

PUBLIC NOTICE

AGENDA

SPECIAL JOINT MEETING

**LOCKHART CITY COUNCIL
and
PLANNING AND ZONING COMMISSION**

DECEMBER 13, 2022

**CLARK LIBRARY ANNEX-COUNCIL CHAMBERS
217 SOUTH MAIN STREET, 3rd FLOOR
LOCKHART, TEXAS**

6:30 P.M.

1. CALL TO ORDER

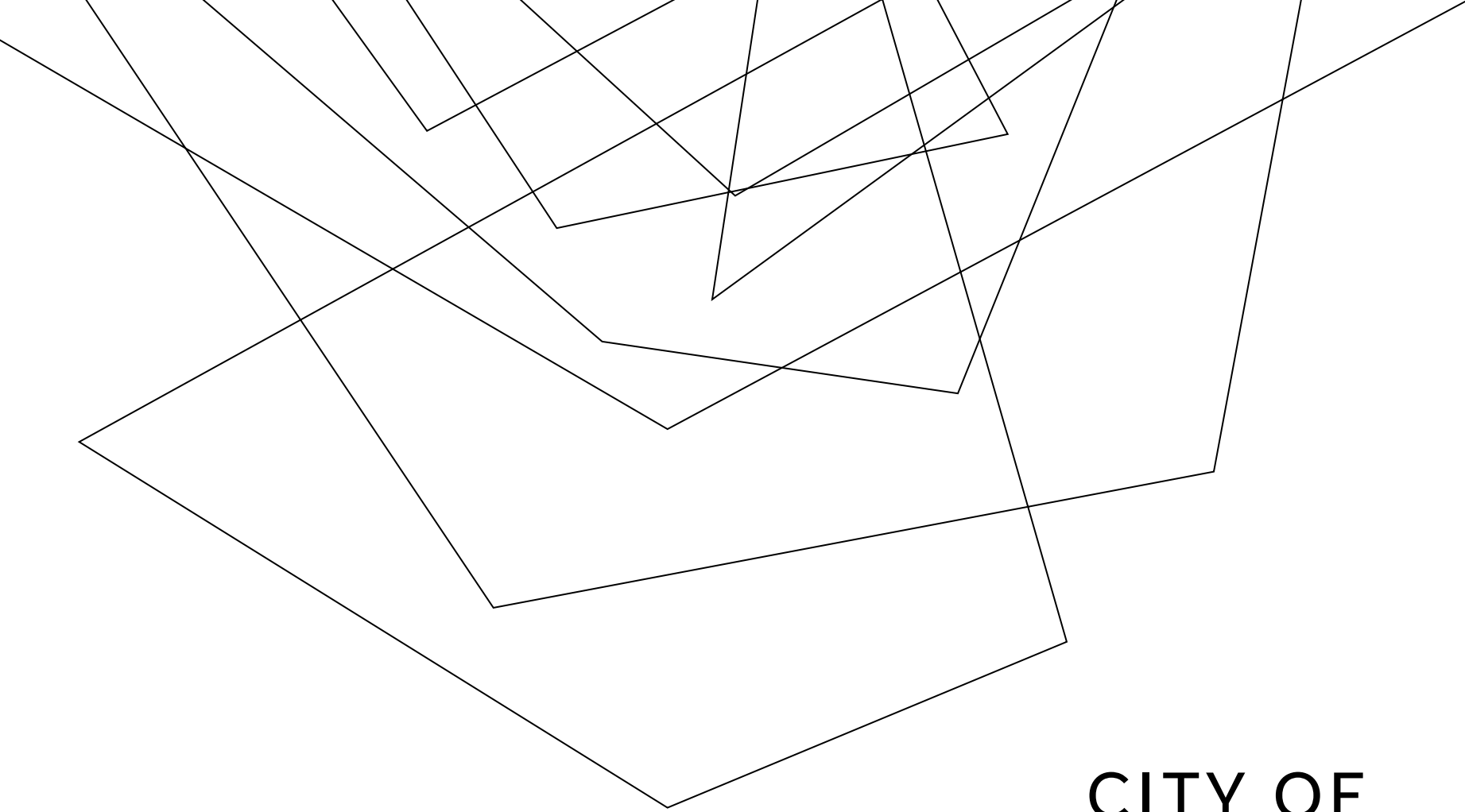
Mayor Lew White

2. DISCUSSION AND/OR ACTION

- A. Presentation by Texas Department of Transportation relative to State Highway projects.
- B. Discussion by city staff and TRC concerning City utilities, planning and capital improvements.

3. ADJOURNMENT

Posted on the bulletin board in the Municipal Building, 308 West San Antonio Street, Lockhart, Texas, on the 9th day of December, 2022 at 4:15 p.m.



CITY OF LOCKHART

Growth Planning Workshop – Infrastructure and Capacity

AGENDA

Introduction

Presentation by TxDOT- TIA, Short/Long Plans, and Project Considerations

Future Thoroughfare Planning

Projected Growth Trends

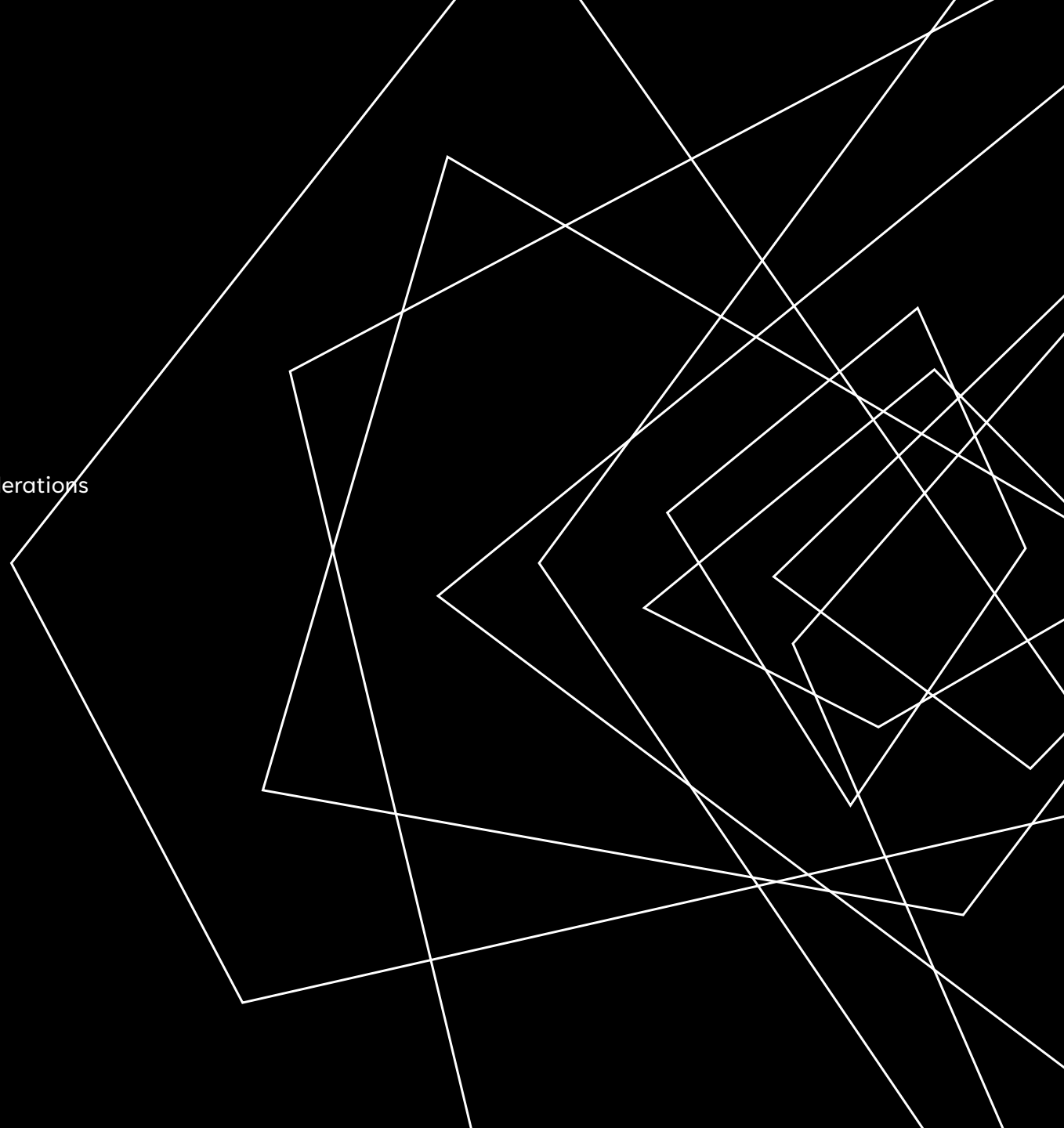
Utility Service Areas

Regulatory Agencies, Expansion Triggers and Milestones

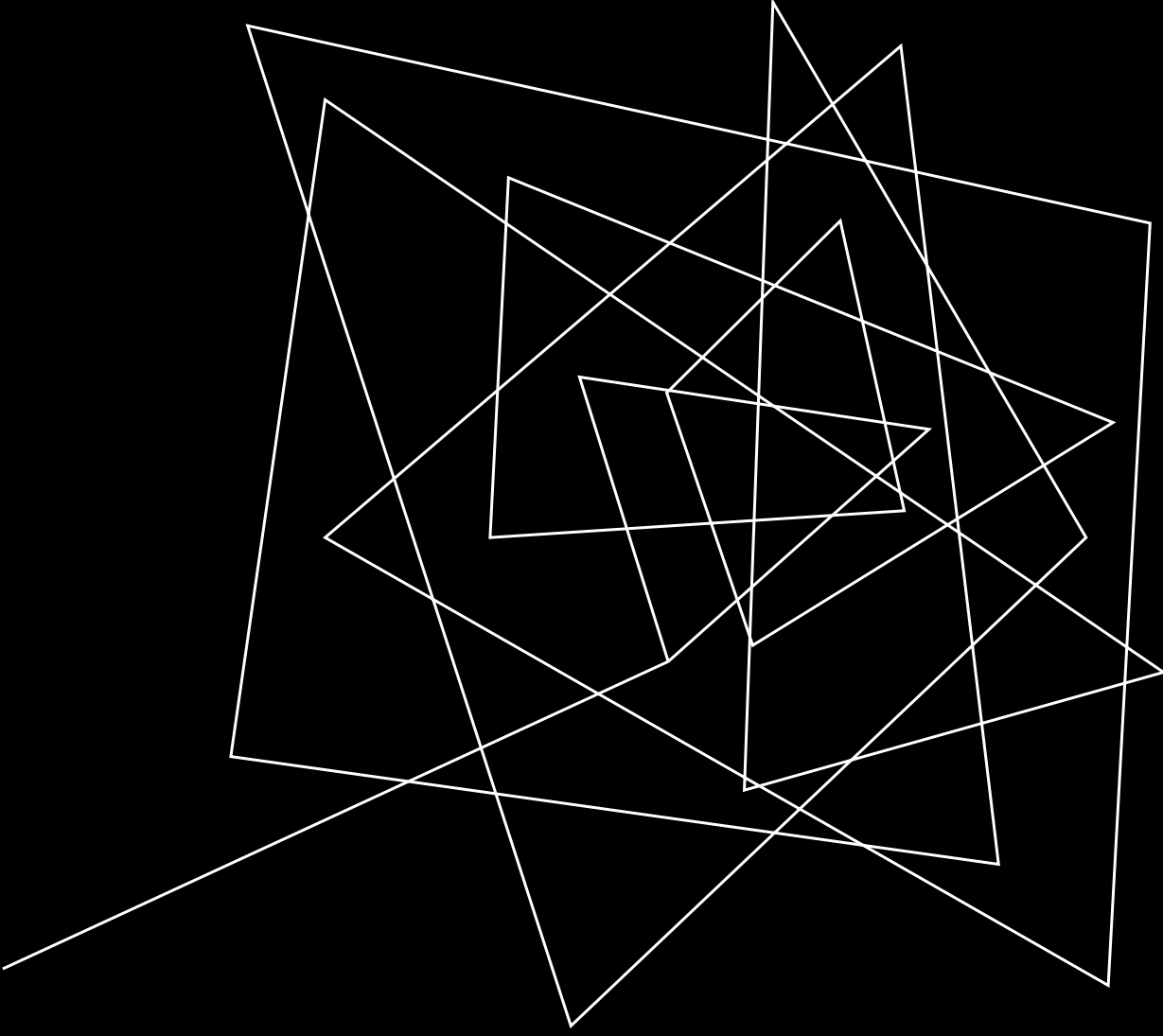
Existing Utility Capacities

Impact Fees

Workshop #2



INTRODUCTION



PRESENTATION BY TXDOT: TIA, SHORT/LONG TERM PLANS, PROJECT CONSIDERATIONS

Guest Include:

- Diana Schulze, P.E. / Area Engineer
- Tanli Sun, P.E., MBA / Assistant Area Engineer
- Margaret Lake, P.E. / Transportation Engineer



Texas Department of Transportation

Lockhart Growth Meeting

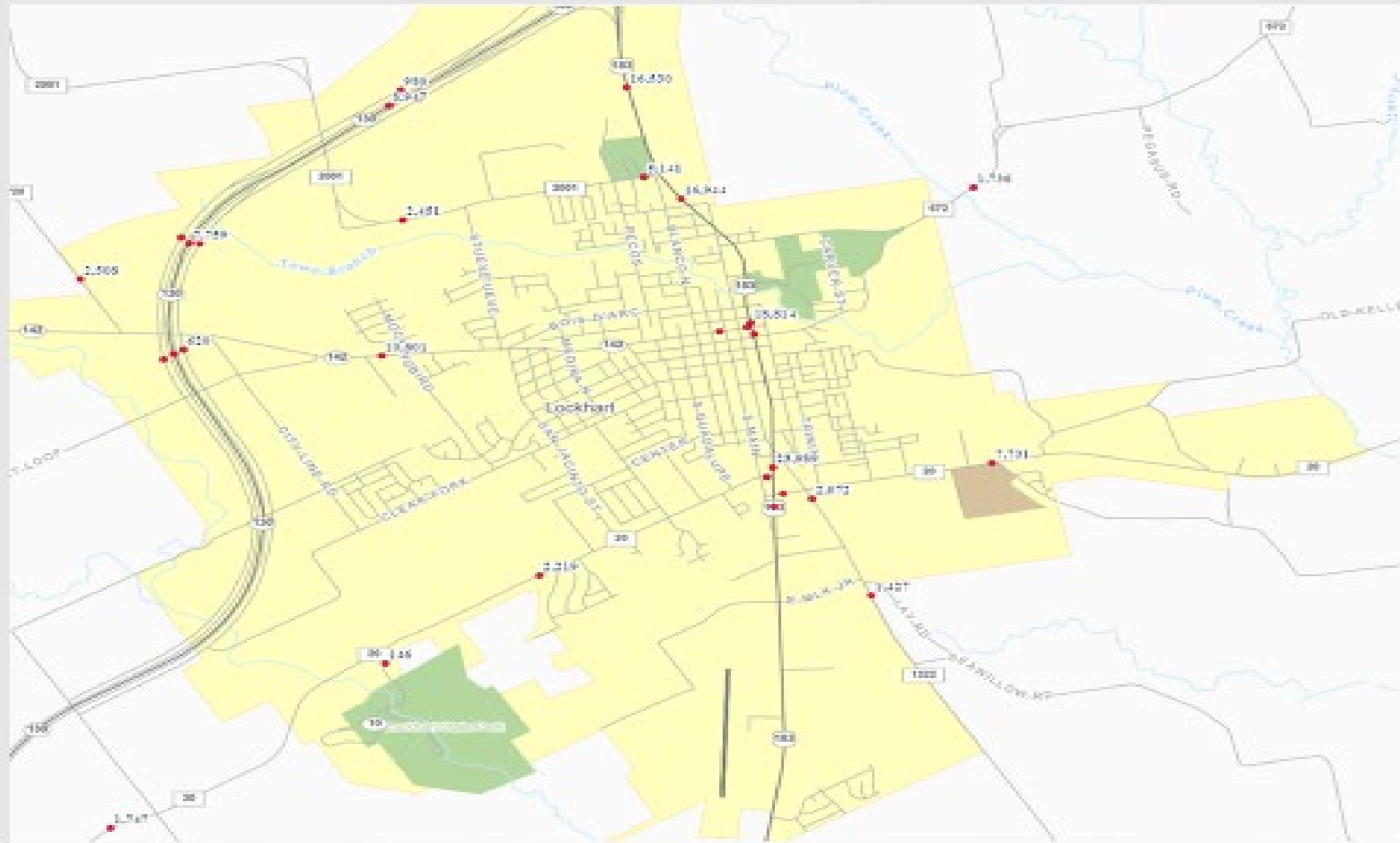


December 9, 2022

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- 1 Current Traffic
- 2 Developments
- 3 Short Term Projects
- 4 Long Term Projects
- 5 2045 Campo Plan
- 6 FM 2720
- 7 Western Transportation Plan

2021 Annual Average Daily Traffic (AADT)



TxDOT Access Permitting

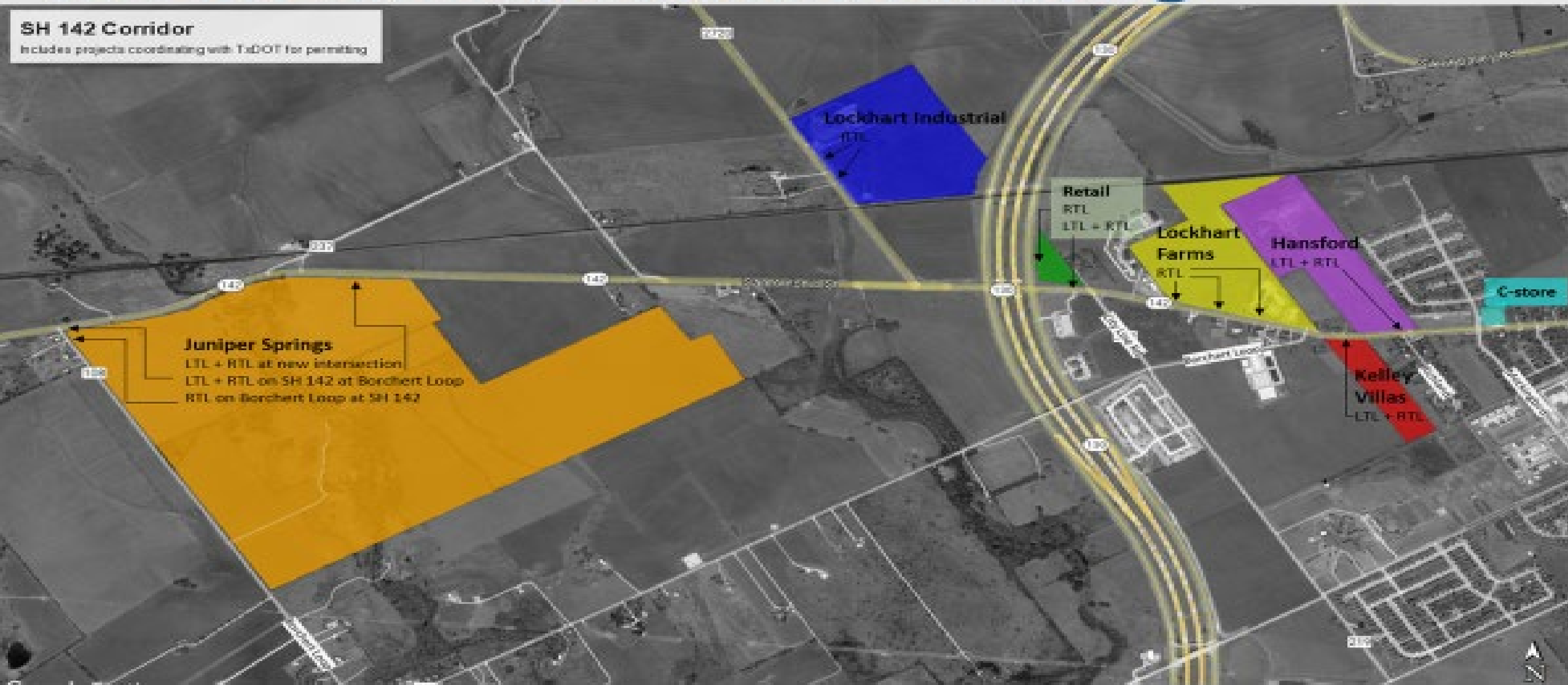
Table 1: Type of Commercial Property Access

Major Commercial Property Access	Minor Commercial Property Access
Any business or property generating greater than or equal to 500 daily trips	Any business or property generating less than 500 daily trips
General office building $\geq$ 25,000 SF	General office building $<$ 25,000 SF
Retail building $\geq$ 9,000 SF	Retail building $<$ 9,000 SF
Gas Station/Convenience Store ($\geq$ 6 pumps)	Gas Station/Convenience Store ($<$ 6 pumps)
Commercial developments with parking lots $\geq$ 75 spaces	Commercial developments with parking lots $<$ 75 spaces
Subdivisions ($\geq$ 25 single family lots) or subdivision with school on site	Subdivisions ($<$ 25 single family lots) and no school on site
Trauma Hospitals (Levels I through IV)	Free standing clinics
Educational institutions ($\geq$ 2000 students and staff)	Educational institutions ($<$ 2000 students and staff)
Requires Form 2534 "Commercial and Energy Sector Request for Driveway Access"	Churches
TIA threshold / Remediation in lieu	

SH 142 Current Access Permitting

SH 142 Corridor

Includes projects coordinating with TxDOT for permitting



Short/Long Term Projects and Responsibilities

- Short Term:
 - SH 142 from US 183 to Borchert Loop- pavement repair and overlay scheduled for Dec. 2024
 - Town Creek Bridge on Blanco Street- bridge replacement, scheduled for Jan. 2026
 - FM 20/FM 1322 traffic signal project, estimated 2026
- Long Term:
 - Feasibility study for SH 142- not scheduled at this time
- Discussion of Project Responsibilities
 - ROW- for a new roadway- typically a 10% match from the City or County
 - Utilities – relocation of existing utilities in the existing ROW – non reimbursable

2045 CAMPO Regional Transportation Plan

- Every five years, Metropolitan Planning Organizations are required by federal law to adopt a long-range transportation plan, commonly known as the Regional Transportation Plan, or RTP. The CAMPO 2045 Transportation Plan was adopted May 4, 2020. This Plan is a multimodal approach to addressing congestion and transportation needs over the next 25 years, and uses comprehensive planning to ensure the regional nature of the plan is locally driven. The Plan includes roads, transit, active transportation options such as walking and biking, and also examines new technologies, travel strategies, and choices that maximize the use of current transportation infrastructure
- SH 142 from US 183 to SH 80 is on the unconstrained list in the CAMPO 2045 meaning that there is no funding at this time to work on this project.

MPD ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY / FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
71-00016-00	TRAVIS	CITY OF PFLUGERVILLE	SH 130 FRONTAGE ROAD/FM 885	WIDEN FRONTAGE ROADS FROM 2 TO 3 LANES EACH DIRECTION AND RAMP REVERSALS	ROWE LANE	SOUTHERN CITY LIMITS		2025	\$33,103,200
31-00011-00	CALDWELL	TXDOT	US 183	RECONSTRUCT EXISTING 4-LANE TO 4-LANE DIVIDED	US 90	FM 20		2045	\$137,515,000
61-00018-00	WILLIAMSON	CITY OF CEDAR PARK	US 183 (BELL BLVD)	CONSTRUCT DUAL LEFT TURN LANES			NEW HOPE DRIVE	2025	\$5,000,000
61-00019-00	WILLIAMSON	CITY OF CEDAR PARK	US 183 (BELL BLVD)	CONSTRUCT DUAL LEFT TURN LANES			CYPRESS CREEK RD	2025	\$5,000,000
41-00125-00	HAYS	TXDOT	US 290	RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED	RM 12	BLANCO CL		2045	\$101,000,000
11-00009-00	BASTROP	TXDOT	SH 21	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	LEE COUNTY LINE	0.70 MILE OF FM 1441		2045	\$122,959,000
31-00010-00	CALDWELL	TXDOT	SH 80	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	SH 21	US 183		2045	\$639,866,000
31-00008-00	CALDWELL	TXDOT	SH 142	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	SH 80	SH 130		2045	\$409,153,000
31-00009-00	CALDWELL	TXDOT	SH 142	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE WITH CONTINUOUS LEFT TURN LANE	SH 130	US 183		2045	\$79,293,000
51-00214-00	TRAVIS	TXDOT	SL 360	INTERCHANGE CAPACITY			US 183	2045	\$77,629,000
61-00085-00	WILLIAMSON	TXDOT	RM 620	WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED	WYOMING SPRINGS	SH 45		2045	\$36,600,000
51-00180-00	TRAVIS	TXDOT	FM 969	EXISTING 2-LANE ROADWAY TO 4-LANE DIVIDED	HUNTERS BEND RD	BASTROP COUNTY LINE		2045	\$543,892,000
61-00069-00	WILLIAMSON	CITY OF ROUND ROCK	FM 1460 (AW GRIMES)	UPGRADE EXISTING 4-LANE URBAN DIVIDED ROADWAY TO A 6-LANE URBAN DIVIDED	US 79	OLD SETTLERS BLVD.		2029	\$32,500,000
61-00070-00	WILLIAMSON	CITY OF ROUND ROCK	FM 1460 (AW GRIMES)	UPGRADE EXISTING 4-LANE URBAN DIVIDED ROADWAY TO A 6-LANE URBAN DIVIDED	OLD SETTLERS BLVD.	UNIVERSITY BLVD.		2032	\$27,750,000
61-00071-00	WILLIAMSON	CITY OF ROUND ROCK	FM 1460 (AW GRIMES)	UPGRADE EXISTING 4-LANE URBAN DIVIDED ROADWAY TO A 6-LANE URBAN DIVIDED ROADWAY	UNIVERSITY BLVD.	WESTINGHOUSE RD.		2034	\$18,650,000
41-00001-00	HAYS	CITY OF BUDA	FM 2770	WIDEN TO 4-LANE UNDIVIDED	FM 1626	RM 967		2045	\$20,400,000
41-00003-00	HAYS	CITY OF BUDA	RM 967	RECONSTRUCT TO MAU-4	MAIN STREET	WEST GOFORTH ROAD		2045	\$1,700,000
41-00004-00	HAYS	CITY OF BUDA	RM 967	WIDEN TO 4-LANE UNDIVIDED	WEST GOFORTH ROAD	IH 35		2045	\$17,300,000

Western Caldwell Co Transportation Plan

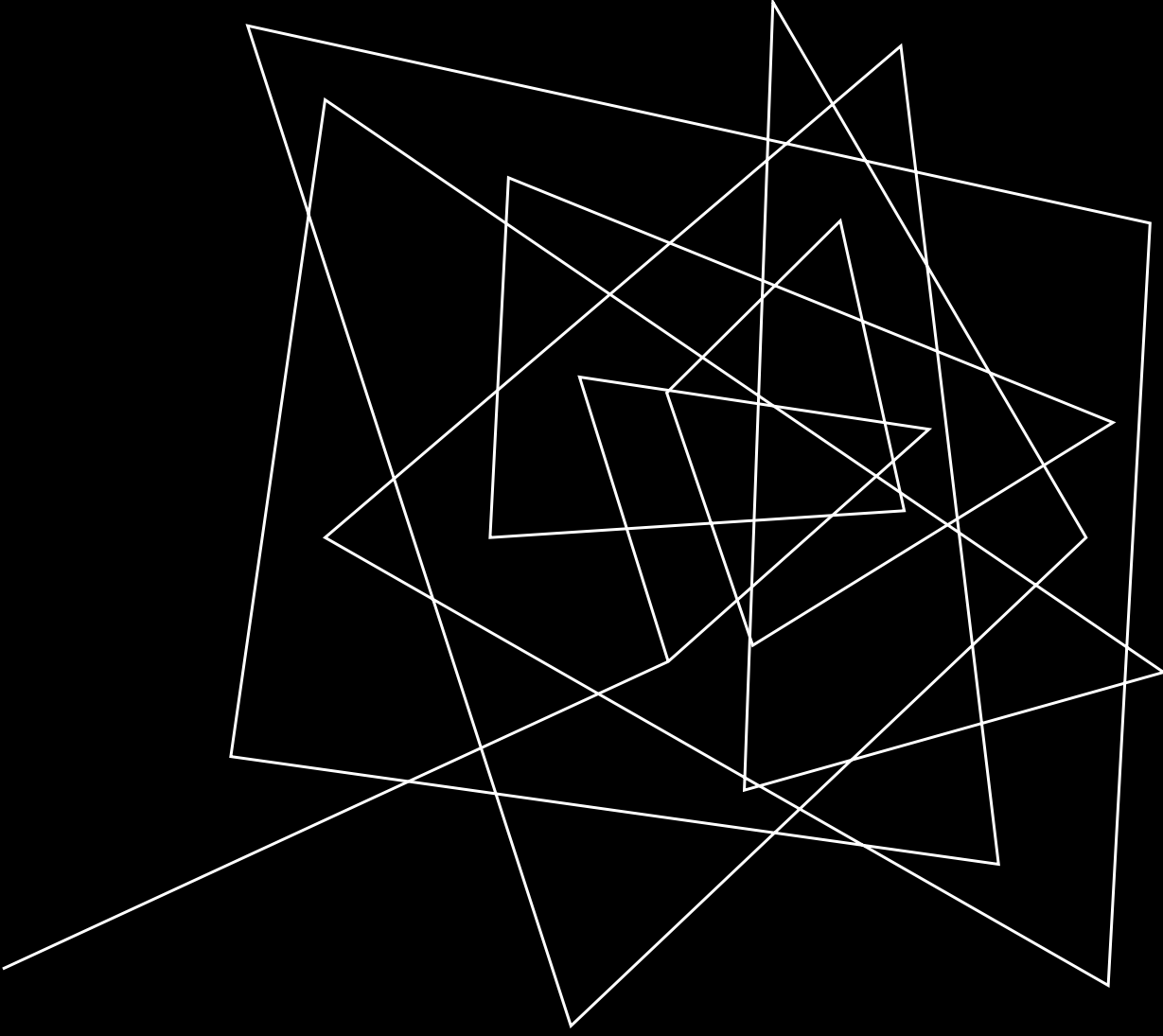


Western Caldwell Co Transportation Plan

- SH 142: proposed 4-lane rural divided roadway
 - Construct new roadbed east of Maxwell for WB traffic, EB traffic on existing roadbed
 - Provide RCUTs in this segment
 - Widen in Maxwell
 - Construct overpass for new intersection with CR 238 extension
 - Widen to 5 lane section south of CR 238 to Martindale
- CR 238: proposed 4-lane rural divided roadway
 - Reconstruct existing CR 238 as 4-lane divided roadway
 - Replace at-grade UPRR crossings with grade separation, CR 238 will bridge over UPRR ROW
 - Improve existing floodplain crossing
 - Construct new bridges / culverts

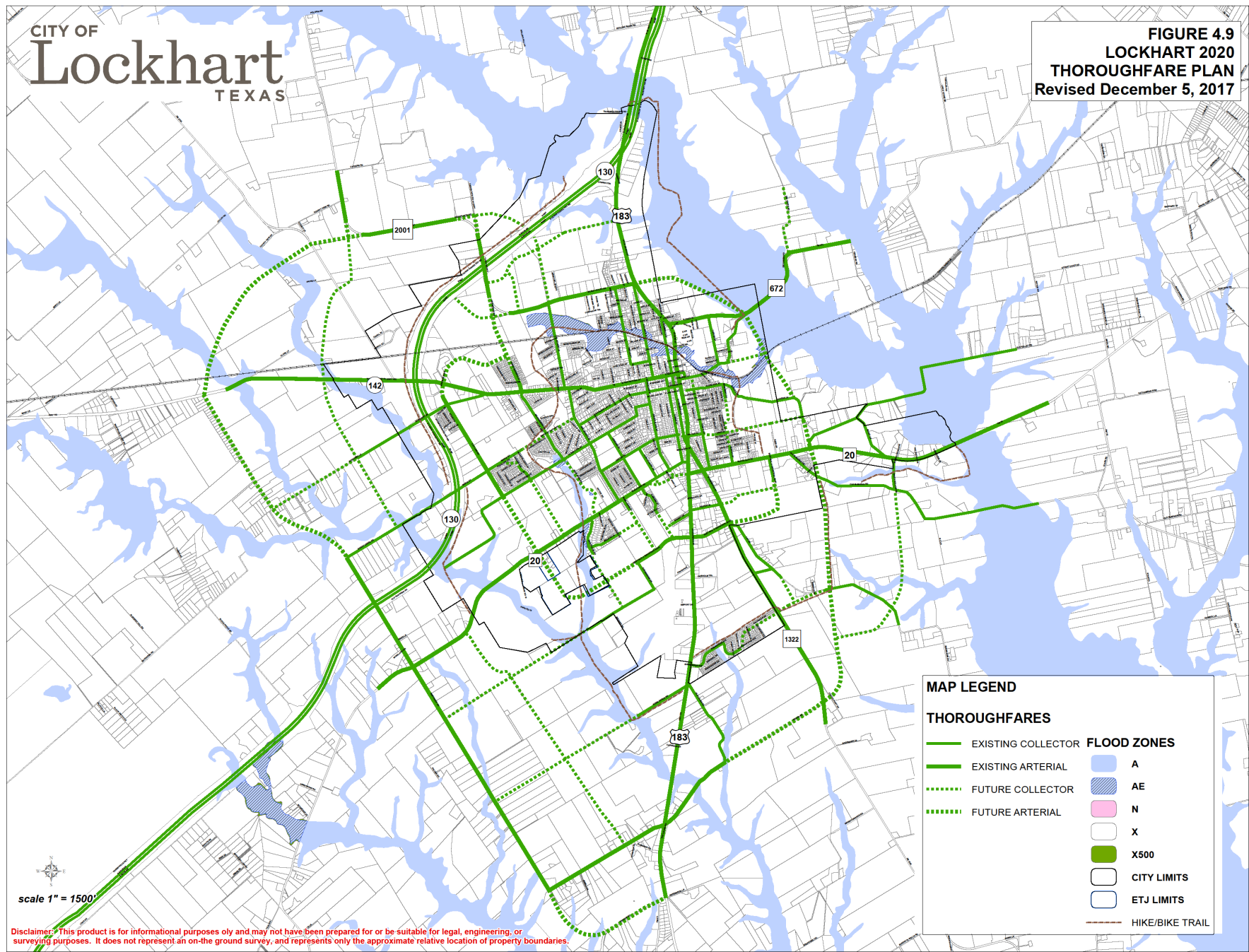
FM 2720

- FM 2720: from SH 21 to the Caldwell County Line (CSJ: 0805-05-004), in Hays County, Texas, and from the Caldwell County Line to SH 142 (CSJ: 0805-02-008), in Caldwell County, Texas.
- The existing roadway section of FM 2720 consists of 2-10' lanes with one-foot shoulders. FM 2720 will be widened/improved to a 4-lane divided highway with a continuous left turn lane and shoulders on both sides from SH 21 to approximately 500' south of Buda Court. From 500' south of Buda Court to SH 142, FM 2720 will be improved to a 4-lane divided roadway with a 30' grass median with cable barrier.
- This is currently in the preliminary feasibility stage. This project just kicked off last week. Survey is under way. Public involvement expected in Spring and Fall of 2023.

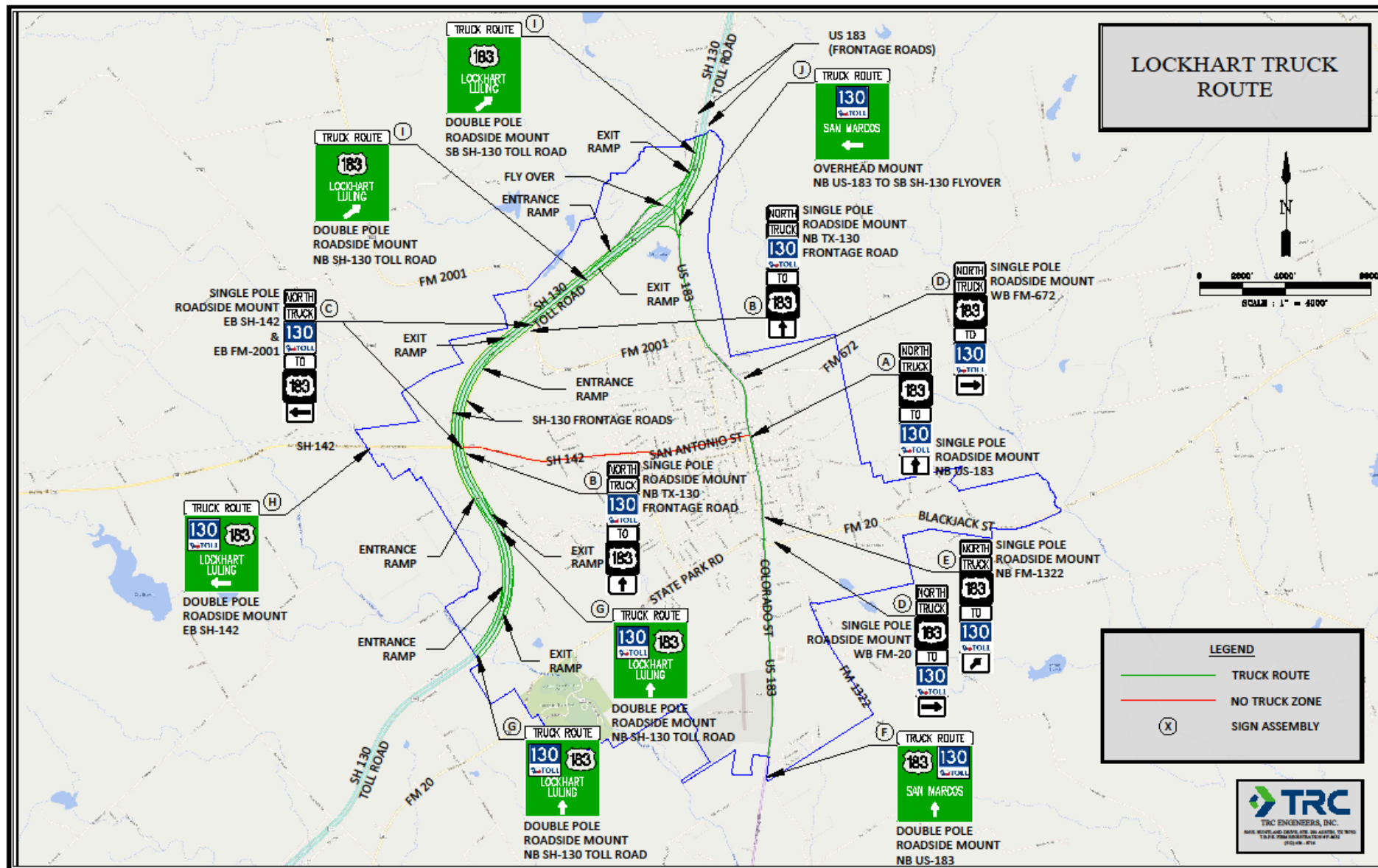


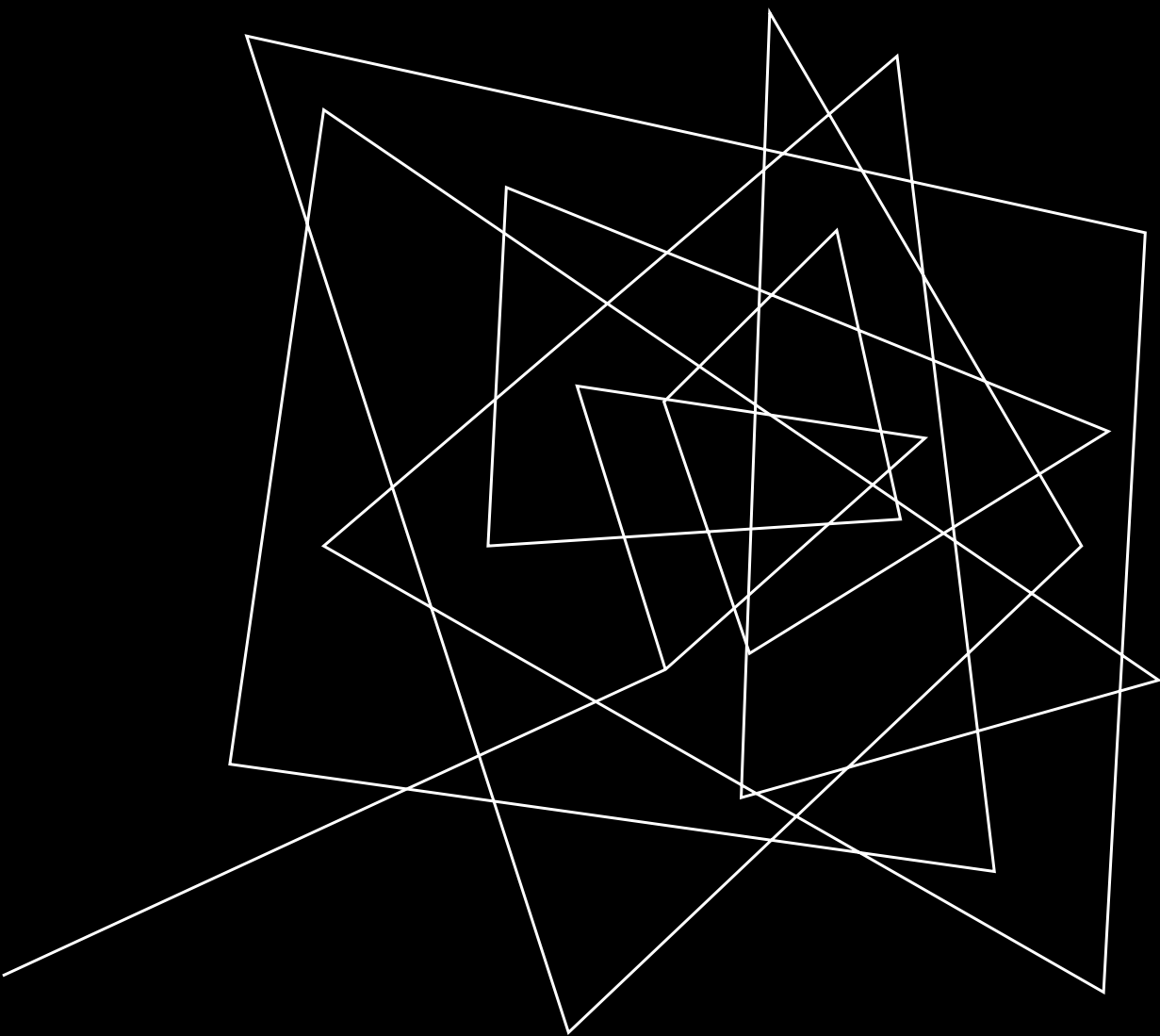
FUTURE THOROUGHFARE PLANNING

FUTURE THOROUGHFARE PLAN



C:\PWORKING-TRD\D0157195\LOCKHART TRUCK ROUTE 20220920.DWG - 9/26/22





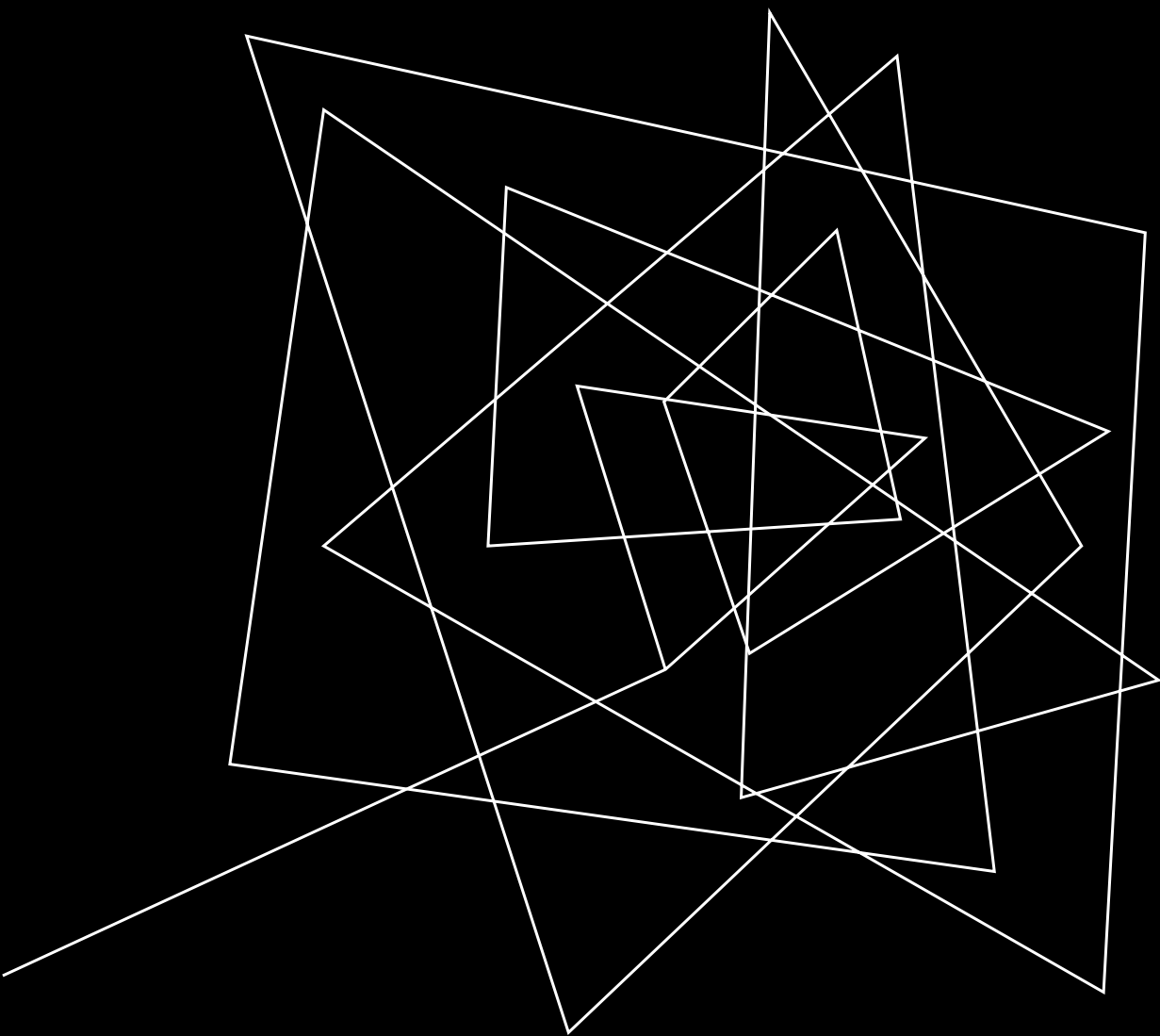
PROJECTED GROWTH TRENDS

PROJECTED FUTURE POPULATION

Population Trends for Lockhart were figured using 4.25% growth year-over-year

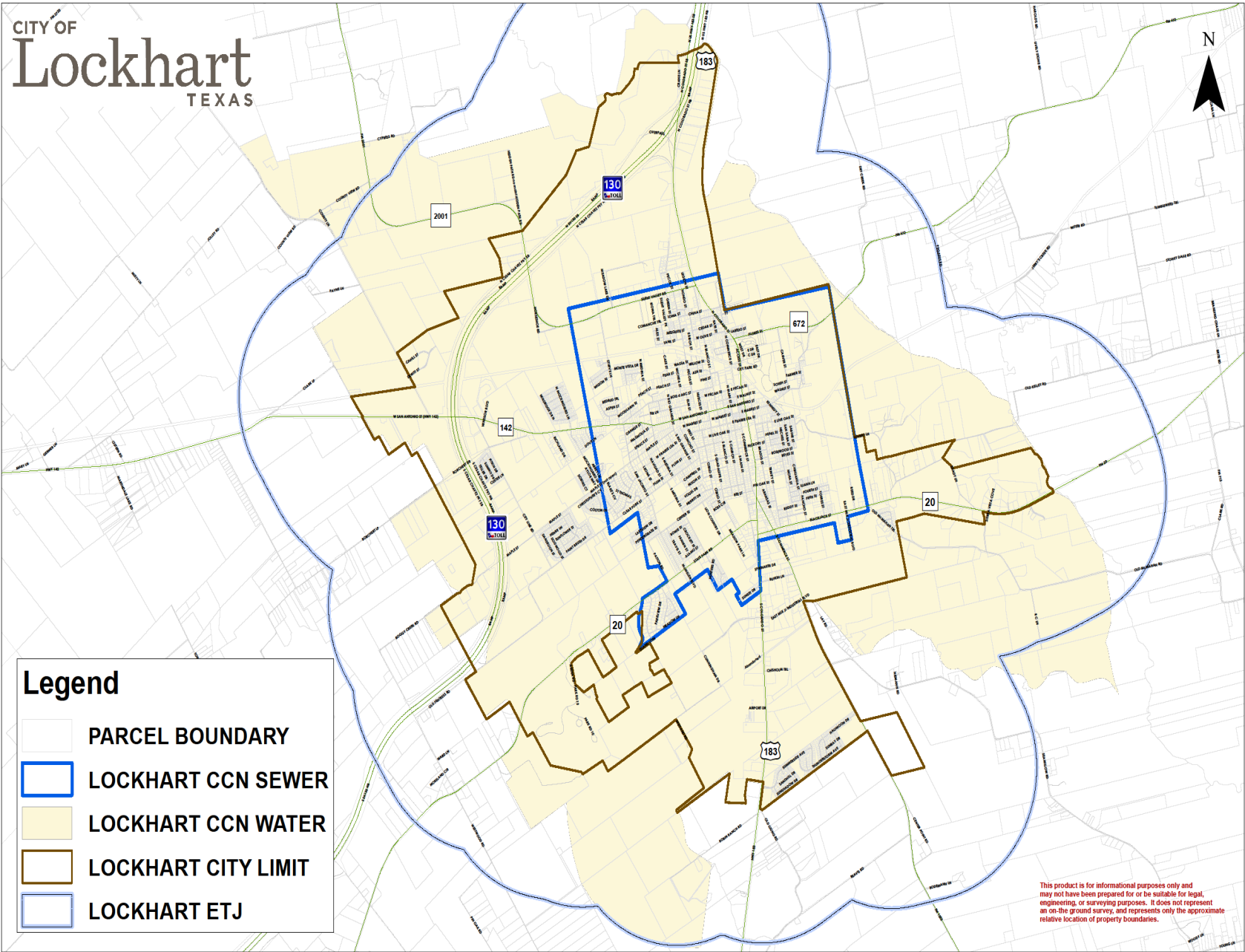
Source: Freese and Nichols, Inc. projected population from ongoing Impact Fee Analysis, Nov. 2022 Meeting

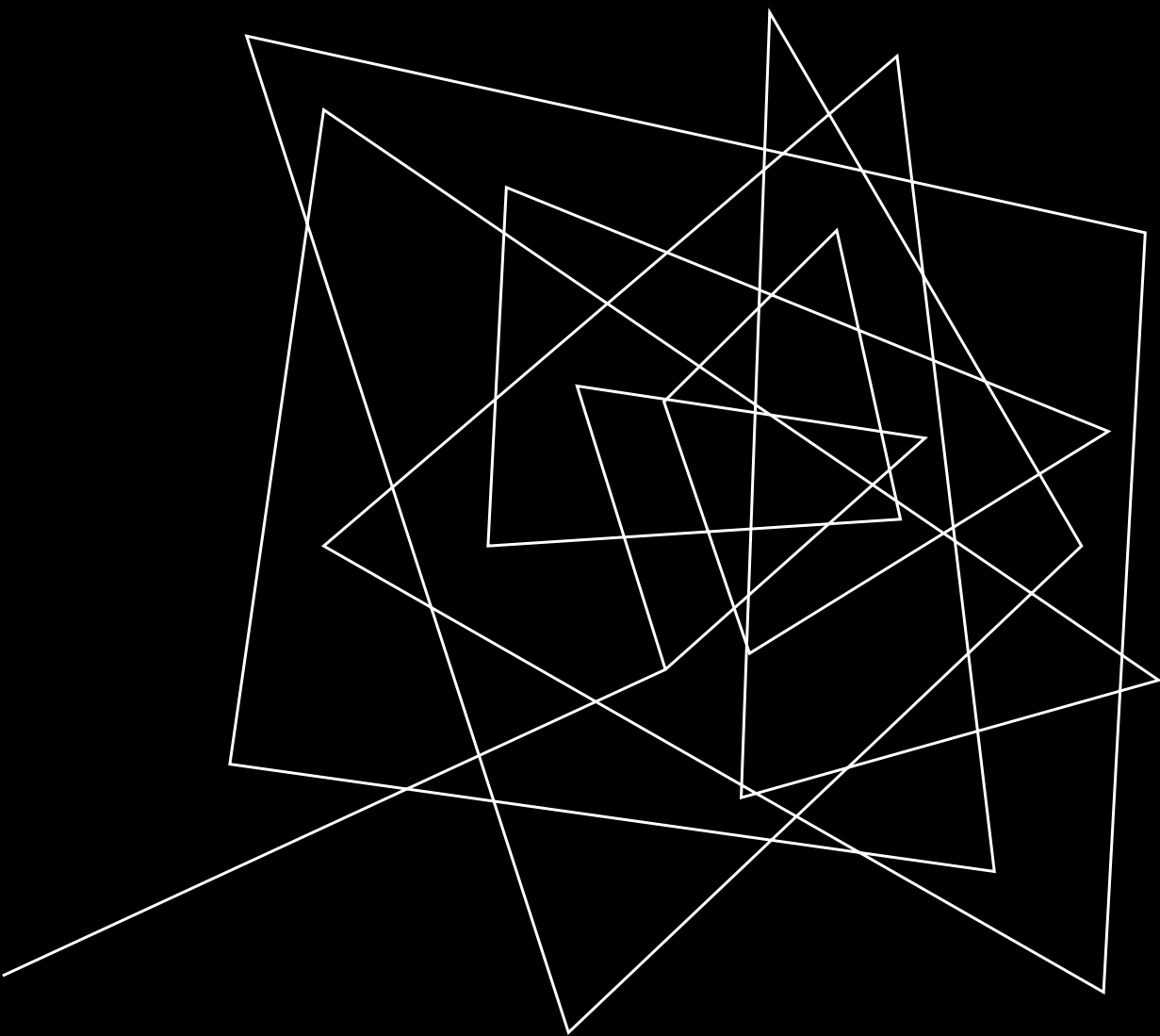
Year	Population
2021	15,077
2022	15,718
2023	16,368
2024	17,082
2025	17,808
2026	18,565
2027	19,354
2028	20,177
2029	21,034
2030	21,928
2031	22,860
2032	23,832



UTILITY SERVICE AREAS

WATER/WASTEWATER
SERVICE
BOUNDARIES





REGULATORY AGENCIES, EXPANSION TRIGGERS AND MILESTONES

WATER STORAGE, WATER SUPPLY AND TREATMENT CAPACITIES, AND WASTEWATER TREATMENT CAPACITY REGULATIONS

Water Storage Capacity

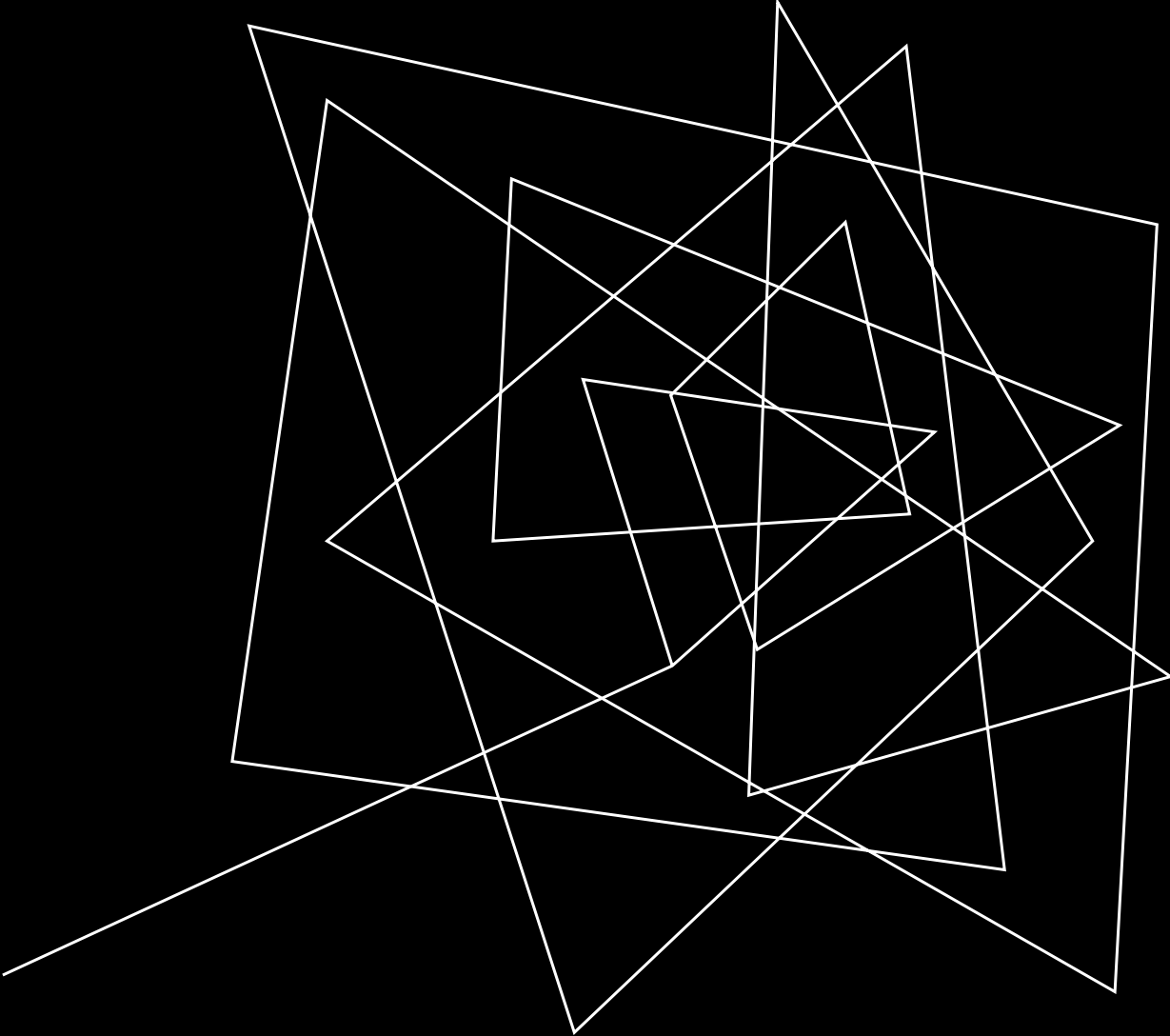
- TCEQ regulates the amount of elevated water storage capacity necessary to serve water customers
- Systems are required to have 200 gallons per connection in storage

Water Supply and Treatment Capacity

- TCEQ regulated the amount of supply capacity systems must have
- The supply capacity must exceed 0.6 gallons/minute/connection

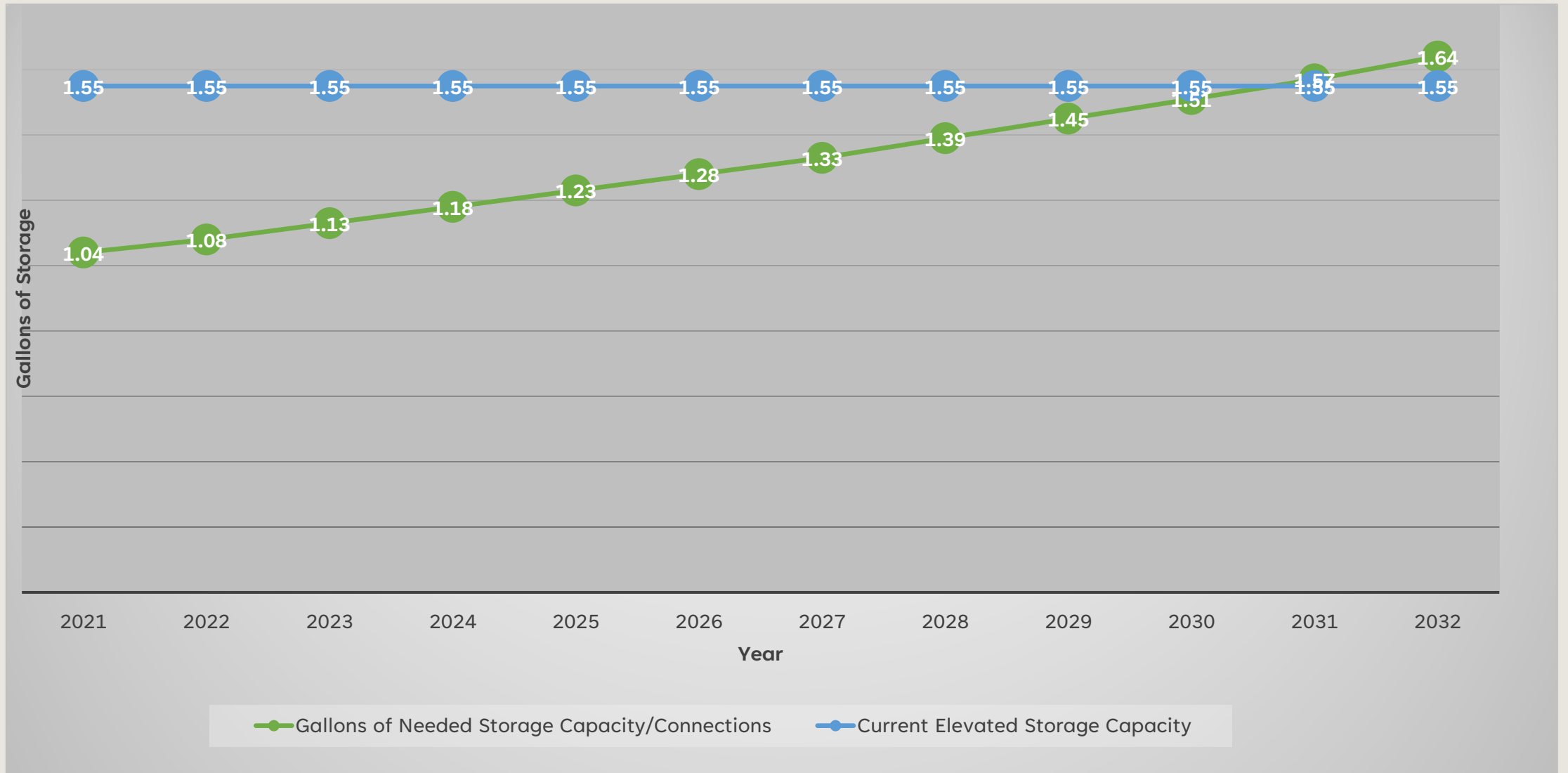
Wastewater Treatment Capacity

- TCEQ is the issuing body for wastewater treatment discharge permits and also enforces the rule that determines when plant upgrades are necessary
- This rule is known as the 75/90 rule



EXISTING UTILITY CAPACITIES

ELEVATED WATER STORAGE CAPACITY (MG)



- Systems are required to have 200 gallons per connection in storage.
- The City currently has 1,550,000 gallons of storage in elevated tanks, which correlates to a connection capacity of 7,750 connections

CURRENT AND PROJECTED WATER SUPPLY CAPACITY

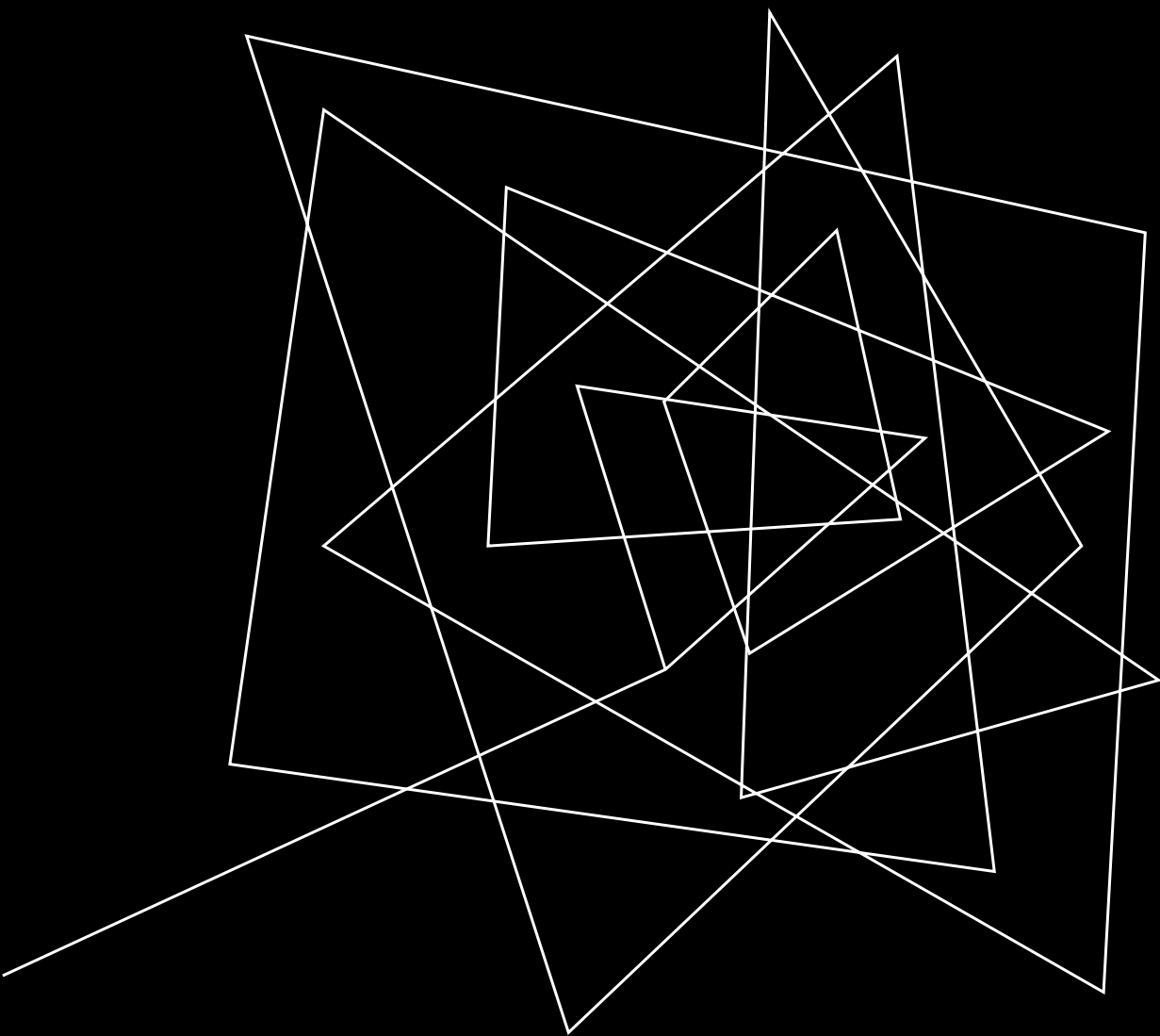
Year	Population	Projected Peak Water Usage (MGD)	Required Supply Capacity (MGD)	Treated Water Capacity (MGD)	Capacity w/ Treated Water from Luling (MGD)	Milestones
2021	15,077	2.64	4.49	4.70	5.70	
2022	15,718	2.75	4.68	4.70	5.70	
2023	16,368	2.87	4.88	4.70	5.70	CGSP Delivery
2024	17,082	2.99	5.08	7.37	8.37	
2025	17,808	3.12	5.30*	7.37	8.37	Additional supply capacity needed
2026	18,565	3.25	5.53	7.37	8.37	
2027	19,354	3.39	5.76	7.37	8.37	
2028	20,177	3.53	6.01	7.37	8.37	
2029	21,034	3.68	6.26	7.37	8.37	
2030	21,928	3.84	6.53	7.37	8.37	
2031	22,860	4.00	6.80	7.37	8.37	
2032	23,832	4.17	7.09	7.37	8.37	

- 4.70 MGD represents Lockhart well field production capacity without the influence of Luling surface water (1.0 MGD of treated water supplied to Lockhart).
- 7.37 MGD represents the Lockhart well field production and the 3,000 acre-feet of water from the Carrizo Groundwater Supply Project.
- The City is currently reviewing bids for high service pumps (HSP) that will increase water distribution into the system to 5.18 MGD. 5.18 MGD will represent the capacity with the largest HSP out of service. Other water plant upgrades will be necessary in the future to accommodate projected supply capacities.

CURRENT AND PROJECTED WASTEWATER TREATMENT PLANTS CAPACITY

Year	Population	Larremore WWTP #1 Peak 3-Month Capacity (%)	FM20 WWTP #2 Peak 3-Month Capacity (%)	Combined Peak Wastewater 3-Month Capacity (%)	Capacity Milestone
2021	15,077	42.60%	57.98%	51.47%	
2022	15,718	36.66%	47.19%	41.45%	
2023	16,368	38.22%	49.20%	43.21%	
2024	17,082	39.84%	51.29%	45.05%	
2025	17,808	41.54%	53.47%	46.97%	
2034	25,901	60.42%	77.76*	65.52%	WWTP #2 75%-Engineering and financial planning for upgrades
2037	29,345	68.45%	88.10%	77.39*	
2038	30,893	71.36%	91.84*	80.68%	WWTP #2 90%-Permittee must obtain authorization to commence additional treatment facilities
2040	33,248	77.55*	99.82%	87.86%	WWTP #1 75%-Engineering and financial planning for upgrades

- The City of Lockhart has two Wastewater Treatment Plants. WWTP #1 has design capacity of 1.1 MGD and WWTP #2 has a design capacity of 1.5 MGD. The combined design capacity of the two WWTPs is 2.6 MGD.
- WWTP #1 has a transfer pump station located in the treatment plant that has the capability to pump some or all of the designed flow capacity to WWTP #2.



IMPACT FEES

PAYING FOR INFRASTRUCTURE:



New development should pay for the cost of public infrastructure required to serve it.

“Growth Paying for Growth”

- Impact fees authorized by state law (TLGC Chapter 395)
- Allowable program coverage based on infrastructure (W/WW service area - ETJ or CCN)
- *Specific facilities and costs from regional providers eligible*

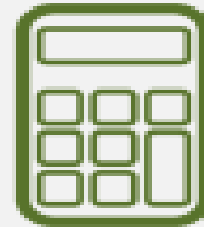
WHAT CAN IMPACT FEES PAY FOR?



construction



surveying



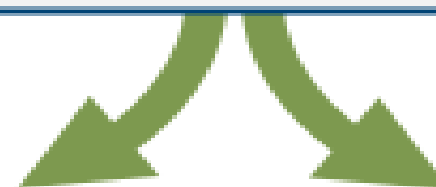
engineering



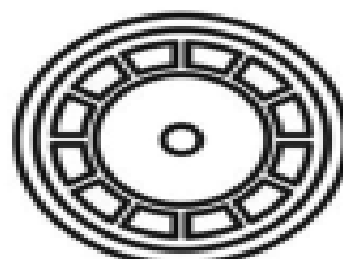
land acquisition



debt service



Water



Wastewater



Roads



Drainage

*Capital cost (only) to
implement facilities*

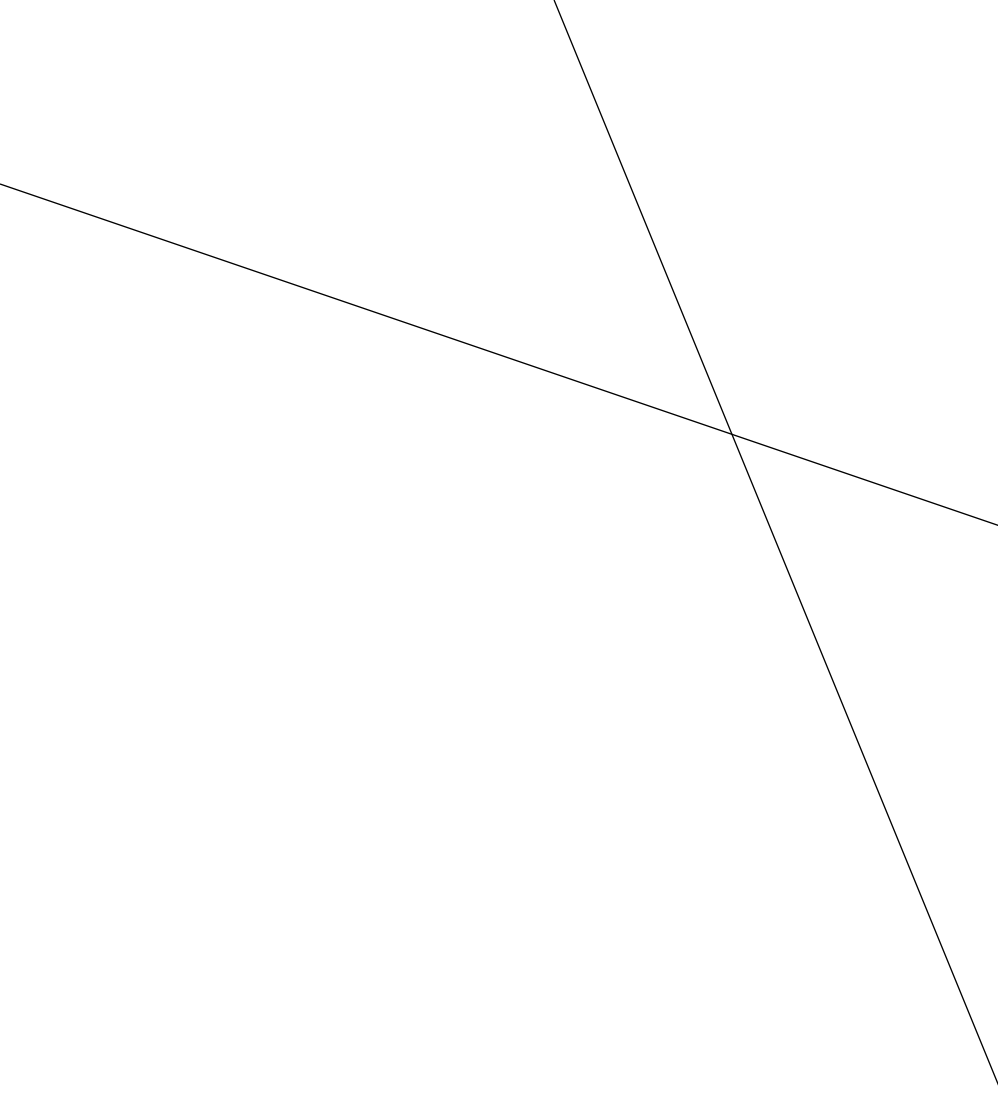
WHAT CAN IMPACT FEES **NOT** PAY FOR?

- ✗ Upgrading, updating, expanding, or replacing existing capital improvements that serve existing development (where there is no new development)
- ✗ Repair, operation, or maintenance of existing or new facilities
- ✗ Cost or debt service of projects not included in the Impact Fee CIP
- ✗ Administrative and operating costs of the impact fee program



CONSIDERATIONS FOR WATER/WASTEWATER IMPACT FEES

- Eligible items
 - Master planning studies/hydraulic modeling related to system growth
 - New or expanded pipelines and facilities (pump stations, storage tanks, treatment plants, etc.)
 - Buy-in or capital costs related to regional wholesale delivery/treatment
 - Financing costs can be included
 - Cost of water, O&M, or other fees not eligible
 - Could significantly increase water impact fees if capital costs are high and fully utilized for growth
- Credit Analysis
 - Becoming more common to conduct detailed analysis instead of applying 50% credit (per Chapter 395 requirements)
 - Could increase maximum allowable impact fees



PROPOSED DATE FOR WORKSHOP #2 - JANUARY 10TH OR 12TH

- Land Use Assumptions
- Future Land Use Planning
- Balance of Land Uses
- Housing
- Zoning Policy
- Economic Impact of Developments
- Comprehensive Plan Preparation
- Other Topics?

A series of white, thin, overlapping geometric lines and polygons on a black background, located on the left side of the slide. The lines form various shapes, including triangles and quadrilaterals, some of which are nested or intersecting.

THANK YOU