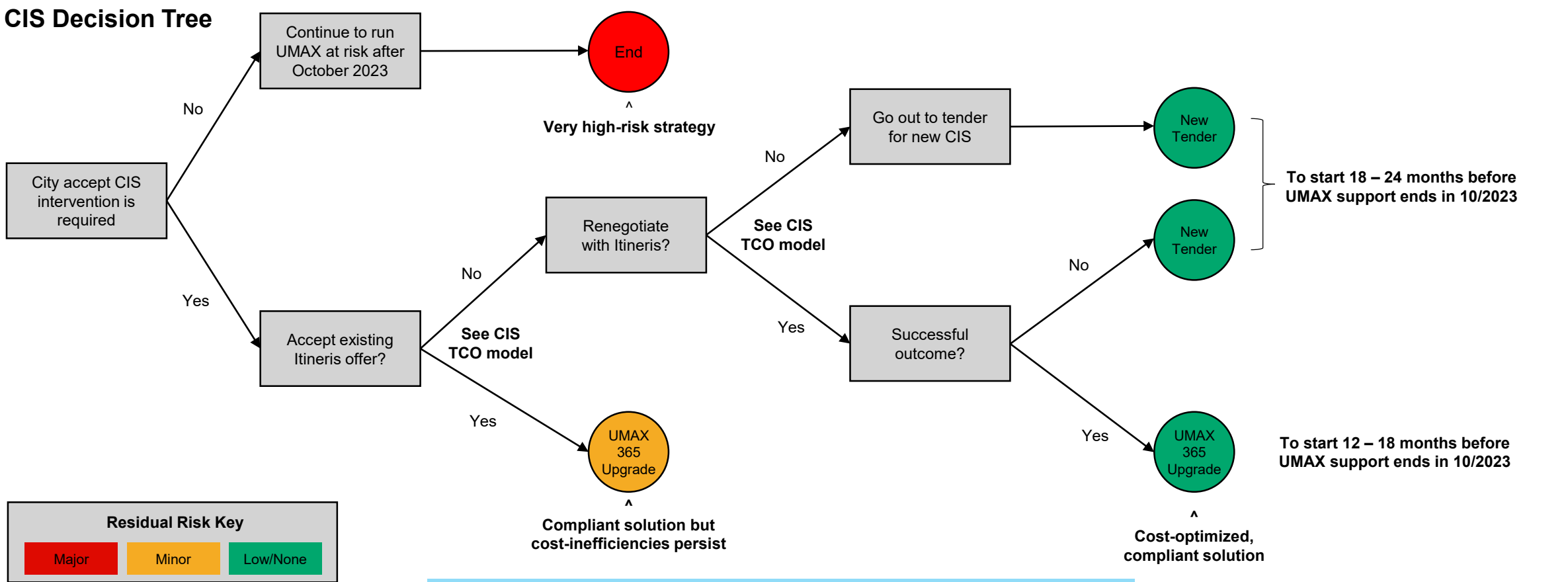
- Enhance reporting capabilities
- Address functional knowledge gaps
- Align CIS roles and responsibilities
- Manage installation of water meters in-house
- Identify an AMI management resource



Technology Initiatives

- Enhance remote area connectivity
- Enable direct reporting from ElectSolve
- UMAX configuration replication
- Enhance databases and Enterprise Integration Platform expertise
- Investigate effort to streamline metering and billing exceptions

From the list of recommendations, making a decision on how the City will move forward regarding the CIS is of critical importance due to its impact on other initiatives in the roadmap

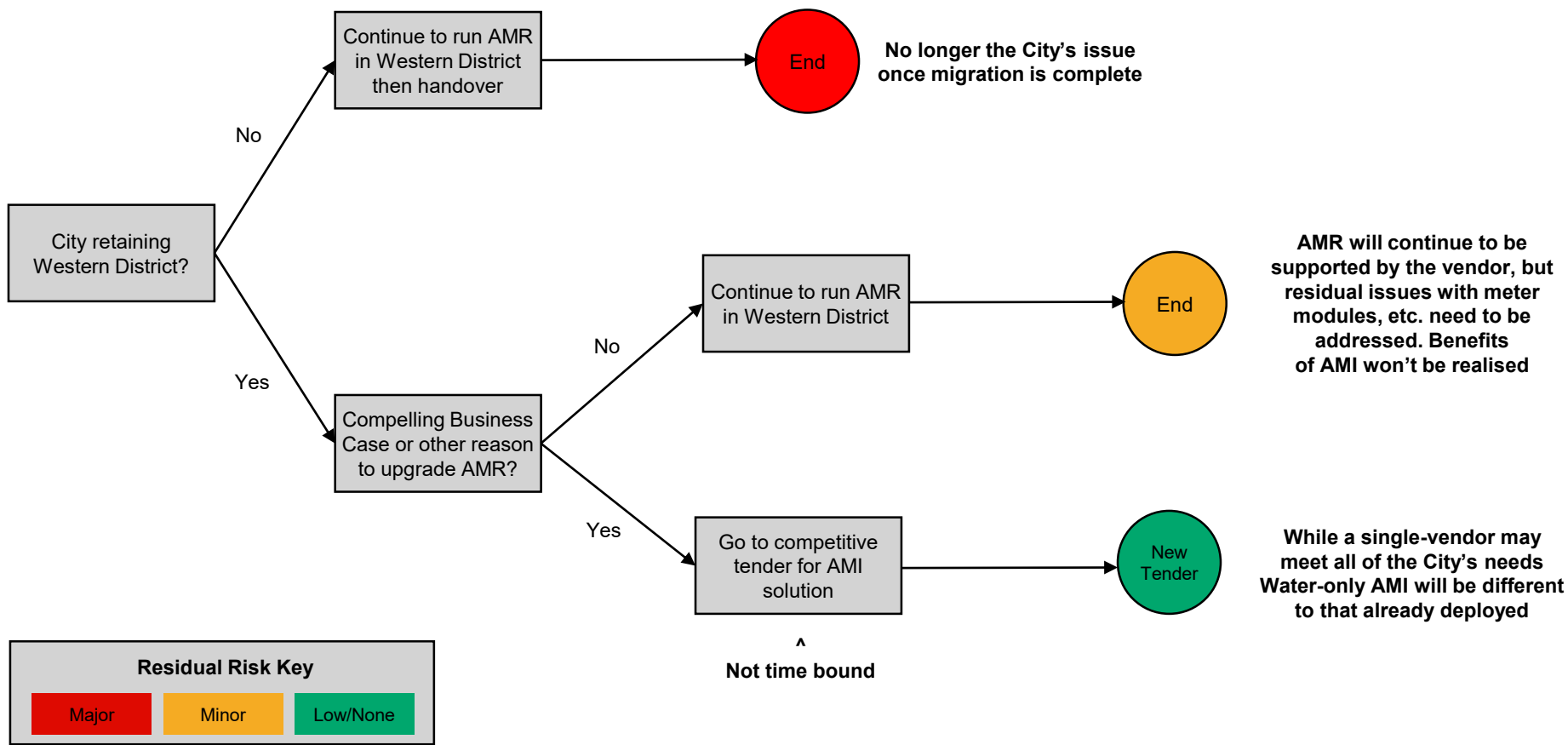


Assumption 1: Meter work order functionality will be migrated from Infor to CIS in all future scenarios

Assumption 2: Meter volumes will remain the same, or commercial arrangements will allow reduction should the Western District be divested

Likewise, a decision on how the City will proceed with the Western District must be made before other initiatives downstream can be implemented

Western District Strategy AMR/AMI Decision Tree



Assumption: IPKeys/Electsolve UCentra is fit-for-purpose as the MDM and existing issues with AMR maintenance is addressed

In addition to the CIS and Western District initiatives that must be prioritized, Gartner has identified seven (7) other initiatives to prioritize based on their impact to the City

Recommendation	Impact / Rationale
Review Previous Utility Strategies	The City should review the prior strategies for the Utility to inform decisions around CIS reimplementation and WD strategy
Align CIS Roles and Responsibilities	Aligning roles along the CIS and adding a FTE will help mitigate a number of the challenges currently experienced, streamline service intake and reduce reliance on vendor
Bring Installation of New Water Meters In-House	Making a policy change to remove the responsibility of installing water meters from third parties will improve the quality and accuracy of meter data, reducing errors in CIS
Develop a Data and Analytics Strategy	Foundational changes such as additional resource or a data warehouse will deliver some benefit short-term, but a more cohesive city wide approach is required in the longer term
Enable Automated Testing	Enabling automated testing for releases and configuration changes will allow for rapid business and IT regression testing, reducing time to implement and free up resource
Address Functional Knowledge Gaps	Addressing knowledge gaps with the UMAX system will help the City deliver additional functionalities desired from the system
Enable direct reporting from ElectSolve (MDM)	The MDM stores historical information that is currently inaccessible, causing issues that a direct reporting capability would resolve, such as water-metering compliance

A high level cost estimate for all initiatives is presented to help the City plan ahead

	Initiative	Estimated Cost
1	CIS reimplementation	\$1.2M to \$2.4M
2	Implement AMI in the Western District	TBC *
3	Replace Western District AMR meters/modules	TBC *
4	Enhance water loss analytics	\$50K to \$250K
5	Enhance hydraulic model	\$50K to \$250K
6	Develop a data and analytics strategy	\$150K to \$250K
7	Enable automated testing	\$50K to \$150K
8	Enterprise Integration Platform as a service	\$100K to \$200K
9	Simplify the meter management process	\$50K to \$250K
10	Enable CRM functionality in the CIS	\$50K to \$250K
11	Greater leverage of MDM	\$50K to \$250K
12	Gradually reduce Itineris managed services support	\$0
-	Quick Win Initiatives	\$500K

Total: \$2.25M to \$4.75M *

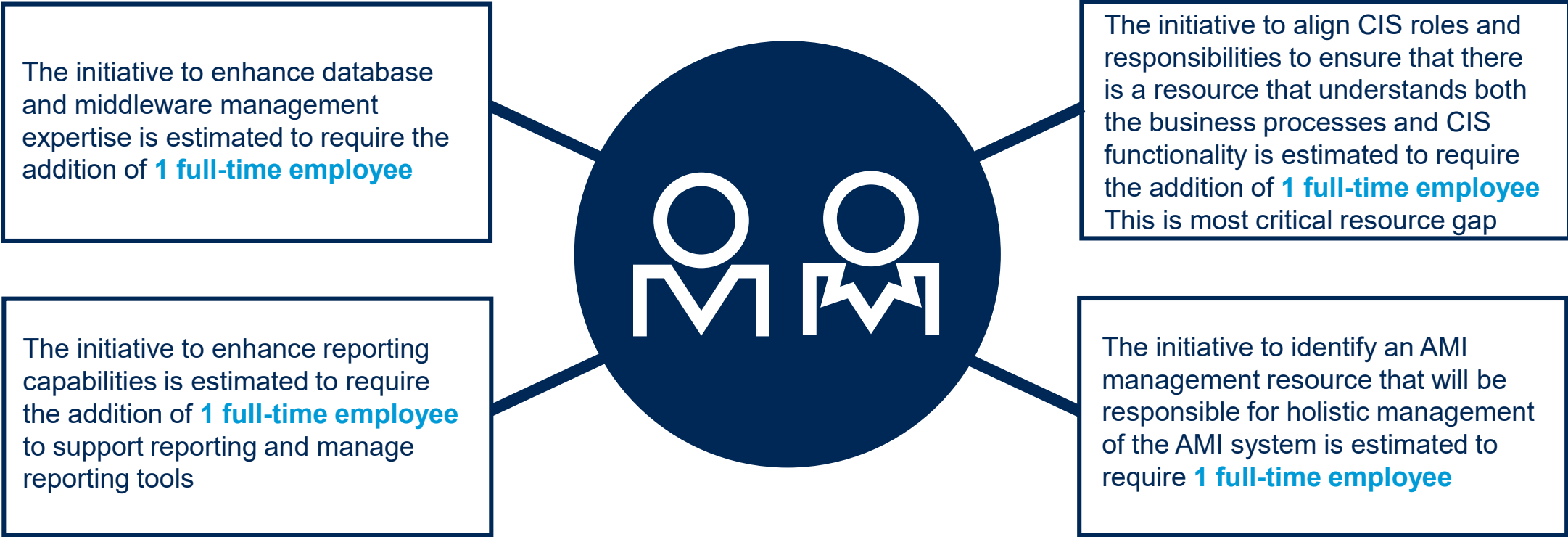
City of Georgetown Budget

The City of Georgetown approved its FY 2021 budget on 22 September 2020 totaling \$396 Million.

- The City's 2021 budget comes in 10% lower than FY 2020's budget.
- The City is taking a conservative position on budgeting to account for the impacts of COVID and may further impact FY 2022 budgeting.
- The water utility has been allocated \$28M for capital projects.
- The wastewater utility has been allocated \$2.7M for capital projects.
- The electric utility has been allocated \$5.6M for capital projects; \$2.5M of which is for customer growth while the remainder is for ongoing system maintenance.

The City will also require the addition of full-time resources to fully address operational and knowledge gaps

Initiatives Requiring Additional Full-Time Resources



Recommended initiatives had identified an estimated need for a total of **4 additional full-time positions** to fully support City operations

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City of Georgetown, Texas
City Council Workshop
January 12, 2021

SUBJECT:

Presentation and discussion regarding a potential Mobility Bond targeting the May 2021 election date -- Bridget Hinze Weber, Assistant to the City Manager and Jake Gutekunst, Kimley-Horn

ITEM SUMMARY:

The Mobility Georgetown Citizen Advisory Committee has completed developing its recommendations for a General Obligation Bond Program for consideration by the City Council for a bond election tentatively planned for May 2021. The recommendations are based on identified capital projects that will advance the vision of the Georgetown community.

The purpose of Mobility Georgetown 2021 is to advance Georgetown's connectivity and safety by upgrading streets, bridges, bike network, and sidewalks delivering projects consistent with community expectations to manage accelerated growth by:

Increasing capacity of roadway network with high traffic volume.

Improving intersections and build sidewalks throughout Georgetown to create new connections within and among neighborhoods.

Coordinating with other planned transportation work to accelerate delivery to Georgetown residents.

In July 2020, the Georgetown City Council created a sixteen(16) member Citizen Advisory Committee with the following charge:

Review and vet criteria for projects

Prioritize and rank staff-proposed streets and sidewalks improvement projects

Review financial feasibility of proposed program

Provide opportunities for community input

Serve as community educators for the bond program

Develop and submit report to the City Council of final project list for proposed bond program

Following the commitment of six months of Committee deliberation in the review and evaluation of 23 possible bond projects with an estimated total cost of over \$400 million, the Citizen Advisory Committee is pleased to provide Council with rankings of the top 10 roadway projects and allocations for sidewalks, bicycle facilities, intersections, and transportation technology. The Citizen Advisory Committee concluded that the need for transportation projects in Georgetown far exceeds the targeted \$50 million bond. The top 10 roadway projects are ranked in order of importance and include:

1. SE Inner Loop from SH 29 to FM 1460 - \$42.1 Million
2. Shell Road from Williams Drive to North of Sycamore Drive - \$14.2 Million
3. Williams Drive from DB Wood to IH 35 - \$10.2 Million
4. DB Wood from 1300' South of Williams Drive to Oakridge Road - \$19.0 Million
5. Leander Rd from Southwest Bypass to Norwood Drive West - \$7.7 Million
6. SH 29 from Haven Ln to Inner Loop - \$22.4 Million
7. NE Inner Loop from IH-35 to FM 971 - \$18.1 Million
8. Austin Avenue Bridges from Second Street to Morrow Street - \$11.5 Million
9. Williams Drive from Jim Hogg to DB Wood - \$8.6 Million
10. Southwestern from SH 29 to Raintree Drive - \$11.5 Million

FINANCIAL IMPACT:

N/A

SUBMITTED BY:

Bridget Hinze Weber, Assistant to the City Manager

ATTACHMENTS:

MOBILITY GEORGETOWN

MAY 2021 BOND ELECTION

CITY COUNCIL WORKSHOP: JANUARY 12, 2021

PRESENTATION OVERVIEW

- Background
- Citizen Committee
- Public Engagement
- Project Recommendations of Citizen Committee
- Partner Projects
- Tax Rate Capacity
- Next Steps and Council Direction

BACKGROUND

May 2020 Council Workshop:

Council directed staff to implement a bond program targeting the May 2021 election

July 14 Council Meeting:

Council approved the membership of the Mobility Georgetown Citizen Advisory Committee

September 8 Council Workshop:

Council provided direction to Citizen Committee to target a 5-year, \$50 million bond

CITIZEN COMMITTEE

August 24:

First meeting of the Mobility Georgetown Citizen Advisory Committee

September – October:

Ranking/prioritization and initial recommendations developed

November – December:

2nd round of public engagement activities to receive feedback about the proposed bond projects

December:

Committee developed final recommendations

January:

Approved project recommendations to present to Council

PUBLIC ENGAGEMENT SUMMARY

Public engagement opportunities: before election is called

1st Phase: July 15 – August 15

Virtual Town Hall: November 16

2nd Phase: November 16 – December 7

Public education: after election is called in February 2021

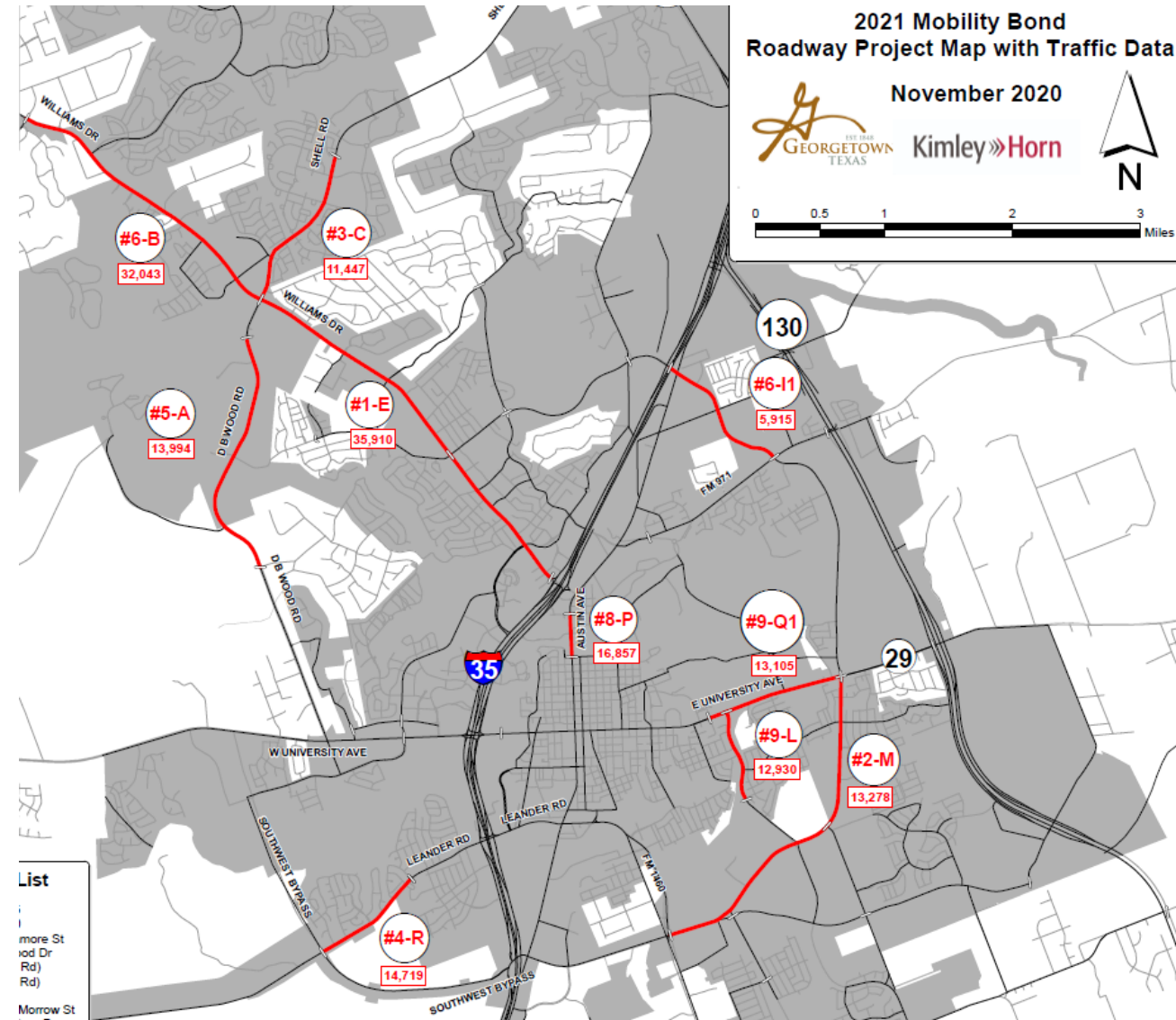
City Website: <https://bonds.georgetown.org/>

Project website: <https://engagekh.com/georgetownmobilitybond/home>

PROJECTS CONSIDERED IN PHASE 2 ENGAGEMENT

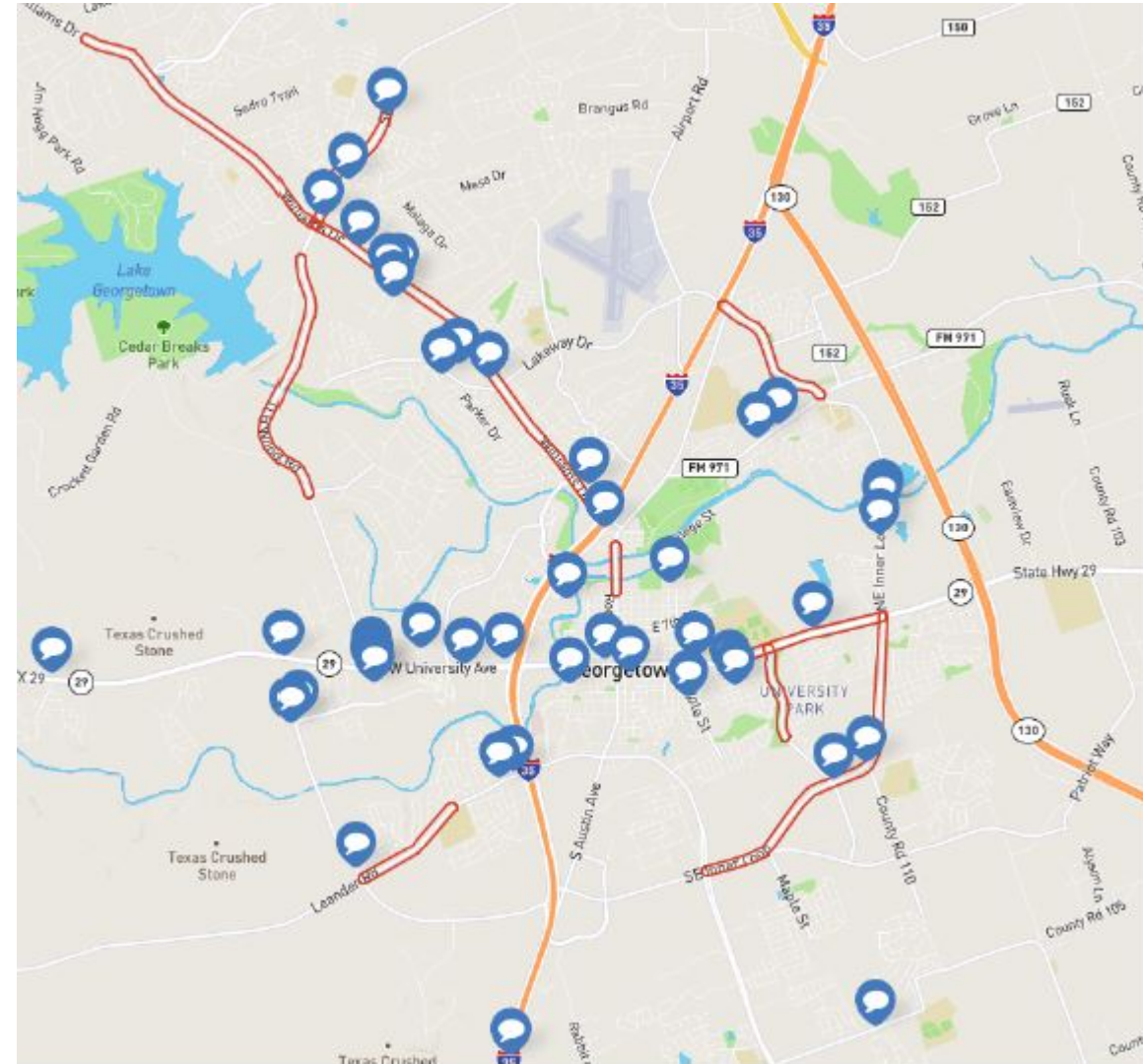
Austin Avenue Bridges
D.B. Wood Road
Leander Road
NE Inner Loop
SE Inner Loop
SH 29 East
Shell Road
Southwestern Blvd.
Williams Drive Central
Williams Drive West

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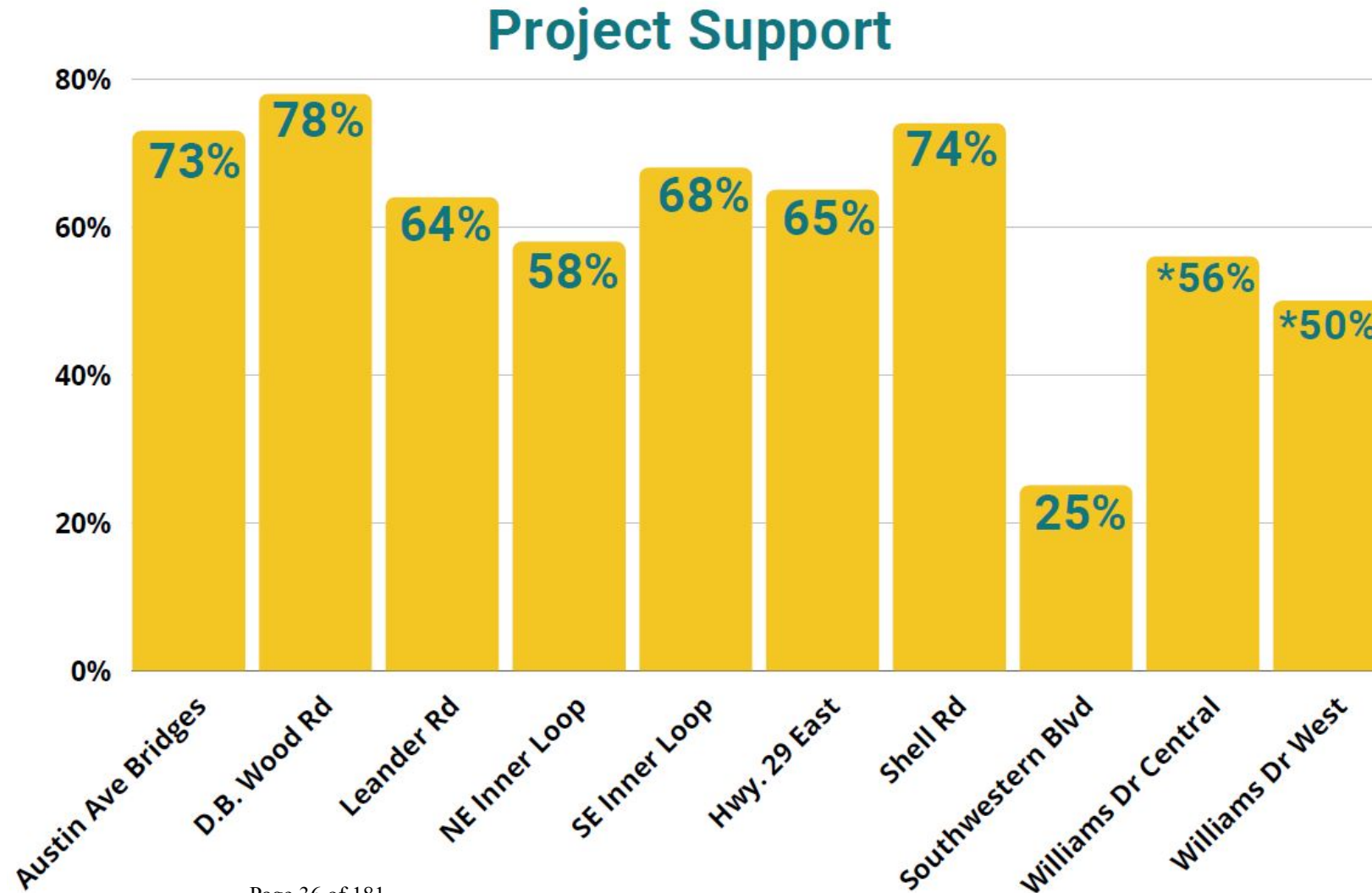


PHASE TWO PUBLIC ENGAGEMENT RESULTS

- **4,500** Visits to Project Website (**1,500** Unique visitors)
- **231** total responses (via both Interactive Map & Alternative Survey)
- **181** Project-related Comments
- **50** “Other” Comments not related to projects
- **165,000** Estimated reach through social media, advertising, website



PHASE TWO PUBLIC ENGAGEMENT RESULTS



COMMITTEE RECOMMENDED PROJECTS

PROJECT TYPES

- **Roadway – generally, lane additions (some exceptions)**
 - Based on Overall Transportation Plan cross sections
 - Include building sidewalks both sides of roadway (exceptions noted)
- **Sidewalk – priority 2 projects from Sidewalk Plan**
- **Bicycle Facilities – high Priority projects from Bike Master Plan**
- **Intersections – identified intersections based on data**
- **Transportation Technology – signal equipment upgrades and enhancements for coordination of signals on corridors**

CRITERIA TO EVALUATE AND RANK PROJECTS

- Crash data
- Current traffic volume
- Existing roadway capacity
- Roadway existing Level of Service (volume to capacity ratio)
- Projected traffic volume
- Future/expected development
- Estimated construction time
- Estimated cost
- 2015 Bond Committee Recommendations
- Bike and Sidewalk Master Plans
- Subjective considerations

COMMITTEE PROJECT RECOMMENDATIONS

- **The citizen advisory committee approved a recommendation on January 4, 2021:**

To present the rankings of the projects, allocations, and associated costs to Council with a statement that the need for transportation projects in Georgetown far exceeds the targeted \$50 million. We are concerned that a single project [SE Inner Loop] plus allocations will consume all the targeted amount, potentially to the exclusion of other important projects.

COMMITTEE PROJECT RANKING SUMMARY

		#1 (5)	#2 (4)	#3 (3)	#4 (2)	#5 (1)	Total	Rank	Cost	Cumulative
SE Inner Loop	M	10	24	9	0	2	45	1	\$ 42,116,000	\$ 42,116,000
Shell Rd (1)	C	20	8	6	8	0	42	2	\$ 14,234,000	\$ 56,350,000
Williams Dr (1)	E	25	8	3	4	0	40	3	\$ 10,188,000	\$ 66,538,000
DB Wood Rd	A	10	12	6	4	1	33	4	\$ 19,028,000	\$ 85,566,000
Leander Rd	R	10	4	6	2	4	26	5	\$ 7,743,000	\$ 93,309,000
SH 29 East (1)	Q-1	0	0	9	2	3	14	6	\$ 22,380,000	\$ 115,689,000
NE Inner Loop (1)	I-1	0	4	3	4	2	13	7	\$ 18,094,000	\$ 133,783,000
Austin Ave Bridges	P	5	0	3	4	1	13	8	\$ 11,484,000	\$ 145,267,000
Williams Dr (2)	B	0	4	0	2	1	7	9	\$ 8,590,000	\$ 153,857,000
Southwestern Blvd	L	0	0	0	0	2	2	10	\$ 11,496,000	\$ 165,353,000

COMMITTEE ALLOCATION RECOMMENDATIONS

In addition to the Top 10 projects listed, allocations are proposed to be included in the bond package for the standalone projects for sidewalks, bicycle facilities, intersections, and transportation technology in the following amounts:

- \$2.5 Million for Sidewalks
- \$1.5 Million for Bicycle Facilities
- \$1.7 Million for Intersections
- \$1.3 Million for Transportation Technology

Total recommended allocations: \$7 million

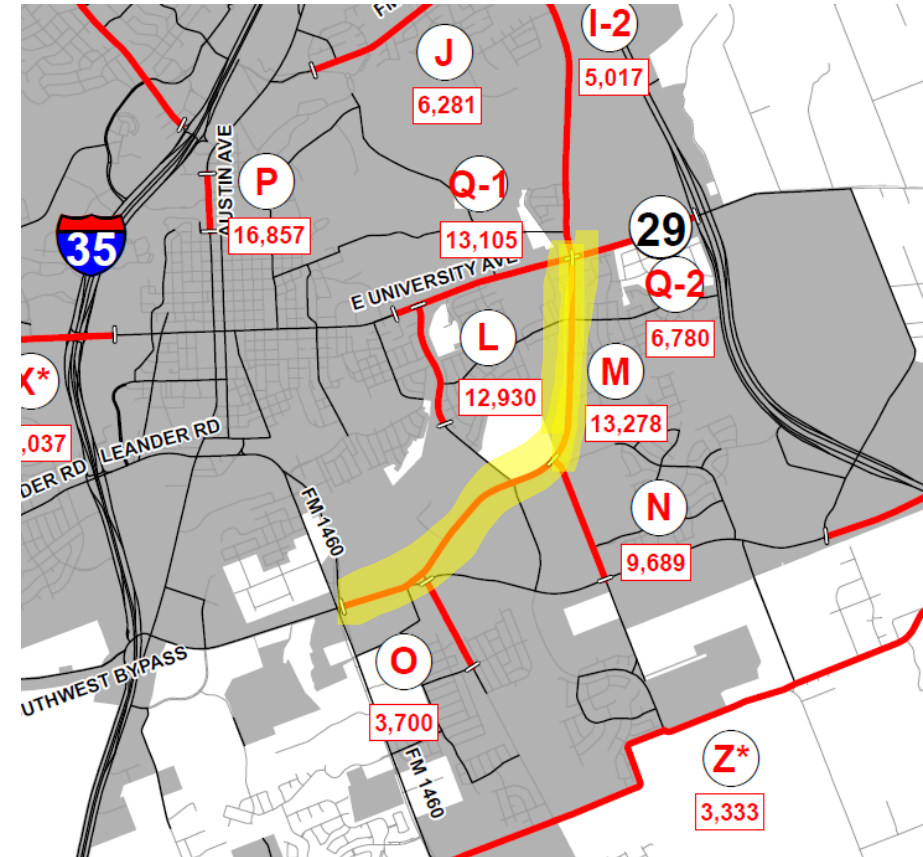
#1 – SE INNER LOOP

- **Cost: \$42.1 Million**
- **Limits: FM 1460 to University Ave**
- **This project consists of widening SE Inner Loop to a 4-lane Minor Arterial with bike lanes and sidewalks**
- **Committee justification: SE Inner Loop is at capacity today and forecasted high growth area. This project will also help with the need for pedestrian & bike connections.**

SH 29 to Sam Houston Ave

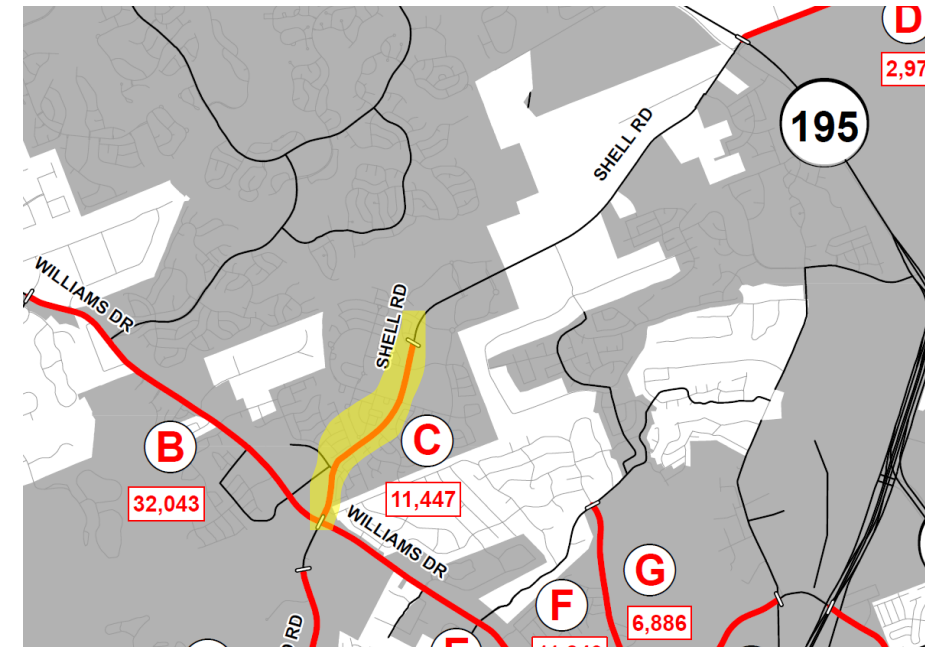


FM 1460 to Sam Houston Ave



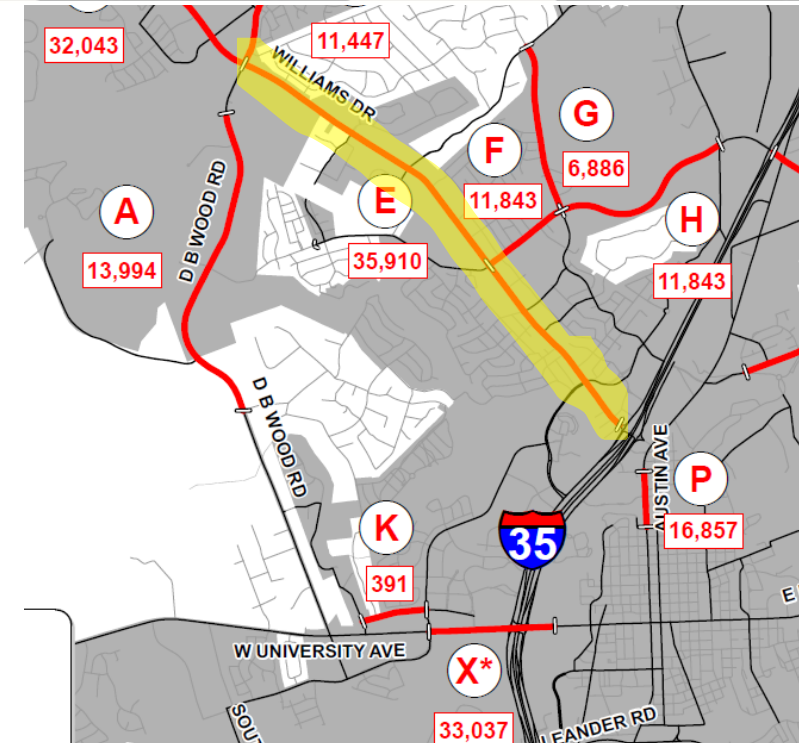
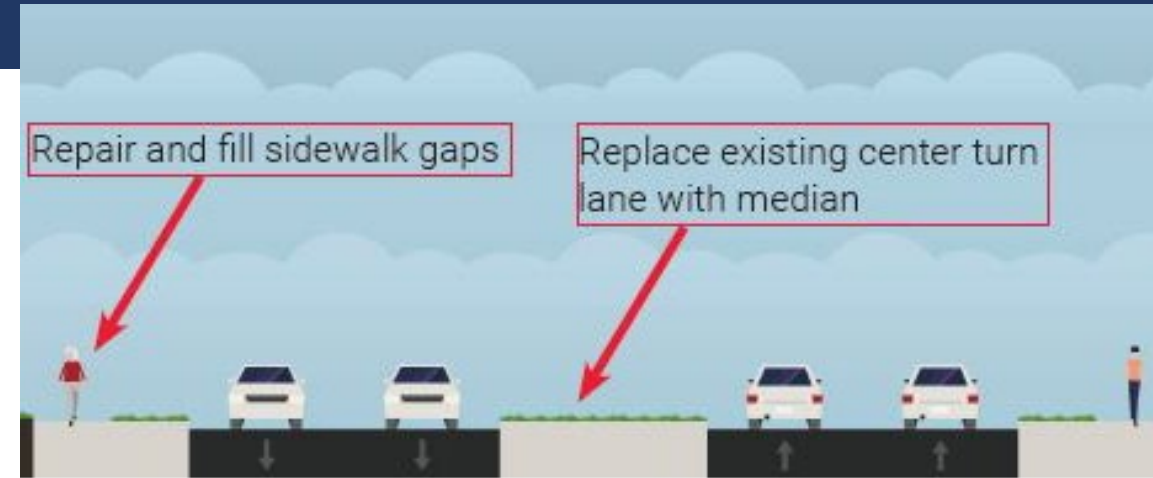
#2 – SHELL ROAD SOUTH

- **Cost: \$14.2 Million**
- **Limits: Williams Dr to N of Sycamore**
- **This project consists of widening Shell Rd to a 4-lane divided Major Arterial with open ditch drainage and sidewalks**
- **Committee justification: Shell Road was under consideration in the 2015 bond and is experiencing rapid growth and is near capacity today. This project has high public support and will help serve existing residents and planned development along the northern end of this corridor.**



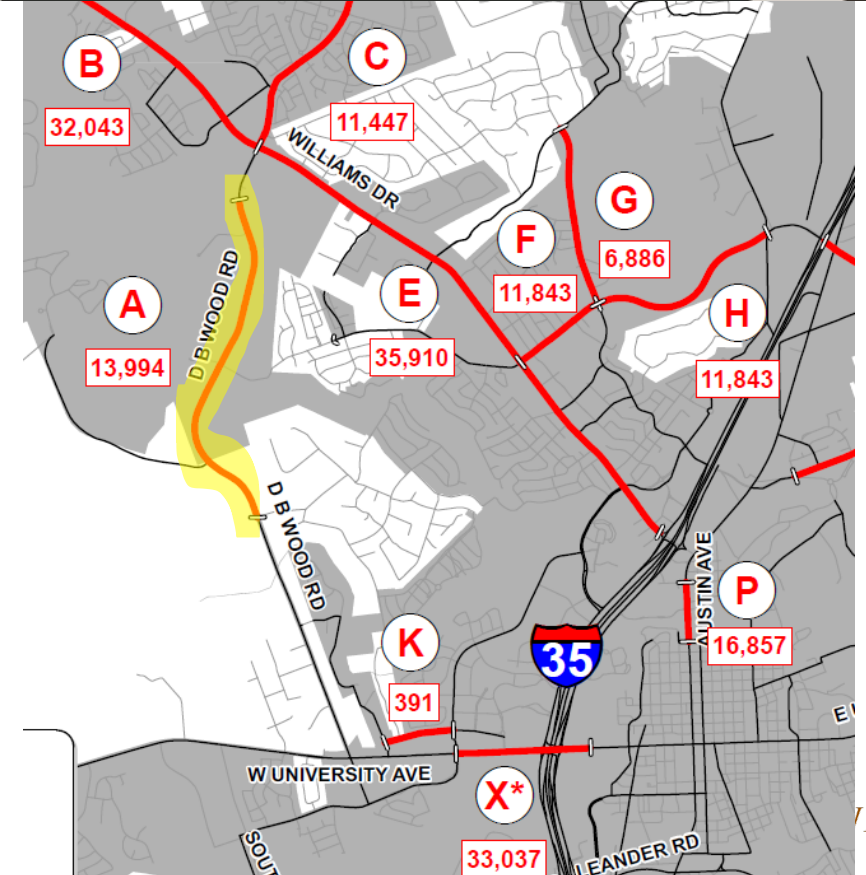
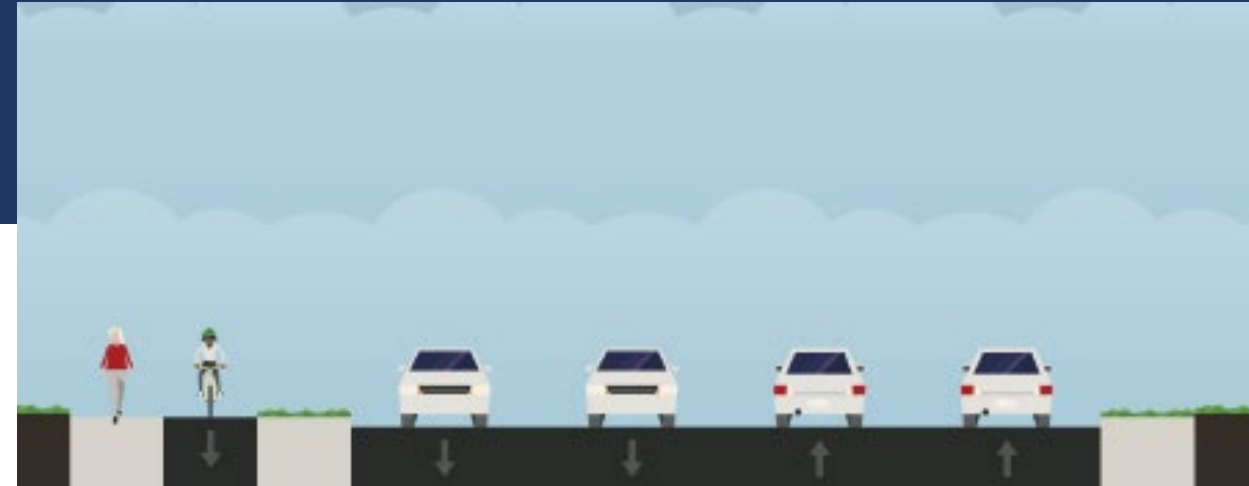
#3 – WILLIAMS DRIVE CENTRAL

- \$10.2 Million
- Limits: DB Wood Rd to Interstate 35
- This project consists of installing a median with left turn lanes and repairing and filling in sidewalk gaps
- Committee justification: This is the most congested arterial in the city & needs resources to implement past planning work and the federally funded upcoming access management study. The median and turn lanes will improve both safety and flow, while also filling in and repairing critical sidewalk gaps.



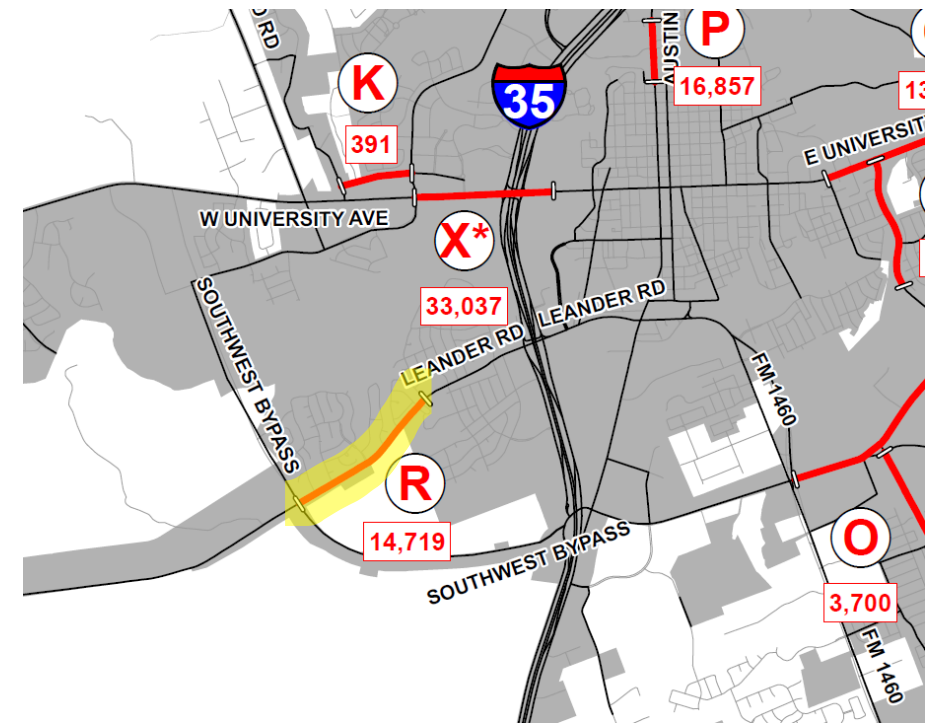
#4 – DB WOOD

- **Cost: \$19 Million**
- **Limits: Williams Dr to Oakridge Rd**
- **This project widens D.B. Wood Rd to a 4-lane Major Arterial with a shared-use path for bikes and pedestrians on one side of the street**
- **Committee justification: This project will build upon the active 2015 bond project to widen DB Wood to the south from SH 29 to Oakridge Dr and complement the Shell Road project to build the western “loop” for Georgetown by building to 4 lanes.**



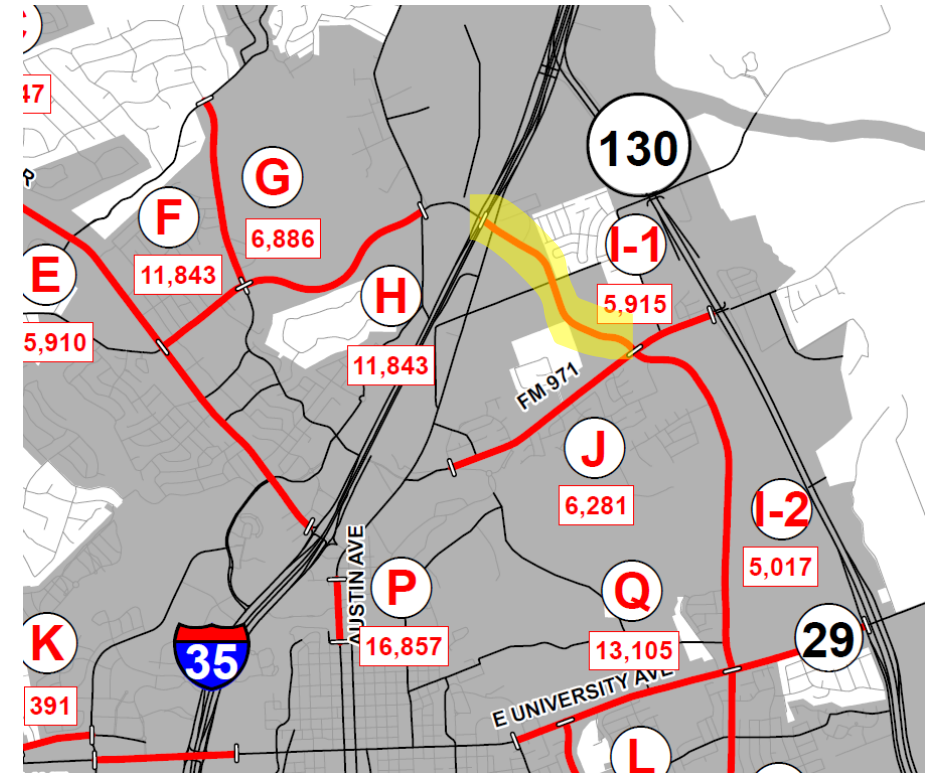
#5 – LEANDER RD/RM 2243

- **Cost: \$7.7 Million**
- **Limits: SW Bypass to Norwood Dr**
- **This project consists of widening Leander Rd to a 4-lane divided Major Arterial with open ditch drainage and sidewalks**
- **Committee justification: This project was a priority that lost funding from CAMPO, and inclusion would help move forward with already underway plans and build upon active right-of-way acquisition to get the project finished and 4 lanes to the Southwest Bypass loop.**



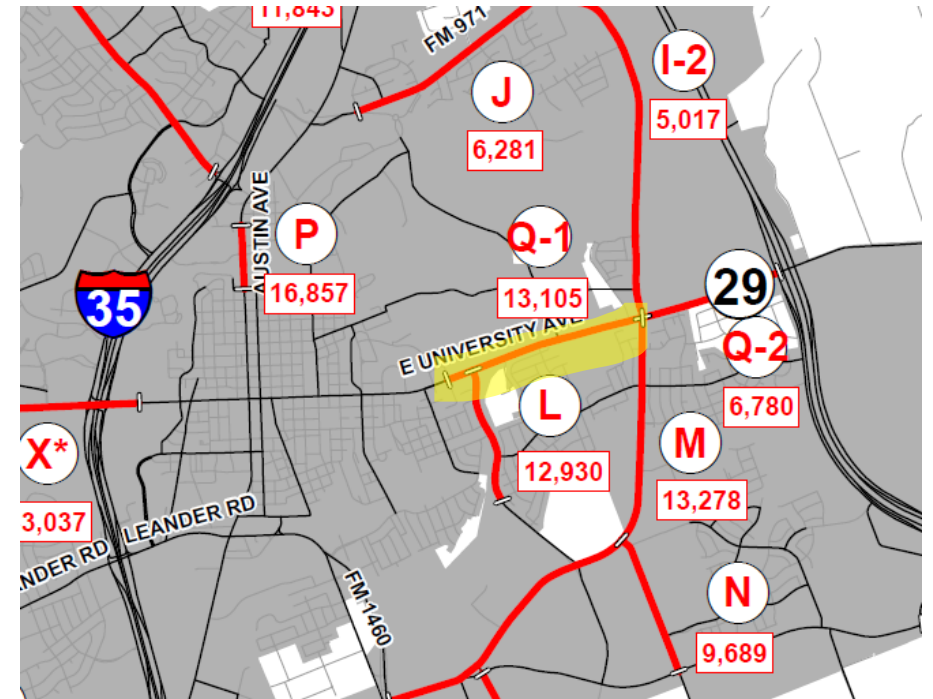
#6 – NE INNER LOOP

- **Cost: \$18.1 Million**
- **Limits: IH-35 to FM 971**
- **This project consists of widening NE Inner Loop to a 4-lane divided Major Arterial with a median, on-street bike lanes, and sidewalks**
- **Committee justification: This project would serve a heavy commercial and industrial growth zone in the City and help build the northeastern portion of the “loop” to 4 lanes.**



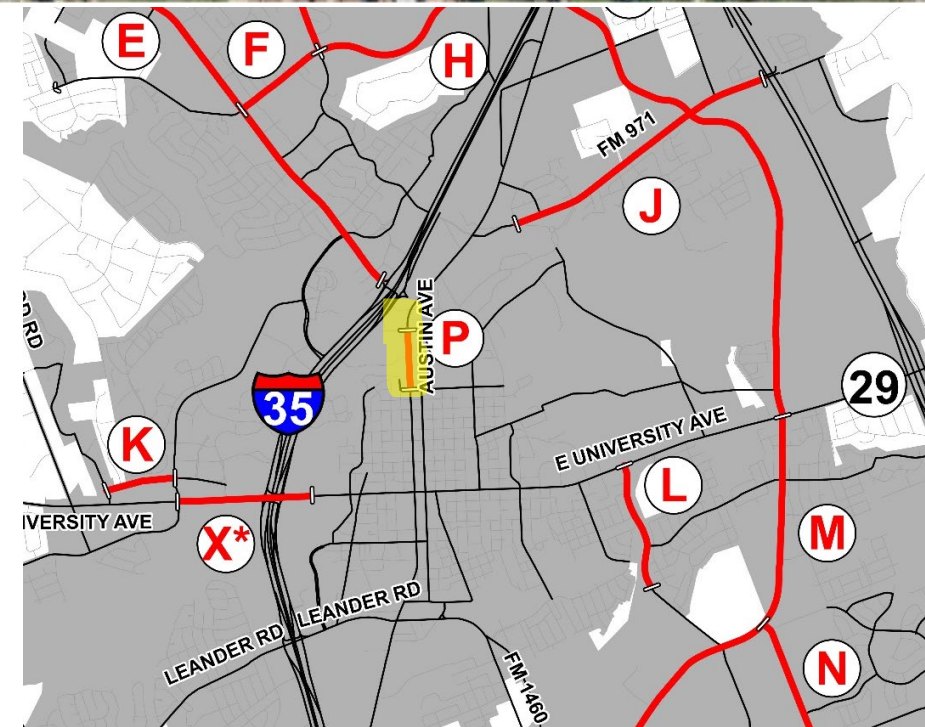
#7 – SH 29 EAST

- **Cost: \$22.4 Million**
- **Limits: Haven Ln to Inner Loop**
- **This project consists of widening SH 29 to a 4-lane divided Major Arterial with a median, on-street bike lanes, and sidewalks**
- **Committee justification: This is a bottleneck for the east side of Georgetown and would also help with bicycle and pedestrian connectivity from Southwestern University to Inner Loop.**



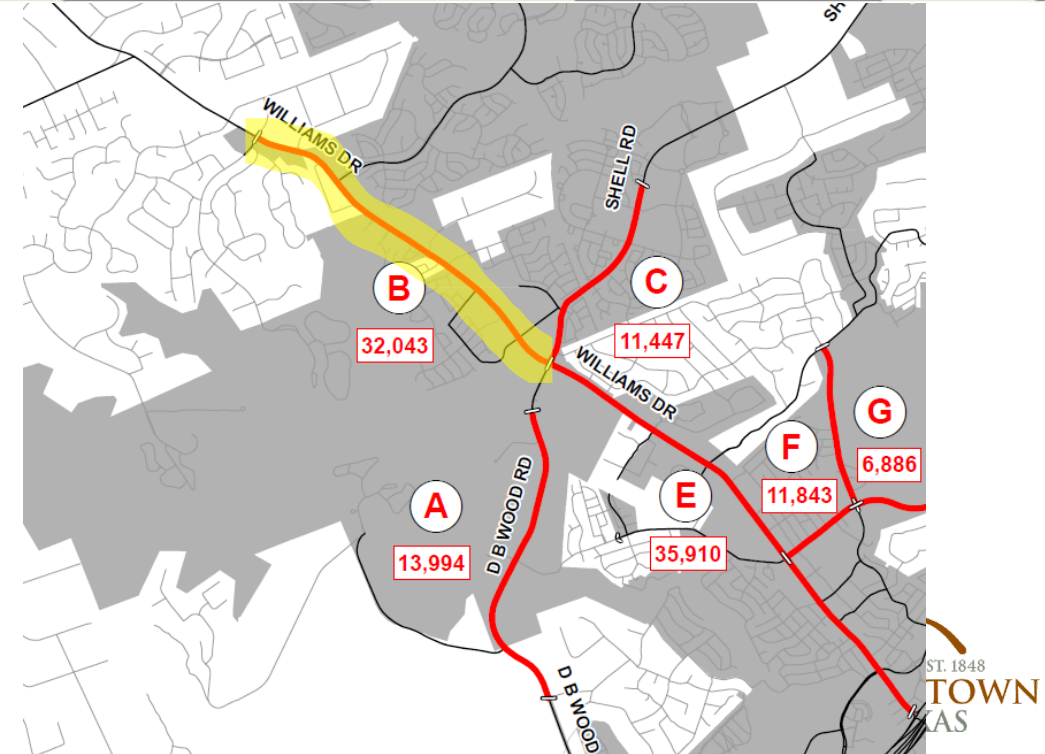
#8 – AUSTIN AVENUE BRIDGES

- Total Cost: \$11.5 Million
- Limits: Second St to Morrow St
- This project consists of rehabilitating the bridges on Austin Ave and constructing a new pedestrian and bicycle bridge
- Committee justification: This project builds upon ongoing design work and funds construction of the project. It is a primary gateway into downtown.



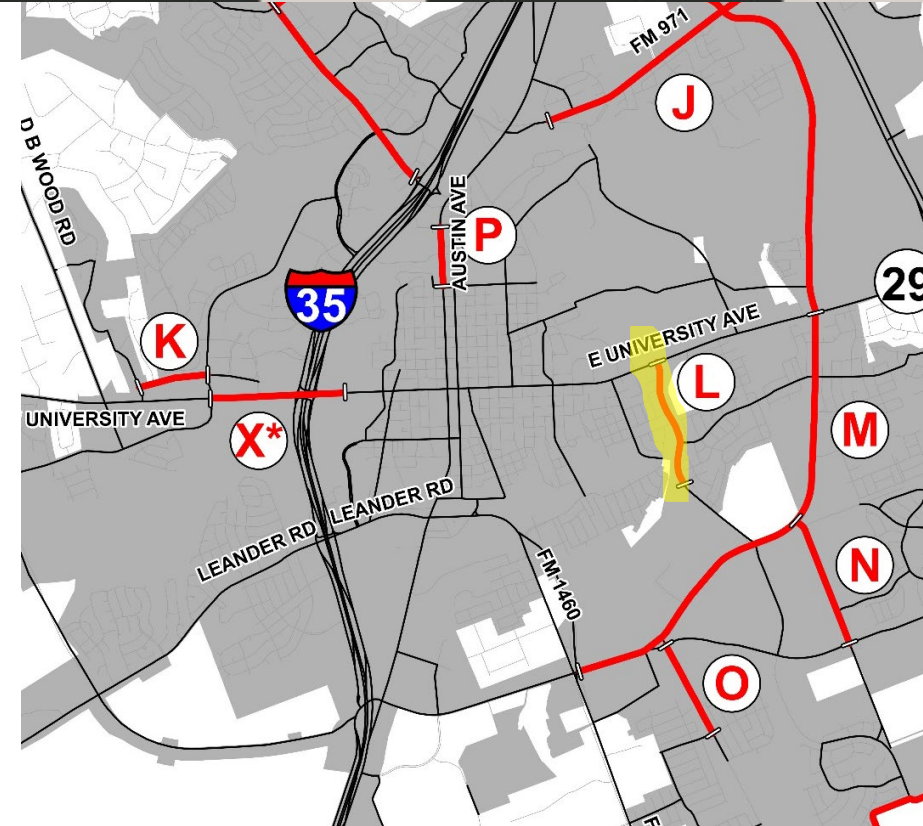
#9 – WILLIAMS DRIVE WEST

- **Cost: \$8.6 Million**
- **Limits: Jim Hogg Ln to DB Wood Rd**
- This project consists of installing a median with left turn lanes and repairing and filling in sidewalk gaps
- **Committee justification:** This project will help with safety issues from the center turn lane and extend sidewalk connectivity out to Sun City along Williams Drive.

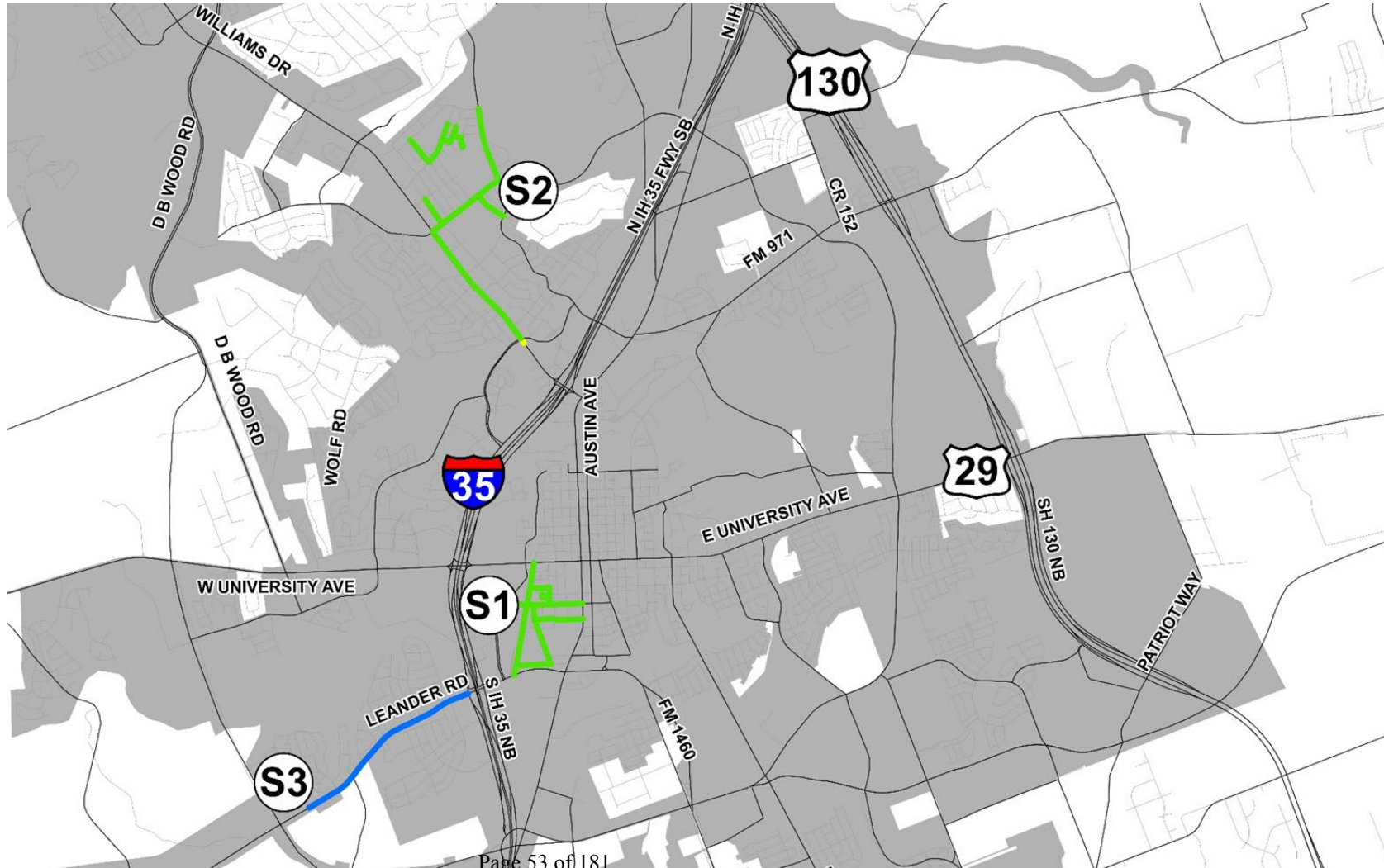


#10 – SOUTHWESTERN BLVD

- **Cost: \$11.5 Million**
- **Limits: University Ave to Raintree Dr**
- **This project consists of widening Southwestern Blvd to a 4-lane Minor Arterial with a median, on-street bike lanes, and sidewalks**
- **Committee justification: This project builds upon the active project to widen to 4 lanes from Raintree to Inner Loop and improves pedestrian connectivity across a floodplain.**

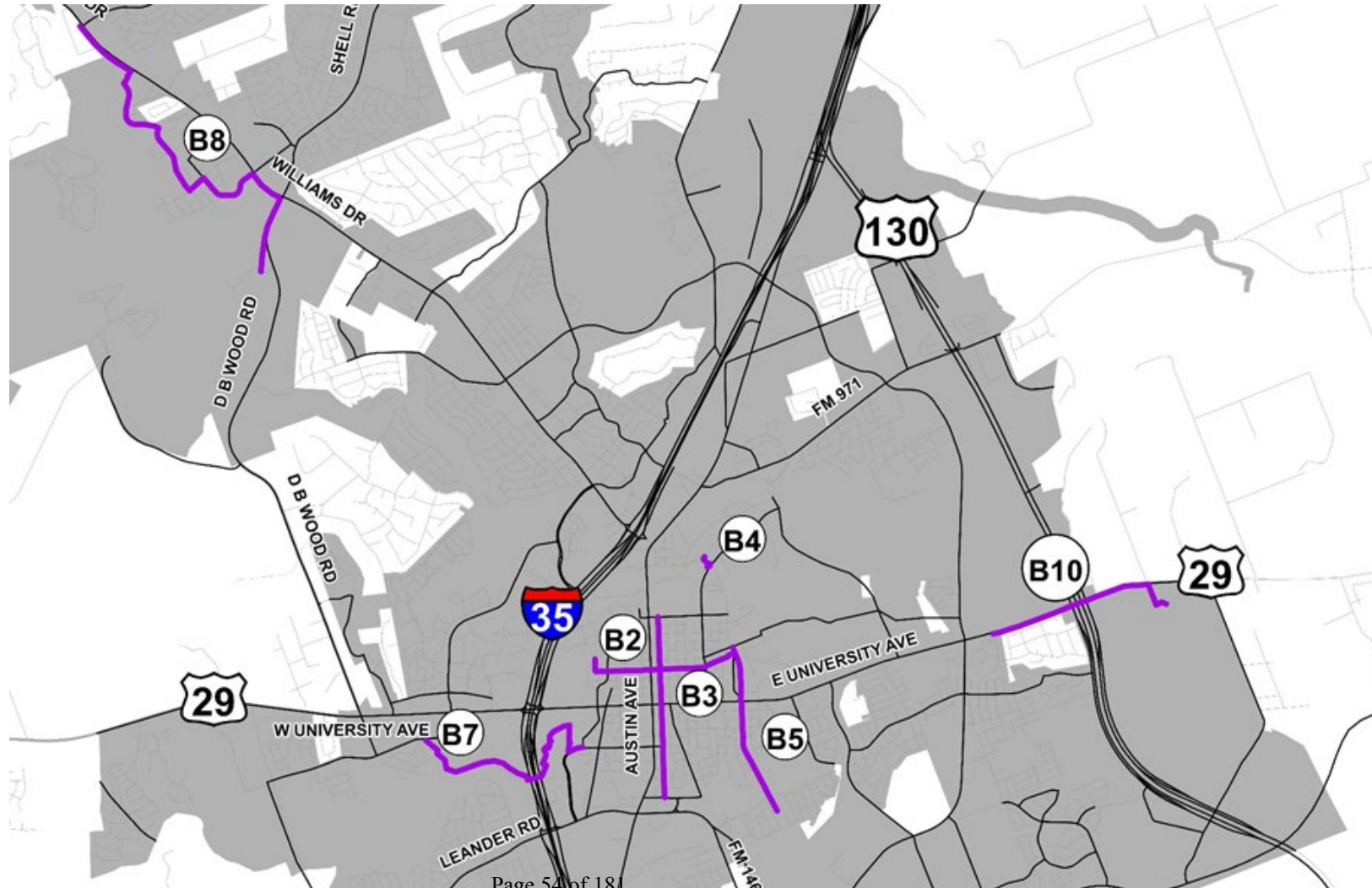


SIDEWALK PROJECTS: \$2.5 MILLION ALLOCATION



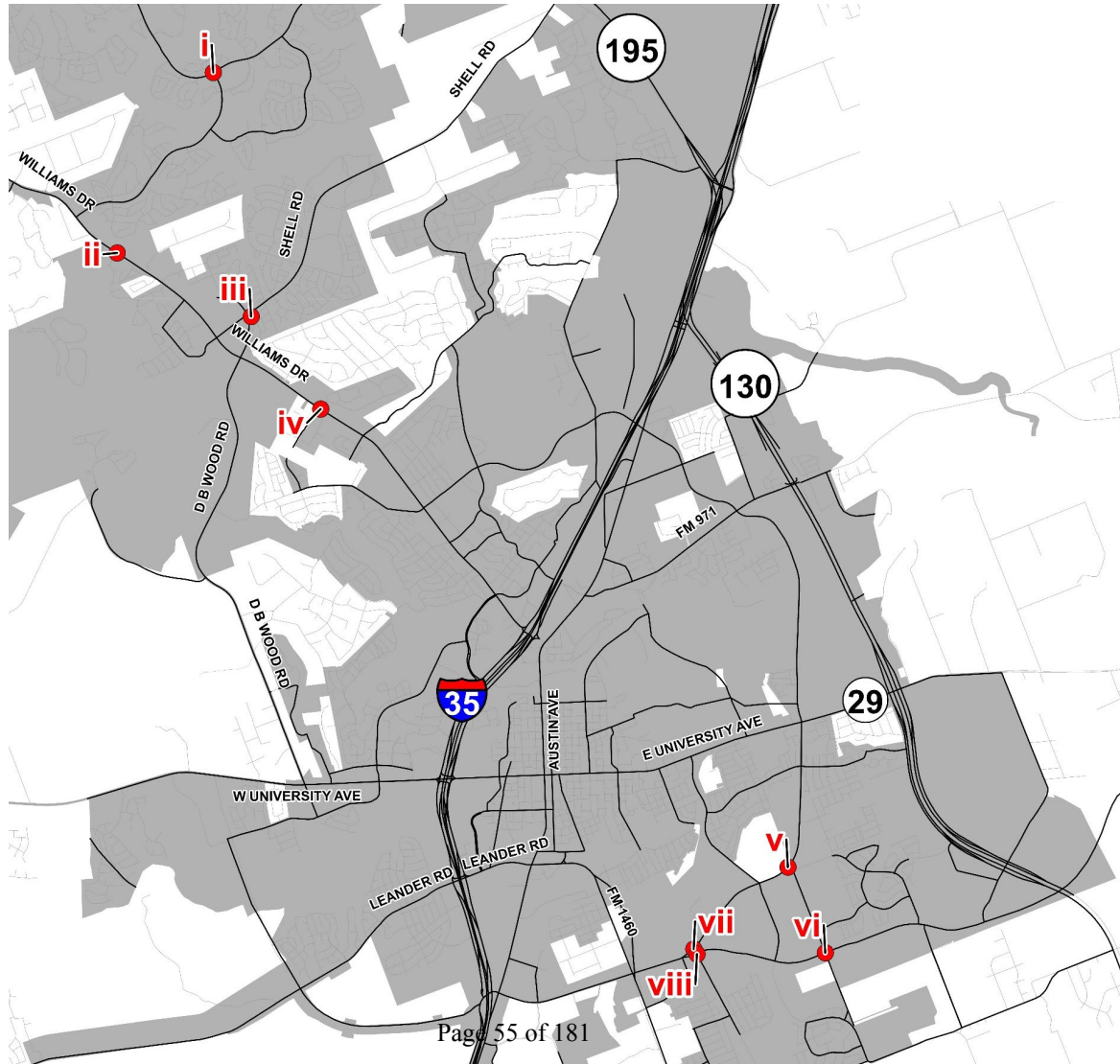
Note: Estimated cost to complete Projects shown is \$12.6 Million

BICYCLE PROJECTS: \$1.5 MILLION ALLOCATION



Note: Estimated cost to complete Projects shown is \$10.4 Million

INTERSECTION PROJECTS: \$1.7 MILLION ALLOCATION



Note: Estimated cost to complete Projects shown is \$5.8 Million

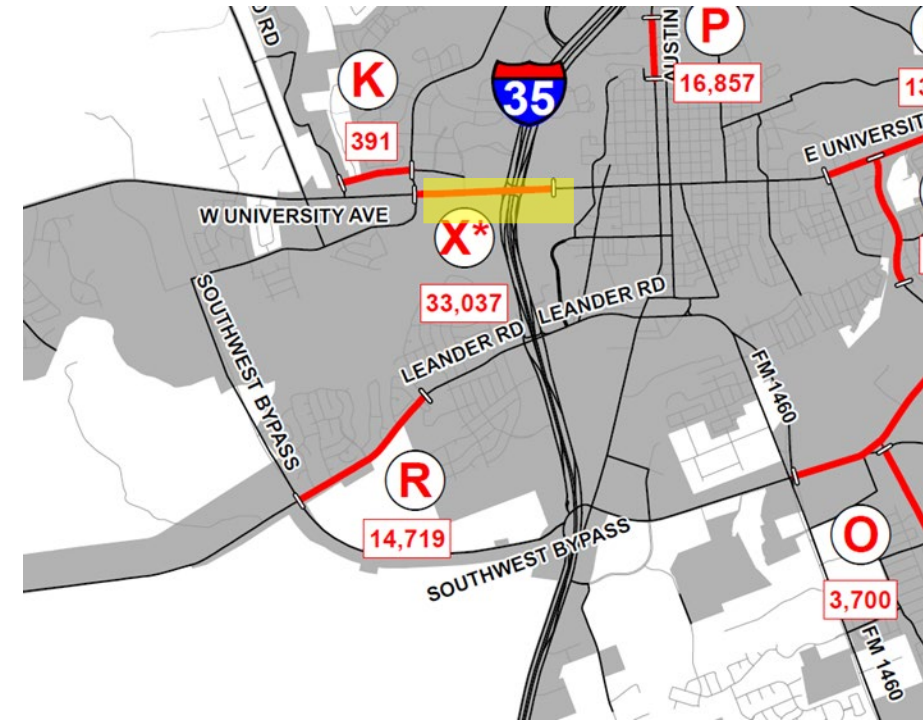
TRANSPORTATION TECHNOLOGY: \$1.3 MILLION



PARTNERSHIP PROJECTS

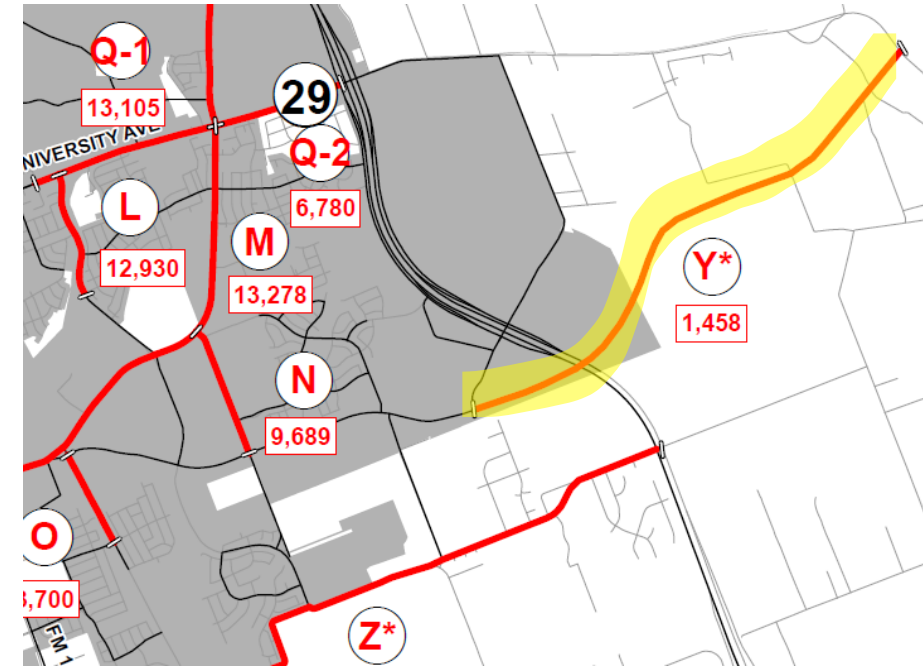
SH 29 (PROJECT X) TxDOT & GTEC POTENTIAL PROJECT

- Total Est. Cost: \$100 Million (preliminary)
- City Contribution: Intend to ask GTEC to fund City's portion of project
- Limits: Wolf Ranch Pkwy to HEB signal
- What's Included
 - 6 lane section with additional turn lanes and interchange improvements at I-35



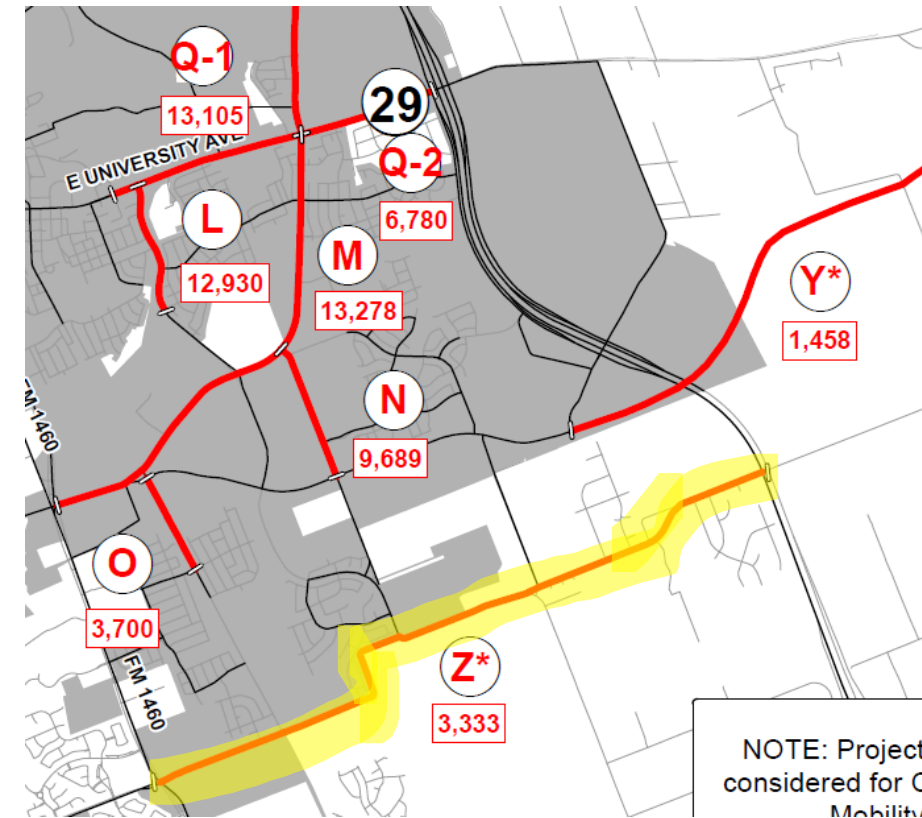
SE INNER LOOP EXT (PROJECT Y) WILLIAMSON COUNTY 2019 BOND PROJECT

- Total Est. Cost: \$22.5 Million (preliminary)
- City Contribution: \$4 Million (preliminary)
- Limits: Patriots Way to SH 29
- What's Included:
 - 2 lane section with improved shoulders



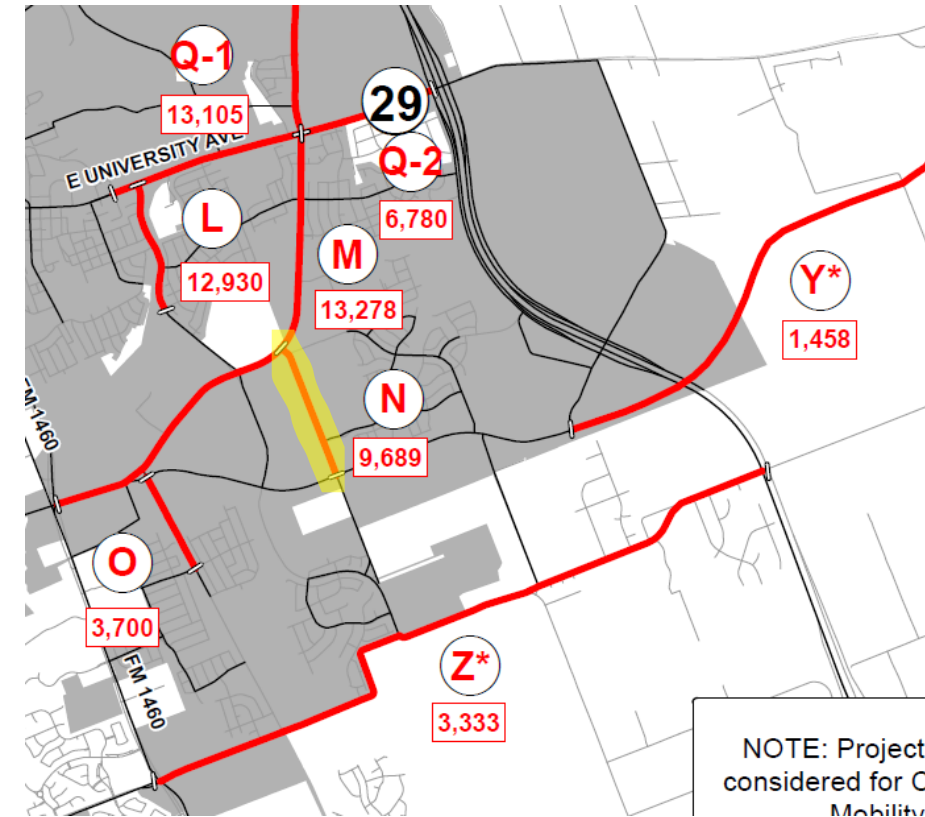
WESTINGHOUSE ROAD (PROJECT Z) WILLIAMSON COUNTY 2019 BOND PROJECT

- Total Est. Cost: \$20.2 Million (preliminary)
- City Contribution: \$8.2 Million (preliminary)
- Limits: Patriots Way to SH 29
- What's Included:
 - Full reconstruction to 2 lane section with improved shoulders
 - Remove 90 degree turns



ROCKRIDE LANE (PROJECT N)

- **Cost: \$5.8 Million**
- **Limits: SE Inner Loop to Sam Houston Ave**
- **What's Included:**
 - Widen to 3 lane section
 - Sidewalk on both sides of roadway



TAX RATE CAPACITY

TAX RATE CAPACITY

5 Year Capital Improvement Project (CIP) Planning Process:

- Look at debt retirement schedule and assumed average annual growth rate
- Allows for approximately \$18 million annually in debt over the next 5 years
- Current 5 Year CIP includes transportation, public safety, fleet, and parks projects
- Could be redirected to support future bond efforts

5-YEAR VALUE INCREASES



TAX RATE CAPACITY

Debt Modeling for proposed Mobility Georgetown 2021 Bond:

- Modeling is on top of existing CIP plan
- Growth between 3 – 7 percent assumed average annual growth rate
- Tax rate increase between 2 – 5 cents
- 5-year program vs. 10-year program
- Staff recommends a 5-year bond program based on the challenge of identifying the top mobility priorities past a 5-year outlook.

5-YEAR BOND PROGRAM

City of Georgetown, Texas

Projected Additional Capacity (Mobility Projects) - 5 Year Summary

Preliminary as of August 28, 2020

		Tax Rate Increase			
		\$0.02	\$0.03	\$0.04	\$0.05
Growth Rate (2026 and after)	3%	\$ 33,250,000	\$ 46,245,000	\$ 59,205,000	\$ 72,040,000
	5%	38,335,000	51,555,000	64,715,000	77,740,000
	7%	43,435,000	56,865,000	70,220,000	83,485,000

Assumptions:

(1) Please see Capital Improvement Plan models for assumptions and details. Preliminary, subject to change.

10-YEAR BOND PROGRAM

City of Georgetown, Texas

Projected Additional Capacity (Mobility Projects) - 10 Year Summary

Preliminary as of September 3, 2020

		Tax Rate Increase			
		\$0.02	\$0.03	\$0.04	\$0.05
Growth Rate (2026 and after)	3%	\$ 49,005,000	\$ 63,665,000	\$ 78,230,000	\$ 92,835,000
	5%	86,215,000	102,510,000	118,650,000	134,620,000
	7%	127,750,000	145,030,000	155,235,000	180,610,000

Assumptions:

(1) Please see Capital Improvement Plan models for assumptions and details. Preliminary, subject to change.

NEXT STEPS AND DIRECTION

NEXT STEPS

Next Steps:

- Election must be called by February 9, 2021 Council Meeting
- Texas Secretary of State Deadline of Last Day to File for Place on General Election Ballot: February 12, 2021
- Council Workshop: January 26

DIRECTION FROM COUNCIL

Direction needed from Council Today:

- Identification of other information needed to make a final decision
- Reconfirm scope of bond 5-year term, \$50 million
- Initial feedback on projects to be included for roadway and allocations

Direction needed from Council on January 26:

- Final selection of roadway projects to include
- Final allocations for sidewalks, intersections, bicycle facilities and transportation technology

THANK YOU | QUESTIONS

MOBILITY GEORGETOWN



Citizen Advisory Committee
Report to City Council
January 2021

City of Georgetown Mobility Bond 2021

EXECUTIVE SUMMARY

The Mobility Georgetown Citizen Advisory Committee has completed developing its recommendations for a General Obligation Bond Program for consideration by the City Council for a bond election tentatively planned for May 2021. The recommendations are based on identified capital projects that will advance the vision of the Georgetown community.

The purpose of Mobility Georgetown 2021 is to advance Georgetown's connectivity and safety by upgrading streets, bridges, bike network, and sidewalks delivering projects consistent with community expectations to manage accelerated growth by:

1. Increasing capacity of roadway network with high traffic volume.
2. Improving intersections and build sidewalks throughout Georgetown to create new connections within and among neighborhoods.
3. Coordinating with other planned transportation work to accelerate delivery to Georgetown residents.

In July 2020, the Georgetown City Council created a sixteen(16) member Citizen Advisory Committee with the following charge:

- Review and vet criteria for projects
- Prioritize and rank staff-proposed streets and sidewalks improvement projects
- Review financial feasibility of proposed program
- Provide opportunities for community input
- Serve as community educators for the bond program
- Develop and submit report to the City Council of final project list for proposed bond program

Following the commitment of six months of Committee deliberation in the review and evaluation of 23 possible bond projects with an estimated total cost of over \$400 million, the Citizen Advisory Committee is pleased to provide Council with rankings of the top 10 roadway projects and allocations for sidewalks, bicycle facilities, intersections, and transportation technology. The Citizen Advisory Committee concluded that the need for transportation projects in Georgetown far exceeds the targeted \$50 million bond. The top 10 roadway projects are ranked in order of importance and include:

1. SE Inner Loop from SH 29 to FM 1460 - \$42.1 Million
2. Shell Road from Williams Drive to North of Sycamore Drive - \$14.2 Million
3. Williams Drive from DB Wood to IH 35 - \$10.2 Million
4. DB Wood from 1300' South of Williams Drive to Oakridge Road - \$19.0 Million
5. Leander Rd from Southwest Bypass to Norwood Drive West - \$7.7 Million
6. SH 29 from Haven Ln to Inner Loop - \$22.4 Million
7. NE Inner Loop from IH-35 to FM 971 - \$18.1 Million
8. Austin Avenue Bridges from Second Street to Morrow Street - \$11.5 Million
9. Williams Drive from Jim Hogg to DB Wood - \$8.6 Million
10. Southwestern from SH 29 to Raintree Drive - \$11.5 Million



CITIZEN ADVISORY COMMITTEE

CITIZEN ADVISORY COMMITTEE

The Mobility Georgetown Citizen Advisory Committee consisted of 16 Georgetown residents (listed below) selected and appointed by the City Council.

In August 2020, the Committee began the process of developing recommendations for a transportation bond program for the City Council to consider. The process was scheduled to allow for a possible May 2021 election. The Committee was charged with exploring the needs of the City related to transportation for the next five to ten years. City Council provided a recommended target to the Committee of a 5-year, \$50 million bond.

The Committee received a series of presentations by City Staff to educate them about projects identified from City staff and Master Plans that have been developed and approved by the City Council. The Committee also engaged with residents of Georgetown through two online surveys and a digital Town Hall. These public engagement opportunities allowed the community to voice their opinions on the Committee's recommendations.

Based on this deliberative process, the Committee made a determination to provide City Council with a list of the top ten roadway projects - ranked in order of importance - and allocations for sidewalks, bicycle facilities, intersections, and transportation technology for their consideration.

District Represented	Committee Member Name
At-Large	Ercel Brashear
At-Large	Chere Heintzmann
District 1	Alison McKee
District 1	Bob Smith
District 2	Keith Brainard
District 2	Bill Dryden
District 3	Rich Barbee
District 3	Walter Bradley
District 4	Kathy Sutphin
District 4	Steve Ricks
District 5	Steve Bohnenkamp
District 5	Kimberly Bronner
District 6	Glenn Holzer
District 6	Jesse Saunders
District 7	Regina Watson
District 7	Chris Leon



PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT

Public engagement was a critical element in the bond proposal development process. The Committee wanted to ensure residents had numerous opportunities to participate throughout the process. Because the initial list of bond projects was drawn from City staff and existing plans, there had already been a level of public involvement in their identification. To reach residents the City used various digital and social media tools, opportunities to speak at Committee meetings, and a digital Town Hall. This variety of communication tools provided options for residents to participate in a variety of ways during the process.

Online Information

The City created bonds.georgetown.org to serve as an information resource and allowed residents to interact and provide feedback. This included the interactive engagekh.com/georgetownmobilitybond/home, an online social media public engagement platform to engage and inform citizens.

Online Surveys

The citizens of Georgetown were provided two opportunities to provide the Citizen Advisory Committee and City staff with feedback and recommendations for the proposed mobility bond. The first phase of public engagement was an online survey hosted from July 15, 2020 – August 15, 2020. The second phase of public engagement included an online survey available from November 16, 2020 – December 7, 2020 and a Town Hall.

The surveys were an interactive and educational effort, providing exhibits and explanations for various projects and ideas. This effort ensured participants were informed about the process and the projects presented in the surveys. The surveys were also provided in hard copies and spanish versions.

More than 500 residents participated in the first survey and over 200 in the second survey, providing a good foundation of information for the Committee to consider in their deliberations. Survey results mirrored the priorities and concerns of the Committee, focusing on reducing congestion and increasing safety as the highest priorities. Full survey results may be found in the two public engagement reports in the following pages.

Digital Town Hall

On November 16, 2020, a digital Town Hall was held online to present the top ten roadway projects and allocations to the Georgetown community. The Town Hall was hosted on Georgetown social media pages and the recording was also provided on the bond website. Citizen Advisory Committee members and City staff were on hand to answer questions and provide information about the projects.

MOBILITY GEORGETOWN BOND 2021

ENGAGEMENT HIGHLIGHTS

EXECUTIVE SUMMARY

The first phase of public engagement focused on soliciting residents' priorities and sentiment for a potential bond, in order to help inform the citizen committee's deliberations.

Due to COVID-19 restrictions on gatherings, the primary mechanism by which we solicited this feedback was a digital survey, though printed versions of the survey, in English and Spanish, were distributed at public facilities. We also created a project website we will continue to update throughout this process.

The survey was open from July 15 through Aug. 15. The opportunity to provide feedback was shared dozens of ways, in English and Spanish, from social media posts and targeted emails to nearly \$4,000 spent in advertising in newspapers, on the radio, and on Facebook. A full report of our communications efforts and metrics is attached, along with comments. All content was approved by bond counsel.

Some people noted issues submitting the survey. After troubleshooting with the vendor, we made changes to the instructions to resolve the issues and are planning alternatives for Phase 2.

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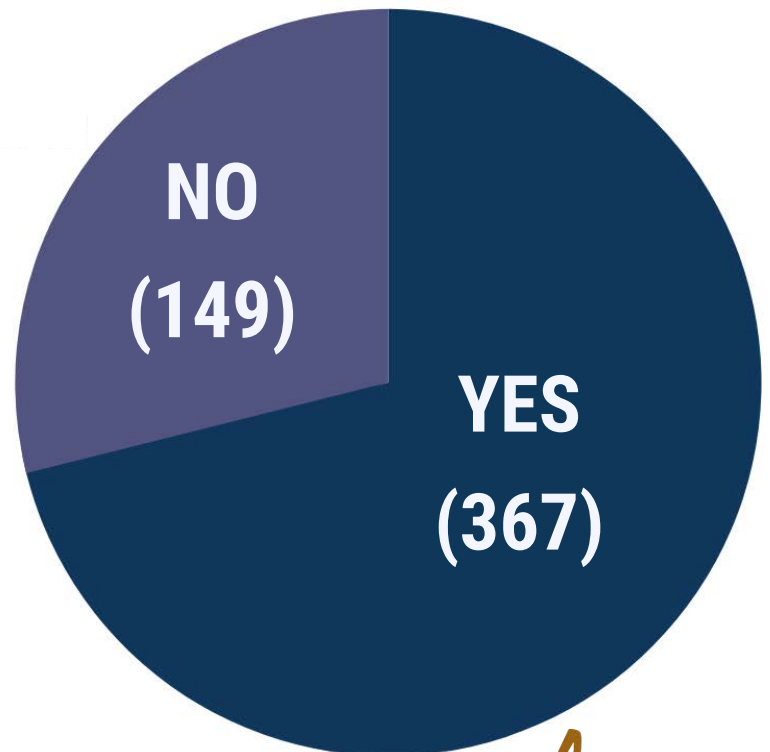
SURVEY RESPONSES

500,000

TOTAL ESTIMATED REACH

Figure includes impressions on social media, video views, newspaper subscribers, radio impressions, and utility customers. Most people who took the survey indicated they heard about it either through email or social media.

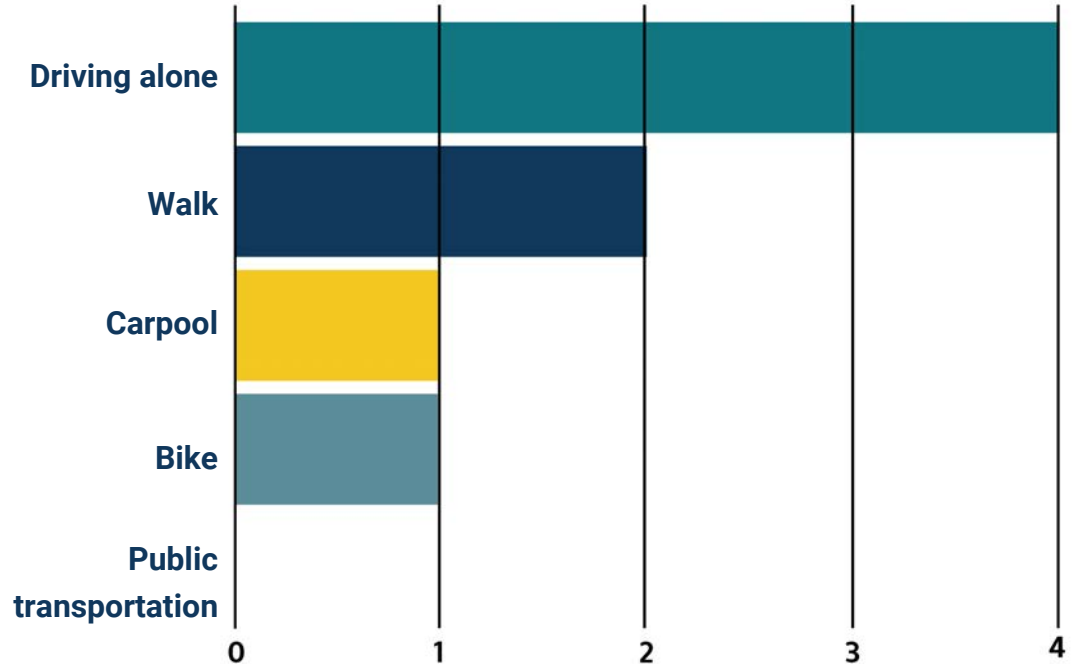
Q12: Would you support a potential property tax increase through a bond package?



SURVEY RESPONSES

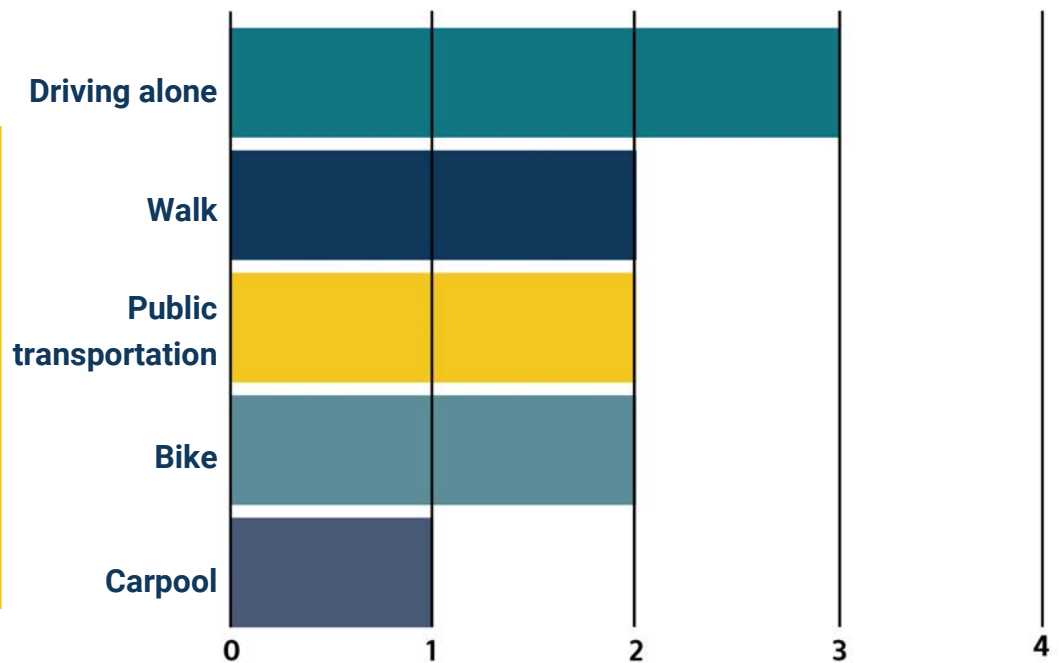
QUESTIONS 1 AND 2

Rank: Which
mode of
transportation
**do you use
most often?**



Average Rank out of 5 (with 5 being the highest)

Rank: Which
mode of
transportation
**would you like to
use more often?**

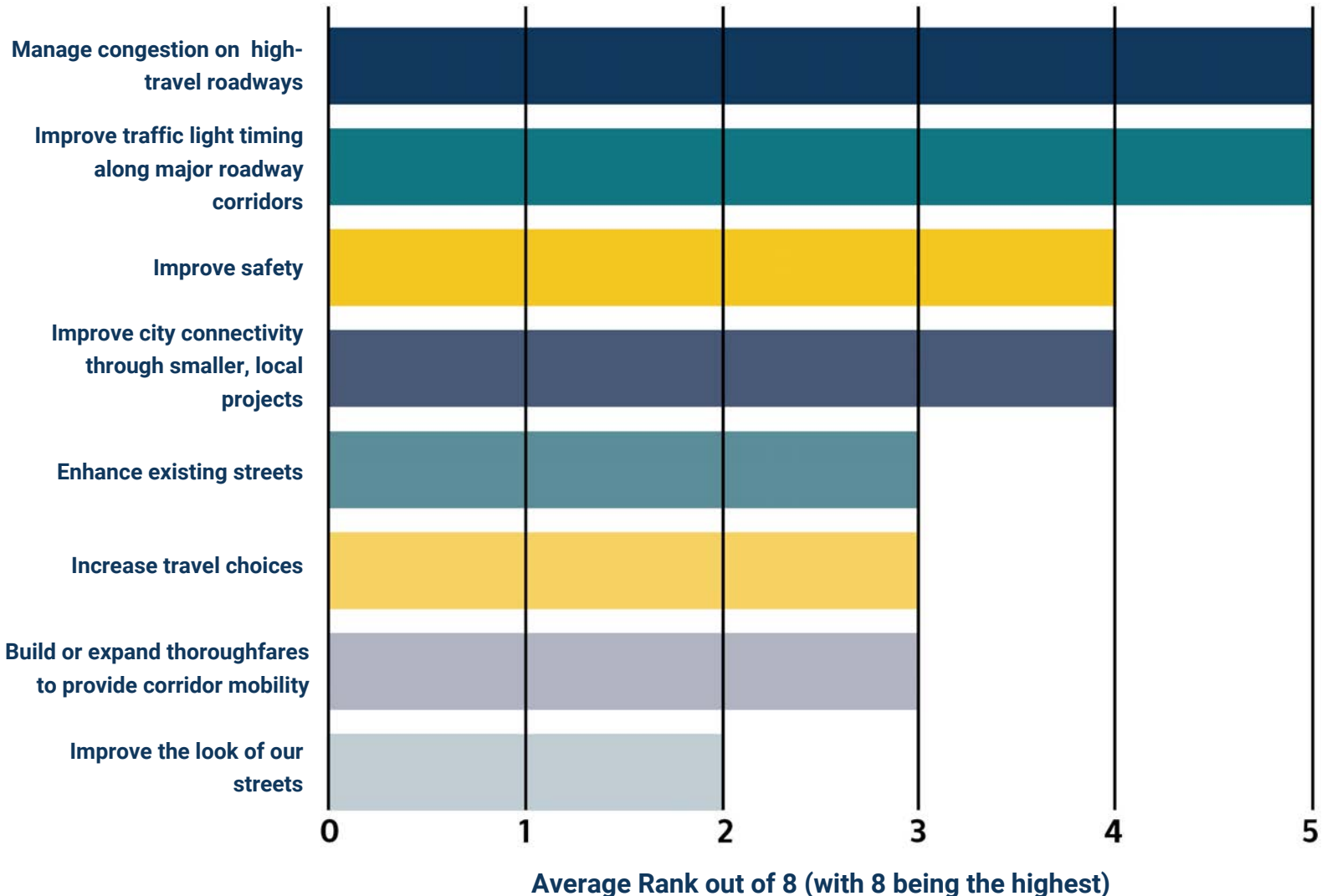


Average Rank out of 5 (with 5 being the highest)

SURVEY RESPONSES

QUESTION 3

Rank the eight categories in order of the most important to you.

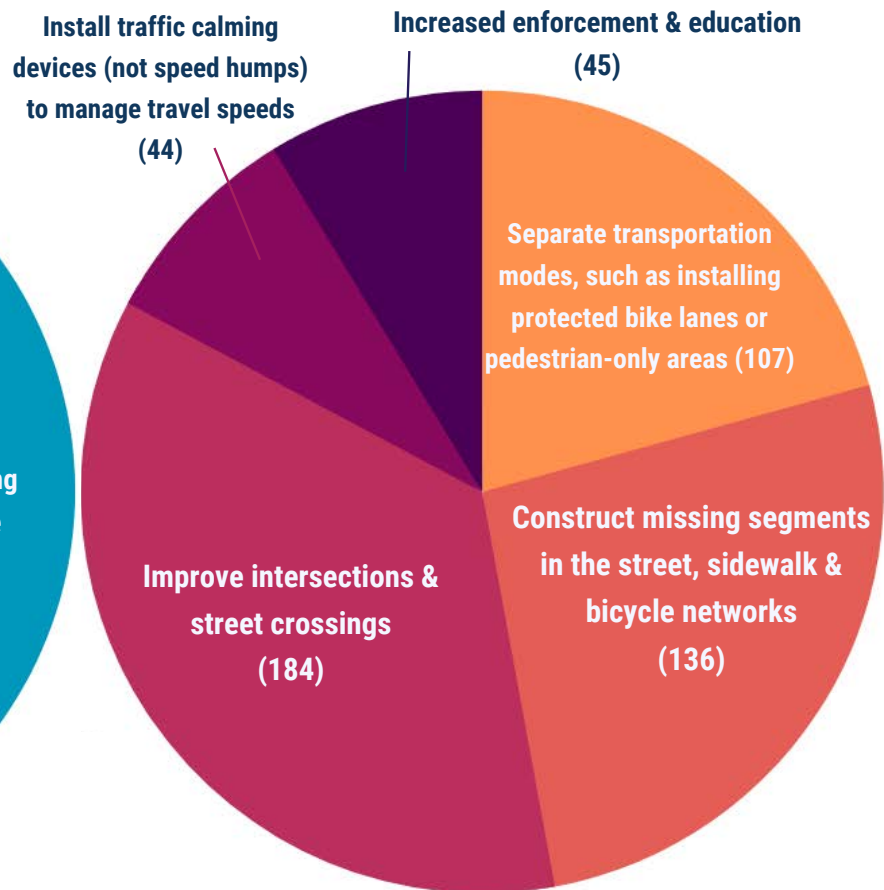
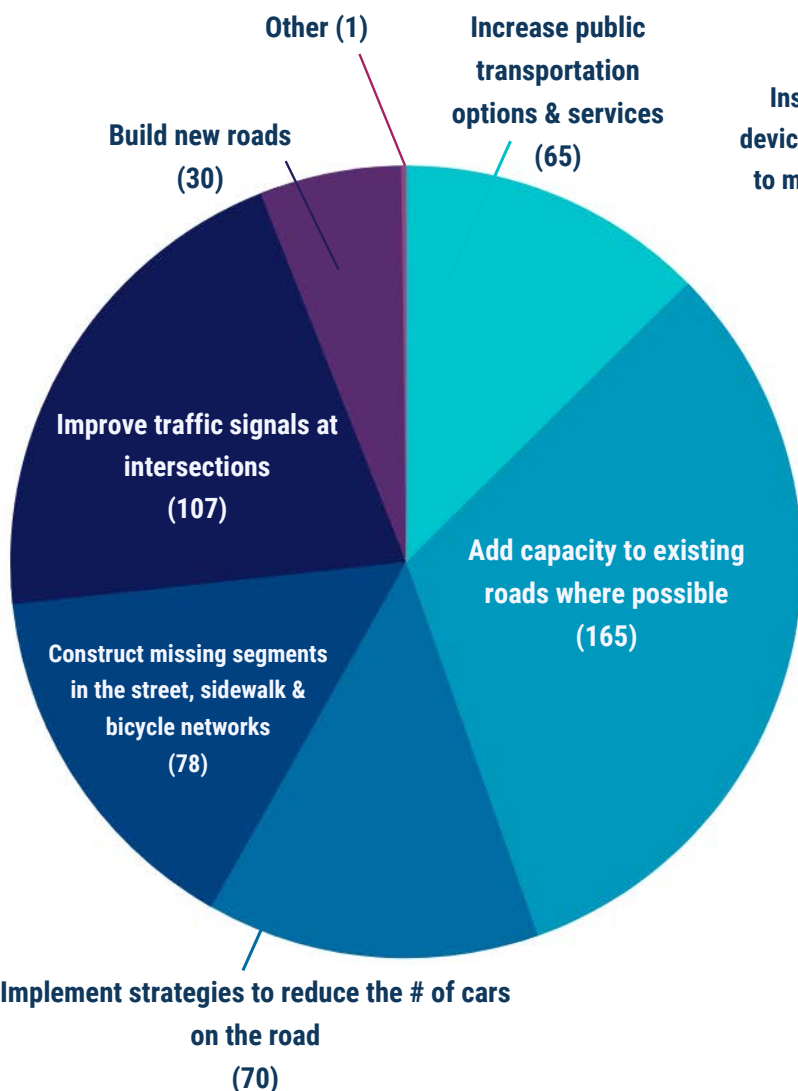


SURVEY RESPONSES

QUESTIONS 4 & 5

Of the following options to **manage congestion**, which is the most important to you?

Of the following options to **improve safety**, which is the most important to you?



SURVEY RESPONSES

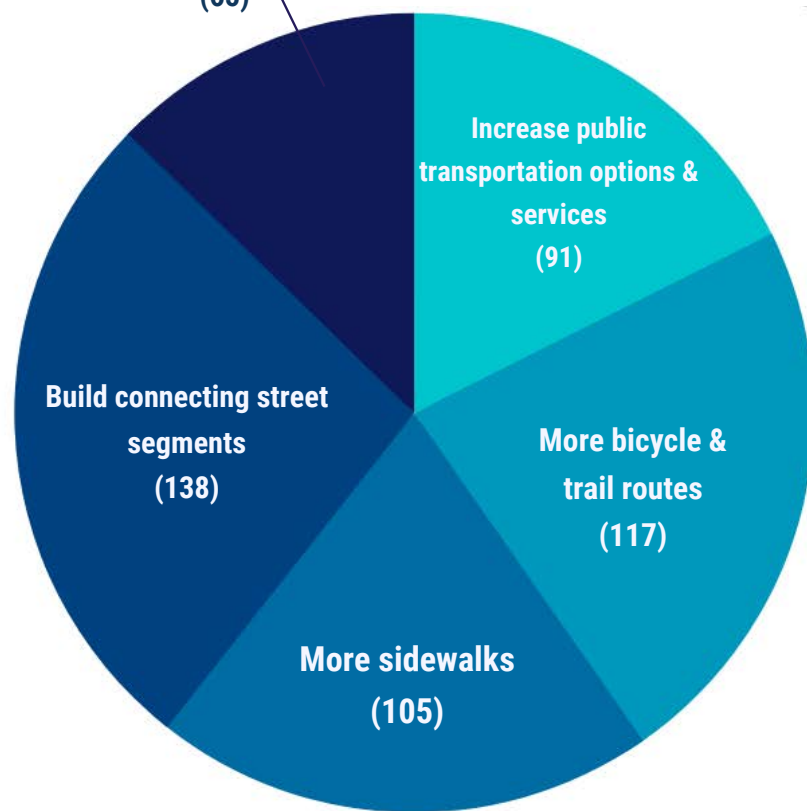
QUESTIONS 6 & 7

Of the following options to
**improve transportation
connections in your neighborhood,**
which is the most important to
you?

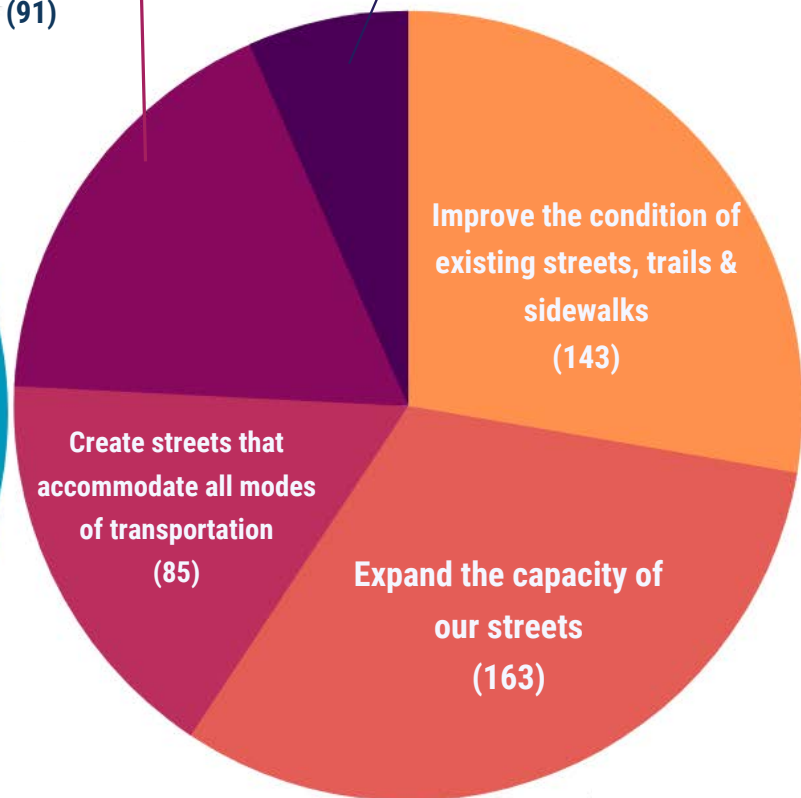
Of the following options to
improve the quality of our streets,
which is the most important to you

Add street-scape elements such as trees, benches,
bicycle racks, improved intersection street signs,
and trash/recycling receptacles, lighting

Increased enforcement & education
(65)



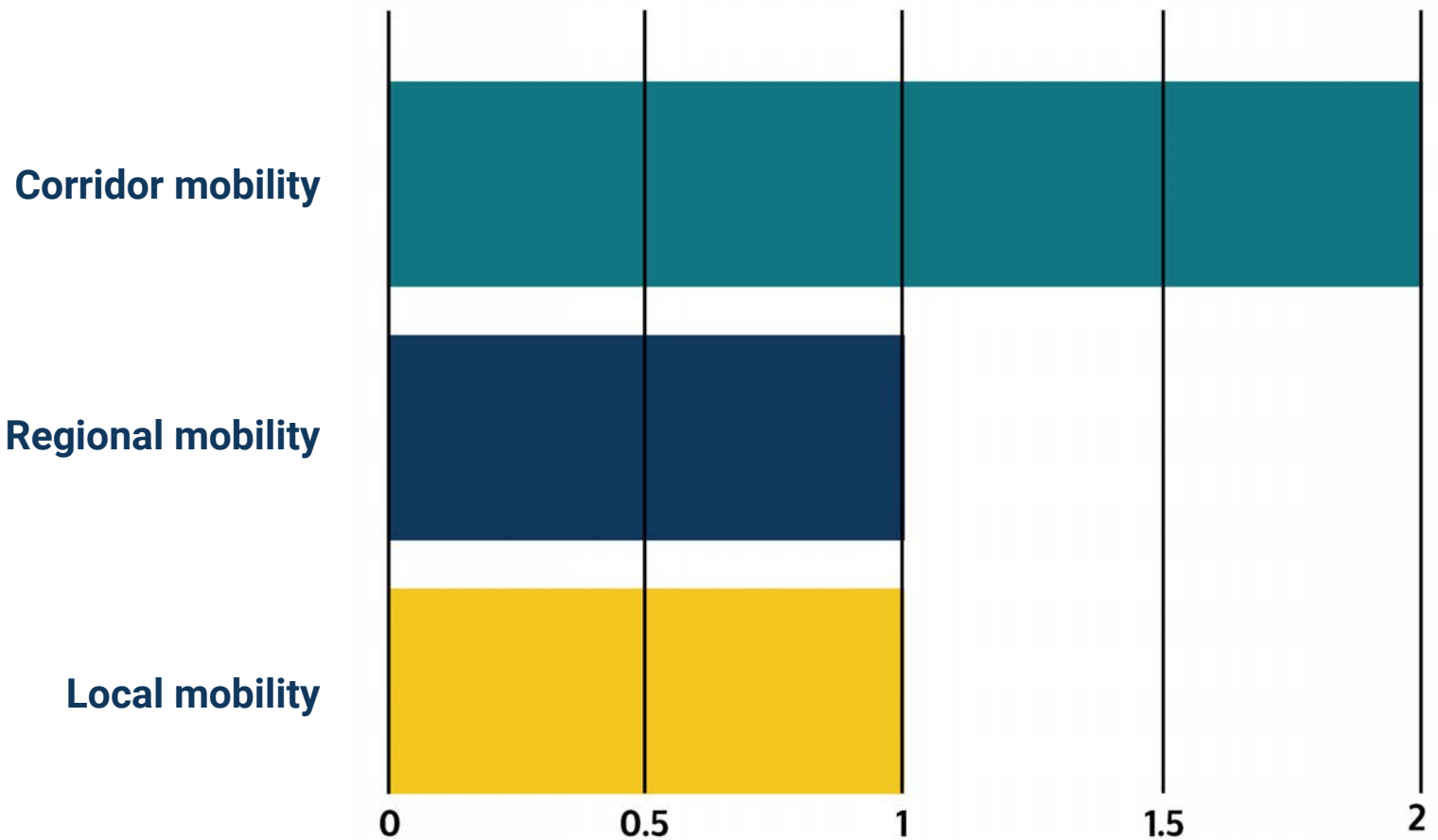
Increased enforcement & education
(34)



SURVEY RESPONSES

QUESTION 8

Rank: Where do you feel the City of Georgetown should focus its improvements?

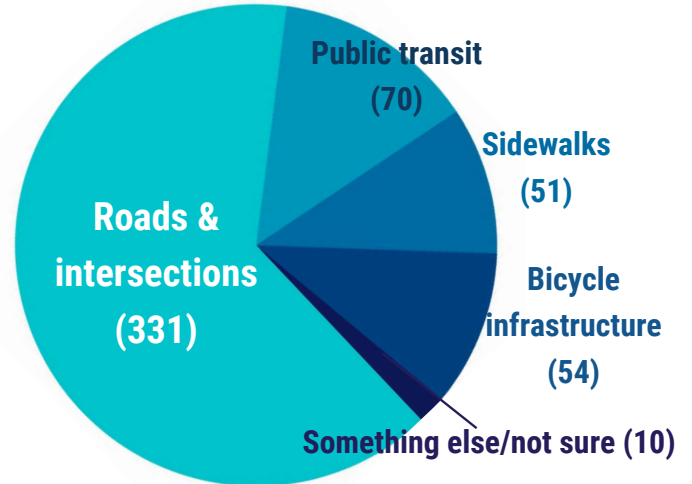


Average Rank out of 3 (with 3 being the highest)

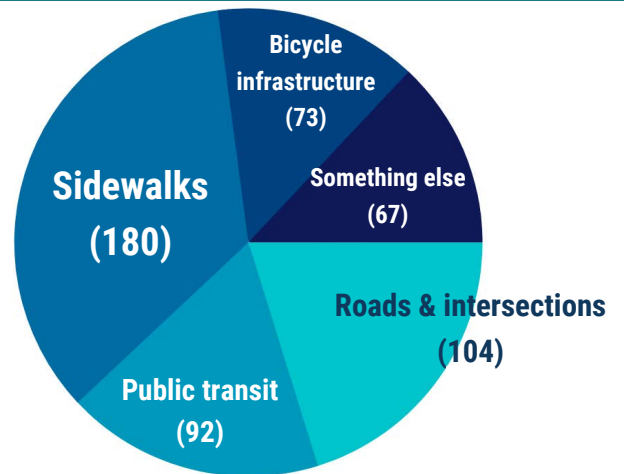
SURVEY RESPONSES

QUESTIONS 9, 10, & 11

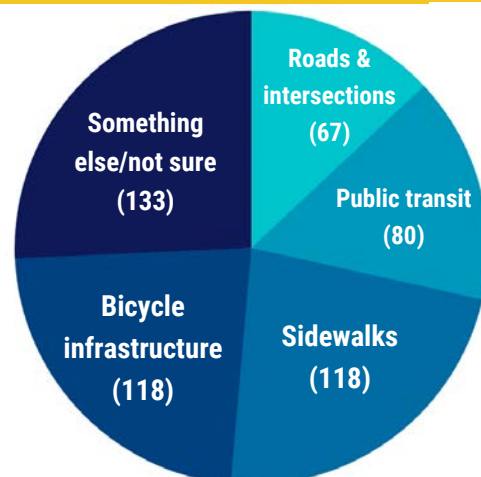
Of the following list of choices, what is your **first** transportation spending priority?



Of the following list of choices, what is your **second** transportation spending priority?

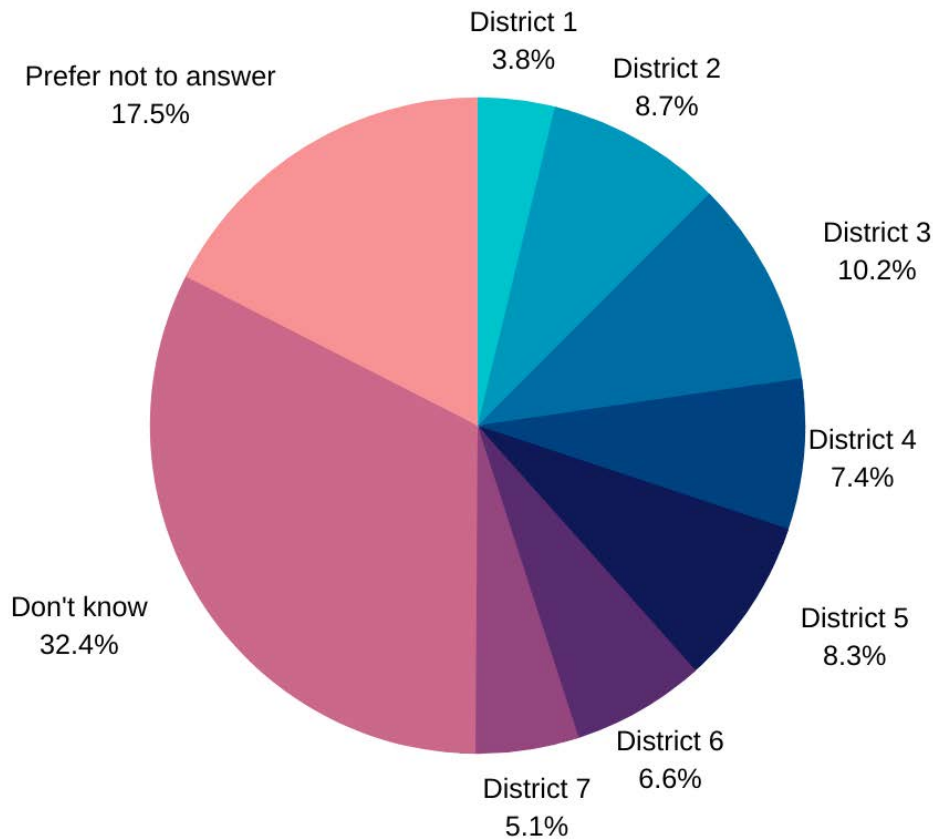


Of the following list of choices, what is your **third** transportation spending priority?



WHO TOOK OUR SURVEY?

OPTIONAL QUESTIONS:
+470 RESPONSES



31%

65 OR OLDER

16% 35-44
15% 55-64
14% PREFER NOT TO ANSWER
11% UNDER 18-34
13% 45-54

67%

WHITE OR CAUCASIAN

21% PREFER NOT TO ANSWER
8% HISPANIC OR LATINO
4% OTHER

40% / 45%

WOMEN / MEN

15% PREFER NOT TO ANSWER

20%

\$100K-\$150K

27% PREFER NOT TO ANSWER
18% >\$150K
14% \$50K-\$74,999
14% \$75K-\$99,999
7% <\$15K-\$49,999

COMMUNICATIONS SAMPLES



Mobility Georgetown Bond 2021
GET GEORGETOWN MOVING

\$200 spent
496 clicks
7,171 reach



\$250 spent
261 clicks
9,494 reach



\$150 spent
2,037 reach
7,200 views

MOBILITY GEORGETOWN BOND 2021

PHASE TWO ENGAGEMENT HIGHLIGHTS

EXECUTIVE SUMMARY

The first phase of public engagement focused on soliciting residents' priorities and sentiment for a potential bond, in order to help inform the citizen committee's deliberations. This survey was open from July 15 to August 15, 2020. City staff then worked with the committee to identify potential projects to consider based on residents' transportation priorities expressed in the first phase.

The City of Georgetown launched Phase Two of their Public Engagement efforts on Nov. 16, 2020, seeking to receive input on which potential projects should be included on the Georgetown Mobility 2021 Bond. City staff held a Virtual Town Hall on Nov. 16 to present the 10 potential projects, provide instructions on how to provide input on the projects, and address any question attendees had in a live Q&A session.

To provide feedback on the projects, participants had two options: An Interactive Map Survey or an Alternative Survey. Both options were available on the bond website from Nov. 16 to Dec. 7. Project Profile Sheets were also posted to the website for participants to learn about each project and make an informed decision. The Citizen Advisory Committee will use the feedback received from the public to inform a formal recommendation to City Council in January 2021.

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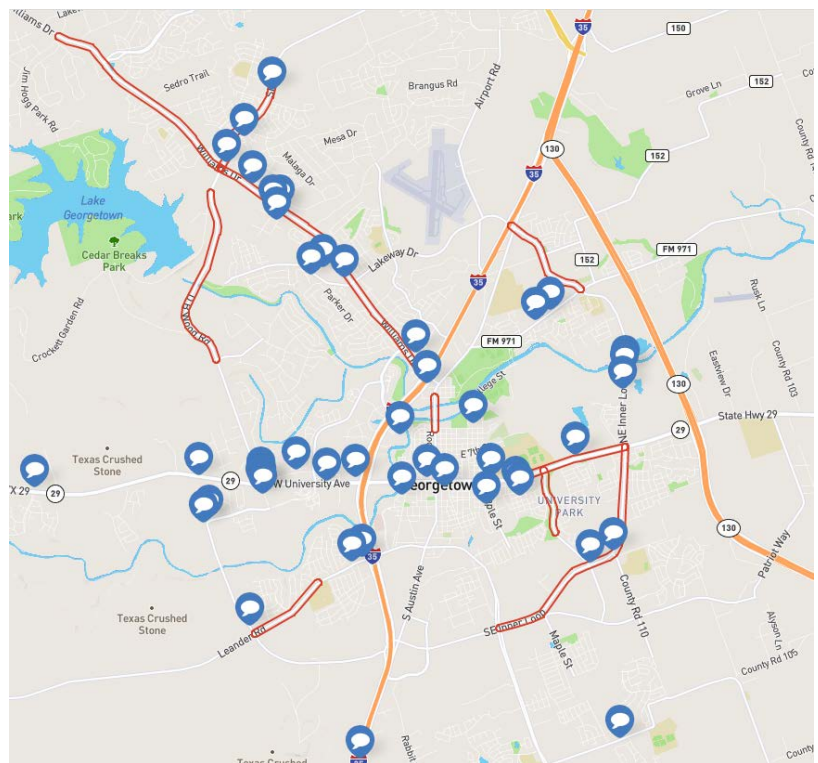
TOTAL RESPONSES

165,000

TOTAL ESTIMATED REACH

Figure includes impressions on social media, video views, newspaper subscribers, radio impressions, and utility customers. Most people who took the survey indicated they heard about it either through email or social media.

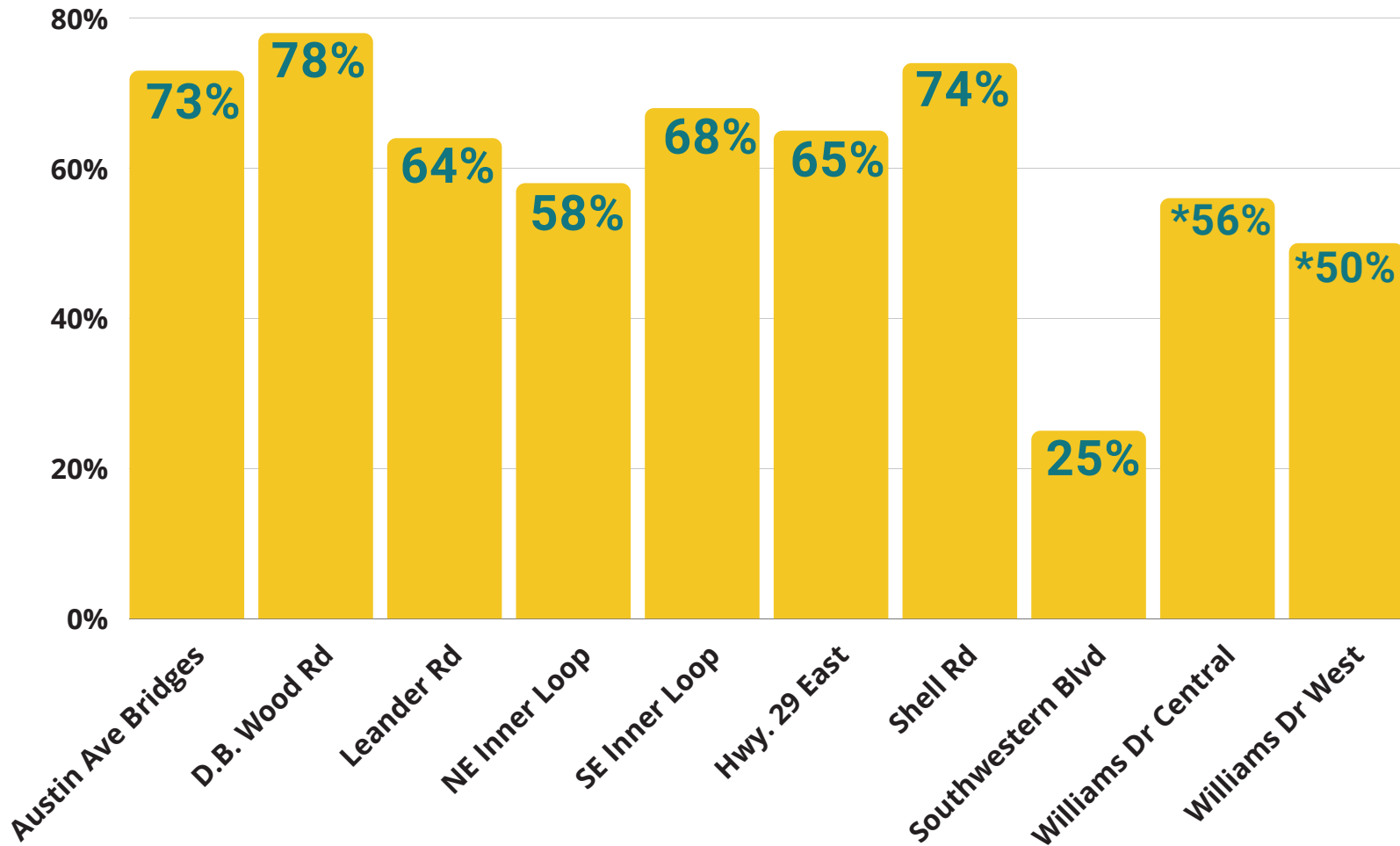
Interactive Survey Map



SURVEY RESPONSES

PROJECT COMPARISON

Project Support



**For the Williams Drive projects, the project descriptions failed to explain that, although the center turn lanes would be replaced with a median, there would still be left turn access at some locations along the corridor. Lack of support often coincided with confusion of median project eliminating all left turns, which is not anticipated.*

SURVEY RESPONSES

AUSTIN AVE BRIDGES & D.B. WOOD ROAD

Do you support including
the **Austin Ave Bridges**
project in the May 2021
Mobility Bond election?

73%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- BIKE/PED SAFETY
- HIGH NEED PROJECT
- COST CONCERNS

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PROJECT INFORMATION Austin Ave Bridges

DESCRIPTION

This project rehabilitates the bridges on Austin Ave from Second St to Morrow St, and constructs a new pedestrian and bicycle bridge.

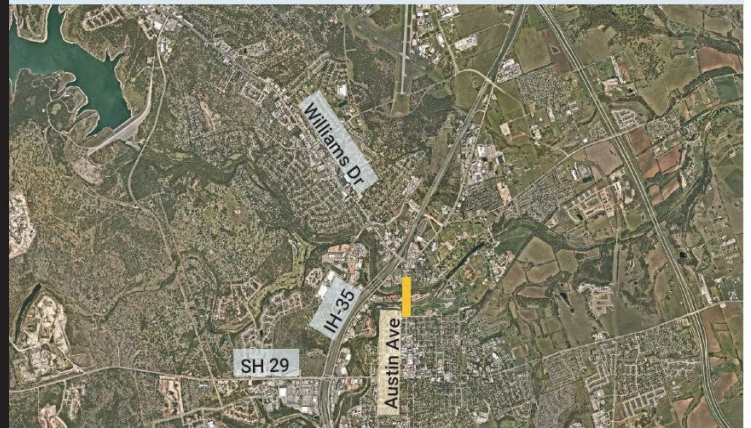
PROJECT COST

\$11,484,000

PROPOSED SCHEMATIC



PROJECT LOCATION MAP



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PROJECT INFORMATION D.B. Wood Rd

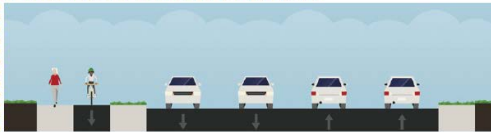
DESCRIPTION

This project widens D.B. Wood Rd from 1,800 feet south of Williams Dr to Oakridge Rd to a 4-lane Major Arterial with a shared-use path for bikes and pedestrians on one side of the street.

PROJECT COST

\$19,028,000

PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



Do you support including
the **D.B. Wood Road** project
in the May 2021 Mobility
Bond election?

78%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- EXTEND TO SH 29
- SEPARATE BIKE/PED PATH
- SAFETY AND MOBILITY

SURVEY RESPONSES

LEANDER ROAD & NE INNER LOOP

Do you support including
the **Leander Road** project in
the May 2021 Mobility Bond
election?

64%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- NOISE MITIGATION NEEDS
- MEDIAN MAINTENANCE
- BIKE/PED SAFETY

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PROJECT INFORMATION Leander Rd

DESCRIPTION
This project widens Leander Rd from SW Bypass to Norwood Dr, featuring a grass median, open ditch drainage, and sidewalks on both sides of the road.

PROJECT COST
\$7,743,000

PROPOSED CROSS-SECTION



PROJECT LOCATION MAP




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PROJECT INFORMATION NE Inner Loop

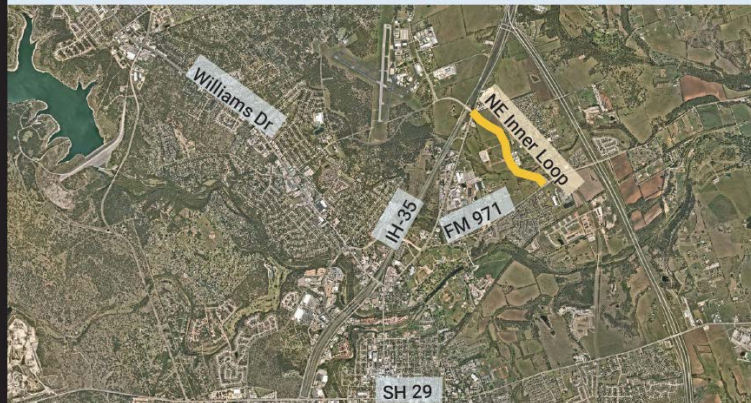
DESCRIPTION
This project widens NE Inner Loop from IH-35 to FM 971, creating a 4-lane divided Major Arterial with a median, on-street bike lanes, and sidewalks.

PROJECT COST
\$18,094,000

PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



Do you support including
the **NE Inner Loop** project in
the May 2021 Mobility Bond
election?

58%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- MIXED FEELINGS ON BIKE LANES
- MIXED FEELINGS ON PROJECT NEED
- ANTICIPATES NEW DEVELOPMENT

SURVEY RESPONSES

SE INNER LOOP & HIGHWAY 29 EAST

Do you support including
the **SE Inner Loop** project in
the May 2021 Mobility Bond
election?

68%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- SAFETY NEEDS
- EXTEND TO AUSTIN AVE/SW BYPASS
- AVOID HARMING NEIGHBORHOODS

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PROJECT INFORMATION SE Inner Loop

DESCRIPTION
This project widens SE Inner Loop from SH 29 to FM 1460, creating a 4-lane divided Minor Arterial with bicycle lanes and sidewalks.

PROJECT COST
\$42,116,000

PROPOSED CROSS-SECTION
SH 29 to Sam Houston Ave
FM 1460 to Sam Houston Ave

PROJECT LOCATION MAP

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PROJECT INFORMATION SH 29 East

DESCRIPTION
This project widens SH 29 from Haven Ln to Inner Loop, creating a 4-lane divided Major Arterial with a median, on-street bike lanes, and sidewalks.

PROJECT COST
\$22,380,000

PROPOSED CROSS-SECTION

PROJECT LOCATION MAP

Do you support including
the **Highway 29 East**
project in the May 2021
Mobility Bond election?

65%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- SAFETY AND NOISE MITIGATION
- EXTEND TO 130
- SEPARATE BIKE/PED PATH

SURVEY RESPONSES

SHELL ROAD & SOUTHWESTERN BLVD

Do you support including the **Shell Road** project in the May 2021 Mobility Bond election?

74%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- ANTICIPATES GROWTH
- SAFETY AND MOBILITY
- EXTEND TO 195

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PROJECT INFORMATION

Shell Rd

DESCRIPTION

This project widens Shell Rd from Williams Dr to north of Sycamore St to a 4-lane Major Arterial with open ditch drainage and sidewalks.

PROJECT COST

\$14,234,000

PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



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PROJECT INFORMATION

Southwestern Blvd

DESCRIPTION

This project widens Southwestern Blvd from SH 29 to Raintree Dr, creating a 4-lane divided Minor Arterial with a median, on-street bike lanes, and sidewalks.

PROJECT COST

\$11,496,000

PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



Do you support including the **Southwestern Blvd** project in the May 2021 Mobility Bond election?

25%

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- LOW PRIORITY PROJECT
- SAFER CONNECTION TO INNER LOOP
- BIKE/PED FACILITIES NEEDED

SURVEY RESPONSES

WILLIAMS DRIVE CENTRAL & WILLIAMS DRIVE WEST

Do you support including
the **Williams Drive Central**
project in the May 2021
Mobility Bond election?

***56%**

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- CONGESTION MITIGATION
- BIKE/PED SAFETY

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PROJECT INFORMATION Williams Dr Central

DESCRIPTION
This project consists of replacing the existing center turn lane with a median on Williams Dr from D.B. Wood Rd to IH-35, as well as repairing and filling sidewalk gaps.

PROJECT COST
\$10,188,000

PROPOSED CROSS-SECTION
Repair and fill sidewalk gaps
Replace existing center turn lane with median

PROJECT LOCATION MAP

***Lack of support often coincided with confusion of median project eliminating all left turns, which is not anticipated.**

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PROJECT INFORMATION Williams Dr West

DESCRIPTION
This project replaces the existing center turn lane with a median on Williams Dr from Jim Hogg Ln to D.B. Wood Rd, as well as repairing and filling sidewalk gaps.

PROJECT COST
\$8,590,000

PROPOSED CROSS-SECTION
Repair and fill sidewalk gaps
Replace existing center turn lane with median

PROJECT LOCATION MAP

Do you support including
the **Williams Drive West**
project in the May 2021
Mobility Bond election?

***50%**

SUPPORT THIS PROJECT

COMMENT SOUNDBITES:

- CONGESTION MITIGATION
- SAFETY AND MOBILITY

COMMUNICATIONS SAMPLES



Social Media + Community Ads

153,000 reach



Virtual Town Hall

1,600 views



Project Website + Instructional Video

4,500 total visits

3,900 views



POTENTIAL PROJECTS

PROJECTS CONSIDERED BY COMMITTEE

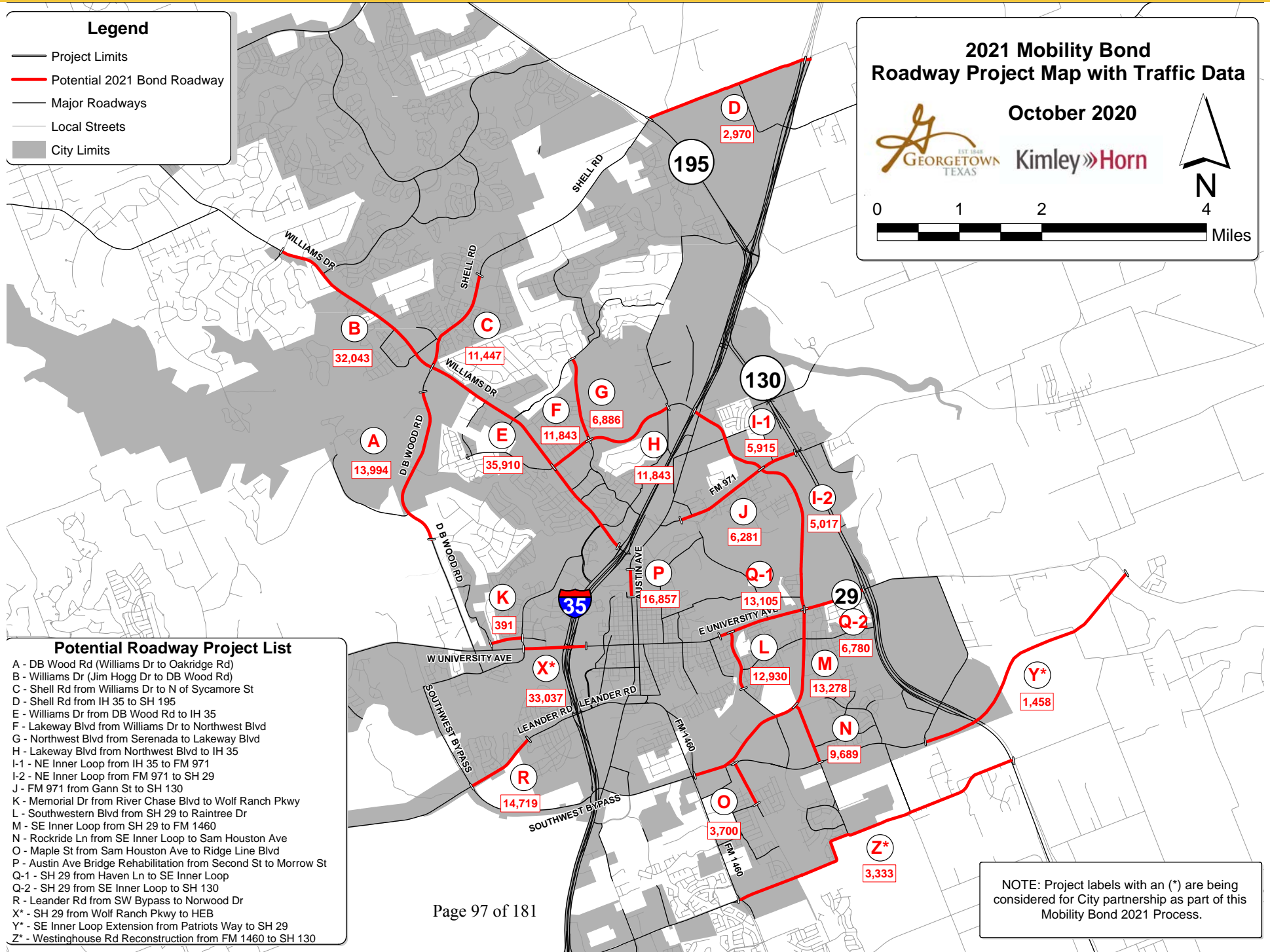
The Committee held its first meeting on August 24, 2020, members discussed their roles and responsibilities, prior bond elections, financial and legal considerations, public engagement and the process to develop their recommendations to City Council.

The first phase of the Committee process was education and information gathering. The first of several meetings focused on introducing Committee members to the 23 projects and allocation opportunities recommended by City staff. Over the course of several meetings, City staff and the Kimley-Horn consultants presented detailed descriptions and cost. The Committee also received initial direction from City Council to target a 5-year, \$50 million bond.

The second phase of the Committee process was to prioritize and rank the proposed projects for Council's consideration. This ranking process provided them a guide to assist in developing a final list of projects to use in formulating their recommendation of the top ten roadway projects and allocations for sidewalks, bicycle facilities, intersections, and transportation technology. The Committee took into consideration the public engagement input and data provided by City staff including: traffic counts, crash data, estimated construction time, etc.

The following pages include all the projects that were considered by the Committee.

POTENTIAL ROADWAY PROJECTS



ROADWAY PROJECTS DATA SUMMARY

Roadway Projects Summary Table											
ID	Project (Limits)	Length (miles)	Estimated Costs (\$)	Estimated Construction Time (Immediate, Short, Long)	Construction Time Notes	Current ADT (Vehicles per Day)	2035 Forecasted Traffic Volumes (Vehicles Per Day)*	Total Number of Crashes (2017-2020)	Crashes (per 100 million VMT)	On 2015 Bond Committee List?	2015 Bond Funding for Design?
X*	SH 29 (Wolf Ranch Pkwy to HEB)	1.54	\$25,000,000	Long	TxDOT Led Timeline	33,037	25,001 - 50,000	259	349	No	No
Y*	SE Inner Loop Extension (Patriot Way to SH 29)	3.29	\$4,000,000	Short	1-3 years (Wilco Led)	1,458	0 - 10,000	2	29	No	No
Z*	Westinghouse Rd Reconstruction (FM 1460 to SH 130)	3.95	\$8,200,000	Short	1-3 years (Wilco Led)	3,333	10,001 - 25,000	24	125	No	No
A	DB Wood (1800' South of Williams Dr to Oakridge Rd)	1.99	\$19,028,000	Long	3-5 years (potential delays with USACOE)	13,994	39,000	13	32	Yes	Yes
B	Williams Dr (Jim Hogg Ln to DB Wood Rd)	2.35	\$7,590,000	Immediate	1-3 years (more if ROW expands)	32,043	50,001 - 75,000	120	109	No	No
C	Shell Rd (Williams Dr to N of Sycamore)	1.31	\$18,484,000	Short	2-3 years ROW needs	11,447	25,001 - 50,000	68	311	Yes	Yes
D	Shell Rd (IH-35 to SH 195)	2.09	\$25,167,000	Short	2-3 years ROW needs	2,970	25,001 - 50,000	28	309	No	No
E	Williams Dr (DB Wood to IH-35)	3.18	\$9,188,000	Immediate	1-3 years (more if ROW expands)	35,910	72,000	311	186	Yes	Yes
F	Lakeway Dr (Northwest Blvd to Williams Dr)	0.55	\$16,930,000	Short	2-3 years (ROW needs, Utility Coord)	11,843	10,001 - 25,000	41	433	No	No
G	Northwest Blvd (Serenada Dr to Lakeway Blvd)	1.02	\$12,899,000	Immediate/Short	1-3 years (more if ROW expands)	6,886	0 - 10,000	16	155	No	No
H	Lakeway Dr (Airport Rd to Northwest Blvd)	1.13	\$12,384,000	Immediate/Short	1-3 years (ROW needs)	11,843	10,001 - 25,000	16	82	No	No
I-1	NE Inner Loop (IH-35 to FM 971)	1.14	\$18,094,000	Long	3-5 years (ROW needs)	5,915	10,001 - 25,000	48	489	Yes	Yes
I-2	NE Inner Loop (FM 971 to SH 29)	1.98	\$35,789,000	Long	3-5 years (ROW needs)	5,017	10,001 - 25,000	36	248	No	No
J	FM 971 (Gann St to SH 130)	1.63	\$26,565,000	Long	3-5 years (ROW needs and TxDOT coord)	6,281	30,000	44	295	No	No
K	Memorial Dr (River Chase Blvd to Wolf Ranch Pkwy)	0.39	\$2,486,000	Immediate	1 year (ROW locked in)	319	0 - 10,000	2	1096	No	No
L	Southwestern Blvd (SH 29 to Raintree Dr)	0.71	\$9,396,000	Short	2-3 years (ROW needs)	12,930	0 - 10,000	14	105	No	No
M	SE Inner Loop (SH 29 to FM 1460)	2.57	\$1,100,000	Long	3-5 years (ROW needs)	13,278	50,001, - 75,000 ⁺	61	123	Yes	Yes
N	Rockride Ln (SE Inner Loop to Sam Houston Ave)	0.76	\$7,453,000	Short	2-3 years (ROW needs)	9,689	Not Modeled	25	233	No	No
O	Maple St (Sam Houston Ave to Ridge Line Blvd)	0.56	\$5,058,000	Immediate	1-3 years (ROW needs)	3,700	0 - 10,000	6	198	No	No
P	Austin Avenue Bridges (Second St to Morrow St)	0.34	\$11,484,000	Immediate	1-5 years	16,857	50,001 - 75,000	65	787	Yes	No
Q	SH 29 (Haven Ln to SH 130)	1.96	\$29,162,000	To be Updated	To be Updated	13,105	43000	95	254	Yes	Yes
R	Leander Rd (RM 2243) [SW Bypass to Norwood]	0.90	\$10,919,000	To be Updated	To be Updated	14,719	10,001 - 25,000	15	77	Yes	Yes

* Volumes taken from 2010 CAMPO Model Network Projections

⁺ For projects with multiple volumes, higher volume shown

POTENTIAL SIDEWALK PROJECTS

Priority 2 Sidewalk Project List

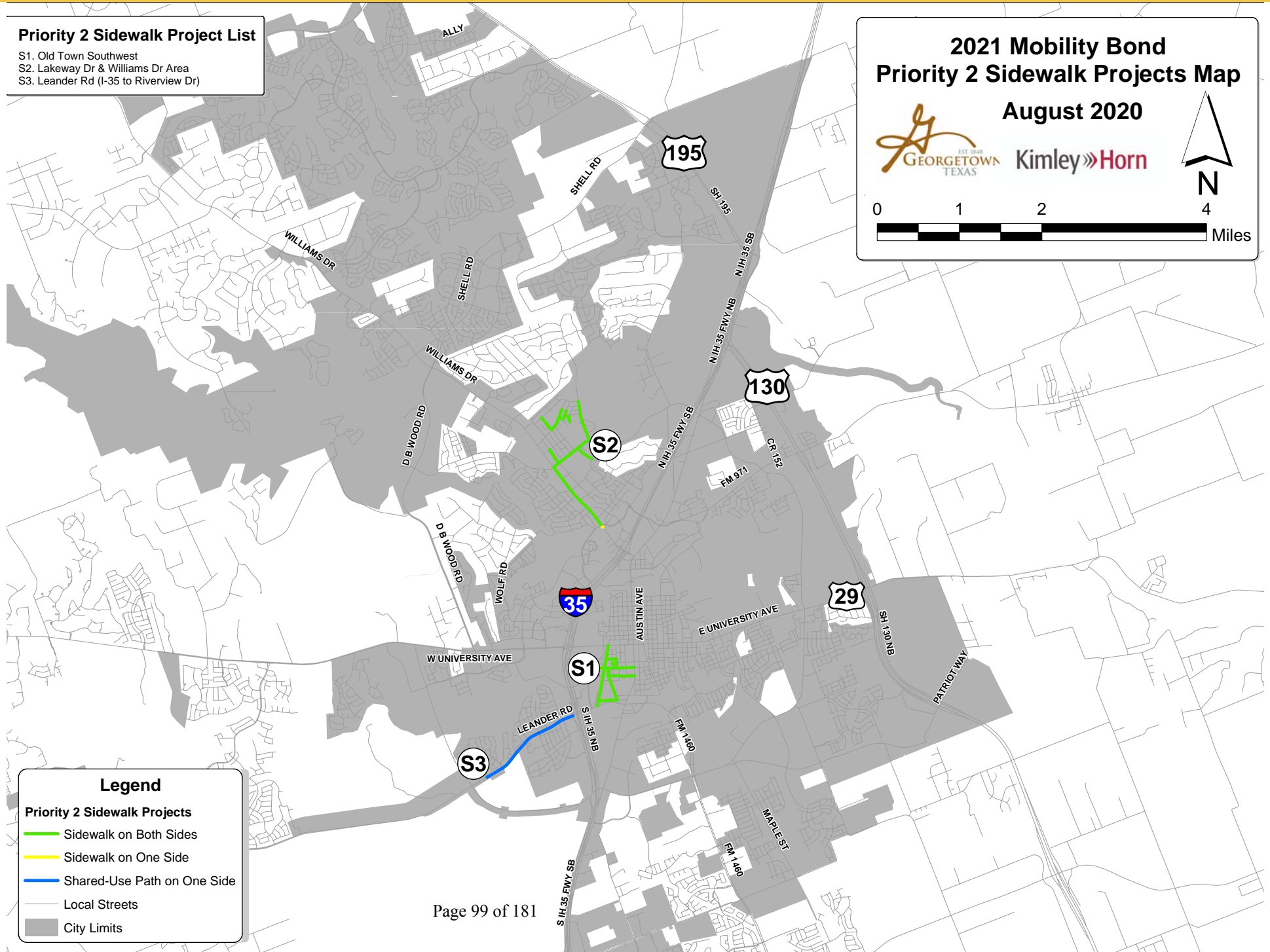
S1. Old Town Southwest
S2. Lakeway Dr & Williams Dr Area
S3. Leander Rd (I-35 to Riverview Dr)

2021 Mobility Bond Priority 2 Sidewalk Projects Map

August 2020



Kimley»Horn



Legend

Priority 2 Sidewalk Projects

- Sidewalk on Both Sides
- Sidewalk on One Side
- Shared-Use Path on One Side
- Local Streets
- City Limits

POTENTIAL BICYCLE PROJECTS

Highest Priority Bicycle Project List

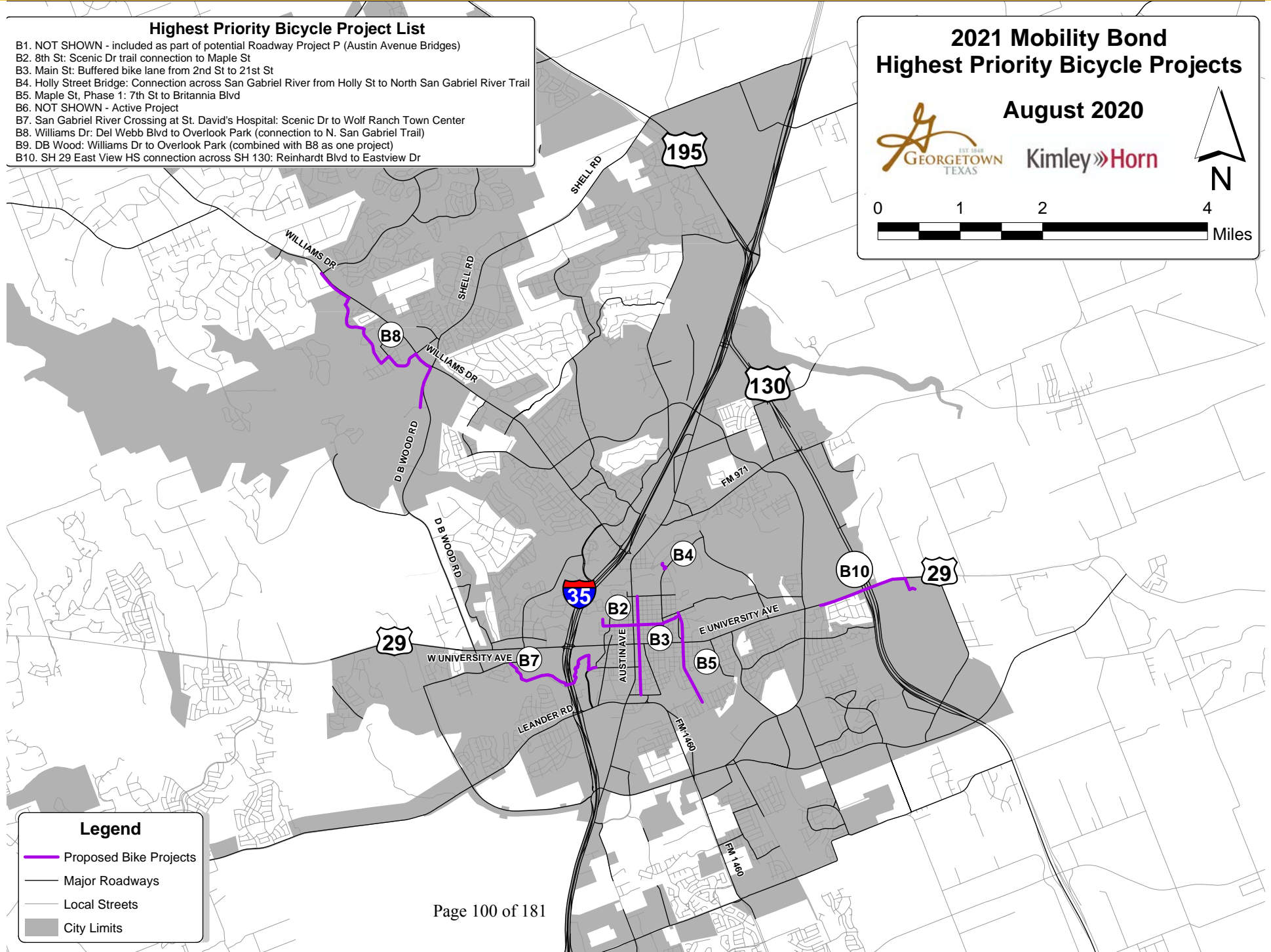
- B1. NOT SHOWN - included as part of potential Roadway Project P (Austin Avenue Bridges)
- B2. 8th St: Scenic Dr trail connection to Maple St
- B3. Main St: Buffered bike lane from 2nd St to 21st St
- B4. Holly Street Bridge: Connection across San Gabriel River from Holly St to North San Gabriel River Trail
- B5. Maple St, Phase 1: 7th St to Britannia Blvd
- B6. NOT SHOWN - Active Project
- B7. San Gabriel River Crossing at St. David's Hospital: Scenic Dr to Wolf Ranch Town Center
- B8. Williams Dr: Del Webb Blvd to Overlook Park (connection to N. San Gabriel Trail)
- B9. DB Wood: Williams Dr to Overlook Park (combined with B8 as one project)
- B10. SH 29 East View HS connection across SH 130: Reinhardt Blvd to Eastview Dr

2021 Mobility Bond Highest Priority Bicycle Projects

August 2020



Kimley»Horn



Legend

- Proposed Bike Projects
- Major Roadways
- Local Streets
- City Limits

POTENTIAL INTERSECTION PROJECTS

- Potential Intersection Project List**
- i - Sun City at Del Webb
 - ii - Williams Drive at Sedro / Griffin
 - iii - Shell Rd at Verde Vista
 - iv - Williams Dr at Estrella Crossing
 - v - SE Inner Loop at Rockride
 - vi - Rockride at Sam Houston
 - vii - SE Inner Loop at Maple
 - viii - Sam Houston at Maple

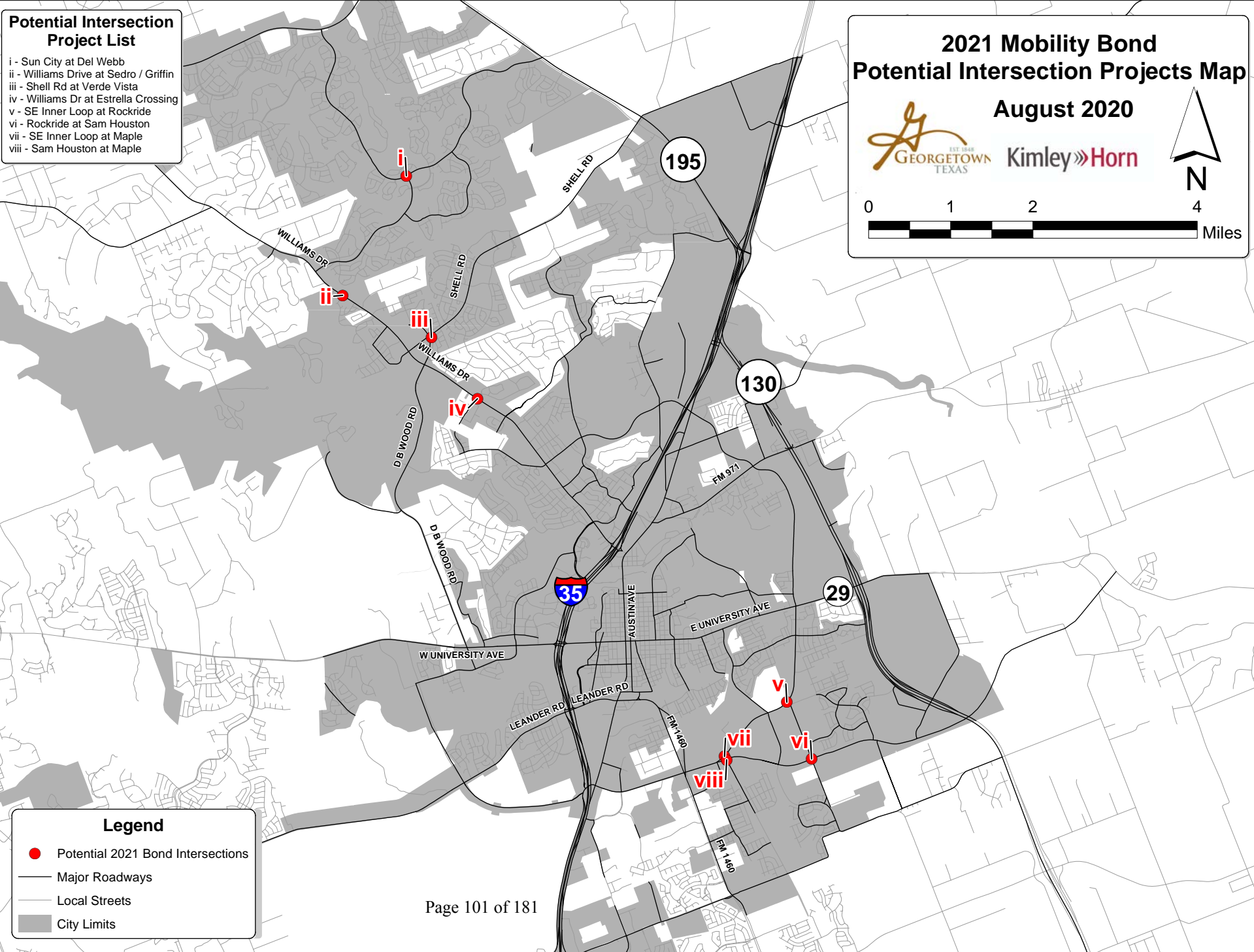
**2021 Mobility Bond
Potential Intersection Projects Map**

August 2020

 **Kimley»Horn**


N

0 1 2 4
Miles





COMMITTEE RECOMMENDED PROJECTS

FINAL TOP 10 PROJECT RANKINGS

Committee composite rankings with justifications for each project.

Note: All projects are adding lanes to achieve a 4-lane arterial with exceptions noted.

1. **SE Inner Loop from SH 29 to FM 1460** - \$42.1 Million (68% in Public Favor)
 - SE Inner Loop is at capacity today and forecasted high growth area. This project will also help with the need for pedestrian & bike connections.
2. **Shell Road from Williams Drive to North of Sycamore Drive** - \$14.2 Million (74% in Public Favor)
 - Shell Road was under consideration in the 2015 bond and is experiencing rapid growth and is near capacity today. This project has high public support and will help serve existing residents and planned development along the northern end of this corridor.
3. **Williams Drive from DB Wood to IH 35** - \$10.2 Million (56% in Public Favor)

Scope Note: median with left turns in place of center turn lane & sidewalks

 - This is the most congested arterial in the city & needs resources to implement past planning work and the federally funded upcoming access management study. The median and turn lanes will improve both safety and flow, while also filling in and repairing critical sidewalk gaps.
4. **DB Wood from 1300' South of Williams Drive to Oakridge Road** - \$19.0 Million (78% in Public Favor)
 - This project will build upon the active 2015 bond project to widen DB Wood to the south from SH 29 to Oakridge Dr and complement the Shell Road project to build the western "loop" for Georgetown by building to 4 lanes.
5. **Leander Rd from Southwest Bypass to Norwood Drive West** - \$7.7 Million (64% in Public Favor)
 - This project was a priority that lost funding from CAMPO, and inclusion would help move forward with already underway plans and build upon active right-of-way acquisition to get the project finished and 4 lanes to the Southwest Bypass loop.
6. **NE Inner Loop from IH-35 to FM 971** - \$18.1 Million (58% in Public Favor)
 - This project would serve a heavy commercial and industrial growth zone in the City and help build the north-eastern portion of the "loop" to 4 lanes.
7. **SH 29 from Haven Ln to Inner Loop** - \$22.4 Million (65% in Public Favor)
 - This is a bottleneck for the east side of Georgetown and would also help with bicycle and pedestrian connectivity from Southwestern University to Inner Loop.

FINAL TOP 10 PROJECT RANKINGS

8. **Austin Avenue Bridges from Second Street to Morrow Street** - \$11.5 Million (73% in Public Favor)

Scope Note: bridge rehab and separate pedestrian & bike bridge

- This project builds upon ongoing design work and funds construction of the project. This bridge is an important gateway in downtown.

9. **Williams Drive from Jim Hogg to DB Wood** - \$8.6 Million (50% in Public Favor)

Scope Note: median with left turns in place of center turn lane & sidewalks

- This project will help with safety issues from the center turn lane and extend sidewalk connectivity out to Sun City along Williams Drive.

10. **Southwestern from SH 29 to Raintree Drive** - \$11.5 Million (25% in Public Favor)

- This project builds upon the active project to widen to 4 lanes from Raintree to Inner Loop and improves pedestrian connectivity across a floodplain.

Allocations:

In addition to the Top 10 projects listed, allocations are proposed to be included in the bond package for the standalone projects for sidewalks, bicycle facilities, intersections, and transportation technology in the following amounts:

- \$2.5 Million for Sidewalks
- \$1.5 Million for Bicycle Facilities
- \$1.7 Million for Intersections
- \$1.3 Million for Transportation Technology

ADDITIONAL PROJECTS CONSIDERED

Order does not indicate ranking

FM 971 from Gann Street to SH-130

- Anticipated scope includes widening to a 4-lane divided arterial

Lakeway Dr from Williams Drive to Northwest Blvd

- Anticipated scope includes widening to a 3-lane undivided collector with a center left turn lane from Williams Drive to Whisper Oaks Lane and a striping project to convert the existing 2-lane undivided roadway to a 3-lane undivided collector with a center left turn lane from Whisper Oaks Lane to Northwest Blvd.

Northwest Blvd from Serenada to Lakeway

- Anticipated scope includes a striping project on the existing curbed section to add a buffered bike lane and adding an off-street shared path in the rural section

Lakeway Dr from Northwest Blvd to Airport Road

- Anticipated scope includes widening to a 4-lane divided arterial

SH 29 from Inner Loop to SH 130

- Anticipated scope includes widening to a 4-lane divided arterial

Shell Road from IH 35 to SH 195

- Anticipated scope includes widening to a 4-lane divided arterial

NE Inner Loop from FM 971 to SH 29

- Anticipated scope includes widening to a divided 4-lane divided arterial

Rockride Ln from SE Inner Loop to just north of Sam Houston

- Anticipated scope includes widening to a 3-lane collector with shoulders

Memorial Drive from River Chase to Wolf Lake Drive

- Anticipated scope includes widening to a 3-lane collector

Maple from Sam Houston to Ridge Line Blvd

- Anticipated scope includes widening to a 4-lane divided collector

ADDITIONAL PROJECTS CONSIDERED

order does not indicate ranking

**Projects with potential partnership from Williamson County, TxDOT, and/or GTEC*

***SH 29 from Wolf Ranch to HEB**

- Potential partnership project with TxDOT and GTEC

***SE Inner Loop Extension from Patriots Way to SH 29**

- Partnership project with Williamson County (Williamson County 2019 Bond Project)

***Westinghouse Road Reconstruction from FM 1460 to SH 130**

- Partnership project with Williamson County (Williamson County 2019 Bond Project)

#1 - SE INNER LOOP

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of widening SE Inner Loop to a 4-lane Minor Arterial with bike lanes and sidewalks.

LIMITS

SH 29 to FM 1460

LENGTH (FEET)

15,382

ROADWAY CONSTRUCTION COST PROJECTION



Item Description	Item Cost
Construction:	\$28,549,000
Engineering/Survey/Testing:	\$4,568,000
ROW Acquisition:	\$3,000,000
Utilities:	\$1,100,000
Inflation:	\$4,567,840
Bond Issuance:	\$331,170
Project Cost Total	\$42,116,000

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: Medium

Connectivity: Low

Intersections: High

Travel Choices: Medium

Current Vehicles per Day: 13,278

Volume to Capacity Ratio: 1.01

PROJECT OVERVIEW

This project consists of widening SE Inner Loop to a 4-lane divided Minor Arterial from SH 29 to Sam Houston Ave and a 5-lane undivided Major Arterial from Sam Houston Ave to FM 1460. The project is 2.91 miles long and the planning level cost is \$42.1M.

SE Inner Loop

EXISTING ROAD



PROPOSED CROSS-SECTION

SH 29 to Sam Houston Ave



FM 1460 to Sam Houston Ave



PROJECT LOCATION MAP



#2 - SHELL ROAD SOUTH

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of widening Shell Rd to a 4-lane divided Major Arterial with open ditch drainage and sidewalks.

LIMITS

Williams Dr to
N of Sycamore St

LENGTH (FEET)

5,939



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$9,000,000
Engineering/Survey/Testing:	\$1,440,000
ROW Acquisition:	\$1,000,000
Utilities:	\$1,250,000
Inflation:	\$1,440,000
Bond Issuance:	\$104,400
Project Cost Total	\$14,234,000

PROJECT PERFORMANCE

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: High

Connectivity: High

Intersections: High

Travel Choices: Medium

Current Vehicles per Day: 11,447

Volume to Capacity Ratio: 0.95

PROJECT OVERVIEW

This project consists of widening Shell Rd to a 4-lane divided Major Arterial from 500 feet north of Williams Rd to 300 feet north of Sycamore St with open ditch drainage and sidewalks. The project is 1.12 miles long and the planning level cost is \$14.2M.

Shell Rd

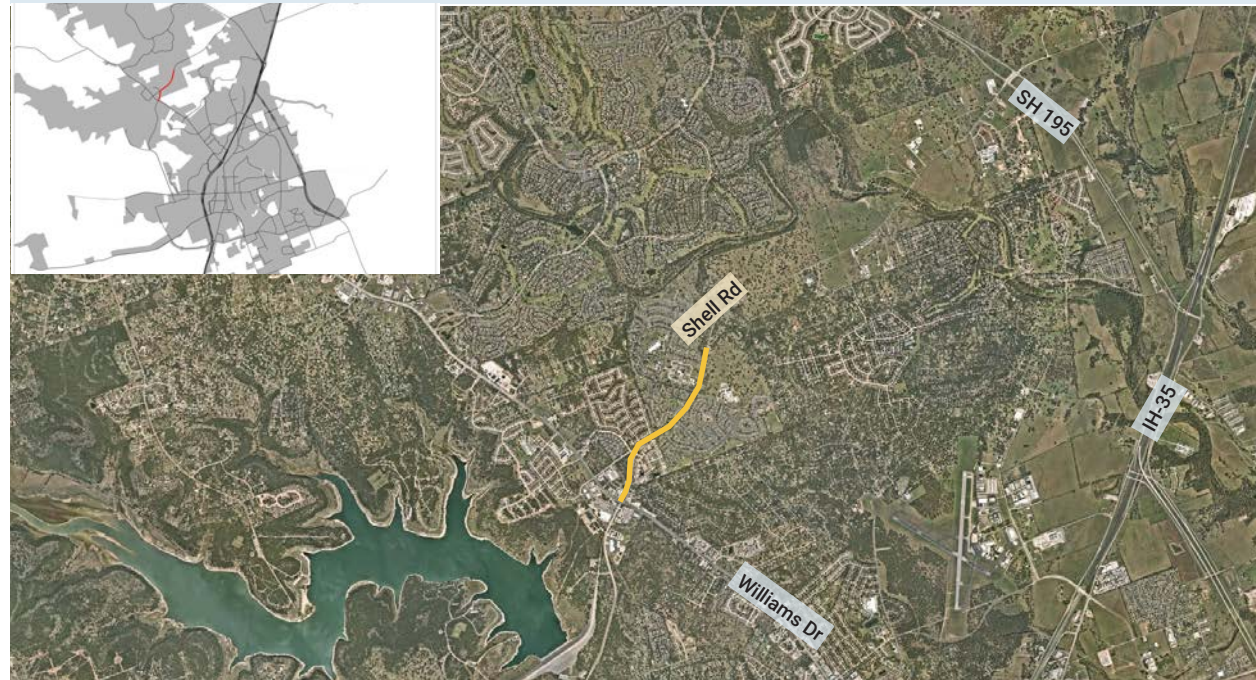
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#3 - WILLIAMS DRIVE CENTRAL

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of replacing the existing center turn lane with a median and repairing and filling in sidewalk gaps.

LIMITS

D.B. Wood Rd to
IH-35

LENGTH (FEET)

16,794

ROADWAY CONSTRUCTION COST PROJECTION



Item Description	Item Cost
Construction:	\$6,900,000
Engineering/Survey/Testing:	\$1,104,000
ROW Acquisition:	\$500,000
Utilities:	\$500,000
Inflation:	\$1,104,000
Bond Issuance:	\$80,040
Project Cost Total	\$10,188,000

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: Medium

Connectivity: Medium

Intersections: High

Travel Choices: Medium

Current Vehicles per Day: 35,910

Volume to Capacity Ratio: 0.97

PROJECT OVERVIEW

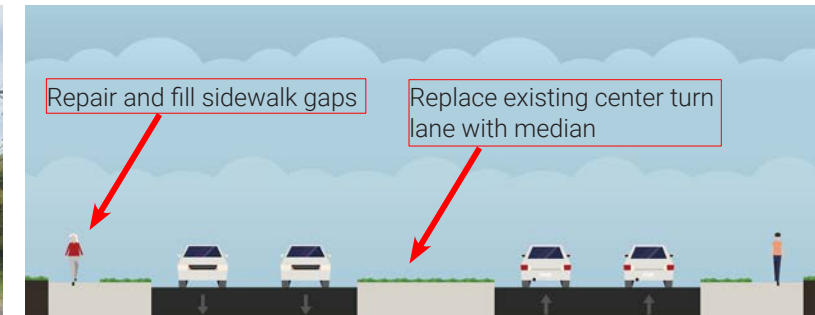
This project consists of an access management project on Williams Dr to add a landscaped median in the existing center turn lane to create a 4-lane divided roadway. In addition, existing sidewalk gaps will be filled and failing sidewalks will be repaired. The project is 3.18 miles long and the planning level cost is \$10.2M.

Williams Dr Central

EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#4 - DB WOOD

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project widens D.B. Wood Rd to a 4-lane Major Arterial with a shared-use path for bikes and pedestrians on one side of the street.

LIMITS

Williams Dr to Oakridge Rd

LENGTH (FEET)

10,511



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$12,600,000
Engineering/Survey/Testing:	\$2,016,000
ROW Acquisition:	\$2,000,000
Utilities:	\$250,000
Inflation:	\$2,016,000
Bond Issuance:	\$146,160
Project Cost Total *	\$19,028,000

*New bridge (1,400 linear feet) included in project cost total

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: Medium

Connectivity: Low

Intersections: Low

Travel Choices: High

Current Vehicles per Day: 13,994

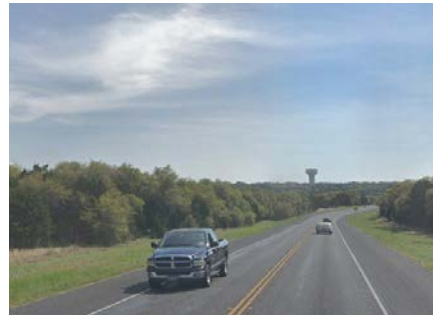
Volume to Capacity Ratio: 1.17

PROJECT OVERVIEW

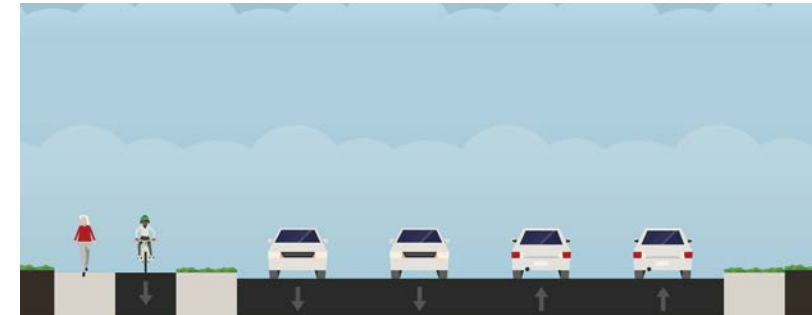
This project consists of installing a median in the existing center turn lane and widening the existing 2-lane section of D.B. Wood Rd to a 4-lane Major Arterial with a shared use path on one side. The project is 1.99 miles long and the planning level cost is \$19M.

D.B. Wood Rd

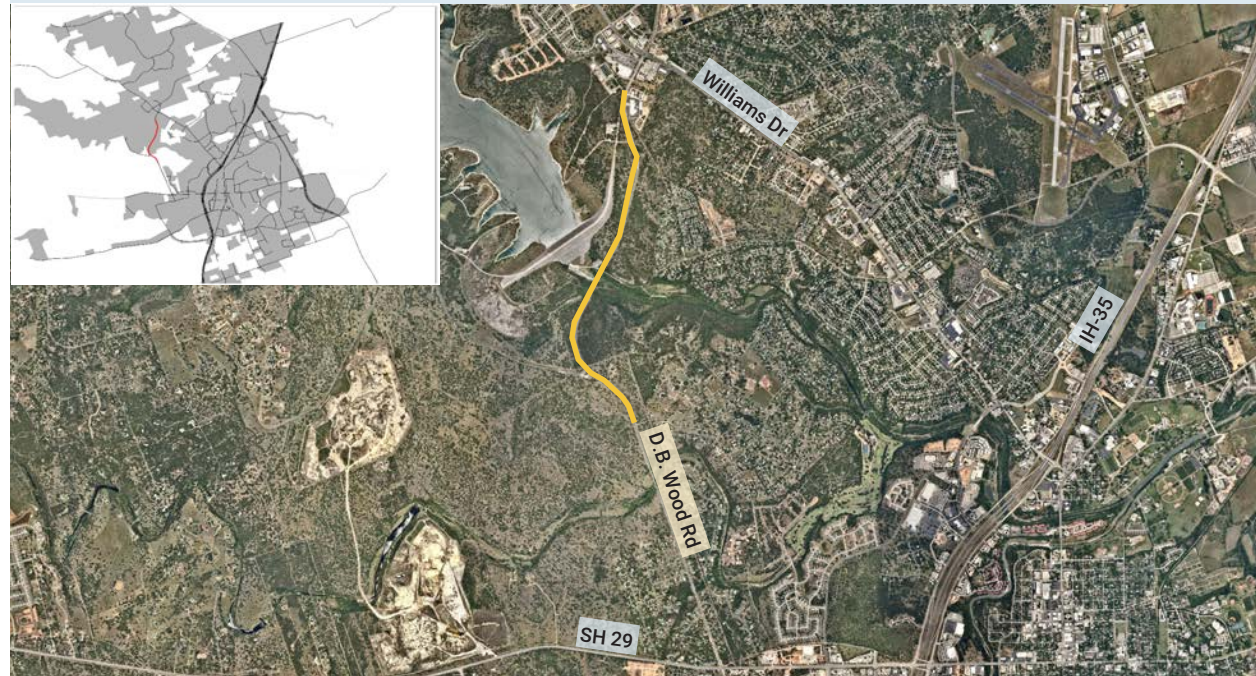
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#5 - LEANDER RD/RM 2243

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of widening Leander Rd to a 4-lane divided Major Arterial with a median and sidewalks.

LIMITS

SW Bypass to
Norwood Dr

LENGTH (FEET)

3,650



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$5,100,000
Engineering/Survey/Testing:	\$816,000
ROW Acquisition:	\$0
Utilities:	\$952,000
Inflation:	\$816,000
Bond Issuance:	\$59,160
Project Cost Total	\$7,743,000

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: High

Safety: Low

Intersections: Medium

Current Vehicles per Day: 14,719

Volume to Capacity Ratio: 1.12

PROJECT OVERVIEW

This project consists of the widening of Leander Rd to a 4-lane divided Major Arterial from SW Bypass to Norwood Dr with open ditch drainage. This project will also include a grass median and sidewalks on both sides of the road. The project is 0.69 miles long and the planning level cost is \$7.7M.

Funding Opportunities: Low

Connectivity: Low

Travel Choices: Medium

Leander Rd

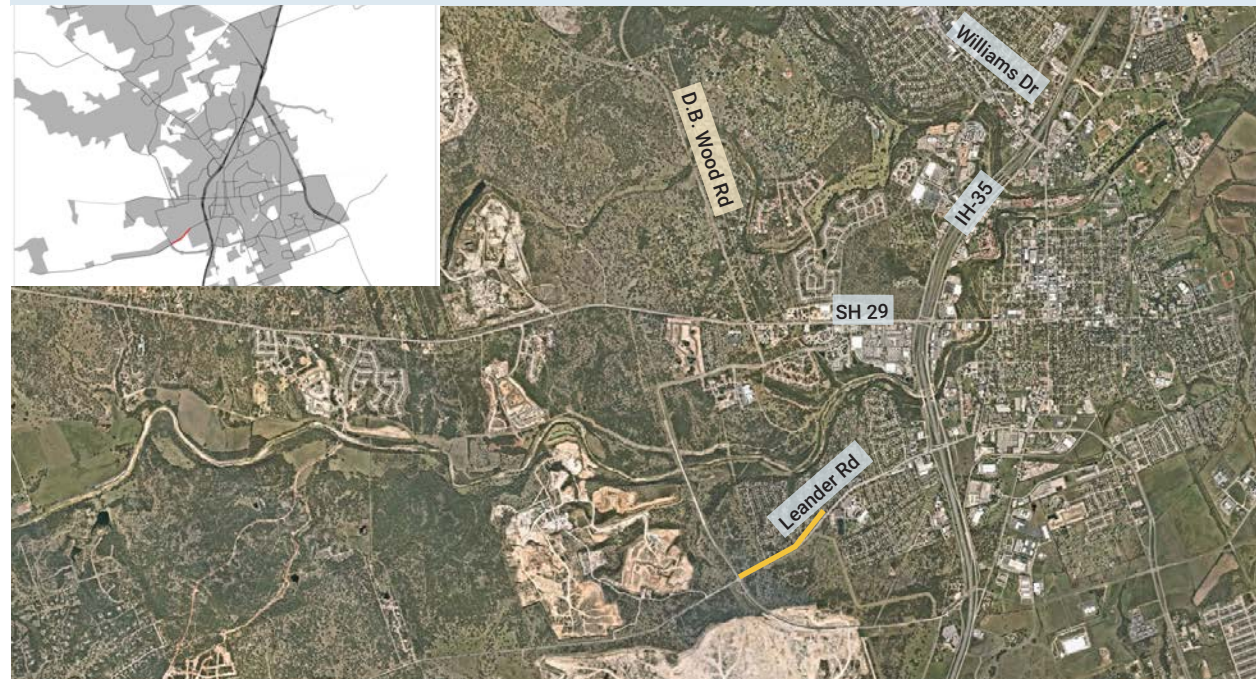
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#6 - NE INNER LOOP

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of widening NE Inner Loop to a 4-lane divided Major Arterial with a median, on-street bike lanes, and sidewalks.

LIMITS

IH-35 to FM 971

LENGTH (FEET)

5,999



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$12,900,000
Engineering/Survey/Testing:	\$2,064,000
ROW Acquisition:	\$833,333
Utilities:	\$83,333
Inflation:	\$2,064,000
Bond Issuance:	\$149,640
Project Cost Total*	\$18,094,000

*Minor bridge crossing included in project cost total

PROJECT PERFORMANCE

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: Medium

Connectivity: High

Intersections: Low

Travel Choices: High

Current Vehicles per Day: 5,915

Volume to Capacity Ratio: 0.49

PROJECT OVERVIEW

This project consists of widening NE Inner Loop to a 4-lane divided Major Arterial from IH-35 to FM 971 with a median, on-street bike lanes, and sidewalks. The project is 1.14 miles long and the planning level cost is \$18.1M.

NE Inner Loop

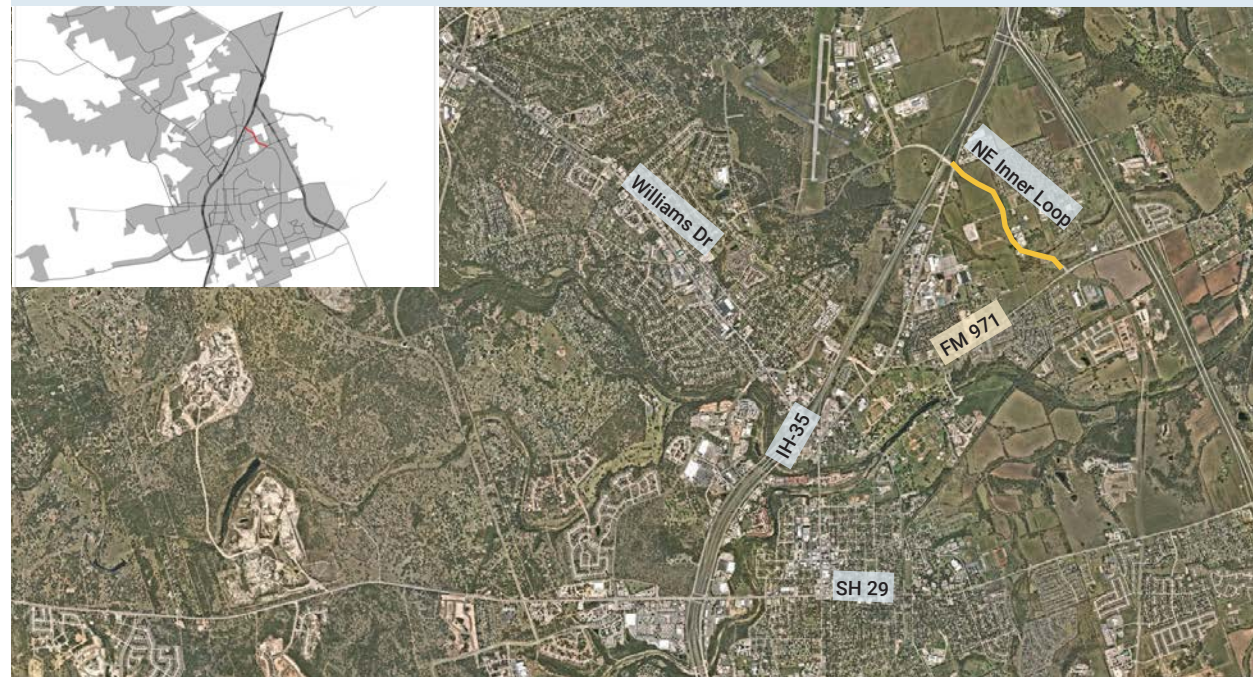
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#7 - SH 29 EAST

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of widening SH 29 to a 4-lane divided Major Arterial with a median, on-street bike lanes, and sidewalks.

LIMITS

Haven Ln to Inner Loop

LENGTH (FEET)

5,682



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$13,100,000
Engineering/Survey/Testing:	\$2,096,000
ROW Acquisition:	\$2,869,605
Utilities:	\$2,066,400
Inflation:	\$2,096,000
Bond Issuance:	\$151,960
Project Cost Total*	\$22,380,000

*800 linear feet of bridge crossing/embankment included in project cost total

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: High

Safety: Medium

Intersections: Low

Current Vehicles per Day: 13,105

Volume to Capacity Ratio: 1.09

Funding Opportunities: Low

Connectivity: Low

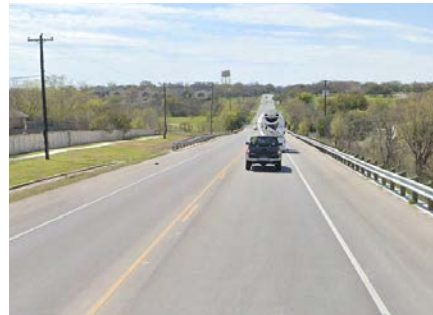
Travel Choices: High

PROJECT OVERVIEW

This project consists of widening SH 29 to a 4-lane divided Major Arterial from Haven Ln to Inner Loop. This project will also feature a median, on-street bike lanes, and sidewalks. The project is 1.08 miles long and the planning level cost is \$22.4M.

SH 29 East

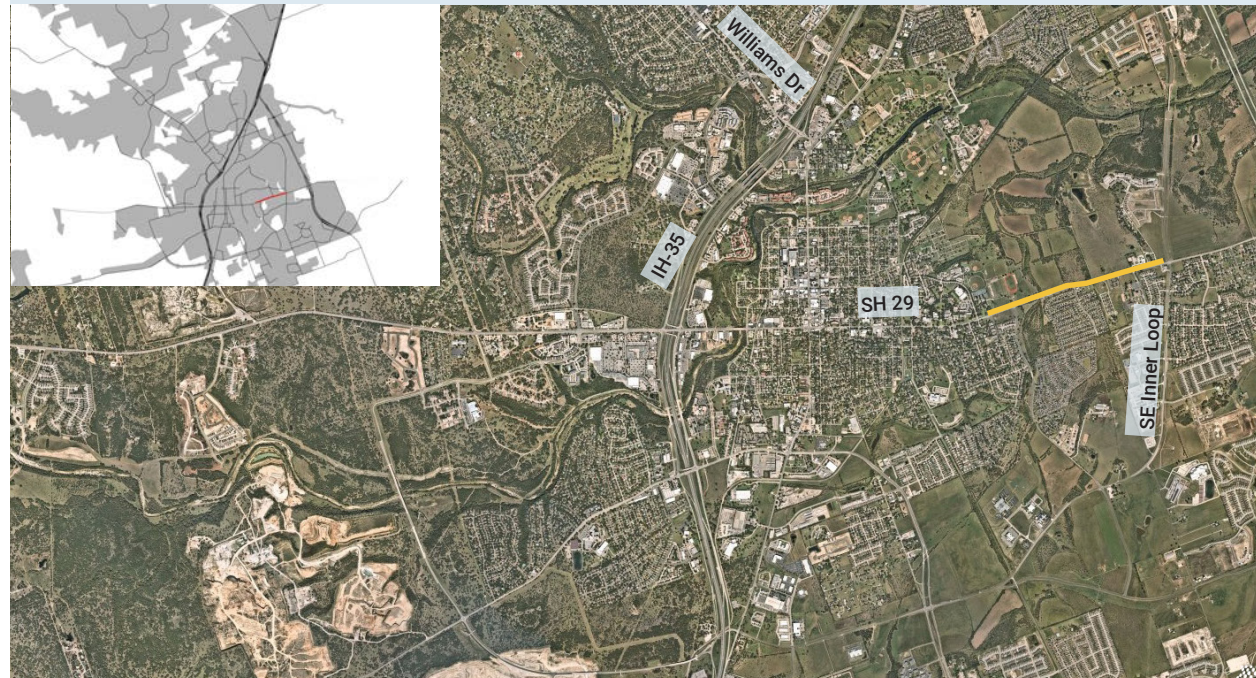
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#8 - AUSTIN AVENUE BRIDGES

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of rehabilitating the bridges on Austin Ave and constructing a new pedestrian and bicycle bridge.

LIMITS

Second St to
Morrow St

LENGTH (FEET)

1,771



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$10,600,000
Engineering/Survey/Testing:	\$770,000
ROW Acquisition:	\$0
Utilities:	\$0
Inflation:	\$0
Bond Issuance:	\$113,700
Project Cost Total*	\$11,484,000

*\$3.4 million of total cost is for new pedestrian and bicycle bridge and remainder is for existing bridge rehabilitation

PROJECT PERFORMANCE

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Low

Funding Opportunities: Low

Safety: High

Connectivity: Low

Intersections: Low

Travel Choices: Medium

Current Vehicles per Day: 16,857

Volume to Capacity Ratio: 0.52

PROJECT OVERVIEW

This project includes the rehabilitation of the existing bridges on Austin Ave and building a new pedestrian and bicycle bridge over the north and south forks of the San Gabriel River. The project is 0.36 miles long and the planning level cost is \$11.5M.

Austin Ave Bridges

EXISTING ROAD



PROPOSED SCHEMATIC



PROJECT LOCATION MAP



#9 - WILLIAMS DRIVE WEST

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of replacing the existing center turn lane with a median and repairing and filling sidewalk gaps.

LIMITS

Jim Hogg Ln to
D.B. Wood Rd

LENGTH (FEET)

12,418



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$5,700,000
Engineering/Survey/Testing:	\$912,000
ROW Acquisition:	\$500,000
Utilities:	\$500,000
Inflation:	\$912,000
Bond Issuance:	\$66,120
Project Cost Total	\$8,590,000

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: Medium

Connectivity: Low

Intersections: Medium

Travel Choices: Low

Current Vehicles per Day: 32,043

Volume to Capacity Ratio: 0.87

PROJECT OVERVIEW

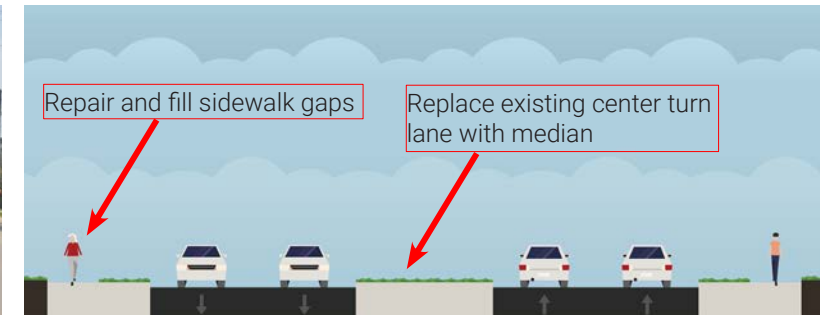
This project consists of an access management project on Williams Dr to add a median in the existing center turn lane to create a 4-lane divided roadway. In addition, existing sidewalk gaps will be filled and failing sidewalks will be repaired. The project is 2.35 miles long and the planning level cost is \$8.6M.

Williams Dr West

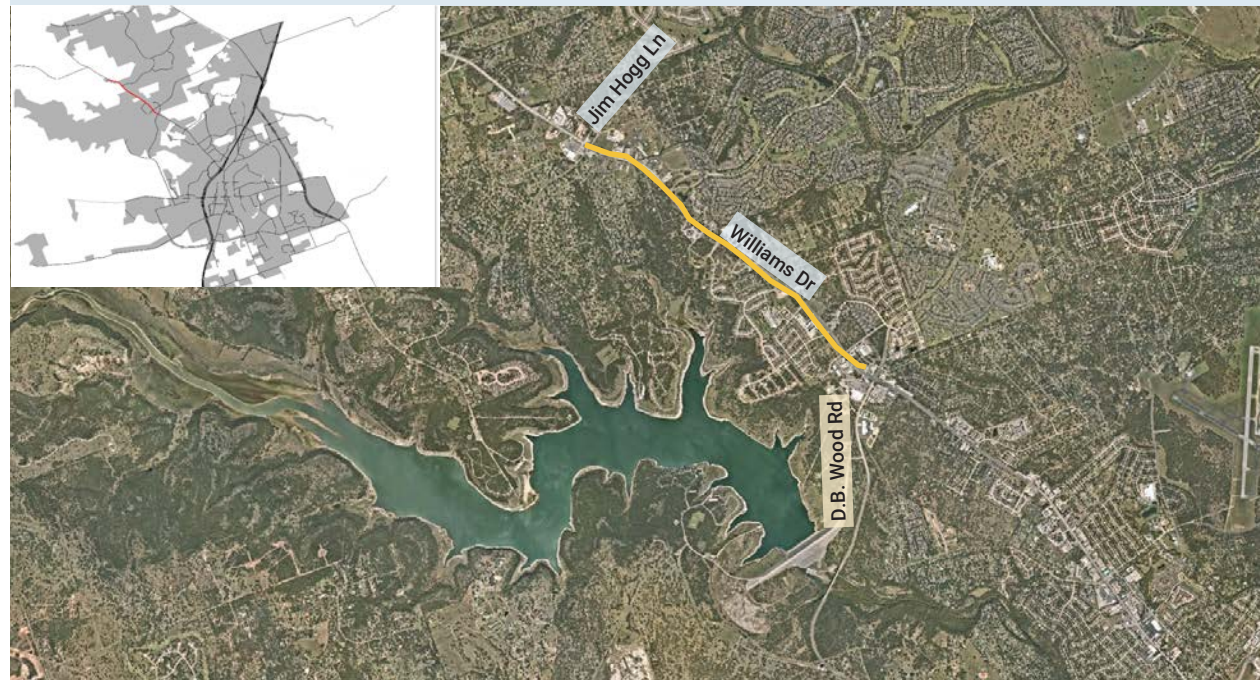
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



#10 - SOUTHWESTERN BLVD

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

This project consists of widening Southwestern Blvd to a 4-lane Minor Arterial with a median, on-street bike lanes, and sidewalks.

LIMITS

SH 29 to
Raintree Dr

LENGTH (FEET)

3,738



ROADWAY CONSTRUCTION COST PROJECTION

Item Description	Item Cost
Construction:	\$7,056,000
Engineering/Survey/Testing:	\$1,129,000
ROW Acquisition:	\$1,500,000
Utilities:	\$600,000
Inflation:	\$1,128,960
Bond Issuance:	\$81,850
Project Cost Total*	\$11,496,000

*One new bridge crossing (225 linear feet) included in project cost total

PROJECT MEASURES

The following objective measures were evaluated based on data and project characteristics, then compared relative to the performance of the other proposed projects:

Congestion: Medium

Funding Opportunities: Low

Safety: Medium

Connectivity: Low

Intersections: Low

Travel Choices: Low

Current Vehicles per Day: 12,930

Volume to Capacity Ratio: 1.08

PROJECT OVERVIEW

This project consists of widening Southwestern Blvd to a 4-lane divided Minor Arterial from SH 29 to Raintree Dr. This project will also feature a median, on-street bike lanes, and sidewalks. The project is 0.71 miles long and the planning level cost is \$11.5M.

Southwestern Blvd

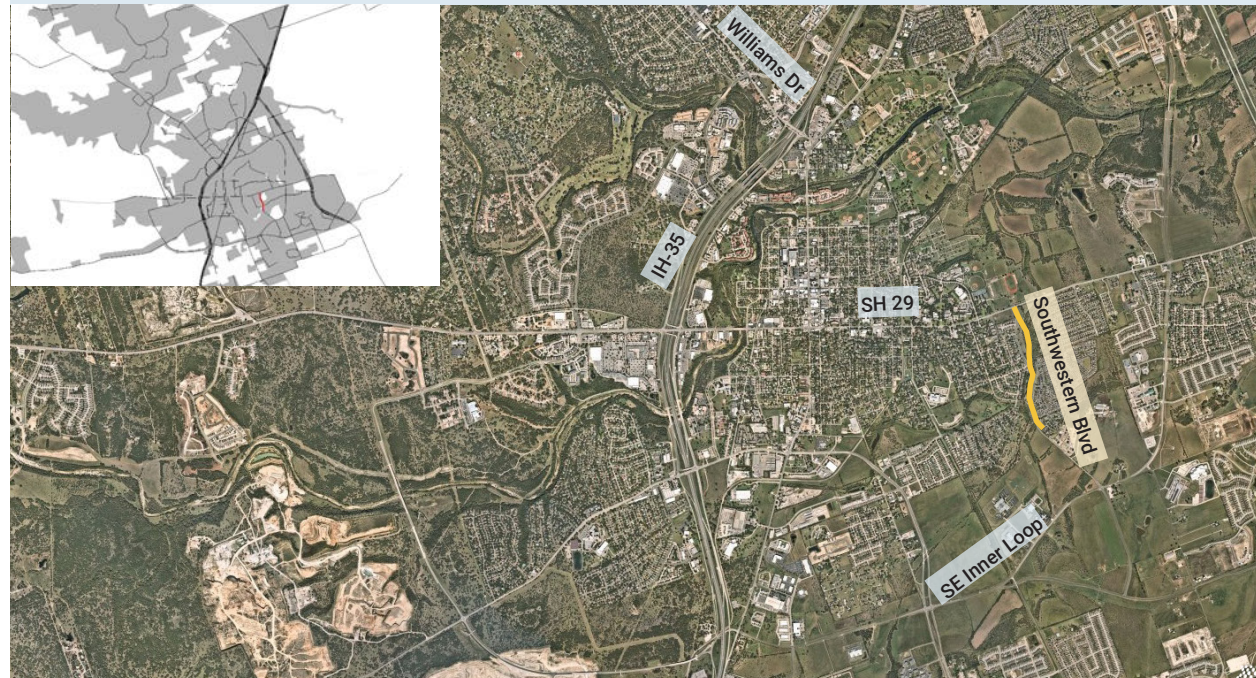
EXISTING ROAD



PROPOSED CROSS-SECTION



PROJECT LOCATION MAP



ALLOCATIONS: \$2.5 MILLION FOR SIDEWALKS

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



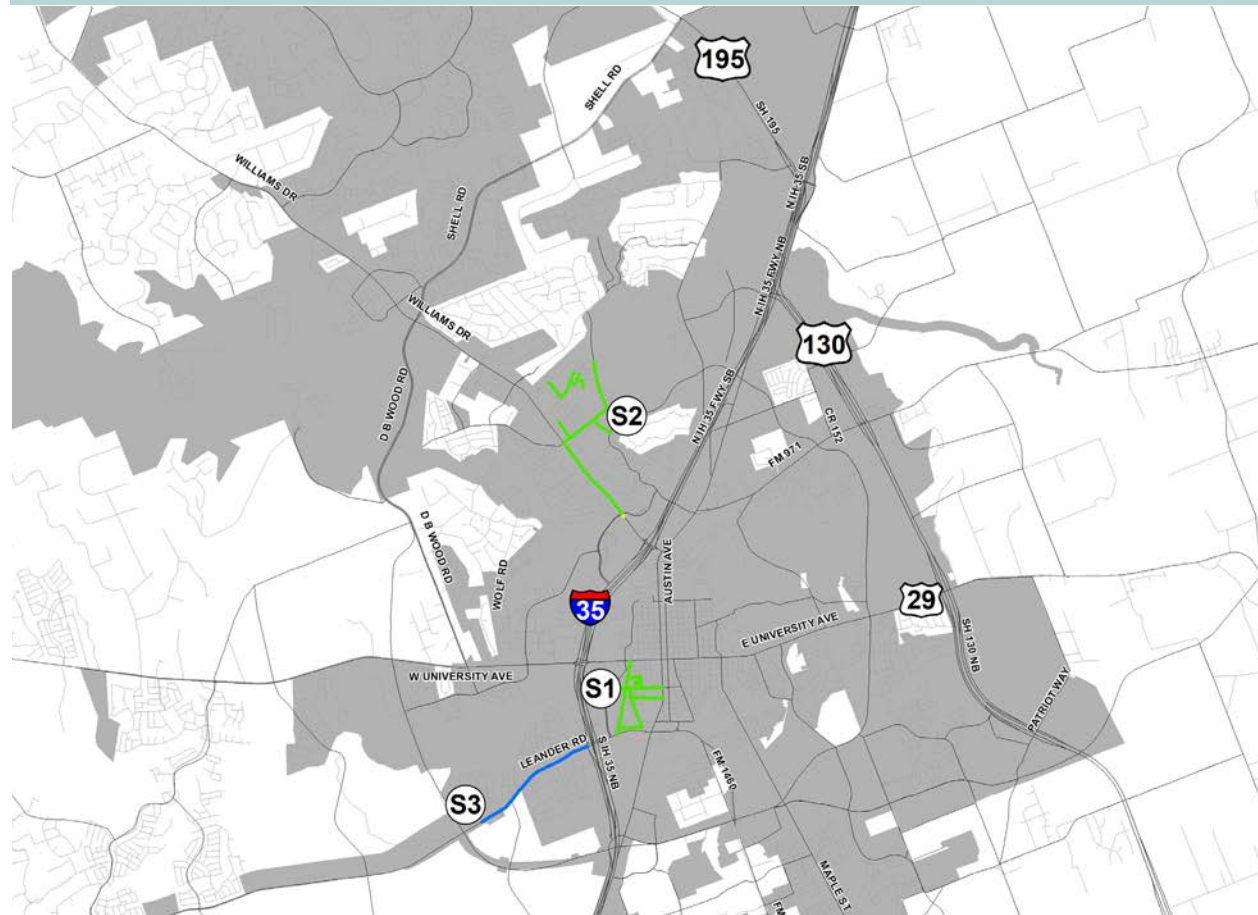
DESCRIPTION

The City of Georgetown 2021 Mobility Bond aims to increase roadway capacities and create new, safe connections within and among communities. In addition to the proposed Roadway Projects, a portion of bond dollars will be allocated to additional infrastructure projects including bicycles, sidewalks, intersections, and transportation technology.

Sidewalk Project Proposed Allocation: \$2.5M



PROJECT LOCATION MAP



SIDEWALK PROJECT COST PROJECTION

Project Title	Project Cost
S1: Old Town Southwest	\$3,030,000
S2: Lakeway Dr & Williams Dr	\$3,894,000
S3: Leander Rd	\$5,687,000
Total Cost of All Projects	\$12,600,000*

*Note: The allocation proposed does not cover all projects listed as high priority projects.

PROJECT OVERVIEW

The sidewalk projects identified for the 2021 Mobility Bond are listed in the table above and shown in the Project Location Map. The 2021 Mobility Bond proposes to allocate **\$2.5 million** towards sidewalk projects. **This allocation does not fully fund every identified project, and does not guarantee that they will all be installed.** Although not all of these projects will be constructed immediately, these have been prioritized as the highest need sidewalk projects in Georgetown per the adopted Sidewalk Master Plan. Other projects not listed here may also be considered.

ALLOCATIONS: \$1.5 MILLION FOR BICYCLE FACILITIES

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PROJECT INFORMATION SHEET

PROJECT INFORMATION

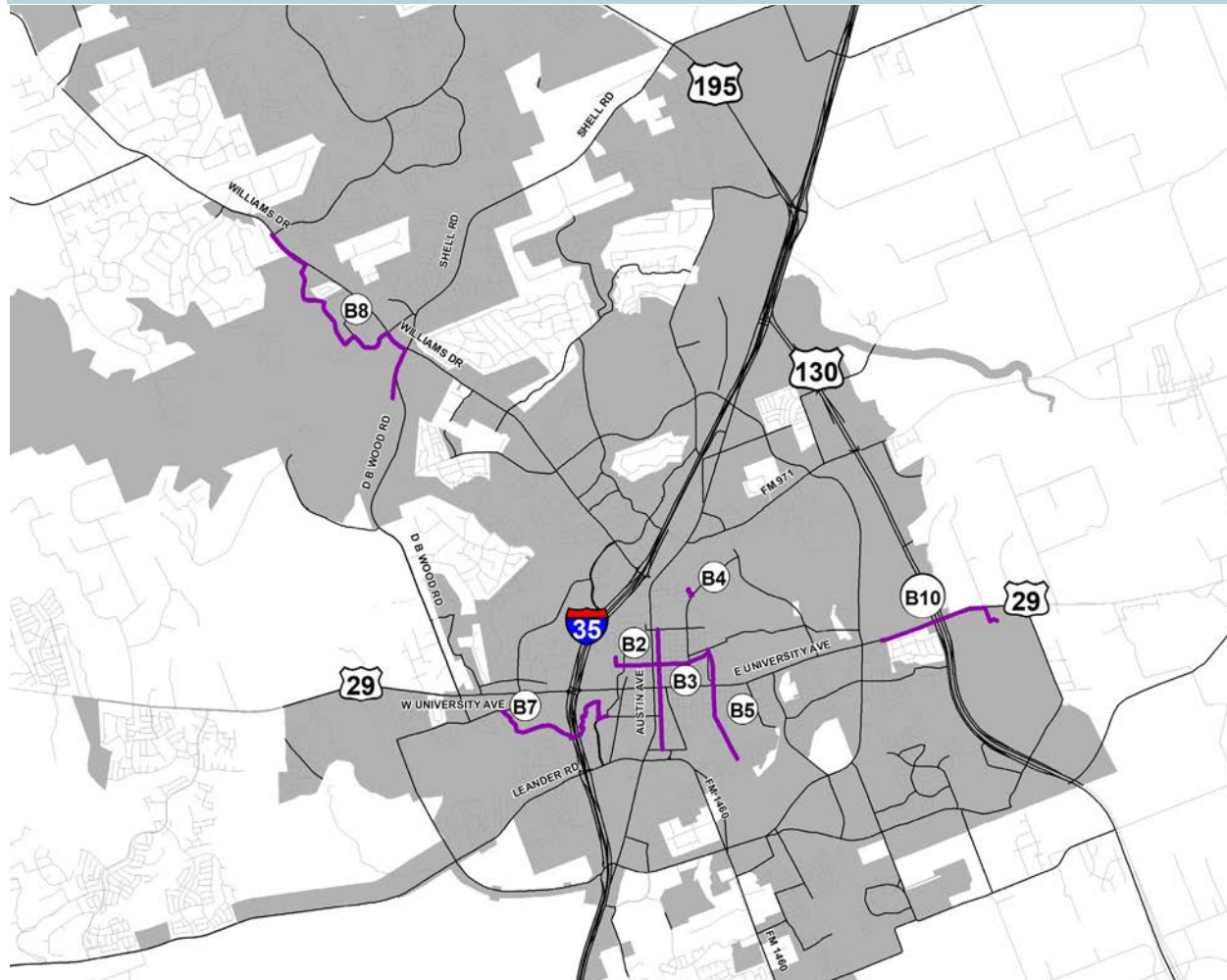


DESCRIPTION

The City of Georgetown 2021 Mobility Bond aims to increase roadway capacities and create new, safe connections within and among communities. In addition to the proposed Roadway Projects, a portion of bond dollars will be allocated to additional infrastructure projects including bicycles, sidewalks, intersections, and transportation technology.

Bicycle Project Proposed Allocation: \$1.5M

PROJECT LOCATION MAP



BICYCLE PROJECT COST PROJECTION

Project Title	Project Cost
B1: NOT SHOWN - Included with Project P	N/A
B2: 8th Street	\$256,000
B3: Main Street	\$217,000
B4: Holly Street Bridge	\$2,545,000
B5: Maple Street, Phase I	\$718,000
B6: NOT SHOWN - Active Project	N/A
B7: San Gabriel River Crossing	\$2,716,000
B8: Williams Dr	\$1,905,000
B9: DB Wood - Combined with B8	N/A
B10: SH 29 East View HS Connection	\$2,080,000
Total Cost of All Projects	\$10,400,000*

*Note: The allocation proposed does not cover all projects listed as high priority projects.

PROJECT OVERVIEW

The bicycle projects identified for the 2021 Mobility Bond are listed in the table above and shown in the Project Location Map. The 2021 Mobility Bond proposes to allocate **\$1.5 million** towards bicycle projects. **This allocation does not fully fund every identified project, and does not guarantee that they will all be installed.** Although not all of these projects will be constructed immediately, these have been prioritized as the highest need bicycle projects in Georgetown per the adopted Bicycle Master Plan. Other projects not listed here may also be considered.

ALLOCATIONS: \$1.7 MILLION FOR INTERSECTIONS

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

The City of Georgetown 2021 Mobility Bond aims to increase roadway capacities and create new, safe connections within and among communities. In addition to the proposed Roadway Projects, a portion of bond dollars will be allocated to additional infrastructure projects including bicycles, sidewalks, intersections, and transportation technology.



INTERSECTION PROJECT COST PROJECTION

Project Title	Project Cost
i: Sun City at Del Webb (turn lane)	\$70,000
ii: Williams Dr at Sedro/Griffin (signal)	\$500,000
iii: Shell Rd at Estrella Crossing (signal)	\$500,000
iv: Williams Dr at Estrella Crossing (signal & turn lanes)	\$900,000
v: SE Inner Loop at Rock Ride Ln (signal)	\$500,000
vi: SE Inner Loop at Maple (innovative)	\$1,000,000
vii: Sam Houston at Maple (innovative)	\$1,000,000
Total Cost of All Projects	\$5,300,000*

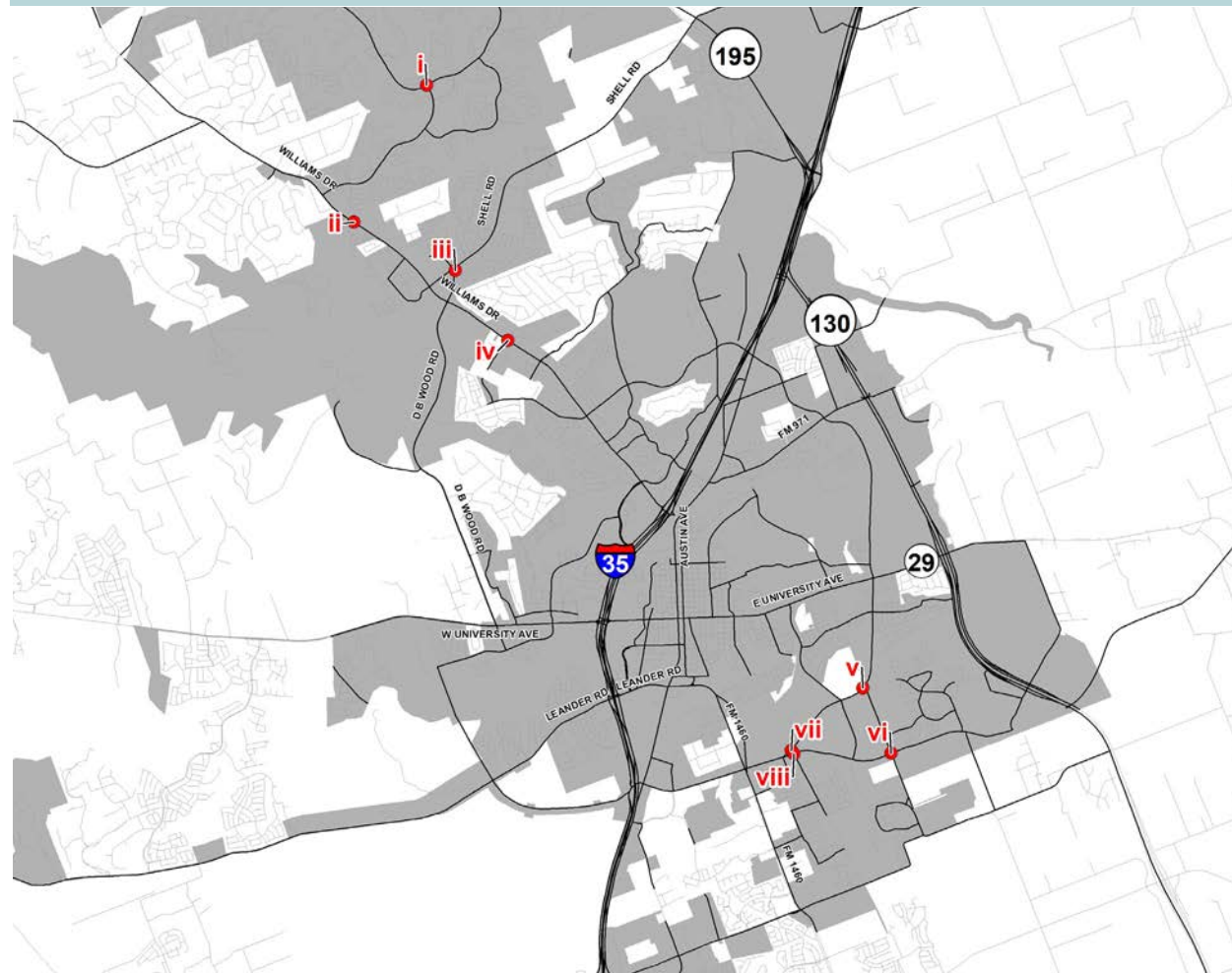
*Note: The allocation proposed does not cover all projects listed as high priority projects.

PROJECT OVERVIEW

The intersection projects identified for the 2021 Mobility Bond are listed in the table above and shown in the Project Location Map. The 2021 Mobility Bond proposes to allocate **\$1.7 million** towards intersection projects. **This allocation does not fully fund every identified project, and does not guarantee that they will all be installed.** Although not all of these projects will be constructed immediately, these have been prioritized as the highest need intersection projects in Georgetown per internal discussions with City staff. Other projects not listed here may also be considered.

Intersection Project Proposed Allocation: **\$1.7M**

PROJECT LOCATION MAP



ALLOCATIONS: \$1.3 MILLION FOR TRANSPORTATION TECHNOLOGY

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PROJECT INFORMATION SHEET

PROJECT INFORMATION



DESCRIPTION

The City of Georgetown 2021 Mobility Bond aims to increase roadway capacities and create new, safe connections within and among communities. In addition to the proposed Roadway Projects, a portion of bond dollars will be allocated to additional infrastructure projects including bicycles, sidewalks, intersections, and transportation technology.

PROJECT OVERVIEW

Transportation technology projects will be identified for the 2021 Mobility Bond in order to increase safety and efficiency in the transportation network. These projects could include improved signal timing and prioritization, communications infrastructure upgrades, or other innovative traffic solutions. The 2021 Mobility Bond proposes to allocate **\$1.3 million** towards transportation technology projects. **This allocation may not fully fund every identified project, and may not guarantee that they will all be installed.** Other projects identified in the future may also be considered.

The City of Georgetown is also preparing to assume responsibility for 30 Texas Department of Transportation (TxDOT) traffic signals. Allocating bond dollars towards this effort will help integrate the signals into the existing traffic communications infrastructure in Georgetown.

Transportation Technology Proposed Allocation: \$1.3M

PROJECT EXAMPLES



City of Georgetown, Texas
City Council Workshop
January 12, 2021

SUBJECT:

Presentation and discussion regarding the FY2021 Roll Forward Budget Amendment for capital improvement projects and operational amendments -- Nathan Parras, Assistant Finance Director

ITEM SUMMARY:

A corresponding action item is on the legislative agenda for the January 12 Council Meeting.

Each year the City brings a roll forward amendment for capital projects or one-time items included and approved in the prior fiscal year. Due to the multi-year timing of capital projects, this remaining budget needs to be moved to the current fiscal year. Since the City changed financial software systems in FY2020, the roll forward amendment is larger than years past because the City changed accounting practices for encumbrances. In the past encumbrances (purchase orders issued but not yet expensed) were left in prior years, and only unencumbered funds were rolled forward. Now, all encumbered and unencumbered funds are rolled forward.

Additionally, the Charter and State Law allow the budget to be amended for other municipal purposes that were not foreseen at the time the original budget was adopted. The attached presentation provides an overview of the amendments that are items generally approved by Council since the original budget was adopted, as well as new items that respond to growth pressures and economic conditions. The details of each revenue and expenditure change are presented by fund in Exhibit A, CIP Project detail in Exhibit B, and position control schedule in Exhibit C.

This budget amendment addresses the legal and financial appropriation needed to accommodate these changes. The detailed distribution of the amendment is included in the attachments to the ordinance.

The following funds are amended for capital projects, operational costs of personnel, goods and services: General Capital Projects, General, Streets Maintenance, Tourism, PEG, Permitting, Abandon Vehicle, GTEC, GEDCO, Joint Services, Fleet, Facilities, Village PID, Rivery TIRZ, Downtown TIRZ, Information Technology, Airport, Electric, Stormwater and Water.

SPECIAL CONSIDERATIONS:

The City Charter requires that a majority plus one must approve an amendment to the approved budget. The City charter allows for budget amendments in emergency situations and when the issues and needs were unknown at the time the budget was adopted.

FINANCIAL IMPACT:

The proposed budget amendment would increase appropriations by \$140,920,264 through a combination of available fund balance and new revenue.

SUBMITTED BY:

Sharon Parker

ATTACHMENTS:

FY2021 Roll Forward Amendment Presentation

Exhibit A

Exhibit B

Exhibit C

FY2021 Budget Amendment

Council January 12, 2021

Budget Process

- Council adopted the FY2021 budget in September, and the fiscal year began October 1
- Each winter staff bring forward a CIP Roll Forward amendment to cover expenses for large capital improvement projects that span multiple years
- Other amendments are necessary because new information is available since the previous summer
- Typically, staff bring a mid-year amendment in May, and a year-end amendment in Nov
- Since Preliminary 4th quarter report was positive, consider new service level requests and other enhancements






Budget Amendment Types

- Tier 1 – CIP Roll Forward - routine
- Tier 2 – Other Operational or capital amendments
 - Conceptually known by staff/council but details needed to be worked out
 - Workshops or legislative items approved by council since budget adoption that need budget authority
- Tier 3 – New service level enhancements

Tier 1 CIP Roll Forward

CIP Roll Forward Example

- Northwest Boulevard Bridge

	Year 1- Design/Study	Year 2 - Construction	Year 3 - Construction	Year 4 – Completion	
					
Project Budget	FY2018 Actuals	FY2019 Actuals	FY2020 Actuals	FY2021 Roll Forward	
\$11,250,000	\$78,108	\$2,721,856	\$4,264,249	\$4,185,787	

CIP Roll Forward

- General Capital Projects - \$35.5 million
- Fleet - \$1.1 million
- GTEC - \$12.5 million
- Water - \$86.3 million
- Electric – \$1.26 million
- Stormwater - \$223 thousand

Approved Operational Roll Forward

- General Fund - \$96 thousand
- CVB - \$6 thousand
- Special Revenue Funds - \$291 thousand
- Facilities - \$129 thousand
- Joint Services - \$69 thousand

Tier 2

Other Operational or Capital Amendments

General Fund

- Operations
 - Garbage Concierge Pilot program: \$100 thousand
 - Atmos reimbursement: \$8 thousand
 - Hazardous Waste collection program: \$50 thousand
 - Recycling program: \$12 thousand
 - Increase various utility expenses: \$9 thousand
- Personnel
 - Heavy Equipment Operator: \$39 thousand
 - Fire/EMS one-time overtime payout: \$137 thousand

General Capital Projects

- Operations
 - Reduction in bond proceeds: (\$495) thousand
 - Lower than anticipated bids
 - Repurpose existing debt issuance

Special Revenue Funds

- Downtown TIRZ
 - Transfer to General Fund for the Garbage Concierge Pilot Program: \$100 thousand
- Rivery TIRZ
 - Economic study: \$5 thousand
- GEDCO
 - Transfer out to Electric for the Titan North Park project: \$1 million

Internal Service Funds

- Fleet Fund
 - Replace two Electric Fund vehicles
 - Recognize prior year insurance proceeds: \$179 thousand
 - Recognize bond proceeds from Electric to cover remaining replacement costs: \$81 thousand
 - Debt fund Electric vehicles: \$372 thousand
 - Decrease Electric vehicle allocation contribution since vehicles will be debt funded: (\$396) thousand
 - Recognize insurance proceeds and replace various vehicles from hail damage

Internal Service Funds

- Joint Services
 - Increase utility expense for various departments:
\$69 thousand

Enterprise Funds

- Airport
 - 10% match associated with TXDot Aviation grant
 - Increase in legal expenses: \$95 thousand
- Stormwater
 - Increase utility expense: \$4.7 thousand
- Water
 - Increase utility expense: \$12 thousand

Enterprise Funds

- Electric Fund
 - Continue to implement the electric work plan
 - Reduce Electric PCA revenue: \$5M
 - Capitalize Electric engineering and T&D salaries
 - Reflect in the capital improvements total
 - Debt fund the electric vehicles
 - Increases bond proceeds; reduces Fleet ISF

Tier 3

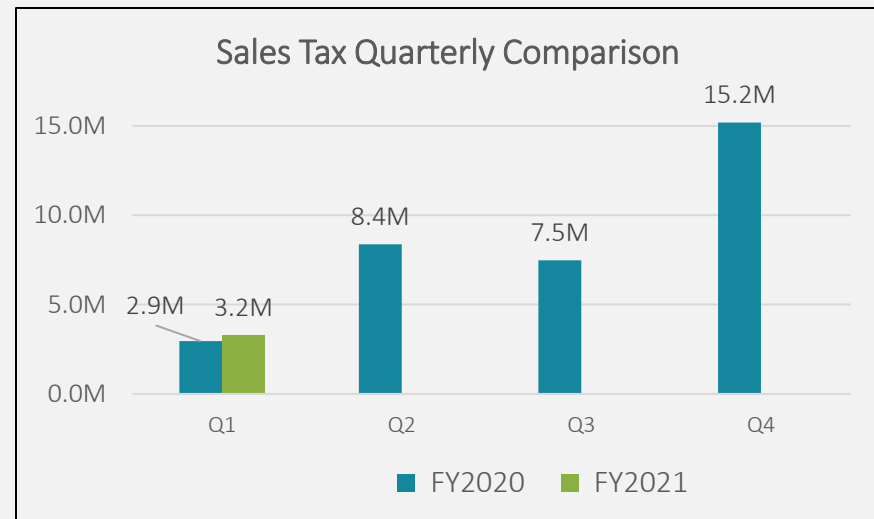
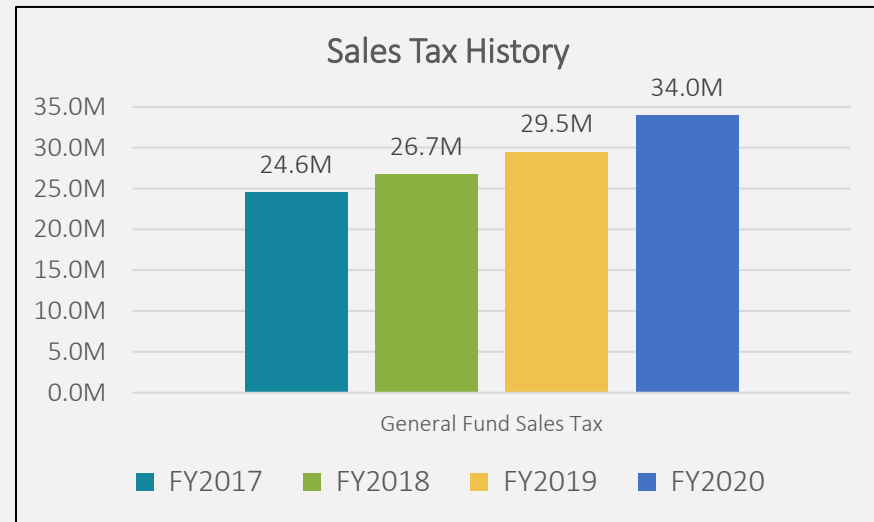
New Service Level Enhancements and Compensation

Context for New Requests

- Strong FY2020 unaudited results for major funds - General, Electric and Water
- FY2021 – first three months
 - Strong sales tax
 - Increased development activity
 - Growth pressures in development areas
 - Continued work on planning for Electric, IT, Water as a result of work plans and results of assessments/studies
- FY2021 Budget was developed during pandemic
 - Conservative revenues
 - Reduced expenses
 - Prepared for potential economic shortfalls
 - Council wanted to review funding levels after fiscal year end for public safety market and employee one-time merit pay

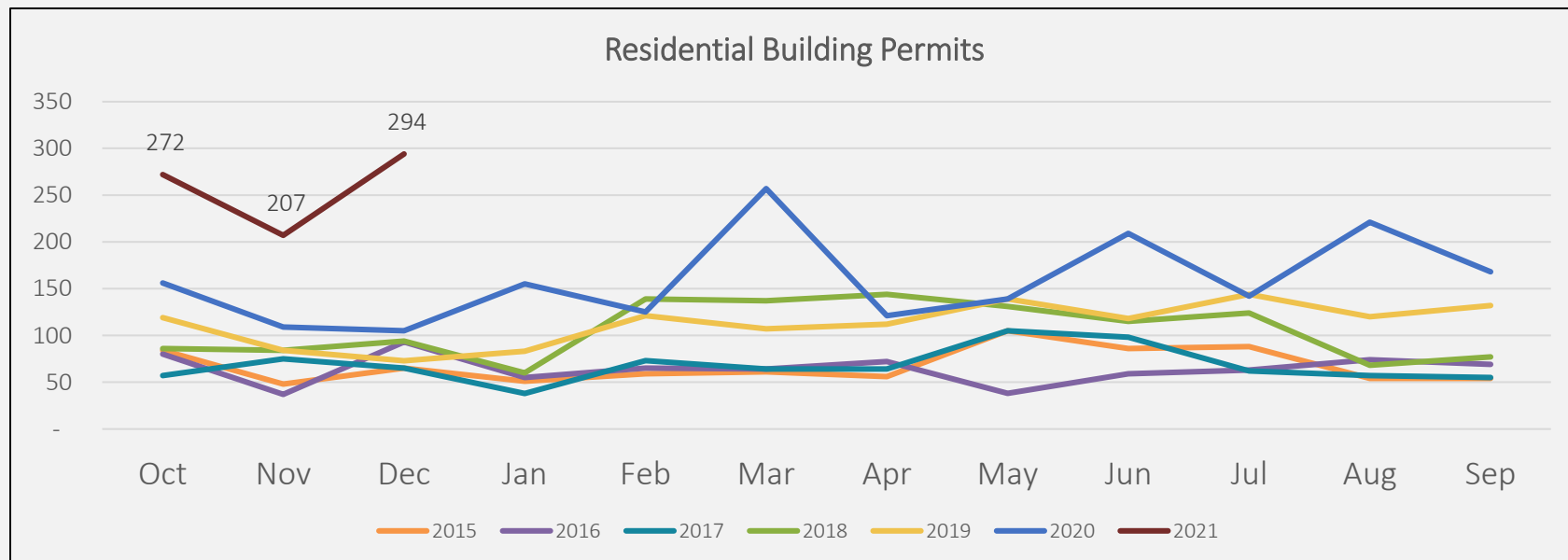
General Fund

- Sales tax
 - Conservatively increased by 4% over FY2021 Budget
 - Budget is lower than FY2020 actuals
 - Will continue to review as additional months' collections are received



General Fund

- Planning and development activity
 - Planning - \$190,000 in additional revenues
 - Permitting - \$1,850,000 in additional revenues
- One-time master development fee of \$253K



General Fund

- Emergency Services District additional revenue
 - \$535K
 - Will use \$42 thousand for maintenance expenses related to holding back fire vehicles in reserve
 - Remainder of \$493 thousand will be held in the Fleet fund for future vehicle replacements/purchases

General Fund

- New Positions
 - Planning
 - 1 Senior Planner
 - 1 Planning Assistant
 - Inspections
 - 2 Building Inspectors
 - Streets
 - 2 Sign/Signal Technicians

Joint Services Fund

- New Positions
 - Customer Care
 - 1 Business Systems Analyst
- Operations
 - Transportation Impact Fee Analysis: \$25 thousand

Enterprise Funds

- Electric Fund
 - Continue to implement Electric fund work plan
 - Increase capital budget
 - Replace Geodigital software - \$200 thousand
 - Consultant Engineer - \$100 thousand
- Water Fund
 - New Positions
 - Water Administration
 - 1 Engineer

Compensation

- During the budget process Council approved;
 - 2% merit: \$511 thousand
 - Various market adjustments: \$289 thousand
 - Civil Service merit/market adjustments at 80%: \$778 thousand
- Conservative approach due to uncertain conditions
- Planned to review during the fall using preliminary FY2020 data and beginning FY2021 data

Compensation

- Fund Public Safety market at 100%. Impact to the General Fund of \$78 thousand in ongoing costs.
- One-time merit pay for non civil services employees. City-wide impact of \$383 thousand in one-time expenses.
 - Methodology:
 - One-time payment based upon 1% average salary
 - \$650 per regular FT employee who met expectations in most recent performance evaluation and still employed February 1; \$325 per regular PT employee
 - Paid in February
 - Impact to General Fund: \$157 thousand
 - Impact to all other funds: \$225 thousand

Summary

- FY2021 Budget 2.0
 - Continue capital improvement efforts as we cross fiscal years
 - Stronger than anticipated financial performance in FY2020
 - Data through Q1 of FY2021 indicates a similar performance
 - Sales tax
 - Development
 - 8 FTE's to help with increase demand for essential City services

Summary

General Fund	FY2021 Budget	FY2021 Amended Budget	Variance Fav/(Unfav)
Beginning Balance	15,443,733	15,548,923	105,190
Revenues	79,132,118	82,783,309	3,651,191
Expenses	80,033,801	81,751,738	(1,717,937)
Ending Balance	14,542,050	16,580,494	2,038,444
Contingency Reserve	12,626,752	12,626,752	-
Economic Stability Reserve	1,467,563	1,467,563	-
Benefit Payout Reserve	340,000	340,000	-
Available Fund Balance	107,735	2,146,179	2,038,444

Next Steps

- Will come back to Council after the audit
- Use of Unanticipated and Unappropriated General Fund Balance
 - Fund capital projects
 - Fund equipment purchase
 - Reduce outstanding City debt
 - Fund contingent liabilities
 - Take steps to reduce property tax rates
 - Hold for future commitments
 - Fund Economic Stability Reserve

Next Steps

- Economic Stability Reserve policy – may equal up to 6% of current year budgeted operating expenditures.
 - Current adopted Economic Stability Reserve = 2%
 - Preliminary available fund balance = 4.5% of reserve policy

Questions?

Exhibit A - FY2021 Operational and CIP Roll Forward Amendment

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	120 - General Capital Projects
Beginning Fund Balance	\$ 7,266,408	\$ 35,494,171	\$ 42,760,579	<p>Bond proceeds and CIP expense are both increased by \$35,000 for additional cardiac monitors at end of life that need to be replaced for the EMS program. Bond proceed revenue is reduced by \$275,000. This amount was to be issued for parks trail development; however, older existing bond proceeds from San Gabriel park are available and allowable to use, resulting in a draw down on fund balance. Bond proceed revenue is reduced by \$120,000 for the Teen/Rec Center Renovations due to use of prior issued Parks CO bond interest. The next amendment is to reduce bond proceed revenue and project expense by \$100,000 each for the HVAC replacement at the Recreation Center Natatorium. The bid came in lower than expected.</p> <p>Bond Proceed revenue and Transfer out to Fleet expense are both increased \$180,000 for a bucket truck for the Signal Technician positions and a truck for the additional Inspectors added to the General Fund.</p> <p>This amendment also rolls forward CIP projects started, but not completed, by the end of fiscal year 2020 which have ongoing encumbrances and bond proceeds to be spent in FY2021.</p>
Revenues				
Other Revenues	\$ 395,000	\$ -	\$ 395,000	
Bond Proceeds	\$ 24,033,278	\$ (280,000)	\$ 23,753,278	
Total Revenues	\$ 24,428,278	\$ (280,000)	\$ 24,148,278	
Expenses				
Transfer Out - Fleet		\$ 180,000	\$ 180,000	
Capital Expense - Cardiac Monitors	\$ 225,000	\$ 35,000	\$ 260,000	
Capital Expense - HVAC Natatorium		\$ (100,000)	\$ (100,000)	
Capital Expense - Current Projects	\$ 28,238,944	\$ -	\$ 28,238,944	
CIP Expense - Roll Forward Projects		\$ 35,494,171	\$ 35,452,783	
Total Expenses	\$ 28,463,944	\$ 35,609,171	\$ 64,031,727	
Ending Fund Balance	\$ 3,230,742	\$ (395,000)	\$ 2,877,130	
TIA Reserve	\$ 2,100,000		\$ 2,100,000	
Available Fund Balance	\$ 1,130,742	\$ (395,000)	\$ 777,130	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	100 - General Fund
Beginning Fund Balance	\$ 15,443,733	\$ 105,190	\$ 15,548,923	The first proposed amendment is to recognize \$15,000 in beginning balance from available one-time funds from FY2020, and to appropriate the same amount in expense in
Revenues				Administrative Services for a required increase in the mobility bond program expenditures.
Other Revenues	\$ 40,263,562	\$ 7,900	\$ 40,271,462	
Sales Tax	\$ 17,859,375	\$ 714,375	\$ 18,573,750	
Transfers In - Downtown TIRZ	\$ 9,326,677	\$ 100,000	\$ 9,426,677	
Fire/EMS	\$ 7,477,004	\$ 535,091	\$ 8,012,095	Miscellaneous Revenue and Administrative Services
Permits/Development	\$ 4,205,500	\$ 2,293,825	\$ 6,499,325	expense are amended \$7,900 each for the cost and
Total Revenues	\$ 79,132,118	\$ 3,651,191	\$ 82,783,309	reimbursement of printing the Atmos Franchise Agreement.
Expenses				The next amendment recognizes \$535K in additional
Non-Dept / Transfers Out	\$ 839,000	\$ 514,191	\$ 1,353,191	revenue from the contract with Emergency Services District
Library	\$ 2,820,601	\$ 17,303	\$ 2,837,904	8. Fire Department expenses for maintaining held back
Administrative Services	\$ 1,863,118	\$ 30,765	\$ 1,893,883	vehicles increases by \$41,900. The remaining amount of
Fire Emergency Services	\$ 15,820,814	\$ 98,265	\$ 15,919,079	\$493K is transferred out to the Fleet Fund to be used to
Fire Administration	\$ 4,246,201	\$ 21,926	\$ 4,268,127	offset future vehicle purchases for Fire.
EMS	\$ 2,454,520	\$ 124,586	\$ 2,579,106	
Police Administration	\$ 2,549,296	\$ 10,470	\$ 2,559,766	The next amendment recognizes revenue of \$100K as a
Police Operations	\$ 14,292,279	\$ 43,554	\$ 14,335,833	transfer in from the Downtown TIRZ fund and appropriates
Planning	\$ 1,719,727	\$ 141,062	\$ 1,860,789	the same amount in Environmental Services expense for the
Communications and Engagement	\$ 799,280	\$ 45,324	\$ 844,604	Downtown Concierge Service Pilot. Environmental Services
Community Services	\$ 332,577	\$ 21,312	\$ 353,889	expenses are increased by \$25,000 for a one-time expense
Parks Administration	\$ 654,507	\$ 7,718	\$ 662,225	to relocate dumpsters to City owned property in the
Parks	\$ 2,706,481	\$ 14,944	\$ 2,721,425	downtown square. Environmental Services is also increased
Recreation	\$ 2,879,945	\$ 15,730	\$ 2,895,675	\$15,000 for a sanitation contract consultant, \$12,000 for
Tennis Center	\$ 440,557	\$ 2,360	\$ 442,917	recycling program, as well as \$50,000 to provide Hazardous
Recreation Programs	\$ 1,236,490	\$ 3,146	\$ 1,239,636	Waste collection programming.
Garey Park	\$ 974,063	\$ 5,899	\$ 979,962	
Arts and Culture	\$ 57,857	\$ -	\$ 57,857	The next amendment increases appropriation in Inspections
Municipal Court	\$ 581,191	\$ 3,933	\$ 585,124	and Public Works by approximately \$5K each for their share
City Council	\$ 185,734	\$ -	\$ 185,734	of the annual cost of utilities at the Georgetown Municipal
City Secretary	\$ 995,328	\$ 4,719	\$ 1,000,047	Complex. Savings is already reflected in the Electric Fund,
General Government Contracts	\$ 4,770,618	\$ 4,190	\$ 4,774,808	which previously covered these costs. Public Works cost
Animal Services	\$ 1,098,443	\$ 8,258	\$ 1,106,701	center expenses are increased by \$40,000 for one-time
Streets	\$ 2,948,520	\$ 137,605	\$ 3,086,125	Right of Way cleaning. Public Works is also increased \$50K
Code Compliance	\$ 558,651	\$ 3,933	\$ 562,584	for the reimbursement of paratransit bus service.
Environmental Services	\$ 9,431,924	\$ 202,000	\$ 9,633,924	
Inspection Services	\$ 1,386,971	\$ 132,563	\$ 1,519,534	During the recent software conversion process, the Streets
Public Works	\$ 1,389,108	\$ 102,184	\$ 1,491,292	department lost a heavy equipment operator position
Total Expenses	\$ 80,033,801	\$ 1,717,937	\$ 81,751,738	count/budget in General Fund for FY2021. To account for
Ending Fund Balance	\$ 14,542,050	\$ 2,038,444	\$ 16,580,494	this position, the next amendment increases the Streets
Contingency	\$ 12,626,752		\$ 12,626,752	Department budget at a pro-rated salary of \$38,525. The
Benefit Payout Reserve	\$ 340,000	\$ -	\$ 340,000	Streets department expenses increase to recognize two
Economic Stability Reserve	\$ 1,467,563		\$ 1,467,563	additional Sign and Signal Technicians. The total cost of
Available Fund Balance	\$ 107,735	\$ 2,038,444	\$ 2,146,179	these two Sign and Signal Technicians pro-rated to start
				02/01/2021, is \$73,355.
				Revenue for sales tax is amended for an increase of \$714K,
				or 4% of the adopted budget, due to continued strong sales
				tax trends despite the COVID-19 pandemic economic
				conditions.
				Revenue for permits/development is amended for an
				increase of \$2,293,825. This is an increase of \$500,000 for
				commercial permit revenue, \$1,350,000 for residential
				permits, \$190,000 for developer applications revenue, and
				recognition a one-time MUD/MDF payment of \$253,825.
				Inspections expenses are proposed to increase \$132,563
				with the addition of two positions and associated
				operational costs. Two Inspectors will help offset the
				impact of the current workload in the department.
				Planning expenses increase to recognize two additional
				positions, a Senior Planner and a Planning Assistant. These
				positions are pro-rated anticipating a February 1, 2021 start
				date. Total increase to planning expense is \$94,630.
				Expenses are increased for salary market survey results for
				Fire, Police, Parks, Planning, Communications, Community
				Services and Public Works. Personnel expenses across
				multiple cost centers are increased a total of \$158,000 for a
				one-time merit compensation for employees. Transfers out
				to IT Fund are increased by \$3,000 for each new position
				added to the fund to cover their IT equipment and
				subscriptions (\$21K total).

Fire Operations and EMS expenses are increased by \$137,000 for one-time payments for paramedic overtime and promotions reviews. Fire Operations is increased \$56K, and Police Operations increased \$21K to move civil service public safety personnel from 80% to 100% of market.

This amendment recognizes encumbrances released into fund balance at the end of FY2020 due to projects not being able to be completed by the end of the fiscal year and re-appropriates the expenses in FY2021. These include \$40,000 for a City branding study, \$4,190 for the fiscal impact model, \$30,000 to complete the Downtown and Old Town design guidelines, and \$16,000 for mitigation plan development.

Available ending fund balance shows as \$2.1 million. It is important for Finance team and external auditors to finalize fiscal year-end 2020. The team will then come back to Council with recommendations for the available funds, such as increasing the Economic Stability Reserve or other options as allowable under fiscal and budgetary policy.

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	203 - Streets Sales Tax SRF
Beginning Fund Balance	\$ 2,386,894	\$ -	\$ 2,386,894	The amendment recognizes a 4% increase in the budget for sales tax revenue due to strong growth experienced in the past few months despite the pandemic economic conditions.
Revenues				
Sales Tax	\$ 3,977,250	\$ 158,750	\$ 4,136,000	
Total Revenues	\$ 3,977,250	\$ 158,750	\$ 4,136,000	
Expenses				
Street Maintenance	\$ 4,375,000	\$ -	\$ 4,375,000	
Total Expenses	\$ 4,375,000	\$ -	\$ 4,375,000	
Ending Fund Balance	\$ 1,989,144	\$ 158,750	\$ 2,147,894	
Arterial Reserve	\$ 750,000		\$ 750,000	
Available Fund Balance	\$ 1,239,144	\$ 158,750	\$ 1,397,894	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	201 - Tourism/CVB
Beginning Fund Balance	\$ 1,276,917	\$ 6,000	\$ 1,282,917	This amendment re-appropriates \$6,000 beginning balance and expenses for artist murals commissioned in FY2020 that were not completed. The amendment also includes \$3,500 for one-time merit compensation for employees.
Revenues			\$ -	
Current Revenues	\$ 1,050,000	\$ -	\$ 1,050,000	
Total Revenues	\$ 1,050,000	\$ -	\$ 1,050,000	
Expenses			\$ -	
Current Expenses	\$ 1,468,636	\$ 9,539	\$ 1,478,175	
Total Expenses	\$ 1,468,636	\$ 9,539	\$ 1,478,175	
Ending Fund Balance	\$ 858,281	\$ (3,539)	\$ 854,742	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	209 - PEG Fees
Beginning Fund Balance	\$ 220,957	\$ 35,867	\$ 256,824	This amendment re-appropriates construction of a video studio in the art center building that was budgeted but not able to be completed in FY2020.
Revenues				
Current Revenues	\$ 125,250	\$ -	\$ 125,250	
Total Revenues	\$ 125,250	\$ -	\$ 125,250	
Expenses				
Other Expenses	\$ 66,500	\$ 35,867	\$ 102,367	
Transfer Out - Fleet Fund	\$ 33,500	\$ -	\$ 33,500	
Total Expenses	\$ 100,000	\$ 35,867	\$ 135,867	
Ending Fund Balance	\$ 246,207	\$ -	\$ 246,207	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	<u>250 - Permitting Technology Fund</u>
Beginning Fund Balance	\$ 290,001		\$ 290,001	This amendment recognizes an increase in permit activity and the resulting increase in revenue from permit technology fee.
Revenues				
Current Revenues	\$ 105,500	\$ 80,000	\$ 185,500	
Total Revenues	\$ 105,500	\$ 80,000	\$ 185,500	
Expenses				
Current Expenses	\$ 191,700	\$ -	\$ 191,700	
Total Expenses	\$ 191,700	\$ -	\$ 191,700	
Ending Fund Balance	\$ 203,801	\$ 80,000	\$ 283,801	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	<u>271 - Abandoned Vehicles</u>
Beginning Fund Balance	\$ 2,345	\$ 9,043	\$ 11,388	This amendment re-appropriates expenses for equipment ordered in FY2020 that was not received until FY2021.
Revenues				
Current Revenues	\$ -	\$ -	\$ -	
Total Revenues	\$ -	\$ -	\$ -	
Expenses				
Current Expenses	\$ -	\$ 9,043	\$ 9,043	
Total Expenses	\$ -	\$ 9,043	\$ 9,043	
Ending Fund Balance	\$ 2,345	\$ -	\$ 2,345	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	<u>400 - Georgetown Transportation Enhancement Corp</u>
Beginning Fund Balance	\$ 13,545,669	12,476,813	\$ 26,022,482	The amendment recognizes a 4% increase in the budget for sales tax revenue due to strong growth experienced in the past few months despite the pandemic economic conditions. This amendment also re-appropriates CIP projects started but not completed by the end of fiscal year 2020 which have ongoing encumbrances and bond proceeds to be spent in FY2021.
Revenues				
Current Revenue	\$ 10,660,000	\$ -	\$ 10,660,000	
Sales Tax	\$ 7,937,500	\$ 317,500	\$ 8,255,000	
Total Revenues	\$ 18,597,500	\$ 317,500	\$ 18,915,000	
Expenses				
Current Expenses	\$ 16,803,629	\$ -	\$ 16,803,629	
CIP Projects - Roll Forward	\$ -	\$ 12,476,813	\$ 12,476,813	
Total Expenses	\$ 16,803,629	\$ 12,476,813	\$ 29,280,442	
Ending Fund Balance	\$ 15,339,540	\$ 317,500	\$ 15,657,040	
Contingency	\$ 1,984,375		\$ 1,984,375	
Debt Service Reserve	\$ 3,494,232		\$ 3,494,232	
Available Fund Balance	\$ 9,860,933	\$ 317,500	\$ 10,178,433	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	420 - Georgetown Economic Development Corp
Beginning Fund Balance	\$ 8,845,777	\$ -	\$ 8,845,777	The amendment recognizes a 4% increase in the budget for sales tax revenue due to strong growth experienced in the past few months despite the pandemic economic conditions. The next amendment reduced funds available for Economic Development Projects by \$1M and increases the Transfer Out by \$1M for the Titan project. The transfer is to the Electric Fund to cover its costs for the project.
Revenues				
Current Revenue	\$ 19,000	\$ -	\$ 19,000	
Sales Tax	\$ 1,984,375	\$ 79,375	\$ 2,063,750	
Total Revenues	\$ 2,003,375	\$ 79,375	\$ 2,082,750	
Expenses				
Other Expenses	\$ 684,355	\$ -	\$ 684,355	
Economic Development Projects	\$ 9,256,391	\$ (1,000,000)	\$ 8,256,391	
Transfer Out	\$ 200,169	\$ 1,000,000	\$ 1,200,169	
Total Expenses	\$ 10,140,915	\$ -	\$ 10,140,915	
Ending Fund Balance	\$ 708,237	\$ 79,375	\$ 787,612	
Contingency	\$ 505,468		\$ 505,468	
Debt Service Reserve	\$ 202,769		\$ 202,769	
Available Fund Balance	\$ -	\$ 79,375	\$ 79,375	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	540 - Joint Services Fund
Beginning Fund Balance	\$ 2,032,470		\$ 2,032,470	The first amendment restores \$4,000 to the Legal Department's training budget. The second amendment appropriates \$65K through Customer Care, Purchasing and Systems Engineering for their share of the annual cost of utilities to operate the Georgetown Municipal Complex facility. The savings is already reflected in the Electric Fund's budget, which was previously covering the bills for all departments in the building. The amendment also includes expenses of \$3,500 in Purchasing for an Amazon Business Prime subscription for the City. This will save shipping costs across all funds throughout the City, as well as staff time administering change orders for shipping.
Revenues				
Department Allocations	\$ 18,230,730	\$ -	\$ 18,230,730	
Total Revenues	\$ 18,230,730	\$ -	\$ 18,230,730	
Expenses				
Legal	\$ 1,040,801	\$ 7,146	\$ 1,047,947	
Customer Care	\$ 5,815,418	\$ 170,995	\$ 5,986,413	
Purchasing	\$ 957,623	\$ 44,346	\$ 1,001,969	
Systems Engineering	\$ 2,700,649	\$ 52,262	\$ 2,752,911	
Finance Administration	\$ 1,246,039	\$ 7,870	\$ 1,253,909	
Accounting	\$ 1,255,046	\$ 9,438	\$ 1,264,484	Finance Administration and Systems Engineering are increased for salary market survey results. Personnel costs are increased \$80K across multiple cost centers for a one-time merit compensation to employees. Customer care is amended \$69K for billing printing services, \$59,747 for a new FTE; Business Systems Analyst, and a transfer out to the IT Fund are increased by \$3K for the IT equipment and software subscriptions for the new position in Customer Care. Systems Engineering is increased \$25,000 for continued consulting on implementing a Transportation Impact Fee.
Organizational Development	\$ 339,650	\$ 2,360	\$ 342,010	
Conservation	\$ 803,853	\$ 2,360	\$ 806,213	
Economic Development	\$ 565,544	\$ 3,146	\$ 568,690	
Human Resources	\$ 1,493,902	\$ 8,652	\$ 1,502,554	
Citywide HR	\$ 1,219,444	\$ -	\$ 1,219,444	
Non-Dept / Transfers Out	\$ 606,999	\$ 3,000	\$ 609,999	
Total Expenses	\$ 18,044,968	\$ 311,574	\$ 18,356,542	
Ending Fund Balance	\$ 2,218,232	\$ (311,574)	\$ 1,906,658	
Contingency	\$ 2,218,232	\$ (311,574)	\$ 1,906,658	
Available Fund Balance	\$ -	\$ 0	\$ 0	The Joint Services Fund contingency reserve is reduced. The cost allocation model will have to increase rates in future years to recover the fund balance required to meet policy.

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	520 - Fleet Fund
Beginning Fund Balance	\$ 4,268,083	\$ 1,576,740	\$ 5,844,823	<p>This amendment rolls forward \$1.1 million in beginning balance and in capital equipment expense for purchases started but not completed by the end of fiscal year 2020. The next proposed amendment includes increasing Vehicle Lease Allocation Revenue and Vehicle Maintenance Expense for \$41,900 each for the maintenance of held back vehicles for the Fire Department. The second amendment is to recognize a transfer in from the General Fund for \$493K to hold in fund balance for future Fire vehicle purchases. This comes from the ESD 8 contract revenue.</p> <p>The next amendment is to recognize \$283,140 in beginning balance from insurance proceeds booked in the prior year, as well as \$129,603 of insurance proceeds revenue pending in this fiscal year, and to appropriate \$327K for repair expenses of hail damaged vehicles. The next amendment appropriates \$134K in expense to purchase replacement vehicles that were totaled in a hail storm.</p> <p>The next amendment is to recognize \$179,738 of beginning fund balance for insurance proceeds posted in the prior year, FY2020, for the 2 totaled electric trucks. There is also a transfer in of \$81K from Electric Fund for bond proceeds to cover the remaining cost of replacing the 2 totaled electric trucks and a transfer in of \$22,875 to cover the remaining cost of two trailers that were approved in the budget process. Vehicle purchases expense is increased to buy the new replacements for these 2 units.</p> <p>There is also an amendment to recognize \$180K of revenue transfer in from other funds, and \$180K of expenses to purchase the 2 vehicles to support the new Inspector position and the new Sign and Signal positions added to the General Fund in this amendment.</p> <p>Finally, personnel costs are increased \$7,865 for one-time merit compensation for employees.</p>
Revenues				
Other Revenues	\$ 5,217,079	\$ -	\$ 5,217,079	
Vehicle Lease Allocation	\$ 1,909,346	(339,217)	\$ 1,570,129	
Insurance Proceeds	\$ -	\$ 128,602	\$ 128,602	
Transfers In - GCP	\$ -	\$ 180,000	\$ 180,000	
Transfers In - General Fund	\$ -	\$ 493,191	\$ 493,191	
Transfers In - Electric	\$ 274,500	\$ 475,875	\$ 750,375	
Total Revenues	\$ 7,400,925	\$ 938,451	\$ 8,339,376	
Expenses				
Vehicle Purchases - New Replacements	\$ -	\$ 154,757	\$ 154,757	
Vehicle Purchases - New Vehicles	\$ -	\$ 202,875	\$ 202,875	
Vehicle Body Repair	\$ -	\$ 327,141	\$ 327,141	
Vehicle Maintenance	\$ 558,280	\$ 45,400	\$ 603,680	
Other Expenses	\$ 6,848,668	\$ 7,865	\$ 6,856,533	
Capital Equipment - Roll Forward	\$ -	\$ 1,113,863	\$ 1,113,863	
Total Expenses	\$ 7,406,948	\$ 1,851,901	\$ 9,258,849	
Ending Fund Balance	\$ 4,262,060	\$ 663,290	\$ 4,925,350	
Contingency	\$ 519,976		\$ 519,976	
Non Operating Reserve	\$ 1,425,000	\$ 439,191	\$ 1,864,191	
Available Fund Balance	\$ 2,317,084	\$ 224,099	\$ 2,541,183	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	500 - Facilities
Beginning Fund Balance	\$ 2,050,773	\$ 128,619	\$ 2,179,392	<p>Expenses are amended for salary market survey results, as well as for one-time merit compensation for employees. This also re-appropriates \$128K of funds for HVAC-maintenance projects not completed in FY2020.</p>
Revenues				
Current Revenues	\$ 3,740,380	\$ -	\$ 3,740,380	
Total Revenues	\$ 3,740,380	\$ -	\$ 3,740,380	
Expenses				
Current Expenses	\$ 3,976,296	\$ 137,195	\$ 4,113,491	
Total Expenses	\$ 3,976,296	\$ 137,195	\$ 4,113,491	
Ending Fund Balance	\$ 1,814,857	\$ (8,576)	\$ 1,806,281	
Contingency Reserve	\$ 473,982		\$ 473,982	
Capital Reserve	\$ 1,340,875	\$ (8,576)	\$ 1,332,299	
Available Fund Balance	\$ -	\$ 0	\$ 0	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	350 - Georgetown Village PID
Beginning Fund Balance	\$ 394,229	\$ 190,368	\$ 584,597	This amendment re-appropriates expenses for sidewalk maintenance and park improvements not completed in FY2020.
Revenues			\$ -	
Current Revenues	\$ 456,100	\$ -	\$ 456,100	
Total Revenues	\$ 456,100	\$ -	\$ 456,100	
Expenses				
Current Expenses	\$ 311,018	\$ 190,368	\$ 501,386	
Total Expenses	\$ 311,018	\$ 190,368	\$ 501,386	
Ending Fund Balance	\$ 539,311	\$ -	\$ 539,311	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	365 - Rivery Rivery Tax Increment Reinvestment Zone
Beginning Fund Balance	\$ 433,375	\$ -	\$ 433,375	This fund is increasing appropriation by \$5,000 for expenditures for an economic feasibility study for the TIRZ as previously approved by Council. The fund will need to rebuild the debt service reserve in future years.
Revenues				
Current Revenues	\$ 794,742	\$ -	\$ 794,742	
Total Revenues	\$ 794,742	\$ -	\$ 794,742	
Expenses				
Current Expenses	\$ 623,368	\$ 5,000	\$ 628,368	
Total Expenses	\$ 623,368	\$ 5,000	\$ 628,368	
Ending Fund Balance	\$ 604,749	\$ (5,000)	\$ 599,749	
Debt Service Reserve	\$ 610,820	\$ (11,071)	\$ 599,749	
Available Fund Balance	\$ (6,071)	\$ 6,071	\$ -	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	362 - Downtown Tax Increment Reinvestment Zone
Beginning Fund Balance	\$ 337,828	\$ 155,760	\$ 493,588	This amendment recognizes savings in the fund in FY2020 and rolls forward \$100,000 of available beginning balance. It then appropriates a transfer out to the General Fund of \$100K to cover the cost of a one-year pilot program for concierge garbage and recycling services in the defined downtown area as previously approved by Council. This also re-appropriates the remaining landscaping design contract for City Center of \$55,760.
Revenues				
Current Revenues	\$ 346,580	\$ -	\$ 346,580	
Total Revenues	\$ 346,580	\$ -	\$ 346,580	
Expenses				
Current Expenses	\$ 600,000	\$ 55,760	\$ 655,760	
Transfer Out - General Fund	\$ -	\$ 100,000	\$ 100,000	
Total Expenses	\$ 600,000	\$ 155,760	\$ 755,760	
Ending Fund Balance	\$ 84,408	\$ -	\$ 84,408	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	570 - Information Technology Fund
Beginning Fund Balance	\$ 1,725,215	\$ -	\$ 1,725,215	Revenue from Transfers In and Expenses for IT equipment and software are each increased by \$27,000 for the 9 new positions added in the General, Joint and Water funds in the amendment. Personnel expenses are increased \$25K for the one-time merit compensation, and Reserve for capital is reduced by the same amount.
Revenues				
Current Revenues	\$ 9,622,591	\$ -	\$ 9,622,591	
Transfer In	\$ 54,000	\$ 27,000	\$ 81,000	
Total Revenues	\$ 9,676,591	\$ 27,000	\$ 9,703,591	
Expenses				
Current Expenses	\$ 9,179,384	\$ 25,168	\$ 9,204,552	
Computer Hardware	\$ 808,542	\$ 27,000	\$ 835,542	
Total Expenses	\$ 9,987,926	\$ 52,168	\$ 10,040,094	
Ending Fund Balance	\$ 1,413,880	\$ (25,169)	\$ 1,388,712	
Contingency	\$ 1,053,449	\$ -	\$ 1,053,449	
Reserve for Capital	\$ 360,431	\$ (25,169)	\$ 335,263	
Available Fund Balance	\$ -	\$ -	\$ -	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	600 - Airport Fund
Beginning Fund Balance	\$ 1,219,047	\$ 209,067	\$ 1,428,114	This amendment re-appropriates ongoing construction 10% match costs associated with TXDOT Aviation grants. Legal expenses are increased \$95,000 for rate review. Personnel expenses are increased for a one-time merit compensation to employees. Additional appropriation of \$70K is needed for equipment from ACTC Communication CAREs.
Revenues				
Current Revenues	\$ 4,156,500	\$ -	\$ 4,156,500	
Total Revenues	\$ 4,156,500	\$ -	\$ 4,156,500	
Expenses				
Current Expenses	\$ 4,452,051	\$ 378,393	\$ 4,830,444	
Total Expenses	\$ 4,452,051	\$ 378,393	\$ 4,830,444	
Ending Fund Balance	\$ 923,496	\$ (169,326)	\$ 754,170	
Contingency	\$ 332,917	\$ -	\$ 332,917	
Reserve for Debt service	\$ 141,478	\$ -	\$ 141,478	
Available Fund Balance	\$ 449,101	\$ (169,326)	\$ 279,775	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	610 - Electric
Beginning Fund Balance	\$ 18,892,253	\$ 810,452	\$ 19,702,705	<p>Several amendments are proposed for the Electric Fund in a continued effort to improve the fund's financial position and to benefit electric customers. First, \$800K of beginning fund balance and \$1.2 million of CIP expense are rolling forward from FY2020. These funds are to complete multi-year projects and to continue to use available bond proceeds. Electric Charges revenue budget is reduced by \$5 million for the 1 cent reduction in the Power Cost Adjustment. The Non-Operating Reserve is lowered but still within bounds of financial policy.</p> <p>Expenses for salary and benefits are reduced by \$500K in Electric Engineering and by \$1.5M in Transmission and Distribution cost centers. These labor costs will be capitalized to the Capital Improvement Projects. The Transmission and Distribution operations budget for replacement meters is reduced by \$130,000.</p> <p>Bond Proceed revenue is increased by \$372,000 for the purpose of debt-funding vehicles on the replacement schedule, and the funds are transferred out to Fleet Fund where the units are purchased. Proceeds are further increased \$81,000 for totaled vehicles needing replacement that were not on the planned schedule. Insurance proceeds do not cover the full replacement cost. There is a corresponding increase in Transfer Out to Fleet Fund where vehicles are purchased on behalf of Electric. The Fleet Lease Allocation expense is reduced \$396,617 as part of the transition to debt-funding replacement vehicles. The reduction is spread across 5 cost centers. Debt payments will increase for Electric in subsequent fiscal years, but the debt coverage ratio will be affected minimally.</p> <p>Bond Proceed revenue and Capital Improvement Project Expense are both increased by \$100,000 for consulting engineer services. There is also a \$200K increase in bond proceed revenue and CIP expense for the upgrade of the GeoDigital software. The next amendment includes revenue from Transfer - In from GEDCO for \$1 million, and increase to CIP Expense of \$1 million, both for the Titan economic development project approved by Council.</p> <p>Electric Administration costs are increased for the market salary study. Personnel expenses are increased \$50K throughout the cost centers for a one-time merit compensation for employees.</p> <p>Finally, the Reserve for Bond proceeds is increased by \$2.2 million to pay off the remaining debt services on the transformer assets sold to LCRA. The original \$1.2 million was an estimate, and since the sale is completed the assets were finalized.</p>
Revenues				
Other Revenues	\$ 6,131,560	\$ -	\$ 6,131,560	
Electric Charges	\$ 83,982,278	\$ (5,000,000)	\$ 78,982,278	
Bond Proceeds	\$ 5,648,625	\$ 1,000,000	\$ 6,648,625	
Transfers In	\$ 379,308	\$ 1,000,000	\$ 1,379,308	
Total Revenues	\$ 96,141,771	\$ (3,000,000)	\$ 93,141,771	
Expenses				
Non-Dept / Debt Service	\$ 4,152,805	\$ -	\$ 4,152,805	
Non-Dept / Transfer Out	\$ 4,756,000	\$ -	\$ 4,756,000	
Transfer Out - Fleet Fund	\$ 274,500	\$ 475,875	\$ 750,375	
Capital Improvement Projects - Current	\$ 5,351,250	\$ 1,547,000	\$ 6,898,250	
CIP Projects - Roll Forward	\$ -	\$ 1,267,893	\$ 1,267,893	
Electric Technical Services	\$ 722,419	\$ (10,654)	\$ 711,765	
Electric Administration	\$ 9,026,647	\$ (288,598)	\$ 8,738,050	
Metering Services	\$ 2,042,512	\$ (33,133)	\$ 2,009,379	
Electric Resource Management	\$ 60,332,820	\$ 1,573	\$ 60,334,393	
Electric Engineering - Operations	\$ 1,151,223	\$ (514,354)	\$ 636,869	
Transmission and Distribution - Operations	\$ 4,527,761	\$ (1,478,765)	\$ 3,048,997	
Electric Systems Operations	\$ 1,584,011	\$ (135,109)	\$ 1,448,903	
Total Expenses	\$ 93,921,948	\$ 831,729	\$ 94,753,677	
Ending Fund Balance	\$ 21,112,076	\$ (3,021,277)	\$ 18,090,799	
Contingency	\$ 4,018,754		\$ 4,018,754	
Non Operating Reserve	\$ 15,847,362	\$ (5,252,363)	\$ 10,594,999	
Reserved Bond Proceeds	\$ 1,245,960	\$ 2,231,086	\$ 3,477,046	
Available Fund Balance	\$ -	\$ (0)	\$ (0)	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	640 - Stormwater Fund
Beginning Fund Balance	\$ 1,617,677	\$ 722,749	\$ 2,340,426	This fund is amended to recognize it's share of the annual cost of utilities at the Georgetown Municipal Complex. Savings in the Electric Fund is already accounted. The amendment reduces bond proceeds revenue of \$500,000. Available proceeds will be used for existing projects. This amendment also re-appropriates \$722K of beginning balance and CIP expense for projects started but not completed by the end of fiscal year 2020. Personnel costs are increased \$6,300 for a one-time merit compensation to employees.
Revenues				
Current Revenues	\$ 4,351,000	\$ -	\$ 4,351,000	
Bond Proceeds		\$ (500,000)	\$ (500,000)	
Total Revenues	\$ 4,351,000	\$ (500,000)	\$ 3,851,000	
Expenses				
Current Expenses	\$ 4,368,436	\$ 11,058	\$ 4,379,494	
CIP Projects - Roll Forward		\$ 722,749	\$ 722,749	
Total Expenses	\$ 4,368,436	\$ 733,807	\$ 5,102,243	
Ending Fund Balance	\$ 1,600,241	\$ (511,058)	\$ 1,089,183	
Contingency	\$ 389,470		\$ 389,470	
Reserve for Debt service	\$ 480,662		\$ 480,662	
Available Fund Balance	\$ 730,109	\$ (511,058)	\$ 219,051	

	2021 Approved Budget	Impact of This Action/CAFR Adjustment	2021 Amended Budget	660 - Water Fund
Beginning Fund Balance	\$ 31,137,205	\$ 84,374,613	\$ 115,511,818	The amendment recognizes the fund's share of utility costs at the Georgetown Municipal Complex facility. Savings are already accounted in the Electric Fund. Water Administration is amended to add an additional FTE, an Operations Engineer. This position is an additional \$93,750 plus an increase in the transfer out to IT by \$3,000 for the new position's cost of equipment and software. Personnel costs are increased by \$50K for one-time merit compensation for employees. This amendment rolls forward \$86.2 million in capital project expense for numerous projects that span multiple years and were not completed in FY2020. The beginning balance roll forward is \$2 million less because some of the available funds are already in the approved beginning balance.
Revenues				
Current Revenues	\$ 88,324,750	\$ -	\$ 88,324,750	
Total Revenues	\$ 88,324,750	\$ -	\$ 88,324,750	
Expenses				
Other Expenses	\$ 58,565,258	\$ 53,336	\$ 58,618,594	
Water Administration	\$ 26,277,319	\$ 105,714	\$ 26,383,033	
CIP Projects - Roll Forward		\$ 86,254,949	\$ 86,254,949	
Total Expenses	\$ 84,842,577	\$ 86,413,999	\$ 171,256,576	
Ending Fund Balance	\$ 34,619,378	\$ (2,039,386)	\$ 32,579,992	
Contingency	\$ 9,127,742		\$ 9,127,742	
Non-Operating Reserve	\$ 10,000,000		\$ 10,000,000	
Available Fund Balance	\$ 15,491,636	\$ (2,039,386)	\$ 13,452,250	

TOTAL CHANGE IN EXPENSE APPROPRIATION	\$	140,920,264	
POSITION CONTROL SCHEDULE - FTE	775.50	1.00	Heavy Equipment Operator, General Fund - Streets
		2.00	Sign and Signal Tech, General Fund - Streets
		2.00	Building Inspector, General Fund - Inspections
		1.00	Senior Planner, General Fund - Planning
		1.00	Planning Assistant, General Fund - Planning
		1.00	Business Systems Analyst, Joint Services Fund - Customer Ca
		1.00	Engineer, Water Fund - Water Admin
		9.00	784.50

Exhibit B - CIP Roll Forward Detail by Fund, Cost Center, and Project Name

CIP Roll Forward Budgets	FY2021 Roll Forward
120	
CC0211	
ADA FACILITIES	650,000.00
GAREY PARK	254,873.68
KATY CROSSING TRAIL	17,779.82
NEIGHBORHOOD PARK DEV	72,077.86
SAN GABRIEL PARK IMPR	115,403.70
TRAIL DEVELOPMENT	268,341.14
CC0211 Total	1,378,476.20
CC0302	
ERP PROJECT	769,466.14
CC0302 Total	769,466.14
CC0319	
HVAC REPLACEMENT	700,000.00
CC0319 Total	700,000.00
CC0402	
FIRE SCBA	290,000.00
PUBLIC SAFETY EQUIP(CARDIAC MONITORS)	225,000.00
CC0402 Total	515,000.00
CC0526	
SW BYPASS/WOLF RANCH	1,754,588.49
CC0526 Total	1,754,588.49
CC0533	
TRANSFER STATION/LAND	5,089,556.00
CC0533 Total	5,089,556.00
CC0602	
DOWNTOWN LANDSCAPING & PUBLIC ART	50,960.00
DOWNTOWN PARKING EXPA	21,058.50
DOWNTOWN PARKING GARA	297,205.00
DOWNTOWN WEST SIGNAGE	125,000.00
EOC SIREN SYSTEM	15,525.00
FIRE STATION 6	287,109.29
FIRE STATION 7	718,072.67
FUEL STATION	1,100,000.00
GMC REMODEL	250,000.00

CC0602 Total	2,864,930.46
CC0702	
DIGITAL MOBILE VIDEO (Body Cameras)	62,588.06
CC0702 Total	62,588.06
CC0802	
AUSTIN AVE. (SH29-FM2243)	47,984.33
AUSTIN AVENUE BRIDGE	12,629.64
DOWNTOWN SIDEWALK	1,103,959.47
FM 1460	948,981.68
INTERSECTION IMPROVEM	1,157,907.80
LEANDER RD(SW BYPASS)	6,459,279.40
SE INNER LOOP ROCKRIDE	115,000.00
SHELL ROAD SIDEWALK	26,070.00
SOUTHWESTERN BLVD	3,586,323.00
WESTINGHOUSE/SCENIC TRAFFI	568,050.50
CC0802 Total	14,026,185.82
CC0846	
FM 971	3,832,302.51
NORTHWEST BLVD BRIDGE	4,185,787.00
SOUTHEAST INNER LOOP	315,290.34
CC0846 Total	8,333,379.85
120 Total	35,494,171.02
402	
CC0500	
FM971/Fontana	48,657.00
Rabbit Hill Rd	4,386,209.19
Rivery Ext (Williams Dr)	251,122.79
SE Inner Loop Widening	6,250,000.00
SH29	1,540,824.30
CC0500 Total	12,476,813.28
402 Total	12,476,813.28
520	
CC0320	
Fire Vehicles	755,828.54
Police Vehicles	178,714.81
Vehicles	179,319.00
CC0320 Total	1,113,862.35
520 Total	1,113,862.35

612	
CC0557	
DB Wood	1,611.60
IH35 Mobility Project	28,822.00
New Development	1,237,180.00
Shell Rd Feeders	279.00
CC0557 Total	1,267,892.60
612 Total	1,267,892.60
642	
CC0845	
18th and Hutto Drainage	158,824.00
Curb & Gutter	263,925.00
Drainage Improvements	300,000.00
CC0845 Total	722,749.00
642 Total	722,749.00
662	
CC0526	
BERRY CREEK INTER (BC 4	25,777,976.45
CEDAR BREAKS	236,730.00
CR 255 (WD14-2)	1,817,359.45
DB WOOD/ PASTOR 24 DEDI	2,420,841.74
EARZ	2,337,127.05
GATLIN/TERA VISTA IMPRO	450,000.00
LEANDER INTERCONNECT	192,037.76
LIFT STATION UPGRADE	1,173,592.50
LWTP RAW WATER INTAKE	16,300,816.77
MISC LINE UPGRADES	410,263.35
PARK LIFT STATION & FOR	2,981,038.94
PARK WTP CLEARWELL	992,279.00
PUMPS & STORAGE	1,000,000.00
RABBIT HILL WATERLINE	1,050,000.00
RONALD REAGAN/DANIELS M	201,410.56
ROUND ROCK SUPPLY LINE	989,063.00
SAN GABRIEL BELT PRESS	261,449.70
SAN GABRIEL INTER SGI-2	4,375,055.00
SAN GABRIEL WWTP	1,240,262.43
SHELL ROAD WATER LINE	6,111,101.00
SOUTHLAKE WTP	8,308,615.40
SW BYPASS WATER H24-1	339,689.00
TANK REHABILITATION	1,931,687.78
WATER MAINS	1,173,749.15
WEST LOOP (H-1A)	1,671,614.86
WW INTERCEPTORS	608,431.00

WWTP UPGRADE/EXP	1,150,000.30
CC0526 Total	85,502,192.19
CC0527	
AMI SYSTEM	750,000.00
CC0527 Total	750,000.00
CC0529	
PLANT UPGRADE	2,756.72
CC0529 Total	2,756.72
662 Total	86,254,948.91
Grand Total	137,330,437.16

Exhibit C - Position Control Schedule

Exhibit C:						
Position Control	FY2018	FY2019	FY2020	FY2021 Adopted Budget	FY2021 CIP Amendment	FY2021 Amended Budget
100 General Fund						
CC0107 Planning	12.00	13.00	13.00	13.00	2.00	15.00
CC0202 Parks Administration	2.00	2.00	2.00	2.00		2.00
CC0210 Library	23.50	23.50	23.50	23.50		23.50
CC0211 Parks	20.00	21.00	20.00	20.00		20.00
CC0212 Recreation	21.00	21.00	22.00	22.00		22.00
CC0213 Tennis Center	3.50	3.50	3.50	3.50		3.50
CC0214 Recreation Programs	5.00	5.00	5.00	5.00		5.00
CC0215 Garey Park	7.50	7.50	7.50	7.50		7.50
CC0218 Arts and Culture	0.50	0.50	0.50	0.50		0.50
CC0316 Municipal Court	6.50	6.50	6.50	6.50		6.50
CC0402 Fire Support Services/Administration	14.00	15.00	15.00	15.00		15.00
CC0422 Fire Emergency Services	87.50	106.00	106.00	112.00		112.00
CC0448 EMS	-	23.00	23.00	23.00		23.00
CC0536 Inspection Services	14.00	15.00	15.00	15.00	2.00	17.00
CC0602 Administrative Services	9.00	9.00	12.00	11.00		11.00
CC0605 Community Services	-	-	2.00	2.00		2.00
CC0635 City Secretary Services	6.00	6.00	6.00	6.00		6.00
CC0655 Communications/Public Engagement	3.00	3.00	4.00	5.00		5.00
CC0702 Police Administration	4.00	4.00	4.00	4.00		4.00
CC0742 Police Operations	109.50	110.50	116.50	118.50		118.50
CC0744 Animal Services	10.50	11.50	11.50	12.00		12.00
CC0745 Code Compliance	5.00	5.00	6.00	6.00		6.00
CC0802 Public Works	4.00	4.00	5.00	5.00		5.00
CC0846 Streets	19.75	19.75	19.00	19.00	3.00	22.00
100 General Fund Total	387.75	435.25	448.50	457.00	7.00	464.00
201 Tourism						
CC0208 CVB	4.50	4.50	5.00	5.00		5.00
201 Tourism Total	4.50	4.50	5.00	5.00		5.00
244 Paramedic Fund						
CC0448 EMS	22.50	-	-	-		-
244 Paramedic Fund Total	22.50	-	-	-		-
500 Facilities Maintenance Fund						
CC0319 Facilities	6.00	6.00	6.00	7.00		7.00
500 Facilities Maintenance Fund Total	6.00	6.00	6.00	7.00		7.00
520 Fleet Services Fund						
CC0320 Fleet	9.00	10.00	10.00	10.00		10.00
520 Fleet Services Fund Total	9.00	10.00	10.00	10.00		10.00
540 Joint Service Fund						
CC0302 Finance Administration	6.00	6.00	6.00	6.00		6.00
CC0315 Accounting	11.00	11.00	12.00	12.00		12.00
CC0317 Purchasing	8.00	8.00	9.00	9.00		9.00
CC0321 Customer Care	24.00	24.00	25.00	26.00	1.00	27.00
CC0502 Georgetown Utility Administration	10.00	9.00	-	-		-
CC0503 Organizational and Operational Excellence	-	2.00	3.00	3.00		3.00
CC0526 Systems Engineering	18.00	19.00	20.00	21.00		21.00
CC0534 Conservation	5.00	4.00	4.00	3.00		3.00
CC0547 Business System Services	10.00	10.00	10.00	-		-
CC0637 Economic Development	4.00	4.00	4.00	4.00		4.00
CC0639 Human Resources	8.00	8.00	12.00	12.00		12.00
CC0654 Legal	5.00	5.00	5.00	5.00		5.00
540 Joint Service Fund Total	109.00	110.00	110.00	101.00	1.00	102.00
570 Information Technology Fund						
CC0652 IT Infrastructure	22.50	25.00	25.00	11.00		11.00
CC0662 Applications	-	-	-	13.00		13.00
CC0672 Fiber	-	-	-	2.00		2.00
CC0682 IT Administration	-	-	-	8.00		8.00
CC0692 IT Public Safety	-	-	-	4.00		4.00
570 Information Technology Fund Total	22.50	25.00	25.00	38.00		38.00
600 Airport Operations						
CC0636 Airport	5.50	6.00	6.00	6.00		6.00
600 Airport Operations Total	5.50	6.00	6.00	6.00		6.00
610 Electric Services						
CC0521 Electric Technical Services	5.00	5.00	5.00	4.00		4.00
CC0522 Electric Administration	-	-	3.00	4.00		4.00
CC0524 Metering Services	12.00	12.00	12.00	11.00		11.00
CC0525 T&D Services	33.00	33.00	33.00	33.00		33.00

Exhibit C:						
Position Control	FY2018	FY2019	FY2020	FY2021 Adopted Budget	FY2021 CIP Amendment	FY2021 Amended Budget
CC0537 Electric Resource Management	3.00	3.00	-	-		-
CC0555 Electric Systems Operations	16.50	16.50	14.00	16.00		16.00
CC0557 Electrical Engineering	7.00	7.00	7.00	8.00		8.00
610 Electric Services Total	76.50	76.50	74.00	76.00		76.00
640 Stormwater Services						
CC0845 Stormwater	8.50	8.50	8.50	8.50		8.50
640 Stormwater Services Total	8.50	8.50	8.50	8.50		8.50
660 Water Services						
CC0527 Water Services Administration	0.50	1.00	3.00	4.00	1.00	5.00
CC0529 Water Plant Management	8.00	9.00	9.00	9.00		9.00
CC0531 Wastewater Plant Management	7.00	7.00	7.00	7.00		7.00
CC0553 Water Operations	43.00	47.00	48.00	47.00		47.00
660 Water Services Total	58.50	64.00	67.00	67.00	1.00	68.00
Grand Total	710.25	745.75	760.00	775.50	9.00	784.50

City of Georgetown, Texas
City Council Workshop
January 12, 2021

SUBJECT:

Presentation and discussion regarding Charter Review Committee appointment process and potential Charter amendments -- Skye Masson, City Attorney and David Morgan, City Manager

ITEM SUMMARY:

Working with the City Manager's office, the City Attorney's office has prepared an overview of the legal requirements for amending the charter, background on previous charter review process, overview of contents of the Charter and potential list of charter amendments as discussed with the City Council at the August 25, 2020 Council meeting.

FINANCIAL IMPACT:

NA

SUBMITTED BY:

Mayra Cantu on behalf of Skye Masson, City Attorney

ATTACHMENTS:

Charter Review Presentation

Charter Review

Presented by City Attorney Skye Masson
January 12, 2021

Amending the Charter

- An election to amend the Charter can be held no more than every two (2) years.
- The City Council approves the submittal of charter amendments to the voters.
- Voters approve or reject each proposed amendment on a uniform election date.
- In Georgetown, the usual practice has included a charter review committee to review the charter and proposed amendments and make recommendation to the City Council.

Recent Georgetown Charter Review Processes

May of 2003 - 13 charter amendments were approved by voters. In 2001, the City Council appointed a Charter Review Committee that worked with the Council and Staff to review the Charter and make recommendations on amendments.

2012 - the City's Legal Department led a review committee. After a thorough review, the Council decided not to have a Charter Election and the work was put on hold.

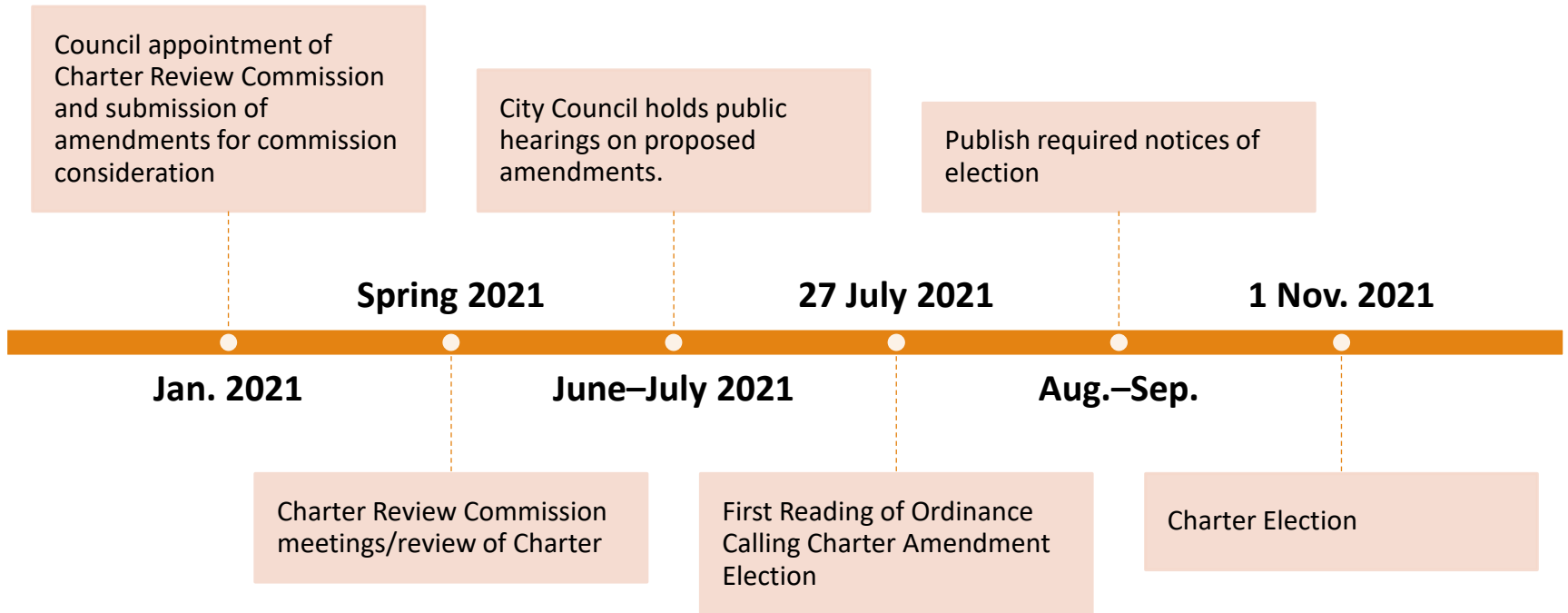
Establishing a Charter Review Committee

Council is responsible for creating the Charter Review Committee. Historically each Councilmember and the Mayor appointed a committee member.

Other considerations when establishing a Charter Review Committee:

- Identifying issues for review by Charter Committee
- City Staff assistance and coordination of committee
- City Attorney role in drafting amendment language
- Deadline for receiving recommendations from Committee





Schedule for a November 2021 Election

City Charter Articles

1. Incorporation, Form of Government and Powers

- Council-Manager Government
- Control of Streets
- Annexation
- Planning Powers

2. The Council

- Qualifications
- Vacancies
- Enacting legislation
- Boards and Commissions
- Renumeration

City Charter Articles

3. Elections

- Regulation of elections
- Filing of candidates
- Special elections

4. Initiative, Referendum, and Recall

- Power of initiative and referendum
- Forms of petitions
- Recall

City Charter Articles

5. Administrative Organization

- City Manager
- City Attorney
- Municipal
- Administrative structure

6. Finance

- Budget
- Appropriations
- Bonds

City Charter Articles

- 7. Taxation
 - Taxation powers
 - Tax payments and tax liens
- 8. Franchise and Public Utility
 - Franchise powers of the City
 - Regulation of franchises and rates
- 9. General Provisions
 - Catch all provisions
 - Ethics, nepotism, records, notice of claims

Potential Charter Amendments

Section 2.01 Number, Selection and Term of Office

- Term Limits (Council Directed)– Consider 3 term limit for Mayor and Council members
- Clean up language on definition of Council (City Attorney) – clarify for purposes of voting

Section 2.02 Qualifications

- Change language to match State law requirements (City Attorney)- change residence and age requirements to match state law

Section 2.03 Vacancies

- Vacancies (Council Directed)– Consider change to allow Council to fill vacancies with less than 12 months left in term

Potential Charter Amendments

Section 2.09 Rules of Procedure

- Clarification on votes to pass legislation (City Attorney)—clarify whether majority of all members or majority of members present required

Section 2.10 Procedure to Enact Legislation

- Ordinance approval process (Council Directed)— consider change to requirements for second reading or reading of caption at second reading.

Section 8.03 Franchise; power of the City Council

- Publication requirement (Staff Identified)- consider removing requirement to publish full text of franchise ordinances

Next Steps

1. January 26th Meeting—Appointment of Charter Review committee members
2. January 26th Meeting—Final List of Potential Charter amendments to send to committee
3. February 2021—Start Charter Review Committee meetings