

AGENDA

CITY OF TAYLOR, TEXAS
CITY COUNCIL MEETING
CITY HALL, COUNCIL CHAMBERS, 400 PORTER STREET

MARCH 23, 2023, 6:00 P.M.

CALL TO ORDER AND DECLARE A QUORUM

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATIONS/RECOGNITIONS

1. Breaking the Silence project proclamation.

CITIZENS COMMUNICATION

(The City Council welcomes public comments on items not listed on the agenda. However, the Council cannot respond until the item is posted on a future meeting agenda. Public comments are limited to 3 minutes.)

BOARDS & COMMISSION PRESENTATION

2. Moody Museum Board update. (Susan Komandosky)

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Council may act on with one single vote. Any Council member may pull any item from the Consent Agenda to discuss and act upon individually on the Regular Agenda.)

3. Approve minutes from the March 8, 2023 TIF/TIRZ #1 meeting and the March 9, 2023 regular City Council meeting. (Dianna McLean)
4. Award RFP for Grant Admin to assist with TXDOT Alternative Grant Project. (Jim Gray)
5. Award RFQ for Engineering to assist with TXDOT Alternative Grant Project. (Jim Gray)
6. Consider Ordinance 2023-12, amending Ordinance 2022-02, pertaining to the Taylor Municipal Airport rules and regulations. (Jim Gray/Stacey Batch)
7. Consider Ordinance 2023-11, repealing Ordinance Nos. 2000-10 and 2018-09 and Article IV, Division 6 of the Taylor code of ordinances establishing the Airport Board for the City of Taylor, to be replaced by an Airport Committee under the City of Taylor Airport rules and regulation ordinance. (Jim Gray/Stacey Batch)
8. Consider amending contract with Fazzone Construction through a Change Order for the Taylor Animal Shelter Project. (Jacob Walker/Alan Green)

PUBLIC HEARINGS / ORDINANCES

9. Hold a public hearing and introduce Ordinance 2023-15 regarding PZ-2023-1629 a request to amend the Future Land Use Map to redesignate a portion of the property from Market Center: Community to Employment Center: Community on property described as 39.85 acres of land generally located at 1103 Carlos G. Parker Blvd. (Colin Harrison)
10. Hold a public hearing and introduce Ordinance 2023-16 regarding PZ-2022-1560 a request to change the zoning designation from the zoning designation from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD) on property described as approximately 1.40 acres of land generally located along Murphy Street. (Colin Harrison)

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

11. Receive the Annual Comprehensive Financial Report for Fiscal Year 2021-22. (Jeff Wood)
12. Consider approving Resolution R23-10 authorizing the City Manager to act on the City of Taylor's behalf with regard to an electricity procurement contract, Governmental Aggregation Project, Inc. ("GAP"). (Nicole Oman)
13. Consider adoption of Water and Wastewater Master Plans. (Jacob walker)
14. Receive update on Bull Branch wastewater interceptor. (Jacob Walker)
15. Consider recommendation from the Impact Fee Advisory Committee for updated roadway impact fees and authorize publication of notice of a public hearing. (Tom Yantis)

The City Council may take action on any executive session item listed on this agenda after they reconvene into regular session.

Executive Session I. The Taylor City Council will conduct a closed executive meeting under Section 551.071 of the Texas Government Code in order to meet with its City Attorney on a matter in which the duty of the Attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas authorize and allow such a closed meeting and which Rules conflict with the Texas Open Meetings Act.

- a. De-annexation request

Executive Session II. The Taylor City Council will conduct a closed executive meeting under Section 551.072 of the Texas Government Code, to conduct deliberations regarding the purchase, exchange, lease, or value of real property.

- a. Acquisition of Real Property

ADJOURN

The Council may vote and/or act upon each of the items listed in this Agenda. The Council reserves the right to retire into executive session concerning any of the items listed on this Agenda, whenever it is considered necessary and legally justified under the Open Meetings Act including: Section 551.071 (Consult with attorney); Section 551.072 (Real Property); Section 551.073 (Gifts and Donations); Section 551.074 (Personnel Matters); Section 551.076 (Security Devices); and Section 551.087 (Economic Development). I certify that the notice of meeting was posted in the Taylor City Hall Lobby before 6:00 p.m. on March 20, 2023 and remained posted for at least 72 hours continuously before the scheduled time of said meeting. I further certify that the following news media was notified of this meeting: Taylor Press.

In compliance with the ADA the City Hall and Council Chambers is wheelchair accessible. Reasonable accommodations will be provided for persons attending city council meetings in need of special assistance. Please contact the City Clerk at least 24 hours prior to the meeting for special assistance.

Posted By:  Date 3-20-2023
Dianna McLean, City Clerk



***City Council Meeting
March 23, 2023
Transmittal Letter***

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☐ Economic Vitality

Agenda Item #: 1
Agenda Title: Breaking the Silence Project Proclamation

Council Action to be taken: Read Proclamation

Department Submitted:

Staff Contact:

1. PURPOSE/DESCRIPTION

Describe the purpose of this agenda item.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Any background history on the item and any prior council actions or discussions.
Why and how

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Read proclamation.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

1a. [Proclamation](#)

Proclamation
in recognition of the
First Annual Break the Silence 3K Event
Benefitting the Williamson County Children's Advocacy Center

WHEREAS, April is National Child Abuse Prevention Month, when we recognize the importance of families and communities working together to prevent child abuse and neglect; and

WHEREAS, the Williamson County Children's Advocacy Center has been providing a welcoming, child-friendly, and safe place for children and their families to share their experiences of abuse; and

WHEREAS, the mission of the Williamson County Children's Advocacy Center is to provide hope, healing and justice for children and families impacted by abuse, violence, and exploitation in our community; and

WHEREAS, the Williamson County Children's Advocacy Center is a fierce advocate for abused children and their families and the only organization that delivers comprehensive services to child victims, with a proven model of support that protects children, reduces the trauma of victims and their families, and assists in the incarceration of offenders; and

WHEREAS, the Break the Silence Project was created to raise awareness of the sexual abuse of children and provide information on where to get help and support and will host the first annual Break the Silence Project 3K Walk Run on April 15 at Murphy Park in Taylor to benefit the Williamson County Children's Advocacy Center; and

WHEREAS, this transformational event provides the opportunity to recognize, highlight, and raise funds to achieve the greatest impact: helping vulnerable children in our communities; and

WHEREAS, the City of Taylor acknowledges National Child Abuse Prevention Month and supports the efforts of the Williamson County Children's Advocacy Center;

NOW, THEREFORE, BE IT RESOLVED that the City of Taylor is proud to be the site of the First Annual Break the Silence Project 3K Walk Run, and we wish the organizers and the Williamson County Children's Advocacy Center success and prosperity in their efforts.

Signed this 23rd day of March 2023.

Brandt Rydell, Mayor
City of Taylor



City Council Meeting

March 23, 2023

Transmittal Letter

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☒ Economic Vitality

Agenda Item #: 2
Agenda Title: Moody Museum Advisory Board Update

Council Action to be taken: None – Informational Only

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

Upon request by the City Council, Moody Museum Advisory Board Chair Susan Komandosky will provide the City Council a brief update on the board's responsibilities and activities.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council directed Boards and Commissions Chairman to update the Council annually on their accomplishments and goals.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
N/A	N/A

4. RECOMMENDATION

N/A

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

2a. [Presentation](#)

Moody Museum Advisory Board

March 23, 2023



Our Mission

- * The mission of the 11-member Moody Museum Board is to act as an advisory board for the City in museum matters and to promote the museum as one of Taylor's "treasures."
 - * The board meets every other month or more often if needed.
- 
- A decorative horizontal bar at the bottom of the slide, featuring a green-to-dark-green gradient. A thin black line is positioned just above the bar, starting from the left edge and extending to the right.

2021

- * The museum had planned to reopen for visitors in July, but that was when work began on the building foundation. A two-to-three-week job turned into several months.
 - * The museum will be closing temporarily again in the near future for new wallpaper to be installed in some of the downstairs rooms. The paper was damaged with the shifting of the building during the foundation work.
 - * The museum is currently only open on Saturdays from 2-5 p.m. because we have lost the services of our Sunday docent. We are currently seeking a replacement.
 - * Despite the repeated closures we have continued to add to the museum collection with the recent acquisition of several historical items including a copy of the 1953 "Saturday Evening Post" which featured coverage of Dr. James Dickey.
-

2021 Continued

- * The Friends of the Moody Museum's plans for the construction of the Dan Moody statue are currently on hold. We hope to move forward with that project in the near future.
 - * The Board recommends that in the near future the City hire at least a part-time museum curator. In a normal year the number of groups requesting tours and the work to be done is more than can be handled by volunteers.
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a light green gradient bar on top and a darker green gradient bar on the bottom, separated by a thin black line.

2022

- * The Friends of the Moody Museum's plans for the construction of the Dan Moody statue are currently on hold. We hope to move forward with that project in the near future.
 - * The Board recommends that in the near future the City hire at least a part-time museum curator. In a normal year the number of groups requesting tours and the work to be done is more than can be handled by volunteers.
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a light green gradient bar on top and a darker green gradient bar on the bottom, separated by a thin black line.

2023

- * The Friends of the Moody Museum plan to start fundraising for construction of the Dan Moody statue this year. This is being done in recognition of the 100th anniversary of the Klan trial in which Dan Moody became the first attorney to successfully prosecute a case against members of the Ku Klux Klan, not only in Texas but in the United States.
 - * There are still archival items stored at the Taylor Public Library which need to be moved to the Moody storage building. Volunteers are in short supply and those of us there are cannot handle all the tasks that need to be done.
 - * The Board strongly recommends that in the near future the City hire at least a part-time museum curator. In a normal year the number of groups requesting tours and the work to be done is more than can be handled by volunteers. If the museum is open for more hours it would be eligible for grants for which we are currently not eligible due to our limited hours.
-

Moody Museum

Questions?





City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 3

Agenda Title: Approve minutes from the March 8, 2023
TIF/TIRZ #1 meeting and the March 9, 2023
regular City Council meeting.

Council Action to be taken: Approve by consent or approve with corrections if needed

Department Submitted: City Clerk

Staff Contact: Dianna McLean

1. PURPOSE/DESCRIPTION

Pursuant to the Open Meetings Law, Chapter 551, Local Government Code and in accordance with the authority contained in Section 551.021 and the City Charter, the Minutes of each City Council meeting must be recorded, compiled and approved by the City Council in subsequent meetings. The purpose of this item is to conform to these legal requirements.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

N/A

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>

4. RECOMMENDATION

Approve as submitted or amend with changes noted.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

3a. [March 8, 2023 TIRZ #1 minutes](#)

3b. [March 9, 2023 minutes](#)

MEETING MINUTES

CITY OF TAYLOR, TEXAS
SPECIAL CALLED JOINT MEETING
TAYLOR CITY COUNCIL AND TIRZ #1 BOARD
TAYLOR PUBLIC LIBRARY 801 VANCE ST. TAYLOR, TX 76574

MARCH 8, 2023, 2023, 6:00 P.M.

Mayor Rydell declared a quorum and called the meeting to order at 6:00PM.

Present:	Mayor Brandt Rydell	Brian LaBorde, City Manager
	Mayor Pro-Tem Gerald Anderson	Jeff Jenkins, Deputy City Manager
	Council Member Robert Garcia	Tom Yantis, Assistant City Manager
	Council Member Dwayne Ariola	Dianna McLean, City Clerk
	Council Member Mitch Drummond	
	TIF #1 Board members:	
	Curie Humphreys	Erwin Stauffer
	Jeff Snyder	Doug Moss
	Ruth Rivera	John McRae
	Ashley Doss	Ed Komandosky

CITIZEN COMMUNICATION

None

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

1. **Receive presentation on TIRZ #1 financials. (Jeff Wood)**

Jeff Wood, Chief Finance Officer – gave a presentation on the TIRZ #1 financials. For the 2022-23 TIF Budget, total TIF expenditures is \$439,382.00. Revenues exceeded expenditures by \$186,118.00.

2. **Review presentation of Main Street Advisory Board's goals.**

Doug Moss – presented three goals:

- Goal # 1: Staff assistance for events management – Main Street Manager spending too much time on special events/permits; needs to spend more time on traditional Main Street issues. Could use excess revenues to hire assistance for Main Street Manager.
- Goals #2: Turning Main Street from a highway into a street – this would allow and encourage better/safer pedestrian crossing. Slow traffic and adding parking would also help pedestrians.
- Goal #3: Dealing with empty buildings in town – could spend revenues on assisting building owners with repairing/renovating their empty buildings; would help revitalize downtown.

3. **Review recommendations from the TIRZ Board regarding amendments to the TIRZ Project and Financing Plan.**

Tom Yantis, Assistant City Manager – In 2022 the TIRZ Board made a recommendation to amend the Project and Financing Plan to include 1) Targeted Economic Development Assistance; 2) Personnel; and 3) Third-party Contracts. A consultant has been engaged to prepare the amendments and completion is anticipated by early summer 2023.

4. Discuss priorities and procedures for the use of unbudgeted TIRZ revenue for fiscal year 2023 and beyond.

Tom Yantis, Assistant City Manager – staff recommends the following:

- Priority #1 – allocate TIRZ funding for personnel expenses related to the management of special events.
- Priority #2 – allocate TIRZ funding for additional grants for vacant building renovations and targeted economic development incentives.
- Priority #3 – identify one or more priority capital improvement projects to be funded in FY 2023-24.

This meeting was a workshop only. No action was taken.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 6:43p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

City of Taylor
Regular City Council Meeting
Taylor City Hall, Council Chambers, 400 Porter Street
March 9, 2023 at 6:00 p.m.

Mayor Rydell declared a quorum and called the meeting to order at 6:00 p.m. with the following present:

Mayor Pro-Tem Gerald Anderson
Council Member Robert Garcia
Council Member Mitch Drummond
Council Member Dwayne Ariola
Mayor Brandt Rydell

Brian LaBorde, City Manager
Jeff Jenkins, Deputy City Manager
Mark Schroeder, Assistant City Attorney
Tom Yantis, Assistant City Manager
Dianna McLean, City Clerk

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

CITIZENS COMMUNICATION

Rick Von Pfeil, 811 W. Lake Dr. – concerned about using rocks (rock beds) as ground decorations and suggested replacing with something else.

CONSENT AGENDA

1. **Approve minutes from the February 9, 2023 regular City Council meeting, the February 22, 2023 Special Called City Council meeting, and the February 23, 2023 regular City Council meeting.**
2. **Concur with preliminary financials for January 2023.**
3. **Consider Ordinance 2023-10 regarding an amendment to the Envision Taylor Comprehensive Plan.**
4. **Consider Ordinance 2023-07 annexing a parcel of land, consisting of approximately 60.48 acres, generally located north of the intersection of County Road 398 and Justin Lane.**
5. **Consider Ordinance 2023-08 regarding PZ-2022-1544 a request to change the zoning designation from the zoning upon annexation of R-1 (Single Family) and existing B-1 (Local Business) to Planned Development (PD) with residential and commercial base zones on property described as approximately 78.53 acres of land general located North of the intersection of County Road 398 and Justin Lane.**
6. **Consider Ordinance 2023-09 granting ATMOS Energy a non-exclusive franchise agreement with the City of Taylor.**
7. **Approval of July 4th celebration event for 2023 calendar year.**
8. **Consider approving the lease of three John Deere Gators for Parks and Recreation Department.**

Councilmember Ariola requested pulling items 3, 4, & 5 for separate consideration.

Motion was made by Councilmember Ariola to approve consent agenda items 1,2,6,7, & 8 as presented. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

3. **Consider Ordinance 2023-10 regarding an amendment to the Envision Taylor Comprehensive Plan.**

Councilmember Ariola – need to include the future wastewater treatment plant as discussed in previous meetings. Feels the plan is incomplete.

Motion was made by Mayor Pro-Tem Anderson to adopt Ordinance 2023-10 as presented. Motion was seconded by Councilmember Garcia. Motion carried 4 to 1 with Councilmember Ariola opposing.

- 4. Consider Ordinance 2023-07 annexing a parcel of land, consisting of approximately 60.48 acres, generally located north of the intersection of County Road 398 and Justin Lane.**
Councilmember Ariola – stated feels like Council is handpicking winners, spending \$300,000 on lift station and feels Council should be investigating the \$7 million dollar drainage pipe.

Motion was made by Councilmember Garcia to adopt Ordinance 2023-07 as presented. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried 4 to 1 with Councilmember Ariola opposing.

- 5. Consider Ordinance 2023-08 regarding PZ-2022-1544 a request to change the zoning designation from the zoning upon annexation of R-1 (Single Family) and existing B-1 (Local Business) to Planned Development (PD) with residential and commercial base zones on property described as approximately 78.53 acres of land general located North of the intersection of County Road 398 and Justin Lane.**

Councilmember Ariola – stated his comment is the same as comment on item #4 and feels there will be a bottle neck of traffic at this location.

Motion was made by Councilmember Drummond to adopt Ordinance 2023-08 as presented. Motion was seconded by Councilmember Garcia. Motion carried 4 to 1 with Councilmember Ariola opposing.

PUBLIC HEARING/ORDINANCES

- 9. Consider introducing Ordinance 2023-12, amending Ordinance 2022-02, pertaining to the Taylor Municipal Airport.**

Jim Gray, Public Works Director – Introduced Stacey Batch, new Airport Manager.

Ordinance amends Ordinance 2022-02 in its entirety. This Ordinance updates the airport rules and requirements to be in compliance with FAA standards and helps to improve safety and security of the tenants and the airport. New revisions standardize the requirements for the airport and its users (tenants and non-tenants).

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-12

AN ORDINANCE AMENDING ORDINANCE NO. 2022-02 PROVIDING REGULATIONS FOR THE USE, OPERATION AND CONDUCT OF THE TAYLOR MUNICIPAL AIRPORT; PROVIDING A FUEL SURCHARGE; PROVIDING A PENALTY UPON CONVICTION OF A FINE VIOLATING THE ORDINANCE AND PROVIDING CIVIL PENALTIES; PROVIDING A SAVINGS CLAUSE AND REPEALING ALL ORDINANCES IN CONFLICT

HEREWITH.

First reading. No action was taken.

10. **Consider introducing Ordinance 2023-11, repealing Ordinance Nos. 2000-10 and 2018-09 and Article IV, Division 6 of the Taylor code of ordinances establishing the Airport Board for the City of Taylor, to be replaced by an Airport Committee under the City of Taylor Airport rules and regulation ordinance.**

Jim Gray, Public Works Director - The purpose of the repealing of Ordinance Nos. 2000-10 and 2021-14 and Article IV, Division 6, is to disband the Airport Board and replace it with an Airport Committee to be created under the Airport Rules and Regulations. With the removal of the board it allows the Airport the ability to appoint a committee where no quorums are required and to meet and discuss airport items such as suggestions for airport studies, development updates, proposed permits and leases.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2023-11

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS REPEALING ORDINANCE NOS. 2000-10 AND 2021-14 ARTICLE IV, DIVISION 6 OF THE TAYLOR CODE OF ORDINANCES ESTABLISHING THE AIRPORT BOARD FOR THE CITY OF TAYLOR, TEXAS TO BE REPLACED BY AIRPORT COMMITTEE UNDER CITY OF TAYLOR AIRPORT RULES AND REGULATION ORDINANCE.

First reading. No action was taken.

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

11. **Consider agreement for Legislative services from Focused Advocacy and authorize the City Manager to execute the agreement.**

Jeff Jenkins, Deputy City Manager – this agreement would assist the City of Taylor with legislative services. Legislative services in general terms involves representing us before the Texas Legislature and helping guide our legislative positions. Snapper Carr with Focused Advocacy addressed the Council and explained the business and what they do.

Motion was made by Councilmember Garcia to approve the agreement with Focused Advocacy as presented and authorize the City Manager to execute the agreement. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

12. **Consider approval of submission of a grant application to the Department of Homeland Security – FEMA for FY 2022 Staffing for Adequate Fire and Emergency Response (SAFER) grant program.**

Daniel Baum, Fire Chief – requested approval to submit a grant application for a federal grant program that provides funding to municipalities to hire firefighters with the intent of meeting National Fire Protection Association (NFPA) standards for minimum staffing.

Motion was made by Councilmember Ariola to approve the submission of the SAFER grant application for nine firefighters. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

13. Consider appointments and re-appointments to various Boards & Commissions.

Dianna McLean, City Clerk – presented a roster for each board/commission showing expiring terms or vacancies.

Animal Control and Appeals Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Arlon Graef, DVM	Term Expires	No		
Melanie Rathke	Term Expires	Yes	Yes	Melanie Rathke
Thomas Rohlack	Term Expires	Yes	Yes	Thomas Rohlack

Motion was made by Councilmember Garcia to reappoint Melanie Rathke and Thomas Rohlack to the Animal Control and Appeals Board. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

Library Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Sheon Corley	Term Expiring	Yes	Yes	Sheon Corley
Trisha Randig	Term Expiring	No		Maria Newman

Motion was made by Councilmember Garcia to reappoint Sheon Corley and appoint Maria Newman to replace Trisha Randig. Motion carried unanimously.

Main Street Advisory Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement	New Member
Erwin Stauffer	Term Expiring	Yes	Yes	Erwin Stauffer
Ruth Rivera	Term Expiring	Yes	Yes	Ruth Rivera

Motion was made by Councilmember Garcia to reappoint Erwin Stauffer and Ruth Rivera to the Main Street Advisory board. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

Moody Museum Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement	New Member
Susan Komandosky	Term Expiring	Yes	Yes	Susan Komandosky
Travis Summerlin	Term Expiring	Yes	Yes	Travis Summerlin
Terry Pierce	Term Expiring	Yes	Yes	Terry Pierce

Marilyn Fleming	Term Expiring	Yes	Yes	Marilyn Fleming
Leslie Hill	Term Expiring	Yes	Yes	Leslie Hill
Janet Curtis	Non-attendance			DeAnn Stuart

Motion was made by Councilmember Ariola to reappoint Travis Summerlin, Terry Pierce, Marilyn Fleming, and Leslie Hill to the Main Street Advisory Board, and to appoint DeAnn Stuart to replace Janet Curtis. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

Parks & Recreation Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Stacy Olsen	Term Expiring	Yes	Yes	Stacy Olson
Brennon Zupfer	Student Member			Brennon Zupfer

Motion was made by Councilmember Garcia to reappoint Stacy Olson to the Parks & Recreation Board and to allow Brennon Zupfer to continue on the Board until May (when he graduates). Motion was seconded by Councilmember Ariola. Motion carried unanimously.

Planning & Zoning Commission

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Donna Frazier	Term Expiring	Yes	Yes	Donna Frazier
Steven Darden	Term Expiring	Yes	Yes	Steven Darden
Rick Selin	Military Leave			Alexander Allrich

Motion was made by Councilmember Ariola to reappoint Donna Frazier and Steven Darden to the Planning & Zoning Commission. Motion was seconded by Councilmember Garcia. Motion carried unanimously.

Motion was made by Councilmember Garcia to appoint Alexander Allrich to replace Rick Selin. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

Public Arts Advisory Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Richard Stone	Term Expiring	Yes	Yes	Richard Stone
Nathan Gray	Term Expiring	Yes	Yes	Nathan Gray

Motion was made by Councilmember Drummond to reappoint Richard Stone and Nathan Gray to the Public Arts Advisory board. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

TEDC (Taylor Economic Development Corp)

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
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Joe Burgess	Term Expiring	Yes	Yes	
Kelly Cmerek	Term Expiring	Yes	Yes	

Councilmember Garcia requested this item be postponed pending discussion with TEDC and City Management.

Tree Advisory Board

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Nancci Phillips-Burgess	Resigned			Mehgan Pokorny
Julie Rydell	Term Expiring	Yes	Yes	Julie Rydell

Motion was made by Councilmember Ariola to appoint Mehgan Pokorny to replace Nancci Phillips-Burgess and reappoint Julie Rydell to the Tree Advisory Board. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

Zoning Board of Adjustment

Current Member	Reason for Appointment	Willing to be re-appointed	Met Attendance Requirement?	New Member
Michael Prillaman	Term Expiring	Yes	Yes	Michael Prillaman
David Paul	Resigned			Emily Holmes
Alternate				

Motion was made by Councilmember Garcia to reappoint Michael Prillaman and appoint Emily Holmes to replace David Paul. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

14. Receive an update on Brush Collection 2023 Ice Event.

Jim Gray, Public Works Director – gave a brief update on the brush collection from the recent ice event. The City has collected over 650,000 cubic yards of brush and completion of brush collection will be March 24, 2023. Grinding and wood chip operation will continue through April 7th with the possibility of extending to April 14th.

Motion was made by Councilmember Garcia to receive the brush collection update as presented. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

Mayor Rydell read the Executive Session items and adjourned into closed session at 7:16pm.

Executive Session I. The Taylor City Council will conduct a closed executive session under 551.074 of the Texas Government Code to deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of public officer or employee.

- a. City Attorney

Executive Session II. The Taylor City Council will conduct a closed executive meeting under Section 551.071 of the Texas Government Code in order to meet with its City Attorney on a matter in which the duty of the Attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas authorize and allow such a closed meeting and which Rules conflict with the Texas Open Meetings Act.

- a. TCEQ Prairie Crossing Wastewater Treatment Facility

Mayor Rydell reconvened into open session at 7:46pm. No action was taken.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 7:46p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 4
Agenda Title: Consider awarding Grant
Administration Services for TXDOT
Transportation Alternative Grant

Council Action to be taken: Receive recommendation/Vote on Approval/Award of
Grant Administration Services

Department Submitted: City Management/Public Works

Staff Contact: Jim Gray, Public Works Director
Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The City of Taylor solicited for grant administrations services for the TXDOT Transportation Alternative Grant Project. Grant Administration Services must be awarded to help with the application and to help facilitate the project forward.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

TXDOT has issued a call for projects through the Transportation Alternative grants program to use for sidewalk projects. City staff has used two sidewalk projects to apply towards, which would be for SE/MLK and Mallard Street.

The city has completed the first step in the process by submitting the preliminary application. During the preliminary application, Langford submitted two applications for sidewalk grants. TxDOT anticipates notifying entities of eligible project and inviting to submit a full application around March 27th, 2023. If the city is approved to move to the next steps, the final application is due June 5, 2023. Final award notification for this grant is anticipated in October 2023.

The maximum allowed per application is \$5 million and the city currently has transportation credits, therefore, the City of Taylor would not have to provide match due to the credit.

The Grant Administration Proposals were received by March 13th at 4pm and the city received two proposals. The committee consisting of two staff members and Councilor Drummond, scored the RFPs and recommend you award grant administration services to Langford Community Management Services. The cost of grant administration services would be covered through the grant and will be 3% fee of the total budget. Total budget

will be at least \$5 million for both projects, which we anticipate a fee of at least \$150,000 depending on the final budget.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Grant funding with no match. • Would provide additional sidewalks off MLK/SE Taylor and on Mallard Street. • Improves existing trails	• Will take time to know if awarded and application does take some time to complete

4. RECOMMENDATION

Staff recommendation is to award the RFP, based on the scoring committees recommendation, to Langford Community Management Services and authorize the City Manager to execute an agreement with Langford Community Management Services.

5. FUNDING SOURCE

Grant funded.

6. TIMELINE

Final application due June 5,2023.

Award notifications for projects selected is anticipated in October 2023.

7. OTHER OPTIONS (In order of preference)

Make decision to award Grant Administration to another firm (other than scoring committee's recommendation)

8. ATTACHMENTS

4a. [Summary Sheet for Administration Services](#)

SUMMARY of RFP - TxDOT Transportation Alternative Project Administrative Services

Monday, March 13, 2023

	J. Jenkins				M. Drummond				J. Gray			
	Lankford	Goodman			Lankford	Goodman	0	0	Lankford	Goodman	0	0
Experience	35	35			38	35			38	35		
Prior Work Perf	25	20			29	27			28	26		
Capacity to Perform	20	20			20	19			20	19		
Proposed Cost	8	10			8	9			6	9		
TOTAL:	88	75	0	0	95	90	0	0	92	89	0	0

Lankford	275
Goodman	254
0	0
0	0



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 5
Agenda Title: Consider awarding Engineering Services for TXDOT Transportation Alternative Grant

Council Action to be taken: Receive recommendation/Vote on Approval/Award of Engineering Services

Department Submitted: City Management/Public Works

Staff Contact: Jim Gray, Public Works Director
Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The City of Taylor solicited for engineering services for the TXDOT Transportation Alternative Grant Project. Engineering Services must be awarded to help with the application and to help facilitate the project forward.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

TXDOT has issued a call for projects through the Transportation Alternative grants program to use for sidewalk projects. City staff has used two sidewalk projects to apply towards, which would be for SE/MLK and Mallard Street.

The city has completed the first step in the process by submitting the preliminary application. During the preliminary application, Langford submitted two applications for sidewalk grants. TxDOT anticipates notifying entities of eligible project and inviting to submit a full application around March 27th, 2023. If the city is approved to move to the next steps, the final application is due June 5, 2023. Final award notification for this grant is anticipated in October 2023.

The maximum allowed per application is \$5 million and the city currently has transportation credits, therefore, the City of Taylor would not have to provide match due to the credit.

The Engineering qualifications were received by March 13th at 4pm and the city received four qualifications. The committee consisting of two staff members and Councilor Drummond, scored the RFQs and recommend you award engineering services to HDR Engineering. The cost of engineering services would be covered through the grant.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Grant funding with no match. • Would provide additional sidewalks off MLK/SE Taylor and on Mallard Street. • Improves existing trails	• Will take time to know if awarded and application does take

4. RECOMMENDATION

Staff recommendation is to award the RFQ, based on the scoring committee recommendation to HDR Engineering and authorize the City Manager to execute an agreement with HDR.

5. FUNDING SOURCE

Grant funded.

6. TIMELINE

Final application due June 5, 2023.

Award notifications for projects selected anticipated in October 2023.

7. OTHER OPTIONS (In order of preference)

Make decision to award Engineering to another firm (other than scoring committee's recommendation)

8. ATTACHMENTS

5a. [Summary Bid Sheet – Engineering Services](#)

SUMMARY of RFP - TxDOT Transportation Alternative Project Engineering/Architectural/Surveying Services

Monday, March 13, 2023

	J. Jenkins				M. Drummond				J. Gray			
	Goodwin	Doucet	Goodman	HDR	Goodwin	Doucet	Goodman	HDR	Goodwin	Doucet	Goodman	HDR
Experience	48	49	47	57	48	53	50	58	46	50	53	58
Work Performance	18	20	21	22	21	22	22	24	23	22	21	24
Capacity to Perform	15	15	15	15	13	13	14	14	15	15	15	15
TOTAL:	81	84	83	94	82	88	86	96	84	87	89	97

Goodwin	247
Doucet	259
Goodman	258
HDR	287



City Council Meeting *March 23, 2023* *Transmittal Letter*

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☐ Economic Vitality

Agenda Item #: 6

Agenda Title: **Consider Ordinance No. 2023-12, amending Ordinance 2022-02, pertaining to the Taylor Municipal Airport Rules and Regulations**

Council Action to be taken: Consider adopting ordinance

Department Submitted: Public Works (Airport)

Staff Contact: Jim Gray, Public Works Director
Stacey Batch, Airport Manager

1. PURPOSE/DESCRIPTION

The purpose of this ordinance is to amend Ordinance 2022-02 in its entirety. This Ordinance will update the airport rules and requirements to be in compliance with FAA standards.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The current ordinance in its entirety has not been updated since 1996. The new Ordinance allows the City to update rules and regulations to current FAA standards and helps to improve safety and security of the tenants and the airport. Proposed insurance requirements are also updated to protect the airport and its tenants. These new revisions standardize the requirements for the airport and its users (tenants and non-tenants). Proposed revisions include:

- Clarification for the safety of operations areas and activities in those areas. Fuel handling practices and aircraft ground operations regulations. Updates include added clarity of Fire regulations to be enforced on the airport.
- Revisions for the security of the airport by delineating restricted areas, allowing airport staff to have more knowledge of activities on the airport and persons using the facility. Revisions to the insurance policy requirements requiring that the City of Taylor be included as an additional insured and be provided a waiver of subrogation. Hangar Keeper's liability coverage for the premises leased from the City of Taylor or airport lessee's hangars on the airport property which provides coverage for damage to, or the destruction of aircraft owned by others while in the insured's management, custody for storage, safekeeping or repair while on the leased premises in a minimum amount of \$2,000,000.00.
- The Airport Manager makes recommendations to the City Manager and/or City Council for consideration of approval of all leases, subleases, permits, and other agreements for the use of the Airport and its facilities.

The City of Taylor Municipal Airport is a federally obligated airport and therefore must adhere to FAA Grant assurances. The updated ordinance provides more standardization of airport requirements to better maintain compliance with FAA grant assurances.

The Airport has accepted input/revisions from the Airport Board, City officials, and based tenants.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Standardization of rules and regulations at the airport in accordance with grant assurances. • Adding additional insurance coverage provided by tenants to protect the City. • Clarity of restricted areas.	•

4. RECOMMENDATION

Consider adopting ordinance.

5. FUNDING SOURCE

N/A

6. TIMELINE

Staff recommends making these changes.

7. OTHER OPTIONS (In order of preference)

Continue airport operations under the guidelines established under ordinance 2022-02

8. ATTACHMENTS

6a. [PowerPoint presentation](#)

6b. [Ordinance 2023-12](#)

City Council Meeting March 23, 2023 Airport

Ordinance 2023-12 revising airport guidelines pursuant to Ordinance 96-29.

PURPOSE

The purpose of this ordinance is to update Ordinance 96-29 in its entirety. Updates to sections have been made over the years. This Ordinance will update the airport rules and requirements to be in compliance with FAA standards.

STAFF ANALYSIS/ BACKGROUND/ PRIOR COUNCIL ACTIONS

The current ordinance in its entirety has not been updated since 1996. The new Ordinance allows the City to update rules and regulations to current FAA standards and helps to improve safety and security of the tenants and the airport. Proposed insurance requirements are also updated to protect the airport and its tenants. These new revisions standardize the requirements for the airport and its users (tenants and non-tenants).

PROS AND CONS

PROS

- Standardization of rules and regulations at the airport in accordance with grant assurances.
- Adding additional insurance coverage provided by tenants to protect the City.
- Clarity of restricted areas

CONS

- It could jeopardize compliance with Federal regulations and assurances

ORDINANCE NO. 2023-12

AN ORDINANCE AMENDING ORDINANCE NO. 2022-02 PROVIDING REGULATIONS FOR THE USE, OPERATION AND CONDUCT OF THE TAYLOR MUNICIPAL AIRPORT; PROVIDING A FUEL SURCHARGE; PROVIDING A PENALTY UPON CONVICTION OF A FINE VIOLATING THE ORDINANCE AND PROVIDING CIVIL PENALTIES; PROVIDING A SAVINGS CLAUSE AND REPEALING ALL ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE CITY OF TAYLOR:

AIRPORTS AND AIRCRAFTS

ARTICLE 1

MUNICIPAL AIRPORT AND AIRCRAFT OPERATION

SECTION 1.1 Article to contain rules and regulations for airport.

The rules and regulations contained in this article shall obtain and be observed in the use, operation and conduct of said Taylor Municipal Airport.

SECTION 1.2 Federal Aviation Administration rules adopted.

The federal air traffic rules promulgated by the Federal Aviation Administration for observance by aircraft operated anywhere in the United States, and presently or hereafter effective, are hereby referred to, adopted, and made a part hereof as though fully set forth and incorporated herein.

SECTION 1.3 Conflict in rules.

If and where there is conflict in these and the Federal Aviation Administration traffic rules, the latter shall prevail. Refer to copy of Minimum Standards for Commercial and Noncommercial Operators at Taylor Municipal Airport, Article 2.

SECTION 1.4 Knowledge of rules implied; copies of Article available.

By publication of this Ordinance as required by law, all persons will be deemed to have knowledge of its contents. The Airport Manager is directed to have copies of this Ordinance printed and at all times available in the Airport Manager's office, and to furnish such copies to owners and aircraft operators who use the airport upon request.

SECTION 1.5 Use of airport restrictions.

The Airport shall be open for public use at all times, subject to special restrictions which may be put in force from time to time due to weather, conditions of landing area and any other cause which the Airport Manager may determine to exist.

No person, firm, association, corporation, or entity, incorporated or otherwise, shall use the airport for commercial activities, for the carrying for hire of passengers, freight, express or mail; for instruction in aviation in any of its branches, for the sale of fuels, refreshments, or any commodity, or for any other commercial purpose, unless approved by a written permit from the City Council or its duly authorized agent.

Except as herein otherwise specifically provided, the owners and operators of aircraft may use the landing area, ramps and roadways of the Airport in common with others without charge; provided, however, that such use conforms in all respects to the field rules, air traffic patterns, ground rules and other rules, orders and provisions of this Ordinance adopted by the City Council relating to aircraft, air services and aviation and to the civil air regulations and air traffic rules of the Federal Aviation Administration, or other proper agency of the government of the United States and the State of Texas.

All persons using the Airport or any of its facilities for any purpose shall obey all of the regulations in force and effect.

The air traffic rules promulgated by the Federal Aviation Administration of the United States of America (FAA) and in effect at this time, or which shall be amended or adopted in the future, are hereby adopted and made a part of these regulations as fully as if copied herein. A copy of such rules and regulations shall be kept on file in the Airport Manager's Office at all times.

No person may operate any aircraft over or land upon or take off from, or service, repair or maintain any aircraft on, the Airport or conduct any operation on or from the Airport save and except in conformity with these regulations and those of the FAA.

No person and no aircraft not authorized by the FAA may operate on or over the Airport; provided, however, this restriction shall not apply to any operator or aircraft belonging to, being operated by or operating under the permission of the government of the United States.

All leases, subleases, permits, and other agreements for the use of the Airport and its facilities, whether for commercial or noncommercial purposes, shall be conditioned upon the full assumption of responsibility. Each lessee, sublessee, permittee, or other signatory shall indemnify the City, its officers, agents, and employees from all liability resulting from the activities of all persons using the Airport. The use of the Airport shall constitute an acceptance of this rule.

The Airport Manager may appoint an airport committee to hold meetings from time to time to provide news, updates, comments and suggestions for airport studies, development updates, proposed permits and leases. Meetings may be open to the public but require no quorum of the airport committee. The meetings are only for informational purposes.

The Airport Manager makes recommendations to the City Manager and/or City Council for consideration of approval of all leases, subleases, permits, and other agreements for the use of the

Airport and its facilities.

SECTION 1.6 Nonliability of City: obedience to rules required.

Any person going upon the grounds of the Taylor Municipal Airport, or using it for any purpose, shall do so at their own risk to person and property; and shall hold the City of Taylor harmless for and on account of any injury or damage to person or property suffered thereby. Such person shall be bound by and obey all the rules and regulations concerning and pertaining to said airport.

SECTION 1.7 Safeguard of persons and property.

The Airport Manager shall at all times have authority to take such action as may be necessary to safeguard any person, aircraft, equipment, or property at the airport.

SECTION 1.8 Suspicious activities.

All suspicious and unauthorized activities shall be reported immediately to the Airport Manager, police or DPS. All tenants using Airport property and City facilities shall take all necessary security precautions to assist in Airport security. Said tenants and /or users shall report any incidents deemed to threaten Airport security to a police officer, DPS or the Airport Manager or representative.

SECTION 1.9 Vehicular traffic.

All vehicular traffic shall be confined to the roads, streets, avenues, and alleys provided on the grounds for that purpose and shall not be operated as posted in designated areas at a speed in excess of ten (10) miles per hour, except as otherwise posted on the main entrance road. No person, automobile, motor vehicle of any kind or other equipment may enter, cross or operate in or on any area of the Airport other than on those designated roads, walkways and parking areas, without express authority from the Airport Manager.

SECTION 1.10 Restricted area.

- a) PERSONS WHO MAY ENTER RESTRICTED AREA. - No person shall go into the designated restricted area unless they have written permission of the Airport Manager, hold a current license, Airport issued permit or lease with the City of Taylor for a facility or to conduct an activity in the restricted area or is an invited visitor of such a person. Employees or invited visitors are the responsibility of their sponsor for compliance with all airport rules and regulations. Restricted areas are identified with signage stating:
Restricted Area
Authorized Personnel Only

SECTION 1.11 Construction, signs, equipment, buildings, house trailers, generally.

- a) All construction must be authorized by the City Council and comply with city building and construction codes and standards.
- b) No structures may be erected beyond the BRL (building reference line) or in conflict with the approved airport layout plan.
- c) No signs or equipment or portable buildings and house trailers may be erected, moved in, or installed except as may be specifically authorized by the City Council.
- d) No junk vehicles, trailers or non-aviation related equipment shall be stored on the airport without Airport Manager approval.
- e) No travel trailers, recreational trailers, haul trailers or utility trailers are permitted to be stored on the airport without written permission from the Airport Manager.

SECTION 1.12 Registration of persons and aircraft.

All aircraft based at the Taylor Municipal Airport shall be registered by the owner(s) of the aircraft at the office of the Airport Manager with either a properly executed lease agreement with the City for a hangar space or a tie- down space, or a properly executed airport tenant agreement if the aircraft occupies space sub- leased or provided, with or without a fee or charge, by a primary airport ground or facilities lessee. It shall be the responsibility of the primary lessee to provide the necessary information for the proper execution of the airport tenant agreement and supply the list of those aircraft to the Airport Manager. Employees or invited visitors are the responsibility of their sponsor for compliance with all airport rules and regulations.

SECTION 1.13 Pilots and aircraft to be licensed; exceptions.

Only aircraft and airmen licensed by the Federal Aviation Administration shall operate upon said Taylor Municipal Airport. Provided that this limitation shall not apply to students in training under license instructors nor to public aircraft of the federal government or of a state territory or political subdivision thereof, or to aircraft licensed by a foreign government with which the United States has a reciprocal agreement covering the operation of such licensed aircraft.

- a. Traffic around the Airport shall follow standard FAA airport traffic rules and regulations. Said traffic will remain under the control of the FAA facility with jurisdiction until released by said facility. If there is a conflict between this Section and FAA rules, applicable FAA rules will prevail.
- b. The Airport Manager is authorized to refuse operating clearance to any aircraft being operated in violation of any of the rules in this Article.

SECTION 1.14 Persons under the influence of intoxicants or narcotics are prohibited from flying; exception.

No person under the influence of an intoxicant or narcotic shall operate or fly in any aircraft upon said Taylor Municipal Airport provided such inhibition shall not apply to a passenger when accompanied by a nurse or caretaker in an aircraft apart from the pilot.

SECTION 1.15 Liability for damage to airport.

Any person, corporate or individual, and the owner of any aircraft causing damage of any kind to said airport, whether through violation of any of these rules or through any set of negligence, shall be liable therefore, and to, said City of Taylor.

SECTION 1.16 Reporting and preventing damage to runway lights.

Any person damaging any field light or fixture by operation of an aircraft or otherwise shall immediately report such damage to the Airport Manager. No person may tamper with, interfere with, damage or in any manner molest the Airport light system, markings, fencing or navigation aids.

SECTION 1.17 Use of another's property.

Unless authorized by the owner in writing, the use of any aircraft, parts, equipment, accessories, or tools of another, situated on said airport, is forbidden, and no person shall enter, climb upon, or in any way tamper with, any aircraft not owned by that person unless written permission has been granted by the owner or the person is accompanied by the owner.

SECTION 1.18 No bottles or glass

No bottles or glass shall be left or broken upon the floor of any building or upon any part of the surface area of the airport.

SECTION 1.19 Authority of Airport Manager to suspend or restrict operations.

The Airport Manager may suspend or restrict any or all operations without regard to weather conditions whenever such action is deemed necessary in the interest of safety.

SECTION 1.20 Agricultural operations.

- a. Agricultural spraying operations, if authorized, will be conducted in accordance with procedures contained in The Code of Ordinances and must be approved by the Airport Manager and only from the areas designated on the airport. Reckless flying, careless handling of chemicals while on the airport will not be tolerated. Agricultural operations must comply with all Federal, State and local regulations.
- b. Hunting on any part of the Airport property is prohibited and no person may discharge any firearm or weapon capable of propelling a projectile into, across or over any part of the

Airport.

- c. No person may permit any livestock to enter restricted areas of the Airport landing area at any time.

SECTION 1.21 Repairs to aircraft.

No aircraft shall be repaired on any part of the landing or take-off area, and all repairs shall be made at the places designated by the Airport Manager for such purpose.

SECTION 1.22 Maintenance or inspection vehicles in certain areas.

All vehicles performing maintenance or inspection tasks which must operate in the primary landing area or taxiways will be equipped with a roof mount flashing yellow light, or approved orange and white checkered flag, and will not enter these areas without prior coordination on the Unicom frequency.

SECTION 1.23 Wrecked aircraft.

Every aircraft owner, their pilot, and agents, shall be responsible for the prompt removal, under the direction of the Airport Manager of wrecked aircraft.

SECTION 1.24 Fire regulations.

- a) Every person going upon or using the airport or its facilities in any manner, shall exercise the greatest care and caution to avoid and prevent fire. All applicable fire codes are to be followed.
- b) Aircraft shall not be fueled while the engine is running or while in a hangar.
- c) Smoking or open flame within fifty (50) feet of any aircraft or fuel truck are prohibited.
- d) No flammable substance shall be used in cleaning motors or other parts of an aircraft inside a hangar or other building. Flammable liquids may be used only for the purpose stated outside of and clear of any building.
- e) No one shall smoke, ignite a match, or lighter in any City-owned building.
- f) Hangar entrances shall be kept clear at all times. No boxes, crates, cans, bottles, paper, or other litter shall be permitted to accumulate in or about a hangar.
- g) The floors in all buildings shall be kept clean and free from oil, and no volatile, flammable substance shall be used for cleaning the floors.
- h) During fueling operations, fire extinguishers shall be available on aircraft servicing aprons or ramps in accordance to the applicable fire codes.

- i) Tenants may store up to 10 gallons of 100 LL or Jet A in 5 gallon containers provided the containers are metal safety cans as approved by the Fire Marshal.

SECTION 1.25 Fueling of aircraft - Safety regulations.

- a) All aircraft shall be gassed at the gas pump, or if by truck on the ramp clear of hangars.
- b) All aircraft will be positively grounded when being serviced with fuel.
- c) Pouring or gravity flow fuel dispensing to aircraft shall be limited to no more than a 5-gallon approved metal safety can as authorized by the Fire Marshal.

SECTION 1.26- Fuel flowage fees.

- a) The fuel flowage fees to be paid by lessees to the City of Taylor on fuel delivered to lessees at Taylor Municipal Airport, at a rate established by the City Manager or designee. The fuel supplier and/or City-owned FBO shall be exempt from the surcharge.
- b) The City Manager is authorized to execute amendments to lease contracts with fixed base operators providing that such lessees supply the city with monthly reports showing the amount of fuel delivered to lessee.

SECTION 1.27 Starting aircraft engines.

- a) If not equipped with adequate brakes, the engine shall not be started in an aircraft until and unless the wheels have been set with blocks attached to ropes or other suitable means for removing them.
- b) No engine shall be started or run unless a competent operator is at the controls of the aircraft and no engine shall be started or run inside any building.
- c) No engine shall be started, run, or warmed up until and unless the aircraft is in such position that the propeller stream will clear all buildings and groups of people in the observation areas and path of the aircraft.

SECTION 1.28 Aircraft Ground Operations

- a. Aircraft traffic on the Airport shall follow standard FAA ground traffic rules and regulations. If there is a conflict between this Section and FAA rules, applicable FAA rules will prevail.
- b. All aircraft at the Airport shall be taxied at a slow and safe speed at all times. When in the vicinity of other aircraft landing or taking off, aircraft being taxied will be brought to a complete stop.
- c. The Airport Manager is authorized to refuse clearance to any aircraft or vehicle being operated in violation of any applicable government regulation on or around the airfield.
- d. No person shall taxi an aircraft until he or she has ascertained there will be no danger of collision with any person or object in the immediate area.

- e. Each person instructing students at the Airport shall acquaint the students with the rules and regulations in effect.
- f. No aircraft engine may be started on any aircraft not equipped with adequate brakes in good working order, unless the wheels of the aircraft have been set with blocks sufficient to hold the same.
- g. No aircraft engine may be started or run unless a competent operator is at the controls of the same.
- h. No aircraft engine may be warmed up or run unless the aircraft is in such position that the propeller blast will clear all buildings, persons in the observation areas, and flight path of the landing aircraft. There shall be no taxiing of aircraft by engine power into or out of hangars.

SECTION 1.29 Take-off, landing, flying rules and procedures.

- a) REPORTING OF TRAFFIC INTENTIONS. All pilots are encouraged to obtain current weather information through the published Automated Weather Observing System (AWOS) frequency or call on the published, local Unicom frequency to determine the runway favored by the wind and to announce their position and intentions for take-off and landing. Wind and runway information that may be given by "Taylor Unicom" is of an advisory nature only and the final decision to which runway to use or whether to takeoff or land is at the sole discretion of the pilot in command. Any deviation from the runway in use should be announced to "Unicom" or "Traffic" and the right-of-way yielded.
- b) TAKE-OFFS, LANDINGS OVER CERTAIN OBJECTS PROHIBITED OR RESTRICTED. No aircraft shall land or take off in such manner as to clear any public street or highway at an altitude of less than one hundred (100) feet nor land or take off on the taxiway or any turf area or over hangars or other structures, automobile parking areas or groups of spectators.
- c) TAKE-OFFS, LANDINGS WITH CALM WINDS. If the winds are calm, take-off and land on Runway 17.
- d) TAKE-OFF, LANDINGS ON APRON, PARKING RAMP PROHIBITED, EXCEPTION. No fixed wing take-offs or landings shall be made on the apron or parking ramp, except on special permission of the Airport Manager.
- e) TOUCH-AND-GO LANDINGS. Touch-and-go landings may be made at the discretion of the pilot. All aircraft shall "clear" for incoming and take-off traffic before taxiing into take-off position.
- f) TRAFFIC PATTERN ELEVATION. Traffic pattern elevation is seven hundred (700) feet above ground level (AGL) or one thousand three hundred (1300) feet Mean Sea Level (M.S.L.)
- g) TAKE-OFF CLIMB. On take-off, all aircraft should climb straight out to a level of four hundred (400) feet above ground level (AGL), clear airport boundary and execute a ninety (90) degree turn to the right when using runway 17 or execute a ninety (90) degree turn to

the left when using runway 35. To leave traffic, the aircraft should climb to five hundred (500) feet AGL before executing a forty-five (45) degree climbing turn to the right for runway 17 or to the left for runway 35.

h) TRAFFIC FLOW.

- 1) Any aircraft within three (3) miles of the airport at an altitude of less than one thousand three hundred (1,300) feet AGL should conform to the clockwise flow of traffic when the favored runway is 17, or a counterclockwise flow of traffic for runway 35. All aircraft should establish their pattern altitude before entering the traffic pattern and should not deviate from this altitude (except in an emergency) until descent for landing is necessary.
- 2) All aircraft landing at the municipal airport shall fly a standard left hand traffic pattern when the runway is 35, or a right-hand traffic pattern when the favored runway is 17 at an altitude of seven hundred (700) feet AGL. Pattern entry shall be made at an angle of forty-five (45) degrees to the active runway with the runway to the pilot's left (runway 35) or to the pilot's right (runway 17). Entry shall be made at the midpoint of either the upwind or downwind leg.
- 3) Aircraft entering the traffic pattern shall exercise caution and practice courtesy so as not to cause aircraft already in pattern to deviate from their course.

STRAIGHT-IN APPROACHES. Straight-in approaches shall not be used unless radio contact with other aircraft has been established from at least five (5) miles out. Aircraft which find it dangerous or difficult to conform to the standard pattern due to their high speed or other special characteristic may fly a circular counterclockwise pattern(counterclockwise for runway 35; clockwise for runway 17) with a radius of not more than three (3) miles and at an altitude of not more than seven hundred (700) feet AGL

- i) ALTITUDE, ACCELERATION, DECELERATION. No fixed wing aircraft shall be operated over the City of Taylor at an altitude of less than one thousand (1,000) feet AGL. Aircraft engines shall not be accelerated nor decelerated while over the Taylor area in such manner as to distract, excite or disturb persons on the ground, regardless of altitude. All emergency air ambulance operations (rotor wing or fixed wing) operating within the Taylor City Limits, should contact the Taylor Fire and Police Department before landing either at the Taylor Municipal Airport or any landing zone (LZ) for patient evacuation.

SECTION 1.30 Parking aircraft.

- a) Aircraft shall not be parked on or within two hundred (200) feet of any part of the landing or take-off area of the airport; and all unhoused aircraft shall be parked in the areas designated by the Airport Manager for that purpose.
- b) Aircraft will not be parked in such a manner as to hinder the normal movement of other

traffic unless specifically authorized by the Airport Manager as an emergency measure.

- c) It is the responsibility of the pilot when leaving a parked aircraft unattended to see that the brakes are set or that the plane is properly checked and/or tied down.
- d) All aircraft not hangared or in use shall be tied down and/or wheels chocked. The aircraft owner or their agent is responsible for the tie-down security of their aircraft at all times and particularly during inclement weather.

SECTION 1.31 Student training and practice flying.

- a) Instructors in flying shall inform students and shall inform themselves of all rules and regulations in effect at the airport.
- b) Aircraft shall not be permitted to remain on the landing or take-off areas for the purpose of instructing students.

SECTION 1.32 Helicopter operations.

- a) Helicopters operating in the Taylor area and upon the airport, will comply with applicable federal aviation regulations and comply with Unicom procedure.
- b) Helicopters will not operate below a safe autorotation speed or altitude when flying over populated areas or buildings.

SECTION 1.33 Glider operations.

- a) Car-tow launch of gliders, and the use of any turf area of the airport for take-offs and landings is prohibited. All aircraft must use the paved runways for take-offs and landings.
- b) All vehicular traffic on the taxiways is prohibited except when towing assembled gliders to the take-off area or as provided in subsection (e) of this section.
- c) Pilots, wing walkers and crew shall be briefed by Airport Administration for proper airport procedures, runway/taxiway dimensions before operating on airport.
- d) Gliders will space their takeoffs with the powered aircraft, using the favored runway, in such a way as to prevent unnecessary delays safely and efficiently to the normal traffic flow.
- e) No glider will be launched until the glider pilot, or the tow plane pilot advises the Unicom operator that glider operations are planned.
- f) Vehicles used for the transportation of disassembled gliders (i.e., trailer) and/or persons will have an amber flashing light on the top of the vehicle, or an approved orange and white checkered flag attached to the vehicle and contain a mobile or portable radio transceiver

tuned to the published, local Unicom frequency. These vehicles will drive to the assembly area and return after glider operations cease only once and will follow the routes and park only in the areas designated by the Airport Manager. Transportation of persons during the hours of glider operations will be conducted by only one designated vehicle, properly equipped, following designated routes. All other vehicles will be parked in designated public parking areas.

- g) In the interest of safety, all gliders are requested to contain a mobile or portable radio transceiver tuned to the published, local Unicom frequency, and for the tow pilot to advise local traffic that a glider aero towing is in progress from the favored runway.

SECTION 1.34 Skydiving

- a) All Skydiving operations must first be approved by the Airport Manager.

SECTION 1.35 Lien for charges.

- a) To enforce the payment of any charge made for repairs, improvements, storage, or care of any personal property, made or furnished by the City of Taylor or its agents, in connection with the operation of said Taylor Municipal Airport, the City of Taylor shall have a lien upon such personal property, which shall be enforceable as provided by law.
- b) To enforce the payment of any such charge, the Airport Manager may retain possession of such personal property until all reasonable, customary, and usual compensation shall have been paid in full.

MINIMUM STANDARDS

ARTICLE 2

COMMERCIAL AND NONCOMMERCIAL OPERATORS

SECTION 2.1 Introduction

The following are adopted as minimum standards for the Taylor Municipal Airport. The terms here shall be applied uniformly to all persons (as defined herein) operating on or desiring to operate from the Taylor Municipal Airport. A person, by operating on or from the airport, thereby consents to be bound by these standards. A binder containing the current Code of Ordinances and Minimum Standards will be available in the Airport Manager's Office for public review.

Overriding Right of Owner - Any clause herein to the contrary notwithstanding, owner reserves the right to develop and make any improvement to the airport or to make any repairs to the airport or any facility thereon that it deems is in its and the flying public's best interest, and to make any change in any Or all of the minimum standards or lease or rights granted, retroactively when required by the Federal Aviation Administration (FAA) for compliance with the applicable grant provisions or related governmental policies, and prospectively otherwise.

Standards and Leases Subordinate to Agreements with the United States - The airport was developed with aid from the State of Texas and the United States. Copies of such grants are available for review at the office of the City Clerk. These grants include a number of obligations and commitments to the general and flying public, to said State, and to the United States. Any provision of these standards, any lease, or any practice carried out on or for the airport shall be subordinate to, and if at variance with the grant requirements, unilaterally reformable at owners or FAA's option for conformity with these grants.

Airport Layout Plan (ALP), Conformity With - Airport Manager and the FAA have on file a copy of the most recent FAA-approved ALP for the airport. It provides for orderly development and maximization of return from its airport. All development and activities on and proposed leases of portions of the airport must be in conformity with that document.

Noncompliance with Minimum Standards - Any lessee at the airport that is found to be in violation of the lease agreement and/or these "Minimum Standards" may, upon the election of the city, have the remainder of their lease forfeited without liability to the city, in addition to all other penalties proscribed in this Ordinance.

SECTION 2.2 Definitions

Airport - As used herein, the term "Airport" shall mean the airport identified on the title plate

hereof.

Airport Manager - As used herein, the term “Airport Manager” shall mean the official of the owner named on the title/face sheet hereof, or their designee. In no event, however, shall it be a commercial operator (their family member, stockholder, partner, competitor, or employee) of the airport.

City - As used herein, the term “City” shall mean the City of Taylor, Texas.

Commercial Operator - As used herein, the term “Commercial Operator” shall mean a person who provides for compensation, goods, or services to the public on or from the airport, such as a car rental agency, restaurant, etc.

General Fixed-Base Operator - As used herein, “General Fixed-Based Operator” shall mean a person authorized under these standards to operate on the airport as a general fixed-base operator (GFBO). See Section II.7 on Commercial Operators/Rights hereinafter.

GFBO - As used herein, “GFBO” shall mean a General Fixed-Based Operator.

Line Service - As used herein, the term “line service” shall mean the dispensing of aviation fuel, checking aircraft engine oil, adding aircraft engine oil, windshield cleaning, etc.

Noncommercial Operators - As used herein, the term “Noncommercial Operator” is a person who does not offer or provide goods or services to the public for compensation. See Section H hereinafter on noncommercial operators.

Owner - As used herein, the term “owner” shall mean the City of Taylor, Texas.

Person - Unless context clearly indicates otherwise, the word person as used herein shall mean any natural person, estate, club, organization, firm, association (whether incorporated or not), partnership, corporation, or legal entity of any kind.

Specialty Fixed-Base Operator - As used herein, a “Specialty Fixed-Base Operator” is a person authorized to operate on the airport as a specialty fixed-base operator. See Section G on Commercial Operator/Rights hereinafter.

SFBO - As used herein, “SFBO” is a Specialty Fixed-Base Operator.

SECTION 2.3 General Policies

Aircraft Parking on Airport - No aircraft or other vehicle will be left parked on a leased premises for over twenty-four hours at or on the airport unless its owner/operator has made arrangements with a commercial operator for parking in such operator’s assigned/leased spaces or unless space therefore has been leased from owner under procedures set out in the section on “Noncommercial Operators.”

Aircraft Parking on Terminal Apron - The paved or surface-treated terminal aircraft parking apron shall be reserved for itinerant aircraft or for other aircraft while being fueled or while loading or

unloading passengers, except that portion of the parking apron reserved for aircraft owners leasing space from the city for month-to-month parking.

Aircraft Parking/Tie-Down - No person may offer to provide or may use any tie-down space unless the tie-down space has at least 3-point tie-downs with ropes or chains adequate to hold aircraft immobile in gale-force winds.

Aircraft Without Pilot - Aircraft owner(s)/operator(s) shall not leave aircraft on the airport unattended unless such aircraft are tied down in properly equipped tie-down spaces or are under the control of a GFBO or SFBO.

Aircraft/Heights/Loading - No person shall operate any aircraft on the airport which weighs more or has wheel loading any greater than the limits identified in the current "Chart Supplement" published by the Federal Aviation Administration of the U.S. Department of Transportation, provided, however, that if lesser maximums are duly published in official Notices to Airmen, such lesser maximums shall not be exceeded.

Airport Open on Nondiscriminatory Basis - Subject only to the provisions hereof, facilities on the airport shall be open to all classes of users on fair and not unjustly discriminatory bases. What constitutes discrimination shall, in the final analysis, be determined by the Federal Aviation Administration (FAA), the determination of which shall be final.

Aerial Applicators - No person may use the airport for loading, unloading, air frame/ hopper/tank wash-down, other than engine repair of any aircraft used to apply any insecticide, fungicide, rodenticide, or herbicide unless he first gets written permission from Airport Manager. The Airport Manager shall not grant such a permit unless the applicant follows procedures for and obtains an SFBO permit and, in addition, agrees to and (if not provided by a GFBO-lessor) actually does provide at their own expense a paved work area with adequate provisions to collect all debris, liquids, and other materials from such aircraft and deposit same in a container and dispose of same in a manner approved by the Federal Environmental Protection Agency, Texas Department of Health, Texas Commission on Environmental Quality, Texas Department of Licensing and Regulation, and code of ordinances and regulations of the City of Taylor and Williamson County.

Buildings and Structures - All buildings and structures owned or used by operators on the airport are considered as "public buildings" and shall comply with state and local laws, codes and regulations.

Buildings and Structures Standards - No Person may construct, suffer, or maintain any structure or shelter, either permanent or temporary, unless specifically authorized by the city. Except as noted hereinafter, in no event shall the city authorize construction, erection, or continued presence of a structure unless it is of permanent metal and/or masonry construction, paved, aesthetically pleasing, and at a minimum, meet building, fire, and other codes or standards applicable in the city and/or at the airport, provided, however, that the city may on a case-by-case basis make exception to this policy insofar as applicable to GFBO's

during the first five (5) months the GFBO is open if first determined that such action is necessary to provide a minimal level of service to airport users.

Civil Rights - Persons using this airport shall comply with all provisions of the Civil Rights Act of 1964 and implementing Part 21 of the Regulations of the U.S. Department of Transportation and are hereby specifically prohibited from discrimination against any group or individual on the basis of race, creed, color, national origin, or sex.

Commercial Operations - No person may conduct any commercial activity or offer or provide any goods or services for compensation to the public at the airport unless that person is a general fixed-base operator (GFBO) or a specialty fixed-base operator (SFBO) at the airport.

Complaints - Complaints against any operator or their employees for violations of these standards shall be in writing alleging the infraction, date, persons, and, witnesses thereto and signed by the complainant and filed with the Airport Manager.

Compliance with Ordinances, Laws, and Regulations - All persons operating on the airport shall comply with applicable state and federal laws and regulations and local ordinances.

Compliance with Health, Fire, Construction, and Zoning Codes - All persons utilizing the airport shall comply with the requirements of all city health, fire, construction, and zoning codes applicable to the airport and its operation.

Damages - Any clause herein or lease provision to the contrary notwithstanding, any person using facilities or services at the airport which results in damages caused by such use to the airport, or any property located thereon shall be responsible for all damages incurred, including death, bodily injury or property damage.

Hangar Space - Except as otherwise provided in this section, no person may offer for hire on the airport any hangar or shelter for aircraft, related service equipment, or surface vehicle unless he has leased premises from the city as a GFBO or SFBO.

Inspections - To the extent necessary to protect the rights and interests of the owner or to assure compliance with these minimum standards or a lease, the Airport Manager or their authorized representative, or any representative of the FAA or state agency having jurisdiction over the airport shall have the right to enter and inspect, upon notice, during reasonable hours, structures, premises, facilities, and improvements on the airport to determine compliance with all requirements of these standards and any applicable lease provisions.

Insurance on all Structures - At all times during the term of the lease of land on the airport, the lessee, at their own expense, shall maintain with a Texas-licensed casualty company insurance on all structures on the leased property at the airport protecting the lessee and the owner, as their interests may appear, against loss of damage by fire, accident, wind storm, hail, explosion, or smoke. Should loss occur and lessee, for any reason, abandons the lease, all proceeds shall (except to the extent otherwise claimable by the structure's mortgagee) ipso facto, become the property of owner.

Insurance - Any public liability insurance policy required under these standards shall be carried

with a Texas-licensed company. Also, a certificate showing that said insurance is in force, that the City of Taylor is additional insured, provide a waiver of subrogation, and provide for a thirty (30) day notice of cancellation shall be furnished to the Airport Manager.

Landing Fees - Except as provided in the section on “Commercial Operators/Rights,” no fee shall be due from any airport user for the right to land.

Licenses, Certificates, and Authorizations - No person shall operate on or from the airport (whether for compensation or not) unless he possesses or can confirm all licenses, certificates, and authorizations required by these standards and required governmental authorities.

Maintenance of the Airport - Each lessee of land or facilities on the airport shall keep their leased area/facilities neat (freshly painted where appropriate), trimmed, clean, free from any type of hazard of life, limb, or property, free from junk and debris, and in an aesthetically pleasing condition. Maintenance of areas not leased shall be the responsibility of the owner. No aircraft or other vehicle may be parked or kept at the airport unless it is kept operable and in apparently sound structural and mechanical condition. Aircraft not meeting this test; i.e., those undergoing repair or appearing to be “Junk,” unusable, or unsightly, shall promptly be repaired or removed from the airport within ten (10) days after written notice from Airport Manager. Failure to do so after notice shall be considered a breach of these standards.

Protected Surfaces on/around Airport - No aircraft or other vehicle will be parked or left unattended or any object/structure placed, built, or suffered to remain (a) within sixty-eight (68) feet of the centerline of any surface used as a taxiway, (b) within two hundred (250) feet of the centerline of runway, or (c) at any point on the airport where the object would protrude through any surface prescribed as obstruction-free by Federal Aviation Regulations Part 77.

Rates and Charges - All rates and charges imposed by owner on any operator or user or by any commercial operator on users of or other operators on the airport shall be uniformly applicable to all other such operators/users which make the same or similar use of the airport facility, provided, however, that nothing herein shall prevent granting of quantity discounts if such discounts are granted on a nondiscriminatory basis.

Surface Vehicles on Airport - Except to the extent needed to service or load aircraft, no private or commercial vehicle shall be driven or parked on any other than designated roads or auto parking areas.

Surface Vehicles, Limits on Weight - No vehicle with dual-wheeled axle loading of more than 15,000 pounds, is allowed on any paved or treated aircraft movement or parking areas.

Use of Land within the Airport - Property within the airport may be used only for aeronautical purposes, provided, however, that nothing herein shall prohibit a secondary non-aeronautical use of such land if (a) the primary aeronautical need is not interfered with; (b) it is not in violation of FAA regulations; (c) is specifically authorized by owner and; (d) if such secondary use will benefit the airport or provide better for its maintenance or development.

Conflicts in Lease - Should any portion of these Standards conflict with the conditions of any lease

agreement executed by the city prior to the adoption of these Standards, the conditions in the prior executed lease agreement will take precedent over these Standards for the remainder of the lease term or renewal thereof.

SECTION 2.4 Fees Due Owner

Fees Due from Operators at/on Airport - The following shall be due and payable to owner on the fifteenth (15th) day of each calendar month for charges incurred during the calendar month next proceeding, or as described in lessee's lease or permittee's permit as follows:

1. Sums due under any leases of land or land and improvements.
2. Sums due under any agreement or permit granting operating rights at or from the airport.
3. From any scheduled passenger/freight airlines using the airport, such landing fees as may henceforth be imposed and incorporated herein.

SECTION 2.5 Fueling on Airport

Commercial Fueling of Aircraft and Surface Vehicles - Except as specifically authorized hereinafter, no person may sell or provide for hire on the airport fuel, lubricants, or related services to aircraft or service vehicles unless they first qualifies as a GFBO or SFBO. Owner exclusively reserves the right to construct, maintain, and operate centralized fuel storage and dispensing tanks.

Fueling by Aircraft Owners/Operators - The city recognizes the right of any person, firm or corporation operating aircraft on the airport to refuel only its own aircraft with its own regular employees. However, said persons, firms or corporations may not hire vendors of fuel from off airport premises to refuel on the airport. Aircraft fueling accomplished under this provision shall be in strict accordance with the current fire code.

SECTION 2.6 Leases and Limitations on Leases

Exclusive Rights - No person may be granted in fact or by written instrument any exclusive right prohibited by Section 306 (a) of the Federal Aviation Act of 1958. Determination of the existence of a prohibited exclusive right shall in the final analysis be made by the Federal Aviation Administration (FAA), and such determination shall be final. If FAA determines any provision of a written instrument or a practice in fact constitutes a grant of a prohibitive exclusive right, such provision or grant shall be deemed null and void for all purposes.

Terminal Apron Leasing - No related persons/entities (legally by consanguinity or affinity, or otherwise) may be granted GFBO rights on the entire terminal apron or on all or substantially all the land contiguous thereto.

Lease Charges/Escalation Clauses/Terms - All unimproved airport property shall be leased at an amount per square foot per year as set by owner. The term of each lease for use of unimproved airport property shall be set by owner, not to exceed twenty (20) years with a ten (10) year option.

Every lease of airport property shall be deemed to contain an automatic escalation clause requiring adjustment of lease charges at the end of each five (5) year period by the cumulative increase (since last adjusted) in the latest Consumer Price Index as published by the Bureau of Labor Statistics prior to lease anniversary and each five (5) years thereafter.

Lease/Operating Rights Nontransferable - Except to the extent needed for a mortgagee to protect its legitimate interest in a leasehold and improvements thereon, land areas and/or facilities used or needed shall be held pursuant to lease only and shall not be transferable unless authorized in writing by the airport owner.

Lease Cancellation/Reduction in Scope - Land leased on the airport must be promptly, effectively, and reasonably fully utilized. Any person leasing vacant land on the airport must obtain all required building permits to commence construction of minimum facilities, as described in the lease with the city, not later than ninety days from the date of the lease agreement, provided however that the city may grant such extensions as the city may deem necessary. The facilities shall be completed not later than one (1) year after construction commences.

Total Cancellation: If any lessee fails to promptly and effectively utilize any of the leased premises, the owner may lease the tract to another qualified person in accordance with procedures set out elsewhere herein.

Partial Cancellation: If a lessee after such two (2) year period (and any extension that may be granted by the City) is using only part of the area leased to them, owner may, or on receiving from an otherwise qualified person a firm offer to lease the unused portion shall, unilaterally reduce the lease to the area being actually used, provided, however, that in no event (except where lease is totally canceled) will a GFBO's or a SFBO's lease be reduced below the minimum required acreage for such operators.

Revocation of Leases/Grants - The owner, in its discretion, shall have the right to terminate any lease, license, or agreement authorizing any person to conduct any service or activity and/or to revoke any lease on any land or facility on the airport for any cause or reason provided by these standards or by law and, in addition, upon happening of one or more of the following:

- a) Filing of a petition of voluntary or involuntary bankruptcy by operator.
- b) The making by the person of any general assignment for the benefit of creditors.
- c) The abandonment or discontinuance of any permitted operation at the airport by any person or failure to conduct any service, operation, or activity which the lessee or person has agreed to provide under the terms of their contract.
- d) The failure of a person to promptly pay to the owner, when due, all rents, charges, fees, or other payments which are payable to the owner in accordance with applicable leases or otherwise due hereunder.
- e) The failure of the person to remedy any default or breach or violation of these rules and

regulations by lessee or lessee's employees after 10 days written notice from the Owner.

- f) Violates any of the rules and regulations of the airport or fails to maintain current FAA licenses required for their operation.
- g) Intentionally or knowingly supplies the owner with false or misleading information or misrepresents any material fact on their application or documents or in statements made to or before representatives of owner.
- h) Operates or allows any employee to operate an aircraft or any other equipment in a dangerous or hazardous manner which could endanger the general public or any member thereof in any manner.

SECTION 2.7 Commercial Operators

General - No person may conduct or provide for compensation to the public any goods, services, or equipment on the airport unless he otherwise qualifies as GFBO or SFBO. Nothing contained herein or anywhere else in these standards will prohibit partners, co-owners, or members of legitimate nonprofit clubs (as limited elsewhere in these standards) from providing, servicing, or using their own flight equipment.

Selection of Commercial/Operators - Where owner has more than one fully qualified applicant interested in commercial operations on a particular tract or facility on the airport, owner shall select the applicant in a fair and nondiscriminatory manner. Procedures for application/selection are given hereinafter.

Scheduled Air Carriers/Air-Taxi Service - The owner of the airport reserves the right to negotiate and contract directly with any prospective provider of scheduled air passenger or scheduled air freight service at the airport. Such scheduled operators shall not be required to first seek facilities from GFBO's, and shall have the right, with no compensation necessarily due any other operator, to use a central terminal ramp for loading and unloading of passengers or freight. Procedures for obtaining rights to provide such scheduled service shall be those for SFBO's

General Fixed-Base Operator (GFBO) - As used herein, "GFBO" or General Fixed-Base Operator shall mean a primary commercial operator authorized to do business or to provide goods or services to the public for compensation on the airport and meets at least the minimum requirements set out hereinafter:

The GFBO's shall be selected using procedures set out in these standards (see paragraph "Selection of GFBO's.")

Any person desiring to become a GFBO shall be required to lease either the (but never more than one) GFBO areas which may be vacant at the time, or an equivalent acreage of land located elsewhere on the airport. If another GFBO area is to be developed for the first time, the person obtaining the lease/operating rights shall, in addition to other requirements herein, at their own expense construct at a location shown/to be shown on the ALP a paved

aircraft parking apron of at least 30,000 square feet with at least a ten (10) year design life and have a 30,000-pound single wheel configuration - aircraft load rating.

Requirements

1. GFBO leases at a rate stipulated herein above the terminal building and city fueling facilities, or another ALP-compatible GFBO area on the airport of the same acreage. GFBO's shall be required to lease a minimum of one acre of GFBO areas as are designated.
2. GFBO, within one (1) year of lease agreement date, plus any extensions the city may grant, commences construction of and within two (2) years of lease agreement date, plus any extensions the city may grant, completes a fully equipped and operational facility required by these standards. If any GFBO fails to do so, owner may on their motion, or on receiving from an otherwise qualified person a firm offer to lease and operate a GFBO on the tract shall, unilaterally cancel the GFBO lease and offer the tract for lease to others under the procedures set out hereinafter.
3. GFBO provides prompt line service with at least one person on duty at all times from 7:00 am to sunset, seven (7) days a week and safely and courteously supplies fuel, starting aid, and related light maintenance to aircraft and/or service vehicles on the airport.
4. GFBO provides, at all times, at least two fully equipped positions on the paved parking apron for itinerant aircraft usage.
5. GFBO provides, in full view of the apron aide of the terminal building (or inside the pilot lounge if it is kept open twenty-four (24) hours a day), a pay or free telephone for the use of the pilots.
6. GFBO provides, for sale, current aircraft navigation maps or charts (Sectionals or WACs, and Low-Altitude En Route) for Texas and any other states GFBO determines is necessary.
7. GFBO provides, at all times, a food vending and soft drink machine accessible to airport users.
8. GFBO provides (at a prominent and highly visible location(s) on or in front of the hangar/pilot lounge) a fire extinguisher of minimum capacity required under local fire codes for fighting fuel fires in/on/around aircraft normally using airport.
9. GFBO possesses and maintains public liability and premises operators' insurance coverage protecting both GFBO and owner against:
 - a) Aircraft liability coverage for the operation of aircraft by the GFBO in the minimum amount of \$1,000,000.00 per accident, including passenger liability of \$300,000.00 per person.
 - b) Premises liability coverage for premises leased from owner in the minimum amount of

\$1,000,000.00 per accident.

- c) Hangar Keeper's liability coverage for the premises leased from the owner or lessee's hangars on the airport property which provides coverage for damage to or the destruction of aircraft owned by others while in the insured's management, custody for storage, safekeeping or repair while on the leased premises in a minimum amount of \$2,000,000.00
- d) Products liability for aircraft fuel sales in the minimum amount of \$1,000,000.00 per accident.

The Insurance Policy shall have a term no less than one (1) year, the City as an additional insured, waiver of subrogation and any other condition reasonably required by the City.

10. GFBO leases space for and provides properly equipped tie-down locations for all GFBO owned/operated aircraft, all aircraft being serviced at GFBO, and at least two itinerant aircraft.

Selection of GFBO's

1. Following sufficient notice that applications for GFBO lease/rights are to be accepted, on the designated day, (not less than fifteen (15) days following publication) owner will review all applications to ascertain those applicants who meet the minimum requirements set out herein for GFBO's. Application should address each of the relevant GFBO requirements and such other matters as may be pertinent to each proposal (application).
2. Owner, acting through the City Manager or the City Manager Designee, shall evaluate each application (proposal) on each of the following criteria:
 - a) Financial integrity and stability - sufficient fiscal and credit to fulfill all requirements and obligations.
 - b) Ownership experience - The aviation related experience of the principal(s) submitting an application.
 - c) Management experience - Relevant managerial competence of the manager named in the application.
 - d) Diversity and breadth of services proposed.
 - e) Track record of the applicant in similar business endeavors.
 - f) Quality of other enterprises operated by the applicant (either currently or in the past).
 - g) Comprehensiveness and quality of applicants to become GFBO.
 - h) Miscellaneous attributes or intangibles - (must be specifically enumerated with support justifications).

3. A recommendation will be presented to the City Council for award (by resolution) of a GFBO(s).
4. All applicants will be advised in writing by the City Clerk of the City Councils' award. The person(s) selected must, within five (5) days of the notice of award, confirm in writing their willingness to accept such award and be bound by all regulations contained in these minimum standards and applicable FAA regulations. Should any person awarded GFBO status decline to accept, the next person(s) will then be offered said GFBO status until all vacant GFBO positions are filled or until the list is depleted of acceptable applicants.

Specialty Fixed-Based Operator (SFBO)

A Specialty Fixed-Based Operator (SFBO) is a person other than a GFBO who offers and/or provides for compensation to the public goods, services, or facilities on or for delivery on or in the vicinity of the airport, including one or more of the following activities: (however, in order for an SFBO to offer or provide contract fuel sales, one or more of the other activities must also be offered or provided):

- a) Scheduled air passenger and/or freight service.
- b) Aircraft engine/air frame/accessory modification.
- c) Aircraft avionics installation/modification/repair.
- d) Major and/or minor aircraft power plant/accessory repair.
- e) Major and/or minor aircraft air frame/accessory repair.
- f) Ground school for pilots or mechanics.
- g) Flight schools providing for at least single-engine private pilot (VFR) ratings within a reasonable length of time. and own or possess under exclusive lease at least one aircraft IFR-certified which must be based at the airport, and kept properly certified, and in top mechanical and airworthy condition.
- h) Helicopter pilot training.
- i) Other special flight instructions.
- j) Aerial photography.
- k) Air ambulance.
- l) Covered and uncovered aircraft parking.

m) Other specialty activities not identified.

n) Contract fuel sales.

o) Sales of aircraft.

No Person or entity may operate as a SFBO on the Airport unless that person or entity has received and holds a validly issued permit from the City authorized by the City Manager or their designee. Conditions which must be met for the City Manager to issue a written permit to operate as a SFBO are the following:

a) A lease with sufficient and appropriate space, determined in the sole discretion of the City Manager, to conduct functions of the SFBO as it has represented it will perform for a minimum period of twelve (12) months for improved Airport property with City owned facilities on it, which lease has been approved by the City Council. (Airport hangars and tie down spaces shall not be used for

SFBO operations unless an annual permit has been issued as required in c.) below; or

b) A written sublease from a GFBO or another SFBO with sufficient and appropriate space to conduct those functions as a SFBO which the City Manager and City Council have approved; or

c) An annual permit issued by the City Manager and approved by the City Council which conditions for issuance must have been met and must remain valid during each annual permit term which conditions are the following:

1. The SFBO does not operate on the Airport under the lease or sublease conditions required in (a and b) above.
2. The permittee must obtain, possess and maintain public liability and premises operators' insurance coverage protecting the insured and the City in the minimum amount of
3. \$1,000,000.00 per accident, including passenger liability of \$300,000.00 per person; premises liability coverage for use of the Airport in the minimum amount of \$1,000,000.00 per accident; product liability for aircraft fuel sales in the minimum amount of \$1,000,000.00 per accident if aircraft fuel sales are licensed for the SFBO; provide a copy of the insurance policy or a certificate of insurance to the City in advance of any license issuance showing a term no less than one (1) year, the City as an additional insured, waiver of subrogation and any other condition reasonably required by the City.
4. Hangar Keeper's liability coverage for the premises leased from the owner or lessee's hangars on the airport property which provides coverage for damage to or the destruction of aircraft owned by others while in the insured's management, custody for storage, safekeeping or repair while on the leased premises in a minimum amount of \$2,000,000.00 Where exposure exists.
5. Products liability for aircraft fuel sales in the minimum amount of \$1,000,000.00 per accident. Where exposure exists.
6. The City must be paid an annual permit fee prior to a permit issuance in the amount of
 - a. \$75.00.

SECTION 2.8 Emergency Temporary Permits

Emergency Temporary Permits: In the event an aircraft having a hangar or tie down lease on the

Taylor Municipal Airport or an aircraft which has had an accident on the Taylor Municipal Airport is unairworthy to fly as required by the FAA, an Emergency Temporary Permit for aircraft repair may be granted to licensed A&P mechanic by the Airport Manager to make repairs to the unairworthy aircraft under the following conditions:

- a. The repairs are made to the aircraft to allow its flight to the airport which the aircraft owner desires in order to have the repair facility on the destination airport repair the aircraft.
- b. Emergency temporary repairs shall include annual inspections which are required after the aircraft is out of a current annual certification date and which the A&P is required to license the aircraft to be flown to the repair facility required by the aircraft owner.
- c. The Emergency Temporary Permit shall require approval by the Taylor Municipal Airport Manager to verify the necessity of the emergency temporary repairs by the temporary permittee and that the temporary permittee has insurance with the same coverage amount required for a SFBO in Section 2.7 above insuring the city from liability, claims, losses, or damages arising from the work performed under the Temporary Emergency Permit.
- d. An Emergency Temporary Permit shall require a \$75.00 payment to the City for each Emergency Temporary Permit issued.

SECTION 2.9 Noncommercial Operators

Flying Clubs/Cooperative and/or Partnership Ownership of Aircraft - Flying clubs, cooperative or partnership ownership operation of aircraft based on the airport are specifically authorized, provided:

- a) The flying club, association, partnership, or corporation is composed only of natural persons and is organized on a not-for-profit or solely cost-sharing basis.
- b) The flying club, association, partnership, or corporation provides and maintains public liability insurance with a minimum of \$1,000,000.00 per accident, \$500,00.00 per person and \$500,000.00 property damage liability insurance.
- c) The flying club, association, partnership, or corporation leases, rents, or otherwise provides on the airport hangar space or tie-down space for each aircraft operated from the airport.
- d) Training, if provided at all, is provided only to its members.
- e) The flying club, association, partnership, or corporation registers with the Airport Manager on the first business day of each year and provides the required copy of public liability insurance policy, a listing (with "n" numbers) of aircraft based and used at the airport, and a list of all members authorized to operate such aircraft.
- f) The flying club, association, partnership, or corporation and all members thereof otherwise operate in accordance with applicable federal and state law/regulations and these standards.

SECTION 2.10 Severability

If any article, paragraph, or part of a paragraph of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, the same shall not invalidate or impair the validity, force or effect of any other article, paragraph, or part of a paragraph of this Ordinance which shall remain in full force and effect.

SECTION 2.11 Repealer

All provisions of any Ordinance of the City of Taylor, Texas, in conflict with the provisions of this Ordinance shall be, and the same are hereby repealed, and all other provisions not in conflict with the provisions of this Ordinance shall remain in full force and effect.

SECTION 2.12 Penalty for Violation

- a) Any person operating or handling an aircraft in violation of any of these rules or refusing to comply therewith, may be denied further use of the airport and its facilities for such period of time as may appear necessary for the protection of life and property; and,
- b) Any person, firm or corporation violating any of the provisions or terms of this Ordinance shall be guilty of a misdemeanor and upon conviction shall be subjected to a fine not to exceed the sum of Five Hundred Dollars (\$500.00) for each offense, except where a different penalty has been established by state law for such offense in which event the penalty shall be fixed by state law and if deemed a violation of any provision which governs fire safety, zoning or public health or sanitation shall be punished by a penalty of fine not to exceed the sum of Two Thousand Dollars (\$2,000.00) for each offense; and each and every day such violation is continued shall be deemed to constitute a separate offense.

SECTION 2.13 Publication

The City Clerk is hereby authorized and directed to publish the caption of this Ordinance, together with the penalty provision contained therein, in the manner and for the length of time prescribed by law.

In accordance with Article VIII, Section 1 of the City Charter, Ordinance No. 2023-12 was introduced before the Taylor City Council on the 9th day of March, 2023.

PASSED, APPROVED and ADOPTED on this the ____ day of _____, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean

City Clerk

APPROVED AS TO FORM:

Ted W. Hejl
City Attorney

CERTIFICATE

THE STATE OF TEXAS
COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-12, passed and approved by the City Council of the City of Taylor, Texas, on the ____ day of _____, 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this the ____ day of _____, 2023.

Dianna McLean
City Clerk



City Council Meeting

March 23, 2023

Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #:

7

Agenda Title:

Consider Ordinance 2023-11, repealing Ordinance Nos. 2000-10 and 2018-09 and Article IV, Division 6 of the Taylor code of ordinances establishing the Airport Board for the City of Taylor, to be replaced by Airport Committee under the City of Taylor airport rules and regulation ordinance.

Council Action to be taken: Consider adopting Ordinance

Department Submitted: Public Works (Airport)

Staff Contact: Jim Gray, Public Works Director
Stacey Batch, Airport Manager

1. PURPOSE/DESCRIPTION

The purpose of the repealing of Ordinance Nos. 2000-10 and 2018-09 and Article IV, Division 6, is to disband the Airport Board and replace with an Airport Committee to be created under the Airport Rules and Regulations.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The current ordinance was updated in 2000, 2009 and 2021 making adjustments to the board requirements. With the removal of the board it allows the Airport the ability to appoint a committee where a no quorums are required and to meet and discuss airport items such as suggestions for airport studies, development updates, proposed permits and leases.

The Airport has accepted input/revisions from the Airport Board, City officials, and based tenants.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Ability to schedule meetings in a less official capacity to get more feedback from tenants and users. • Ability to have meetings at the airport for better attendance.	• Continued failure to complete meetings due to lack of quorum.

4. RECOMMENDATION

Consider adopting Ordinance

5. FUNDING SOURCE

N/A

6. TIMELINE

Staff recommends making these changes.

7. OTHER OPTIONS (In order of preference)
--

Continue airport operations under the guidelines established under ordinance 2021-14.

8. ATTACHMENTS

7a. [Airport Ordinance 2023-11](#)

ORDINANCE NO. 2023-11

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS REPEALING ORDINANCE NOS. 2000-10 AND 2021-14 ARTICLE IV, DIVISION 6 OF THE TAYLOR CODE OF ORDINANCES ESTABLISHING THE AIRPORT BOARD FOR THE CITY OF TAYLOR, TEXAS TO BE REPLACED BY AIRPORT COMMITTEE UNDER CITY OF TAYLOR AIRPORT RULES AND REGULATION ORDINANCE.

WHEREAS, the City of Taylor, Texas, adopted Ordinance No. 2000-10, establishing an Airport Board; and

WHEREAS, the City of Taylor, Texas, adopted Ordinance No. 2009-18, amending Ordinance No. 2000-10 to increase the number of airport board members from five to seven; and

WHEREAS, the City of Taylor, Texas, adopted ordinance No. 2021-14, amending Ordinance No. 2021-14 decrease the number of airport board members from seven to five; and

WHEREAS, the ordinances are currently codified under Article IV, Division 6 of the City of Taylor Code of Ordinances; and

WHEREAS, the City Council finds it is in best interest of the City of Taylor to disband the Airport Board in lieu of an Airport Committee to be created under and governed by the Airport Rules and Regulations Ordinance; and

WHEREAS, the City now desires to repeal Ordinance Nos. 2000-10 and 2021-14 creating the Airport Board and replace the Airport Board with an Airport Committee to be created under the Airport Rules and Regulations.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, AS FOLLOWS:

SECTION 1. Ordinances No. 2000-10 and No. 2021-14 and Article IV. Division 6-Airport Board of the Taylor Code of Ordinances are hereby repealed in their entirety and the Airport Board is immediately disbanded to be replaced by the Airport Committee established under the Airport Rules and Regulations Ordinance.

SECTION 2. All provisions of any Ordinance of the City of Taylor, Texas, in conflict with the provisions of this Ordinance

shall be, and the same are hereby repealed, and all other provisions not in conflict with the provisions of this Ordinance shall remain in full force and effect.

PASSED, APPROVED, and ADOPTED on this _____ day of _____, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl, City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-11, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____, 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____, 2023.

Dianna McLean
City Clerk



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 8

Agenda Title: **Consider amending contract with Fazzone Construction through a Change Order for the Taylor Animal Shelter Project.**

Council Action to be taken: Consider amending contract

Department Submitted: Public Works

Staff Contact: Jacob Walker, HDR
Jim Gray, Director of Public Works

1. PURPOSE/DESCRIPTION

This item refers to funding the construction / installation of overhead doors on the expanded kennel at the Taylor Animal Shelter through a change order.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

At the beginning of the Taylor Animal Shelter project, HDR and the contractor, Fazzone Construction, began to investigate the possibility of adding storm shutters or pull down doors to the kennel bays to help provide additional climate control to the expanded dog kennel. The contractor was able to find a supplier for both the storm shutter option and metal pull down doors that would complement the current design of the expanded kennel without additional plan revisions or building modifications. The prices ranged from \$74,321 for the storm shutters to \$84,855 for the pull-down doors. After speaking with the Animal Shelter staff and board members, they indicated that their preference would be to install the metal pull down doors in lieu of the storm shutters. According to the City's Finance Department, the City of Taylor has animal shelter donations available totaling up to \$46,000. Applying a portion of these funds towards this Change Order would be an appropriate use of these funds.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Donated funds available to help offset costs. • Contingency funds available. • Provides additional climate control and encloses kennel space during inclement weather.	• Cost

4. RECOMMENDATION

Recommend amending contract with Fazzone Construction through a Change Order to the Taylor Animal Shelter Project to install metal pull-down doors on the expanded kennel in the amount of \$84,855.60.

5. FUNDING SOURCE

2022 Bond Funds

6. TIMELINE

The timeframe for completion is 6 to 8 weeks after the kennel construction is complete. This is not a critical path item and the doors may be installed at any time.

7. OTHER OPTIONS (In order of preference)

Reject change order

8. ATTACHMENTS

8a. [Change Order 2](#)

8b. [PowerPoint presentation](#)



Project Name: Taylor Animal Shelter	HDR Project No.: 10111496
Project Owner: City of Taylor	Owner's Project No.:
	Date of Issuance: March 13, 2023
Project Contractor: Fazzone Construction Co., Inc.	Date of Contract: October 19, 2022
	Contract Period: 210 days from NTP to Substantial Completion and 240 days from NTP to Final Completion

We agree to modify the Contract referred to above as follows:					
Item No.	Item and Description of Changes	Contract Price		Contract Time (Days)	
		Decrease	Increase	Decrease	Increase
CPR 03A	Change order for the option to provide externally mounted mechanically operated rolling doors. Two twenty-foot doors on each the east and west side of the building. Doors will have a "window" option of see through slats on the panels. See attached diagram (See attached CPR 03A for details/backup).		\$84,855.60		
	Subtotal		\$84,855.60		
	Difference Net		\$84,855.60		



Change Order No. 02

Page 2 of 2

Summary: It is agreed to modify the Contract referred to above as follows:

Contract Price prior to this Change Order

\$1,428,321.77

Net Increase (decrease) of this Change Order

\$84,855.60

Revised Contract Price with all approved Change Orders

\$1,513,177.37

Contract Time prior to this Change Order

225 days to Substantial Completion
(06/14/2023) and 255 days to Final
Completion (07/14/2023)

Net Increase (decrease) of this Change Order

0 days

Revised Contract Time with all approved Change Orders

225 days to Substantial Completion
(06/14/2023) and 255 days to Final
Completion (07/14/2023)

The changes included in this Change Order are to be accomplished in accordance with the terms, stipulations and conditions of the original Contract as though included therein.

Accepted for Contractor by:

Carly Wymen

Date:

03-14-2023

Recommended for Approval by (HDR Engineering, Inc.):

Date:

3/14/2023

Approved for Owner by:

Attest:

Date:

Distribution: ☒ Owner ☒ Contractor ☐ Office ☐ Field ☐ Other



Change Proposal Request No. 03a (Not a Change Order)

Project Name: Taylor Animal Shelter	Owner's Project No. (if applicable):
Project Owner: City of Taylor	Regulatory Agency Project No. (if applicable):
HDR Project No. 10111496	Initiated by: ☒ Engineer ☒ Contractor
Contractor: Fazzone Construction Co., Inc.	Date: 01/18/2023

Attention: The following change in the contract on this project is proposed. Please provide your proposed price for the cost of this change.

- A breakdown of cost SHALL be provided upon request by the Owner or Engineer.
- Work shall not commence until authorized by the Owner.

Description of the Proposed Change:

Option to provide externally mounted mechanically operated rolling doors. Two twenty-foot doors on each the east and west side of the building. Doors will have an "window" option of see through slats on the panels. See attached diagram.

Price provided based on architectural plans sent to overhead door manufacturer and is subject to cost changes once building is installed and field measurements can be taken

By Carrie Wyman

All work shall be in accordance with the terms, stipulations, and conditions of the original Contract Documents. If the work herein provided for is Approved by Change Order, the time of completion will be:

☒ Increased ☐ Decreased ☐ Unchanged

~~Time frame for completion will be 6-8 Weeks after building is installed. Won't be able to put into production till building is completed.~~

Time for this CPR is unchanged. 0 days will be added.

This change will: ☒ Add ☐ Deduct ☐ No Change

\$ 84,855.60

Carrie Wyman
General Contractor

Date 1/18/2023

HDR Recommendation:

☐ Recommend Acceptance
☐ Do Not Recommend Acceptance

By: HDR Engineering, Inc.

Date _____

Owner's Action:

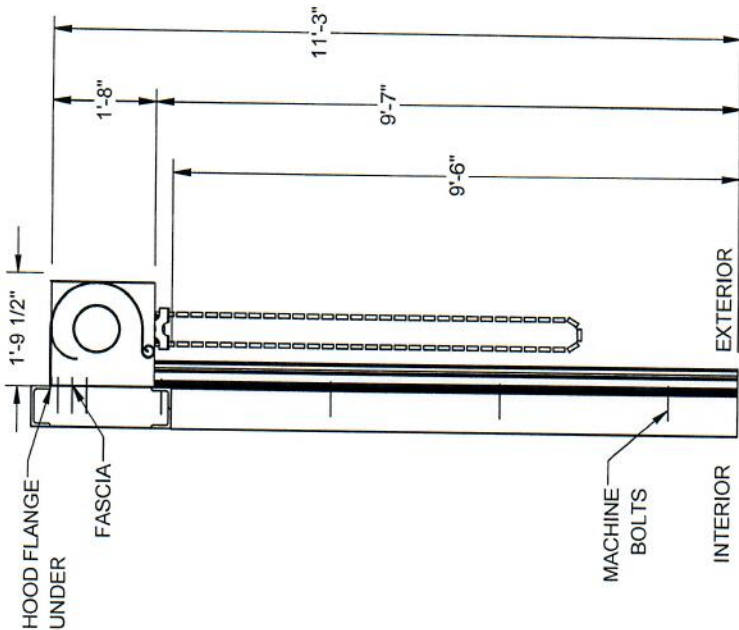
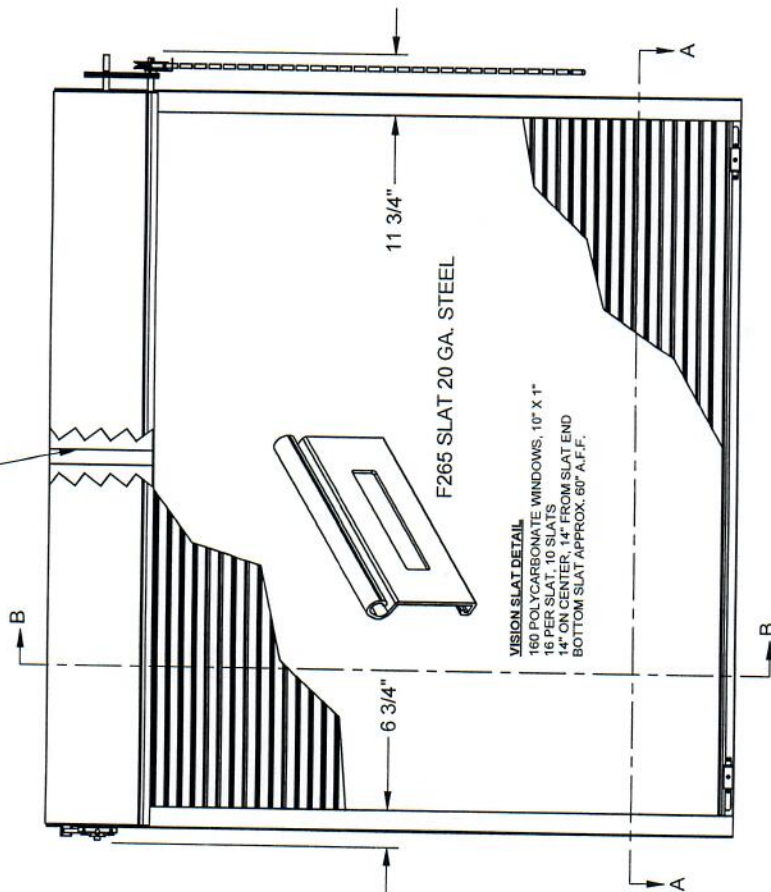
☐ Accepted ☐ Not Accepted

By: Owner

Date _____

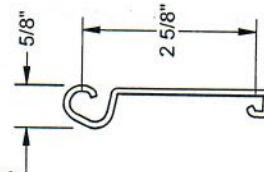
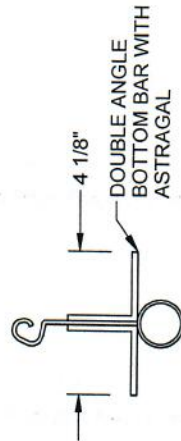
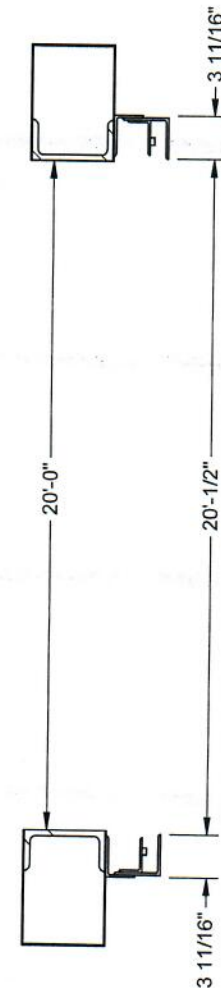
DIMENSIONS INCLUDE DRIVE COVER (NOT SHOWN FOR CLARITY)

1 HOOD SUPPORT, CENTERED IN HOOD. BACKING BY GEN. CONTRACTOR



ELEVATION

SECTION B-B



SECTION A-A

BOTTOM BAR SECTION

SLAT SECTION

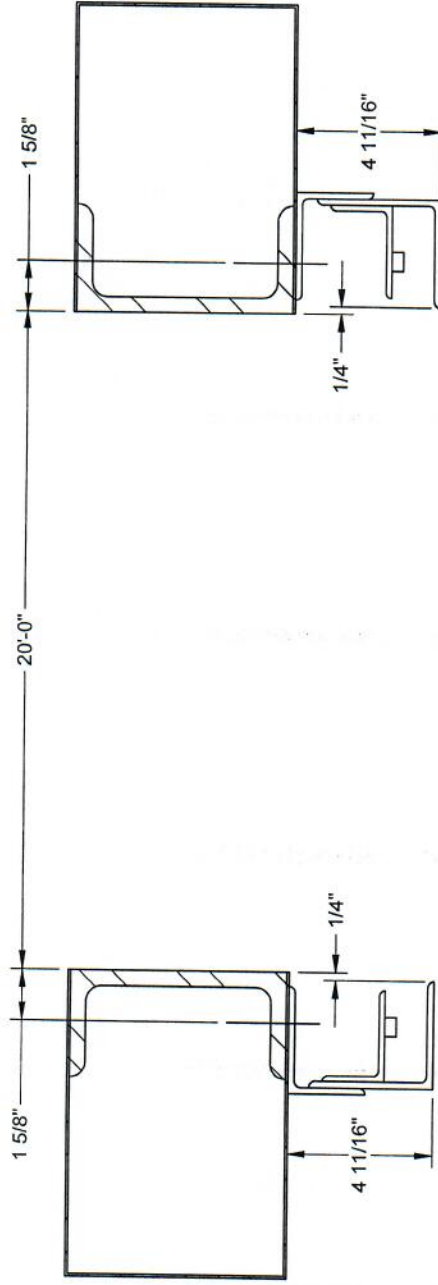
MODEL 610 ROLLING SERVICE DOOR		DOOR MARK:	QUANTITY: 1
The Genuine. The Original.		JOB NAME: -	SHEET 1 OF 2
		ARCHITECT: -	DATE: 01/16/2023
		CONTRACTOR: Connolly Architects	02:37 PM CST
		DISTRIBUTOR: Overhead Door Company of Austin	QUOTE/ORDER#: SQHL001556-1
		OPENING WIDTH: 20'-0"	OPENING HEIGHT: 9'-6"
		NOTES:	LINE #: 2

SPECIFICATIONS

CURTAIN	20 GA. STEEL, BROWN, PRIMED
BACKCOVER	NONE
ENDLOCKS	VAR.FREQ.WINDLOCK
BOTTOM BAR	DOUBLE ANGLE, STEEL, POWDER COAT-BLACK NONE
LOCK	SLIDE LOCK, COIL SIDE, BOTH JAMBS
ROUND HOOD	24 GA. STEEL, BROWN, PRIMED
FASCIA	24 GA. STEEL, BROWN, PRIMED
GUIDES	STEEL, POWDER COAT-BLACK
BRACKET	1/4" STEEL, POWDER COAT-BLACK, ZINC RICH BASECOAT
PIPE	1 1/4" DRIVE SHAFT, 20,000 CYCLES SPRINGS
INTERLOCK(S)	NONE
DESIGN PRESSURE	NONE

GUIDE DETAILS
 STEEL ANGLES
 WALL ANGLE
 3.5x2.5x.200
 INNER ANGLE
 3x2x.180
 OUTER ANGLE
 4x3.5x.200

WALL FASTENERS
 MACHINE BOLTS
 1/2-13, 18" ON CENTER



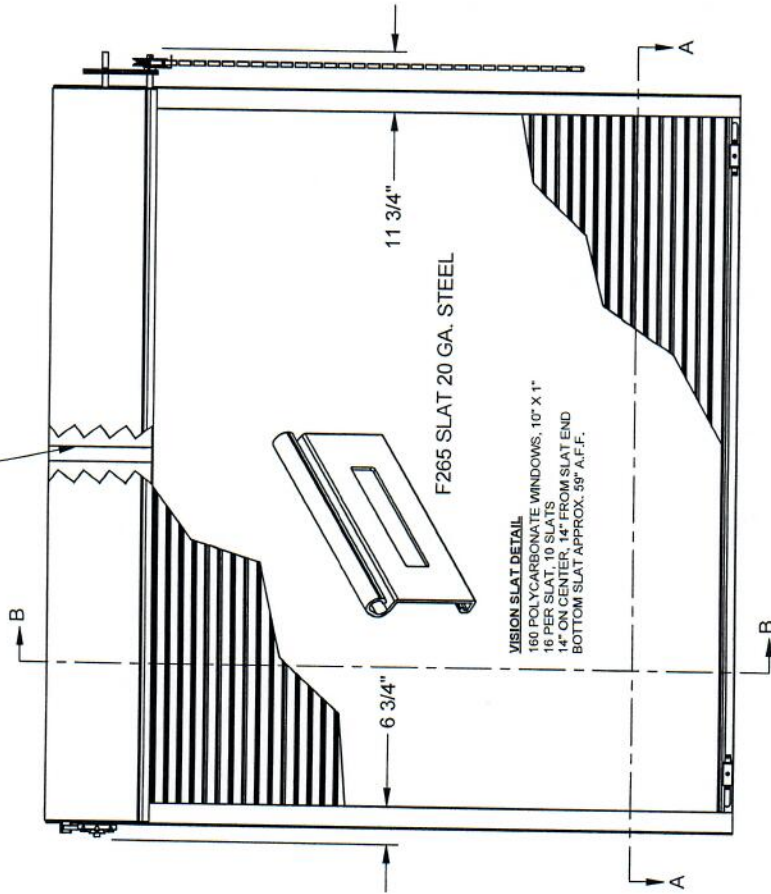
EXTERIOR FACE MOUNT E GUIDE ON STEEL JAMB

EST. SHIPPING WEIGHT 1800 LBS
 MODEL 610 ROLLING SERVICE DOOR
The Genuine. The Original.

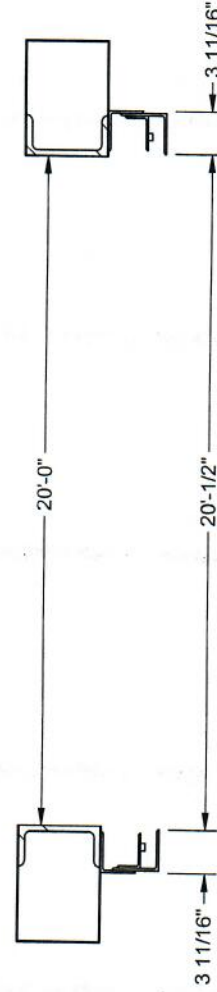
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JOB NAME: -	JOB NAME: -	NOTES:		SHEET 2 OF 2
ARCHITECT: -	ARCHITECT: -			DATE: 01/16/2023 02:37 PM CST
CONTRACTOR: Connolly Architects	CONTRACTOR: Connolly Architects			QUOTE/ORDER#: SQHL001556-1
DISTRIBUTOR: Overhead Door Company of Austin	DISTRIBUTOR: Overhead Door Company of Austin			LINE #: 2

DIMENSIONS INCLUDE DRIVE COVER (NOT SHOWN FOR CLARITY)

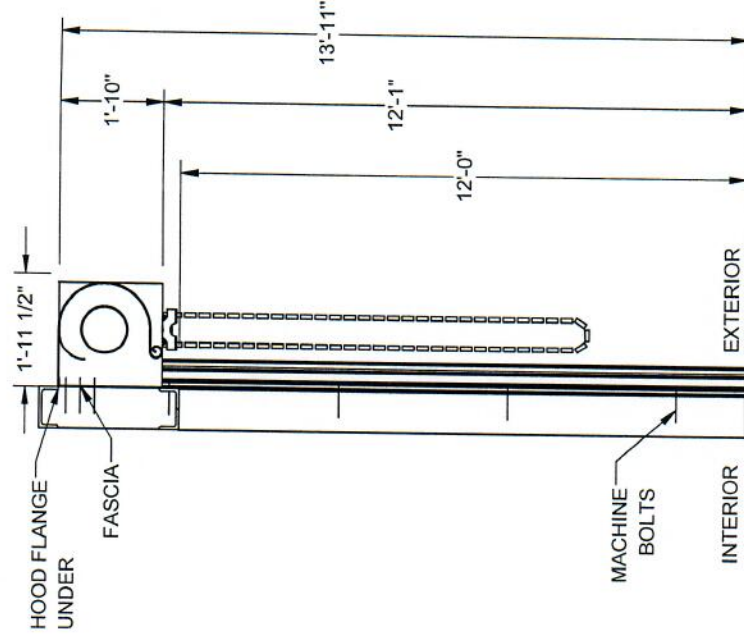
1 HOOD SUPPORT, CENTERED IN HOOD. BACKING BY GEN. CONTRACTOR



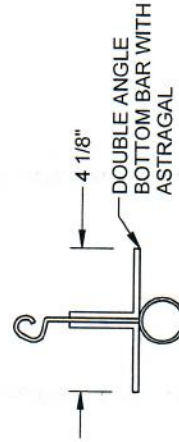
ELEVATION



SECTION A-A



SECTION B-B



BOTTOM BAR SECTION

SLAT SECTION

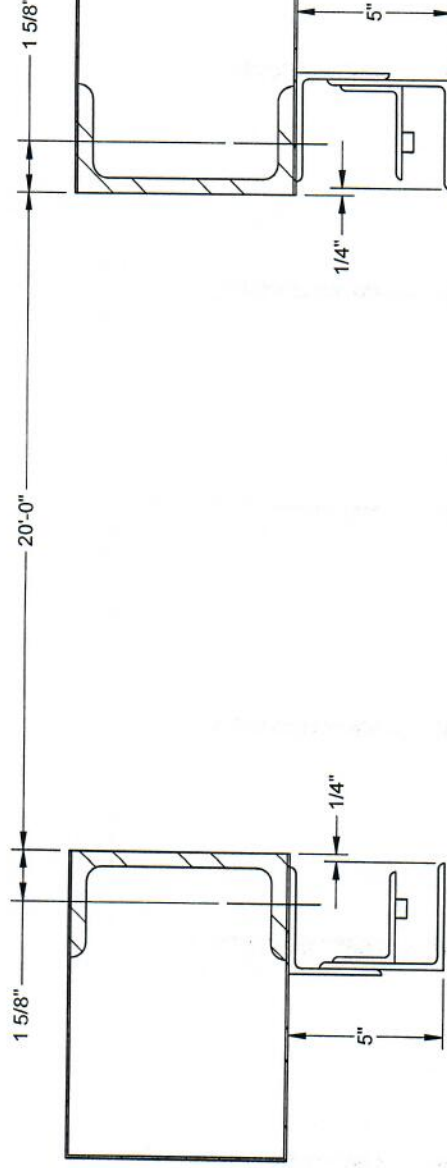
MODEL 610 ROLLING SERVICE DOOR The Genuine. The Original. 	DOOR MARK:	OPENING WIDTH: 20'-0" OPENING HEIGHT: 12'-0" QUANTITY: 1 SHEET 1 OF 2 DATE: 01/12/2023 04:31 PM CST QUOTE/ORDER#: SOHL001556-1 LINE #: 1
	JOB NAME: -	
	ARCHITECT: -	
	CONTRACTOR: Connolly Architects	
	DISTRIBUTOR: Overhead Door Company of Austin	

SPECIFICATIONS

CURTAIN	20 GA. STEEL, BROWN, PRIMED
BACKCOVER	NONE
ENDLOCKS	VAR.FREQ.WINDLOCK
BOTTOM BAR	DOUBLE ANGLE, STEEL, POWDER COAT-BLACK NONE
LOCK	SLIDE LOCK, COIL SIDE, BOTH JAMBS
ROUND HOOD	24 GA. STEEL, BROWN, PRIMED
FASCIA	24 GA. STEEL, BROWN, PRIMED
GUIDES	STEEL, POWDER COAT-BLACK
BRACKET	1/4" STEEL, POWDER COAT-BLACK, ZINC RICH BASECOAT
PIPE	1 1/4" DRIVE SHAFT, 20,000 CYCLES SPRINGS
INTERLOCK(S)	NONE
DESIGN PRESSURE	NONE

GUIDE DETAILS
 STEEL ANGLES
 WALL ANGLE
 3.5x3x.200
 INNER ANGLE
 3x2x.180
 OUTER ANGLE
 4x3.5x.200

WALL FASTENERS
 MACHINE BOLTS
 1/2-13, 18" ON CENTER



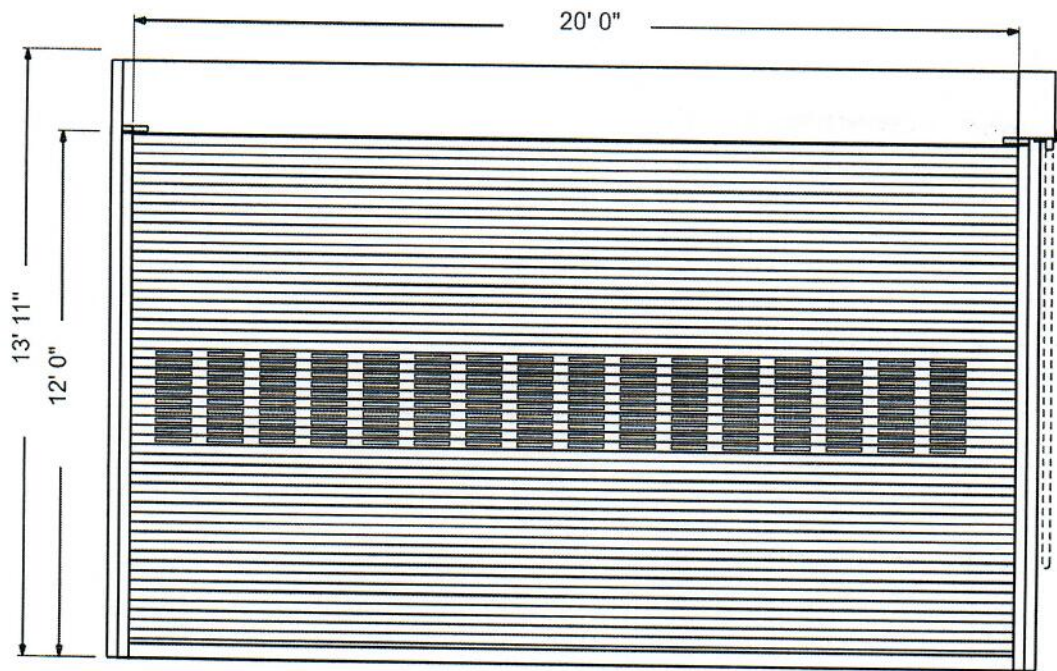
EXTERIOR FACE MOUNT E GUIDE ON STEEL JAMB

EST. SHIPPING WEIGHT 2080 LBS
 MODEL 610 ROLLING SERVICE DOOR
The Genuine. The Original.



DOOR MARK:	DOOR MARK:	OPENING WIDTH: 20'-0"	OPENING HEIGHT: 12'-0"	QUANTITY: 1
JOB NAME: -	JOB NAME: -	NOTES:		SHEET 2 OF 2
ARCHITECT: -	ARCHITECT: -			DATE: 01/12/2023
CONTRACTOR: Connolly Architects	CONTRACTOR: Connolly Architects			04:31 PM CST
DISTRIBUTOR: Overhead Door Company of Austin	DISTRIBUTOR: Overhead Door Company of Austin			QUOTE/ORDER#: SQHL001556-1
				LINE #: 1

Viewed From Coil Side



Taylor Animal Shelter – Expanded Kennel



Taylor Animal Shelter – Expanded Kennel



Taylor Animal Shelter - Shutter Option



Taylor Animal Shelter - Shutter Option

Change Order Price \$74,321.49

- **\$2,225,000 Total Budget – Animal Shelter**
- **\$269,109 – Construction Contingency**
- **CPR 1 – Manhole Revision \$5,060.00**
- **Structural Inspection and Concurrence Letter \$4,500**
- **Total Present Contingency Left: \$259,549**
- **Contingency Left if this Option Chosen: \$185,227.51**
- **Up to \$46,000 in Animal Shelter Donations That May Be Used For This Addition (Not Included In Contingency)**
- **4 Shutters Installed on Each Side of Expanded Kennel.**
- **East Side Motorized Due to Size of Shutters**
- **Hurricane Type Shutter**
- **Clean Look**
- **No Option for Windows or Openings**

Animal Shelter – Rolling Door Option



Animal Shelter – Rolling Door Option

Change Order Price \$84,855.60

- \$2,225,000 Total Budget – Animal Shelter
 - \$269,109 – Construction Contingency
 - CPR 1 – Manhole Revision \$5,060.00
 - Structural Inspection and Concurrence Letter: \$4500
 - Total Present Contingency Left: \$259,549
 - Contingency Left if this Option Chosen: \$174,704.40
 - Up to \$46,000 in Animal Shelter Donations That May Be Used For This Addition (Not Included In Contingency)
- 4 rolling doors installed on each side of shelter.
 - Non-Motorized; chain-hoist operated
 - Window slats to provide natural light
 - Suited for non-insulated heavy duty commercial applications
 - Thicker steel gauge than a standard garage door.



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☒ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 9

Agenda Title: **Hold a public hearing and introduce Ordinance 2023-15 regarding PZ-2023-1629 a request to amend the Future Land Use Map to redesignate a portion of the property from Market Center: Community to Employment Center: Community on property described as 39.85 acres of land generally located at 1103 Carlos G. Parker Blvd.**

Council Action to be taken: Hold a public hearing and Introduce the Ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

The purpose of the amendment to the Future Land Use map within the Comprehensive Plan will allow for a combination of Market Center: Community and Employment Center: Community to occupy the property generally located at 1103 Carlos G. Parker.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The subject property is currently identified as Market Center: Community within the Future Land Use map. The applicant is requesting to redesignate approximately 25 acres of the subject property from Market Center: Community to Employment Center: Community. The redesignation from Employment Center: Community will continue to meet the Comprehensive Plan's intent for infill growth to occur while also assisting with the transition from residential to market center uses and lastly employment center.

Existing residential properties abut the subject property from north to south on the eastern property line. It is the existence of residential properties abutting the subject site that have encouraged a portion of the property to remain Market Center: Community to create a transition from land uses and ensure neighborhood harmony. The Market Center land use is focused on retail destinations, while the Employment Center land use prioritizes office and industrial uses. Both designations encouraged mixed-uses and intend to support local residential communities.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Ensures the Comprehensive Plan remains current and reflects changes that have occurred since the plan's adoption. • Adds an increase in job availability to the Taylor market. • Development on the subject property will utilize existing utility infrastructure. • Proposes an ideal location for Industrial type uses. Subject property is near other Employment Center designations. • Encourages transitional land uses from neighborhood to retail to industrial.	• N/A

4. RECOMMENDATION

At their March 14, 2023, meeting the Planning and Zoning Commission recommended approval to the City Council for the proposed Future Land Use map amendment.

5. FUNDING SOURCE

N/A

6. TIMELINE

Planning and Zoning Commission public hearing and recommendation – March 14, 2023

City Council public hearing and ordinance introduction – March 23, 2023

City Council consideration of ordinance approval – April 13, 2023.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 9a. [Staff Report](#)
- 9b. [Letter of Intent from Applicant](#)
- 9c. [Growth Sectors Map](#)
- 9d. [Existing Future Land Use Map](#)
- 9e. [Proposed Future Land Use Map](#)

- 9f. [Zoning Map](#)
- 9g. [Notice Area Map](#)
- 9h. [Ordinance 2023-15](#)
 - a. [Exhibit A](#) – Survey and Legal Description
 - b. [Exhibit B](#) – Propose Future Land Use Map
- 9i. [PowerPoint Presentation](#)

**City of Taylor
PZ-2023-1629
Comprehensive Plan Amendment – Future Land Use Designation
Staff Report**

Item Details

Subject Property:	1103 Carlos G. Parker Blvd.
Total Acreage:	Approximately 39.85 acres
Legal Description:	39.85 acres part of and out of the H.G. Johnson Survey, Abstract No. 348, and W.R. Williams Survey, Abstract No. 665.
Applicant:	Karen Wunsch, Masterplan
Property Owners:	Kevin Curtin, Fred Coulson, and Carolyn Ellspermann, Taylor CPB Property, LLC
Request:	A request to amend the Future Land Use Plan to redesignate a portion of the property from Market Center: Community to Employment Center: Community.
Case History:	This is the first hearing of this request.

Overview of Applicant's Request & Background

The subject property is generally located at 1103 Carlos G. Parker Blvd., at the intersection of Carlos G. Parker Blvd. NW and W. Lake Drive. A portion of the property is developed with a 328,700 square foot office warehouse facility constructed in 1983.

Existing residential properties abut the subject property from north to south on the eastern property line. It is the existence of residential properties abutting the subject site that have encouraged a portion of the property to remain Market Center: Community to create a transition from land uses and ensure neighborhood harmony. To the west is the ERCOT campus with the Taylor Municipal Airport just on the other side (approximately a quarter mile west of the subject property).

Through the letter of intent, the applicant explained that the property owners have plans to subdivide the subject property in preparation for infill development.

The approximate intended area for redesignation to Employment Center: Community is from Carlos G. Parker Blvd. on the west, W. Lake Dr to the north, the property line to the east, and to the existing built driveway to the south. This area would encompass approximately 20 acres on the north side of the subject property.

Location:

The subject property is located on the west side of the City at 1103 Carlos G. Parker Blvd., just north of the interchange between Carlos G. Parker Blvd. Loop and US 79/W 2nd Street. Nearest the intersection of Carlos G. Parker Blvd. NW and W. Lake Drive.

Physical and Natural Features:

There is a large industrial/warehouse single-story building on the property. The subject property is relatively flat and is not situated within a floodplain. There are ditches/trenches along the front and south side of the building to handle drainage.

Growth Sector Designations:

The subject property is located within the Infill Growth Sector. The Infill Growth Sector is made up of areas that are already developed and served by infrastructure. They are also intended for higher intensity uses than are currently in place (Envision Taylor Comprehensive Plan, Growth Sectors Map Page 50).

Future Land Use and Zoning Designations:

The subject property was assigned the land use designation Market Community from Envision Taylor Comprehensive Plan. Market Centers are mixed-use areas anchored by a retail destination where surrounding residents go to get daily goods and services. As with all centers, Market Centers are envisioned as mixed use and walkable places.

The applicant has requested to amend the Future Land Use on the property to incorporate the Employment Center: Community designation. Employment Centers are also mixed-use areas, but they are centered around office or industrial uses that can support significant employment. By redesignating a vast portion of the subject property, more property aligns the existing structure and use currently on going. The presence of office and industrial uses help support local retail and restaurants.

The subject property is currently zoned M-1 - Light Industrial. The M-1 district permits uses typically defined as light industrial or heavy commercial. The intent is to concentrate these uses in areas of town that will best represent the community as well as protect the character, safety and general welfare of the surrounding neighborhoods (Appendix B – Zoning Ordinance, Article III, 2.15).

Surrounding Properties:

The current Zoning, Future Land Use designation, and Existing Uses of the adjacent properties to the north, south, east, and west are outlined in the table below:

Direction	Zoning District	Future Land Use	Existing Land Use
North	Single Family (R-1)	Market Center: Community & Neighborhood Infill	Vacant Acreage and Single-Family structures
South	Multi-Family (MF-2)	Market Center: Community & Neighborhood Infill	Roadway, Single Family & Multi-Family
East	Single Family (R-1)	Neighborhood Infill	Single Family Residences
West	Light Industrial (M-1)	Employment Center: Regional	Commercial Businesses

Utilities

The subject property is located within the City's service area for water and wastewater. The property is served by both a six-inch wastewater line is located on the south side of the property.

Transportation

The subject property is bounded on the west by Carlos G. Parker Blvd., a four-lane divided highway designated as an Enhanced Regional Road; to the north by W. Lake Drive, a two-lane undivided road designated as an Enhanced Community Boulevard. There are three driveways with access to the property from Carlos G. Parker Blvd.

Public Notification

As required by the Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property were notified of the Future Land Use Amendment request. A total of fifty-eight (58) property owners were provided with notice of the request. A legal notice advertising the public hearing was placed in the Taylor Press on February 26, 2023.

Staff Analysis

The applicant is requesting to redesignate approximately 25 acres of the subject property from Market Center: Community to Employment Center: Community. The redesignation from Employment Center: Community will continue to meet the Comprehensive Plan's intent for infill growth to occur while also assisting with the transition from residential to market center uses and lastly employment center.

The Market Center land use is focused on retail destinations, while the Employment Center land use prioritizes office and industrial uses. Both designations encouraged mixed-uses and intend to support local residential communities. With the property west of Carlos G. Parker Blvd. designated as Employment Center: Regional, the new designation for the 25 acres will support the different types of uses located in this part of the City. Staff has not identified any concerns with this redesignation.

Staff Recommendation

After review, staff recommends approval of the request to redesignate a portion (approximately 25 acres) of the subject property from Market Center: Community to Employment Center: Community.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing all requests for Comprehensive Plan Amendments and recommends to City Council either in favor of or opposition to each request. In determining a recommendation on a Comprehensive Plan Amendment, the Planning and Zoning Commission members consider the following factors:

Will the proposed amendment result in a land use classification that is more consistent with the text and policies of the Comprehensive Plan than the current designation?

- Yes. The new designation of Employment Center: Community is in line with the desire for infill growth in this area of the City and desirable land uses for the adjacent properties.

Would the proposed amendment result in a land use classification that is more compatible with the current and future classification of adjacent and nearby properties?

- Yes. The new land use designation will act as a transition from the residential properties to the north and east to the regional employment areas to the west.

Would the proposed amendment result in more efficient use of publicly financed community facilities and infrastructure?

- Yes. The proposed amendment would encourage further development on the subject property and meet the Comprehensive Plan's intent for infill growth in this area.

Could the proposed amendment create or cause an increase in adverse impacts on the natural environment, especially water, green space/open space preservation, and air quality?

- Yes, there could be an increase in vehicle trips to the area with the proposed designation.

Attachments:

1. Applicant's Letter of Intent
2. Growth Sectors Map
3. Current Future Land Use Map
4. Proposed Future Land Use Map
5. Zoning Map
6. Notice Area Map
7. Draft Ordinance
 - a. Survey/Property Description
 - b. Proposed Future Land Use Map



February 3, 2023

Courtney Peres, Planning Manager
City of Taylor
Development Services Department
400 Porter Street
Taylor, TX 76574

Subject: Future Land Use Amendment and Proposed Zoning at 1103 Carlos G. Parker Boulevard

Taylor CPB Property LLC is the owner of approximately 40 acres located at the northeast corner of Carlos G. Parker Boulevard and SH 79. A portion (approximately 20 acres) of the property is developed with a 328,700 SF office warehouse facility constructed in 1983, with an expansion of 54,000 SF planned. The property owners have immediate plans to subdivide the parcel into three platted lots in preparation for infill development at this gateway, highway interchange location. At this time, a subdivision application has not been submitted, but a plat application is being prepared in anticipation of the March 3, 2023, application deadline. Please refer to the attached "Taylor Gateway Center" exhibit for a preliminary lot plan of the proposed subdivision.

The existing site improvements would be contained primarily within proposed Lot 2, and development of a climate-controlled storage facility is planned for proposed Lot 1. The purpose of this memo is to formally request that the City of Taylor Future Land Use Plan and preliminary rezoning recommendation be amended for approximately 25.9 acres of the subject property to accommodate the existing and proposed site improvements planned for future Lots 1 and 2.

With adoption of the *City of Taylor Comprehensive Plan*, the future land use designation for this 40-acre tract was changed from "Business Park" to "Market Center: Community" with a preliminary recommendation to rezone the property from M-1 (Light Industrial) to P5 – Core zoning place type. After careful consideration of the City's land use recommendation and proposed zoning designation, the following considerations are offered as justification for the existing development and southern portion of the tract to be designated with a future land use of "Employment Center: Community" and a zoning place type of EC – Employment Center.

1. The existing light industrial development is consistent with the “Employment Center: Community” designation and existing land uses located across Carlos G. Parker Boulevard, including the ERCOT facility, Taylor Municipal Airport, and Babeco Fabrication & Machining. Employment centers are also intended as mixed-use areas. However, these land uses are centered around office or industrial uses designed to support employment rather than walkable, retail and service uses. The requested “Employment Center: Community” land use designation and zoning will allow for new development that is compatible and consistent with the surrounding developments and recognized as key components of the local economy. Increasing local employment ultimately helps support retail and service businesses that are appropriately located elsewhere in the city.
2. The change in land use recommendation from “Business Park” to “Market Center: Community” introduced a conflict with the Future Land Use Plan and set the stage for the City of Taylor to initiate a zoning change that will result in the existing building being deemed legal nonconforming, which restricts the owner’s ability to make improvements to the building, limits financing options, and reduces the value of the property. With limited industrial warehouse supply available in Taylor, converting the existing development to a conforming Market Center design would not be justified from a cost-benefit standpoint. Furthermore, there are site-related constraints as explained in the following paragraphs that limit the viability of these lots as a retail, multifamily, office, or mixed-use property types.
3. The subject property is located along a limited access highway intersection that is not conducive to a human-scaled, walkable, mixed-use project that is characteristic of the “Market Center: Community” designation. In response to the City’s preliminary zoning recommendation, numerous conceptual site layouts were prepared in an attempt to incorporate the P5 place type design criteria. However, several site constraints conflict with the P5 vision and intent at this site, particularly the developed portion of the tract (proposed Lot 2) and the triangular-shaped portion south of the existing office-warehouse facility (proposed Lot 1). An existing TXDOT drainage ditch exists along the right-of-way of Carlos G. Parker Boulevard and the on-ramp, which makes a Pedestrian Zone and Landscape and Tree Zone within the right-of-way impractical.
4. The southernmost portion of the subject property is poorly suited for retail and service uses associated with the “Market Center: Community” designation. Accessibility is a key component for the success of retail and service uses. Both vehicular and pedestrian access at the southern portion of the tract is constrained by the cloverleaf design of the TXDOT interchange. Light industrial and other low traffic generating uses designed with a more traditional layout that has buildings setback from the right-of-way provide for better site maneuverability, allow for buildings to feel less imposing due to scale and mass, and are better suited for this area.

5. Although only partially developed, the assessed value of the subject property has increased over 2000% to a current value of \$10,914,212. Additionally, the taxes collected by the City of Taylor increased over 2500% from their predevelopment amount to \$70,828 as of 2022. The existing property tax revenue falls within the City's highest revenue per acre category identified in the *City of Taylor Comprehensive Plan*. The market analysis conducted by the owner indicates that comparable development potential exists on the remainder of the site, which will help realize key objectives of the *Comprehensive Plan* including infrastructure and fiscal sustainability and economic resiliency. The owner's representatives consulted with the Taylor Economic Development Corporation (EDC) to discuss development plans for the remaining undeveloped portions of the site. The EDC indicated that local demand for the proposed flex industrial expansion is high as the community prepares for the Samsung development. Flex industrial space is in short supply or unavailable in the City of Taylor, which is sending businesses to surrounding communities. The apparent high demand for this real estate product and lack of availability in Taylor appears to validate the importance of the existing facility as well as the new development being proposed for this site.
6. Demand for additional Employment Center uses and facilities exist today, and the property owners are prepared and ready to develop improvements to satisfy that need, allowing new development to contribute immediately to the City's tax rolls. Conversely, market conditions for retail and service uses at this location could take several years or decades to mature. Multiple conversations with retail experts, mixed-use investors, consultants, and private equity partners have indicated no interest or viability for success of a mixed-use or retail product in the current market environment due to issues such as access, retail centers located in other hubs of the City, lot size that is too small to incorporate desired features, no other surrounding retail, low traffic counts, and lack of visibility due to the speed of travel on the adjacent roadways.

The "Taylor Gateway Development" conceptually demonstrates a site design that achieves a favorable development scenario for the property owner, the City of Taylor, and the community. The property owner understands the City of Taylor's goal of establishing a buffer and transition zone between residential neighborhood districts and employment districts. To help implement this goal, the property owner is supportive of developing the northern portion of the tract (proposed Lot 3) in a manner that provides a softer transition between the existing residential and non-residential development by reserving that area for future development of retail, medical office, and/or restaurants and food service consistent with the current Future Land Use Plan and recommended P5 zoning place type designation. The requested Future Land Use Plan amendment of the remainder of the tract to "Employment Center: Community" maintains an established, successful development pattern for the southern portion of the site and provides a win-win scenario for the community and the property owner.

The intent of the Taylor Gateway Development layout is to establish a platted lot for the existing development and create new lots to accommodate future development. The proposed southern lots fronting Carlos G. Parker right-of-way and access ramp, including the lot containing the developed portion of the tract, are proposed for development consistent with the EC zoning place type. This place type provides the best opportunity for the existing improvements to avoid being deemed a legal non-conforming use, and it encourages compatible development at the southern portion of the tract.

To achieve this proposed development scenario, an amendment to the Future Land Use Plan and zoning is requested. "Employment Center: Community" with EC zoning place type is requested for the approximately 26 acres comprising the southern portion of the site (proposed Lots 1 and 2). A Future Land Use Plan designation of "Employment Center: Community" and EC zoning place type is most appropriate for this portion of the site, and it delivers the greatest benefit to the City, residents, business operators, and the property owner. The requested FLUP amendment reduces the area designated for "Market Center: Community" use, but it preserves the land use designation for the portion of the tract that has the greatest potential for success.

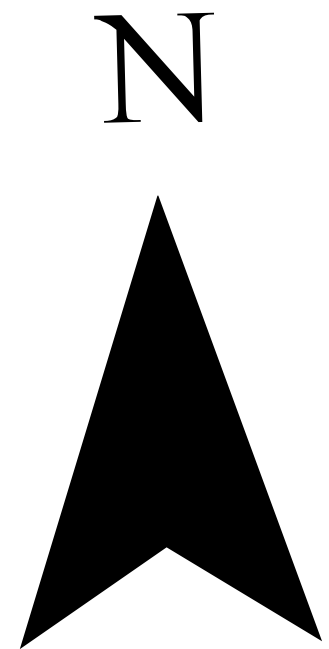
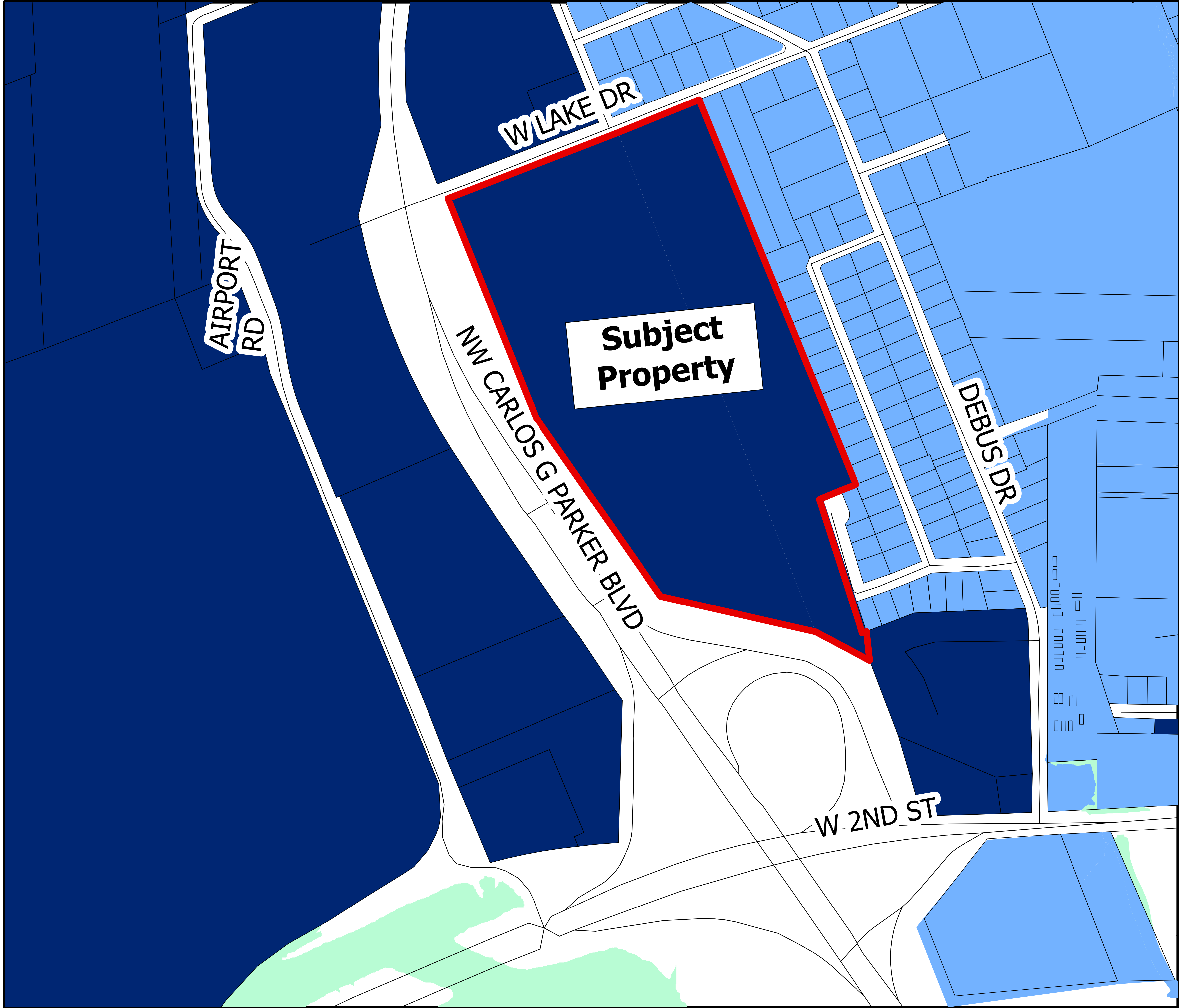
Thank you for your consideration of this request. If you have questions, suggestions, or wish to discuss the proposal in more detail, please do not hesitate to contact me or any of the other members of the project team.

Sincerely,

A handwritten signature in black ink that reads "Karen Wunsch". The signature is fluid and cursive, with the first name "Karen" and last name "Wunsch" clearly legible.

Karen Wunsch, AICP
Masterplan

TAYLOR GATEWAY CENTER		CITY OF TAYLOR, TEXAS		FUTURE LAND USE EXHIBIT	
					
AUSTIN SAN ANTONIO HOUSTON FORT WORTH DALLAS					
10801 N. MOPAC EXP. BLDG 3, STE 200 AUSTIN, TX 78759 512.454.8711					
TXPE FIRM REGISTRATION 4470 TBSLS FIRM REGISTRATION 410208601					
CITY JOB No. _____		JOB NO. 51390-00		DATE FEBRUARY 2023	
DESIGNER BDA		CHECKED AC		DRAWN BDA	
SHEET 1		OF 1			



PZ-2023-1629

1103 Carlos G. Parker Blvd.
Comprehensive Plan Amendment
Growth Sectors Map
Approximately 39.85 Acres

Legend

Subject Property

Parcels

Streets

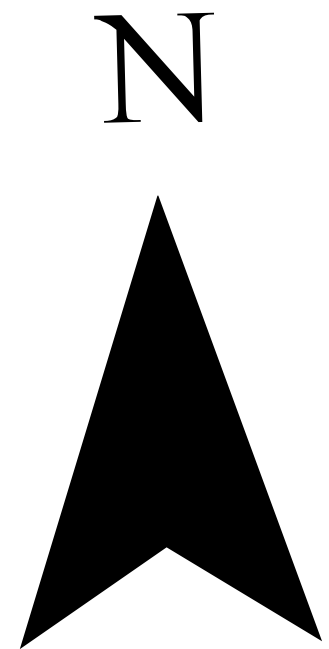
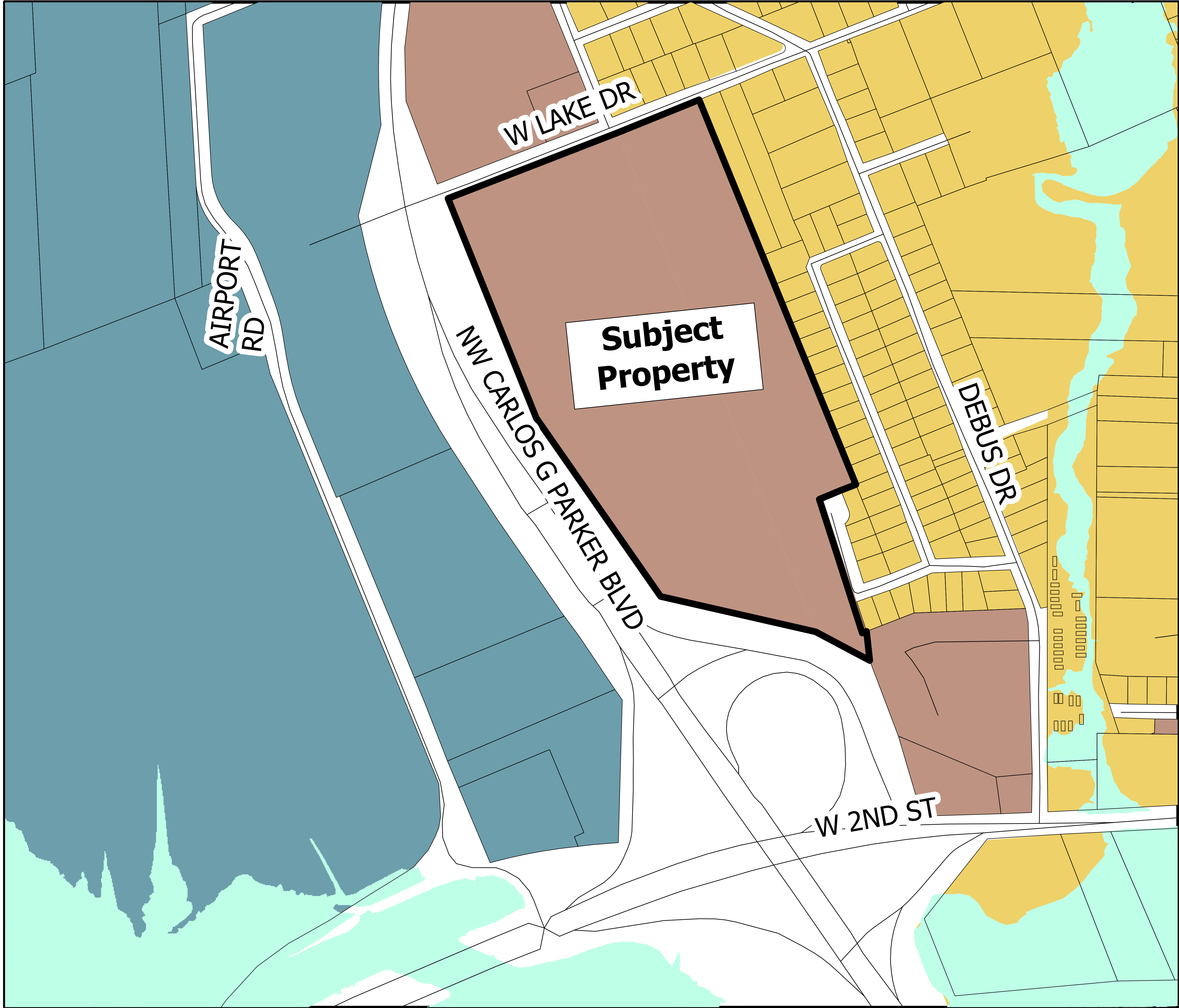
Growth Sectors Map

Infill Neighborhood Sector

Infill Growth Sector

Flood Plain





PZ-2023-1629

1103 Carlos G. Parker Blvd.
Comprehensive Plan Amendment
Future Land Use Map
Approximately 39.85 Acres

Legend

Subject Property

Parcels

Streets

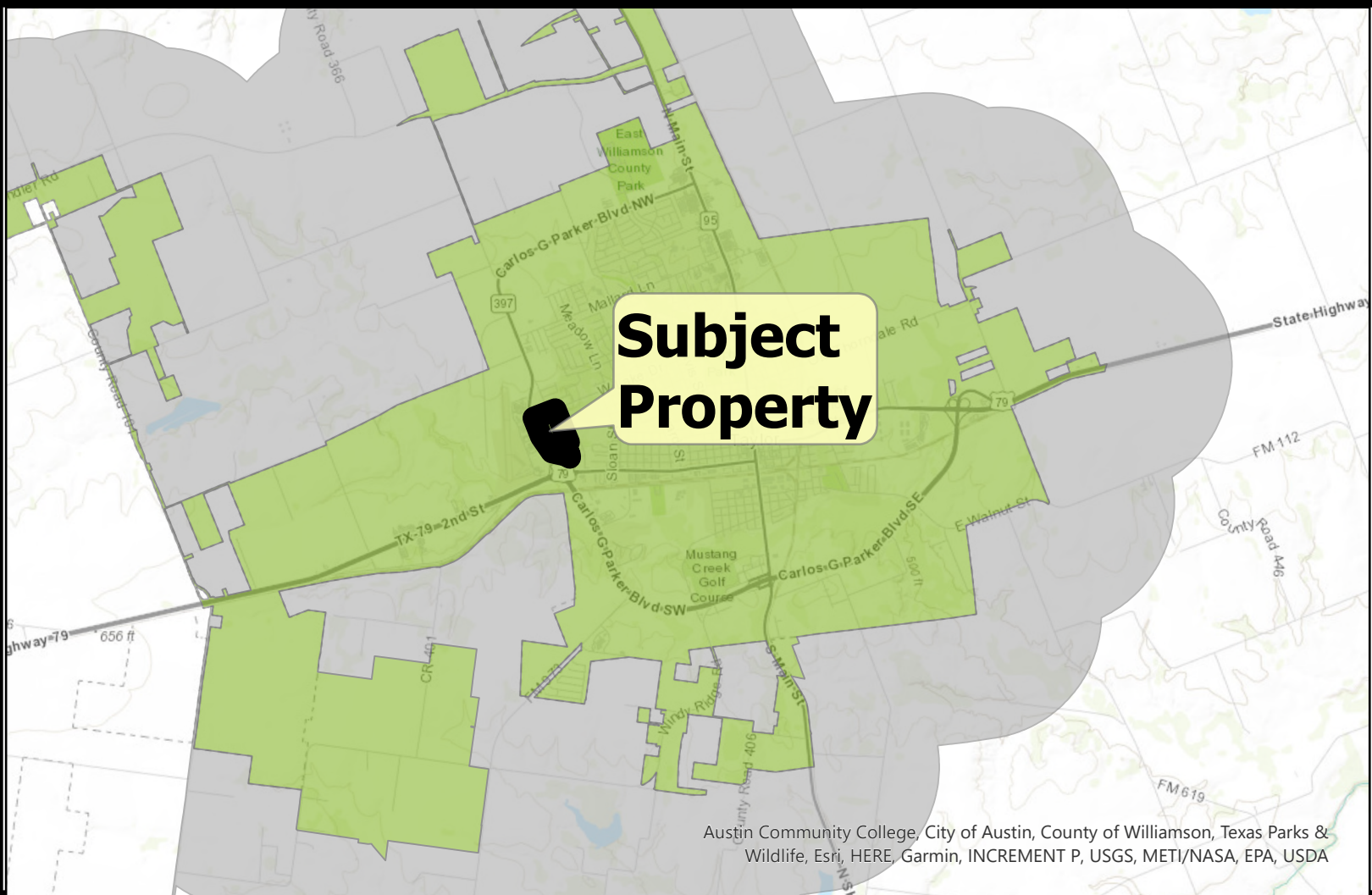
Future Land Use Map

Neighborhood Infill

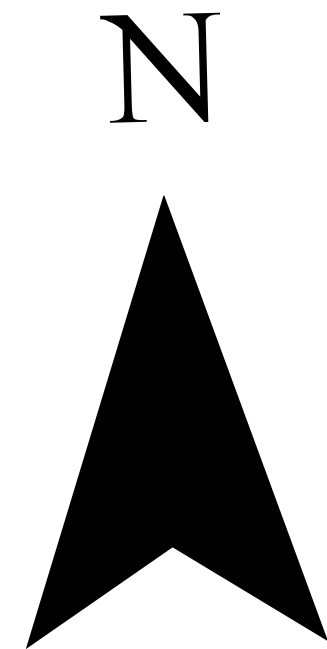
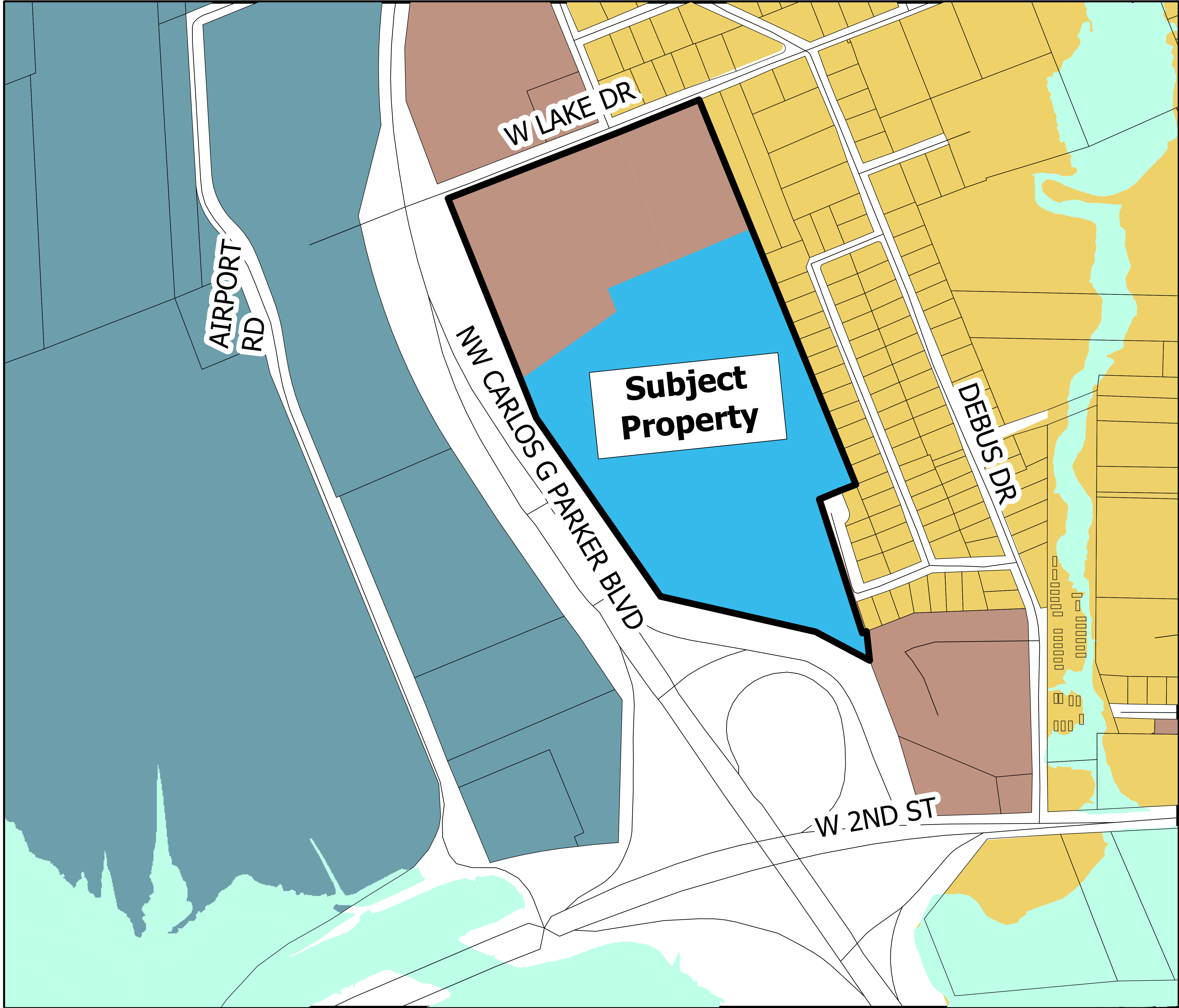
Employment Regional

Market Community

Open Space



0 500 1,000 US Feet

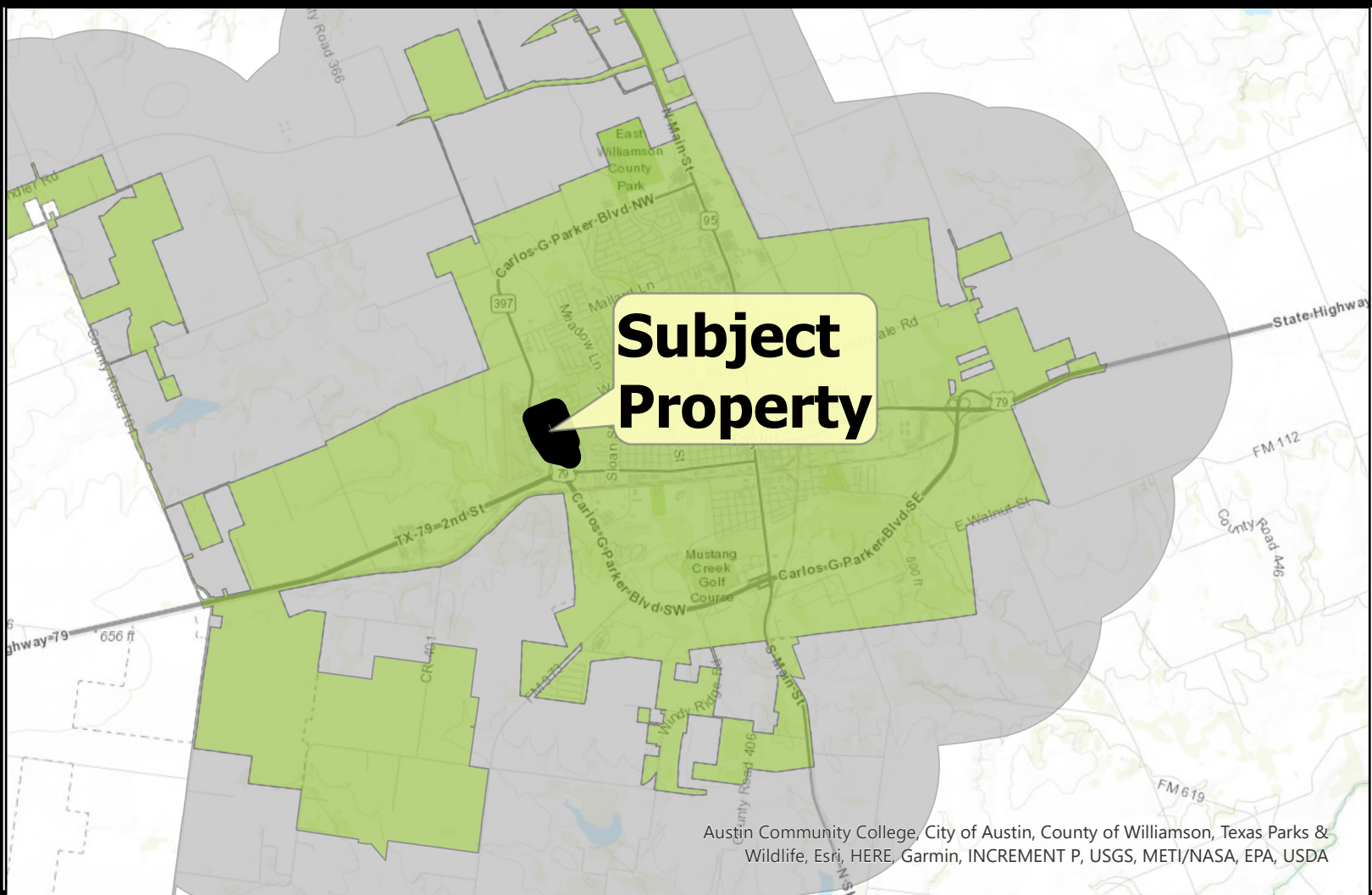


PZ-2023-1629

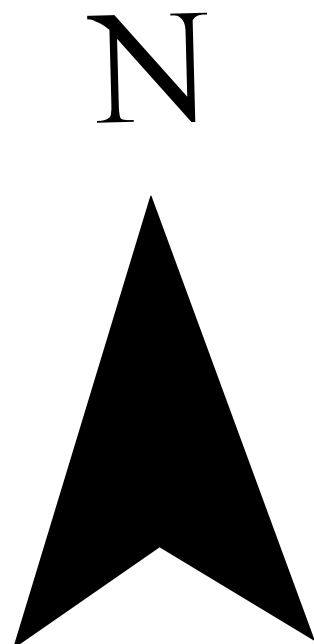
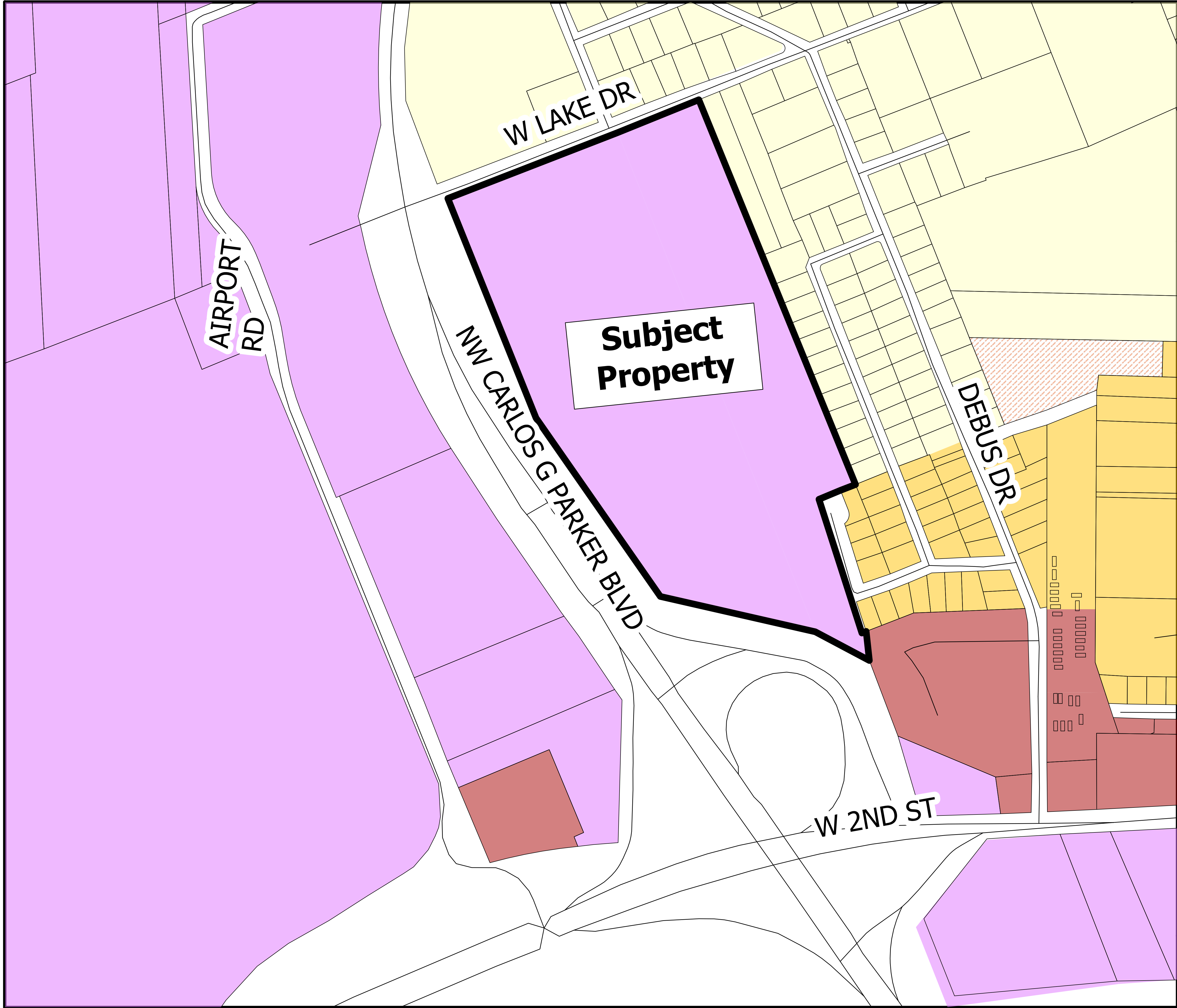
1103 Carlos G. Parker Blvd.
Comprehensive Plan Amendment
Proposed Future Land Use Map
Approximately 39.85 Acres

Legend

- Subject Property
- Parcels
- Streets
- Future Land Use Map**
- Neighborhood Infill
- Employment Regional
- Market Community
- Open Space
- Employment Center: Community



0 500 1,000 US Feet

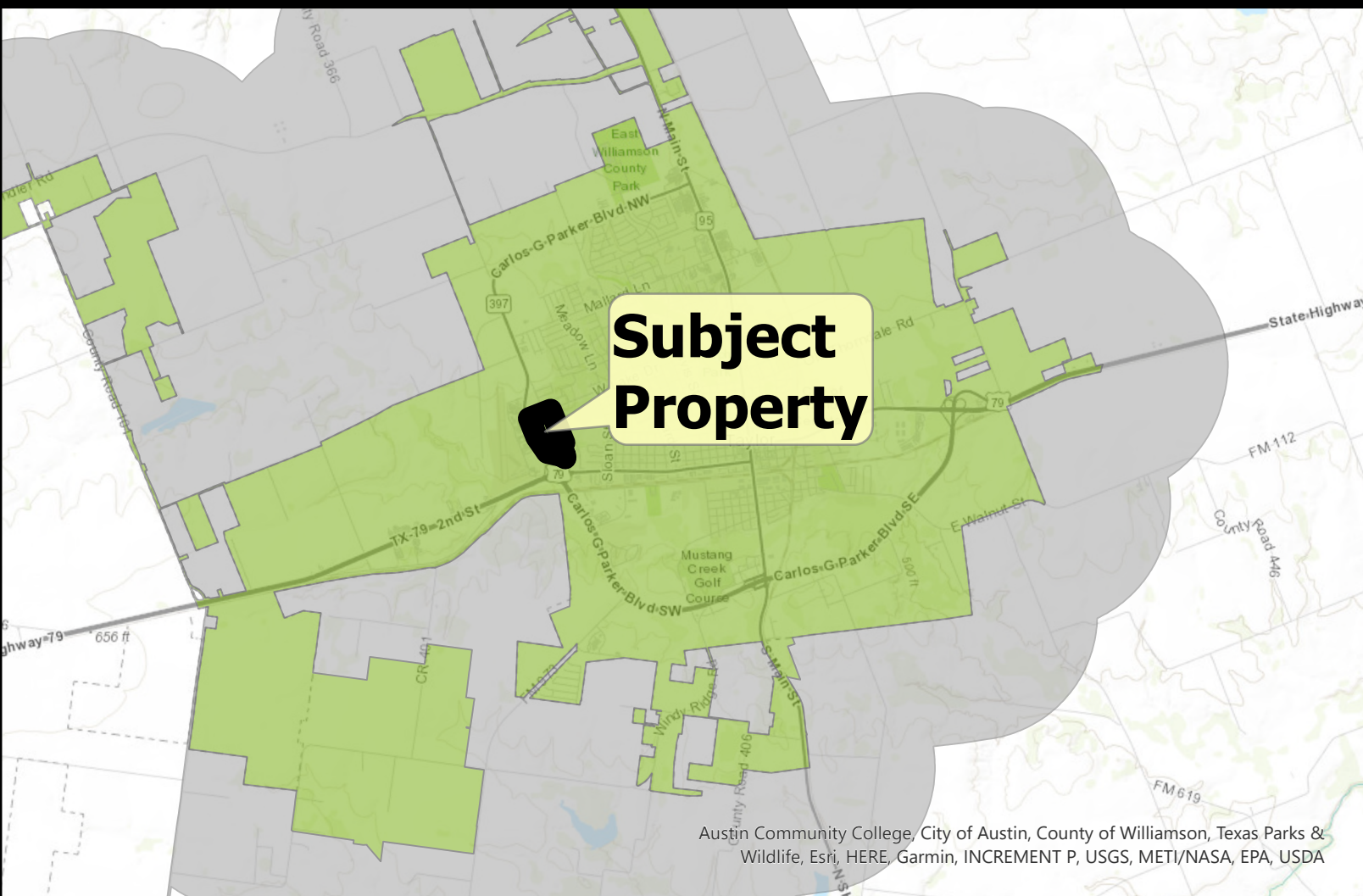


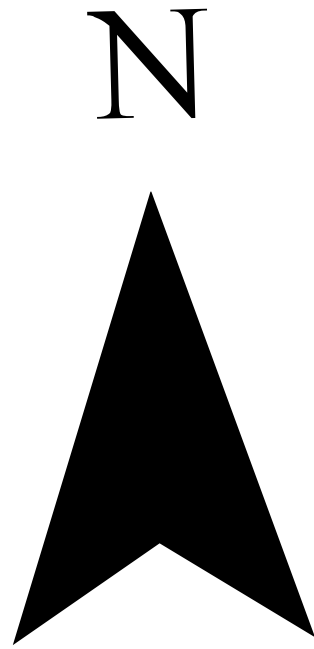
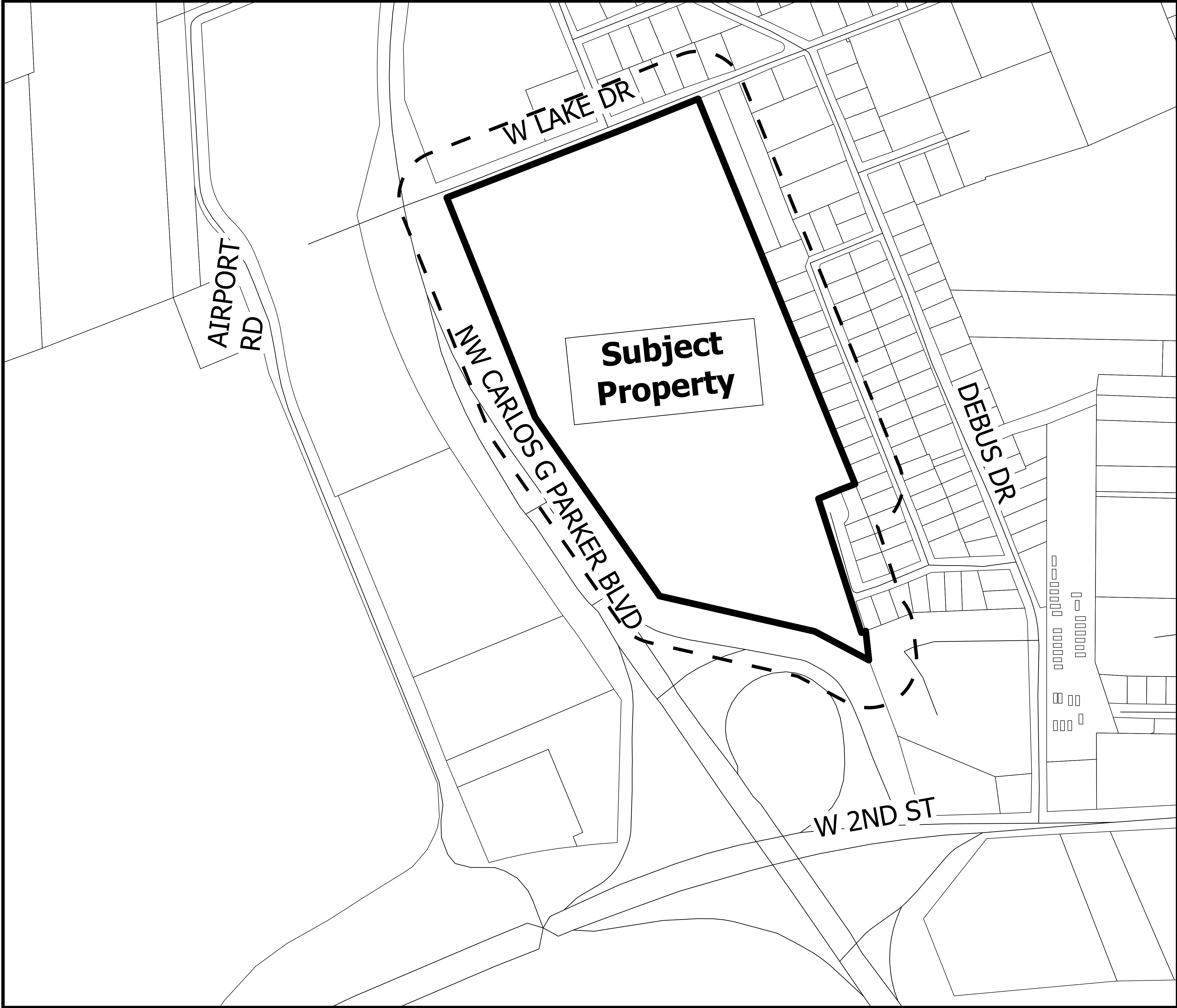
PZ-2023-1629

**1103 Carlos G. Parker Blvd.
Comprehensive Plan Amendment
Current Zoning Map
Approximately 39.85 Acres**

Legend

- | | |
|------------------|----------------------|
| Subject Property | M-1 Light Industrial |
| Parcels | MF-2 Multi-Family |
| Streets | R-1 Single Family |
| ZONING | MF-1/RPD |
| B-1 | |



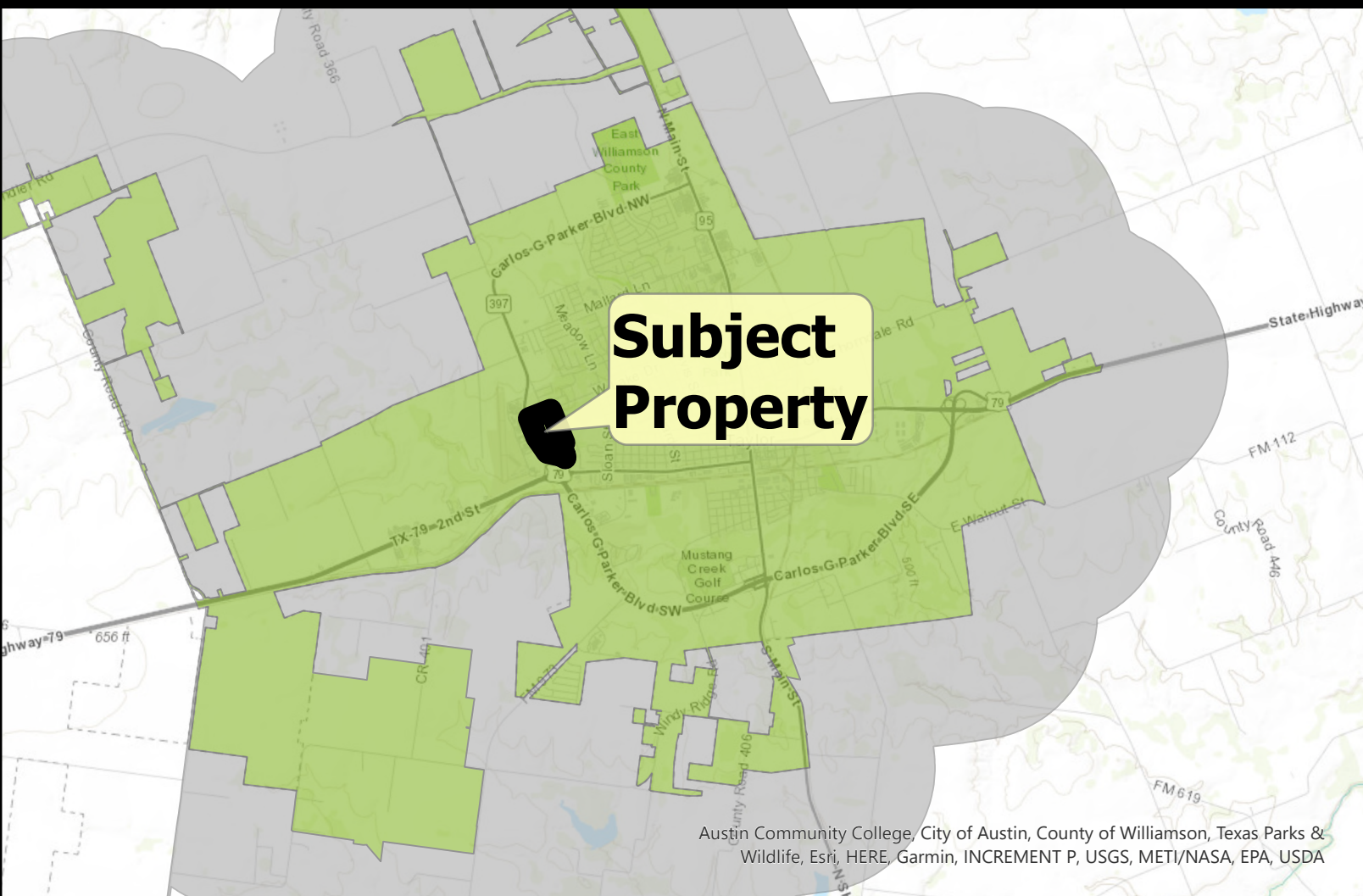


PZ-2023-1629

1103 Carlos G. Parker Blvd.
Comprehensive Plan Amendment
Notice Area Map
Approximately 39.85 Acres

Legend

- Subject Property
- 200 ft. Buffer
- Parcels
- Streets



ORDINANCE NO. 2023-15

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, AMENDING THE COMPREHENSIVE PLAN AND THE FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION FOR APPROXIMATELY TWENTY-FIVE (25) ACRES FROM MARKET CENTER: COMMUNITY TO EMPLOYMENT CENTER: COMMUNITY ON APPROXIMATELY 39.85 ACRES OF LAND PART OF AND OUT OF THE H.G. JOHNSON SURVEY, ABSTRACT NO. 348, AND THE W.R. WILLIAMS SURVEY, ABSTRACT NO. 665, TAYLOR, WILLIAMSON COUNTY, TEXAS. PROVIDING FOR THE AMENDMENT OF THE PLAN; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING A SAVINGS CLAUSE;

WHEREAS, it is necessary and reasonable for the public health, safety, morals, and welfare of the City of Taylor, Texas, a Texas home rule municipality (herein the “City”), to provide for and maintain a comprehensive plan for the City in accordance with Chapters 211, 212 and 213 of the Texas Local Government Code; and

WHEREAS, the City Council finds that the amendment of the Comprehensive Plan herein promotes the public health, safety, morals, and welfare and provides for the orderly development of the City; and

WHEREAS, the Planning and Zoning Commission held a public hearing on March 14, 2023, reviewed the amendments, and recommended that the City Council adopt the amendments to the Comprehensive Plan; and

WHEREAS, the City Council held a public hearing on March 23, 2023, at which the public was given the opportunity to give testimony and present written evidence; and

WHEREAS, after review, inquiry, and the opportunity for citizen participation at one or more public hearings and review and recommendation by the Planning and Zoning Commission, the City Council approves the amended Comprehensive Plan hereinafter set forth;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact.

Section 2. Property. The property, legally described in **Exhibit A**, attached hereto, and incorporated by reference herein for all purposes (“Property”), that is the subject to the Future Land Use redesignation is generally located at 1103 Carlos G. Parker Boulevard, legally described as approximately 39.85 acres of land part of and out of the H.G. Johnson Survey, Abstract No. 348, and W.R. Williams Survey, Abstract No. 665, Taylor,

Williamson County, Texas.

Section 3. Future Land Use Map. The property's future land use designation of "Market Center: Community" shall be changed to "Employment Center: Community" for approximately 25 acres of the total 39.85 acres. The remaining acreage shall keep the Market Center: Community designation. The changes are reflected in **Exhibit B**, Proposed Future Land Use attached hereto and incorporated by reference herein for all purposes.

Section 4. Savings Clause. All rights and remedies of the City of Taylor are expressly saved as to any and all violations of the provisions of any ordinances affecting zoning, platting, or the comprehensive plan within the City's jurisdiction which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

Section 5. Severability Clause. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

Section 6. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below.

Section 7. Open Meetings. It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapter. 551, Tex.Gov't. Code.*

PASSED, APPROVED, AND ADOPTED on the ____ day of _____, 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-15, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____ 2023.

Dianna McLean
City Clerk

NOTES:

- 1) 1/2" IRON ROD WITH YELLOW CAP MARKED "PAPE-DAWSON" SET AT SUBJECT PROPERTY CORNERS UNLESS NOTED OTHERWISE.
- 2) THE BEARINGS FOR THIS SURVEY ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 NAD 83 (NA2011) EPOCH 2010.00, FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE CENTRAL ZONE.
- 3) ILLUSTRATED UTILITIES ARE BASED ON FOUND VISIBLE EVIDENCE. THE LOCATION AND DEPTH OF EXISTING UTILITIES SHOULD BE FIELD VERIFIED BEFORE CONSTRUCTION. THE SURVEYOR DOES NOT HAVE KNOWLEDGE AS TO THE AVAILABILITY OF SERVICE TO, OR THE STATUS OF THE UTILITIES ON THIS SITE.
- 4) THE SUBJECT PROPERTY IS WITHIN THE FOLLOWING FLOOD ZONE(S) AS DEPICTED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP NUMBER 48453C0485J, DATED AUGUST 18, 2014 FOR TRAVIS COUNTY, TEXAS AND INCORPORATED AREAS. THIS DATA IS AVAILABLE ON THE WEBSITE WWW.MSC.FEMA.GOV.
- ZONE X (UNSHADED), DEFINED AS: OTHER AREAS; AREAS DETERMINED TO BE OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN."
- FLOOD LIMIT LINES DO NOT REPRESENT THAT THE PROPERTY WILL OR WILL NOT FLOOD. SUCH LINES AND AREAS ARE FROM SAID FEDERAL EMERGENCY MANAGEMENT AGENCY DATA SOURCES AND ARE STATISTICAL ONLY. THE SURVEYOR ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF SAID DATA.
- 5) ADJOINERS ARE FOR INFORMATIONAL PURPOSES ONLY.

SYMBOL LEGEND	
	CO SANITARY SEWER CLEANOUT
	CPP CORRUGATED METAL PIPE
	CMH ELECTRIC MANHOLE
	EBOX ELECTRIC BOX
	ET ELECTRIC TRANSFORMER
	EM ELECTRIC METER
	FH FIRE HYDRANT
	FP FLAGPOLE
	G GAS METER
	GV GAS VALVE
	GUY GUY ANCHOR
	HANDICAP SPACE
	LP LAMP POST
	MB MAILBOX
	PARKING SPACES
	PVC POLYVINYL CHLORIDE PIPE
	RCP REINFORCED CONCRETE PIPE
	ADVERTISING/ROAD/UTILITY SIGN WITH DESCRIPTION
	SSMH SANITARY SEWER MANHOLE
	SPV SPRINKLER VALVE
	STMH STORM DRAIN MANHOLE
	TSB TRAFFIC SIGNAL BOX
	UP UTILITY POLE
	WM WATER METER
	WV WATER VALVE
	WELL
	WCR WHEELCHAIR RAMP

LINE LEGEND	
	WOOD FENCE
	CHAIN LINK FENCE
	POTABLE WATER LINE
	GAS LINE
	OVERHEAD ELECTRIC
	SANITARY SEWER LINE

DEED/PLAT REFERENCE

D.R. DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
P.R. PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS
O.P.R. OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS

LEGEND

CONC. CONCRETE
FD. FOUND
I.R. 1/2" IRON ROD
TXDOT TEXAS DEPARTMENT OF TRANSPORTATION
(PD) PAPE-DAWSON CAP
(SURVEYOR) IRON ROD WITH CAP AS NOTED

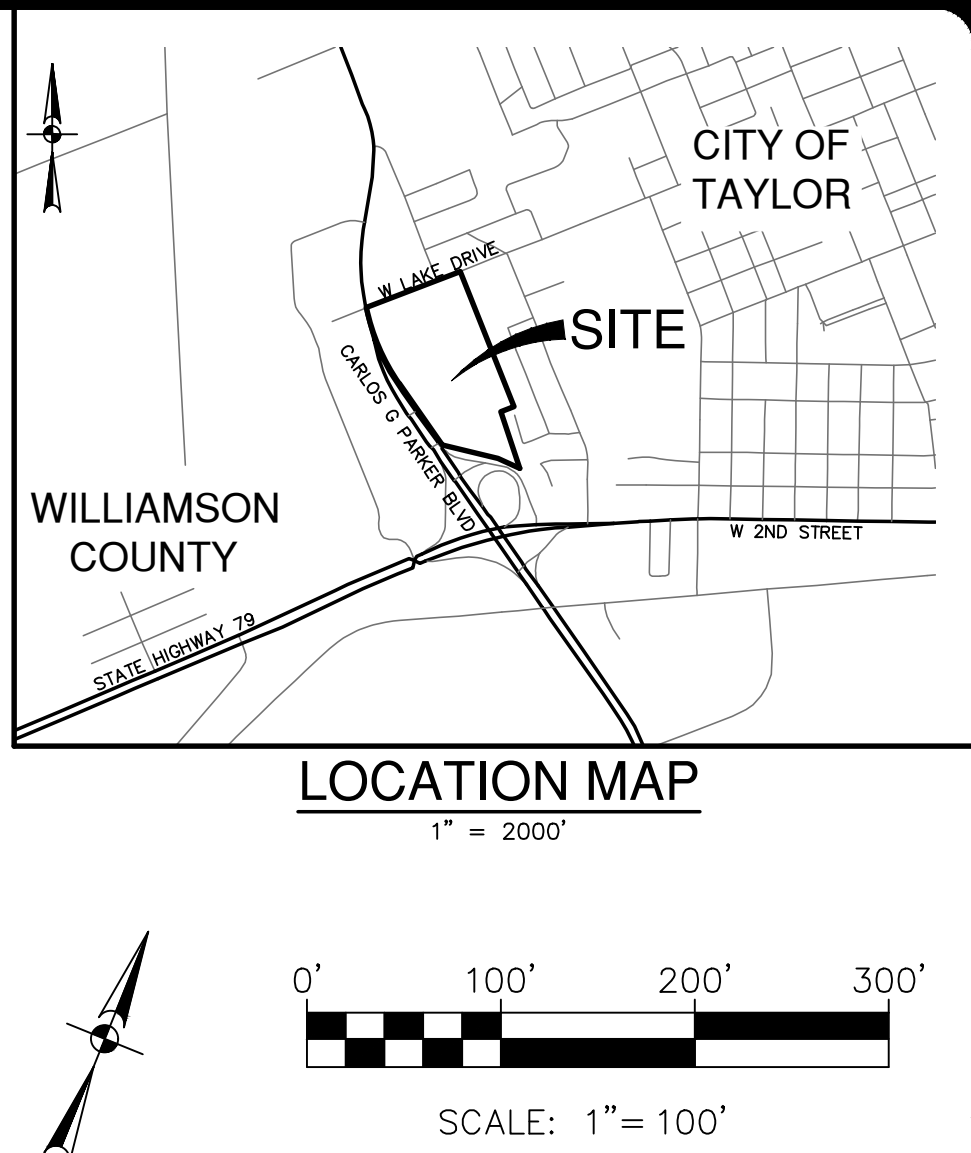
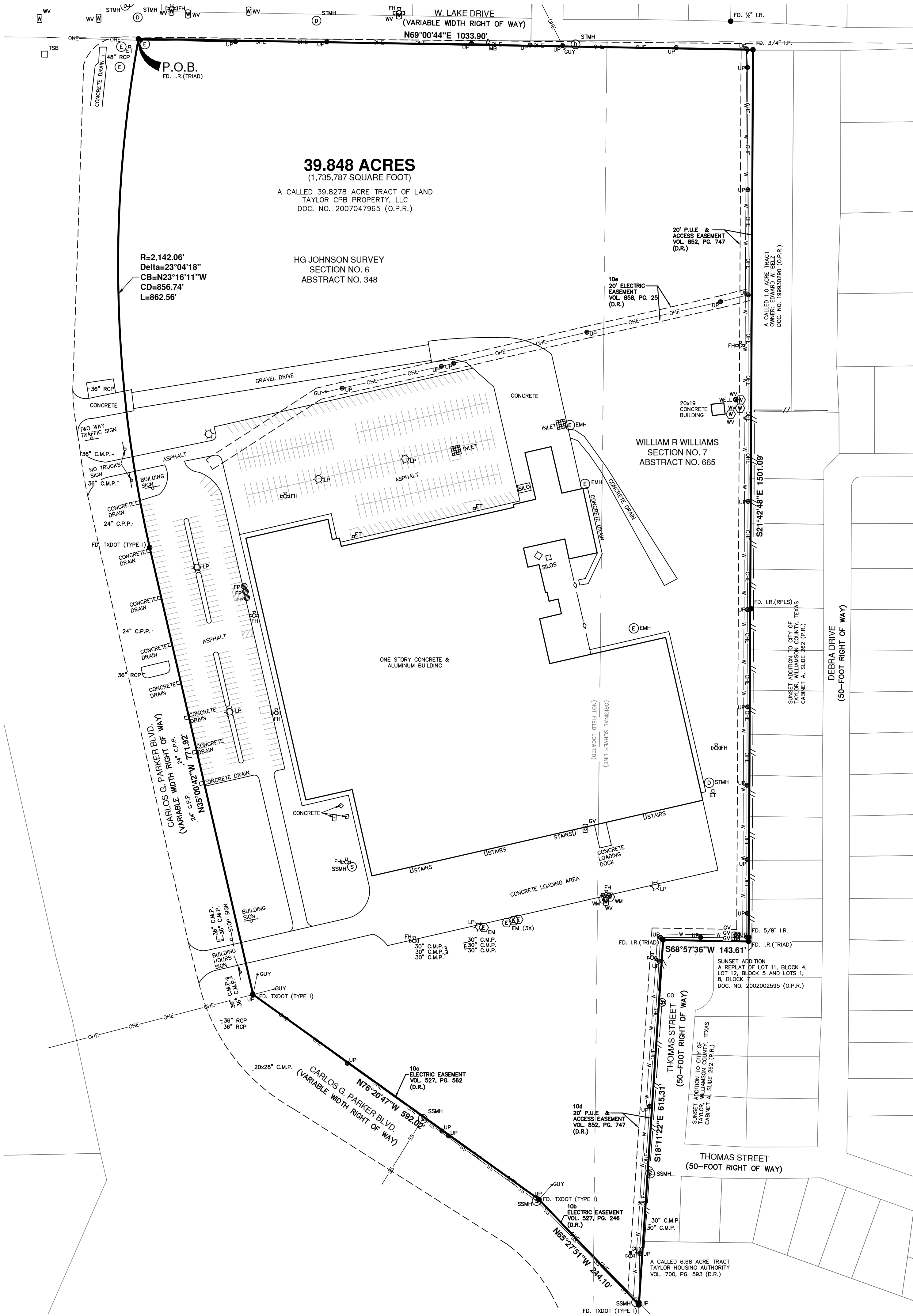
REFERENCES:

THIS SURVEY WAS PREPARED IN CONJUNCTION WITH, BUT NOT SOLELY RELYING ON THE TITLE COMMITMENT LISTED BELOW:

Title Commitment: G.F. # 2725CM
Old Republic Commonwealth Land Title Insurance Company
Date of Policy: June 7, 2007

Only those matters identified in the Title Commitment and those that the surveyor was aware of at the time of this survey are shown.

10. The following matters and all terms of the documents creating or offering evidence of the matters (We must insert matters or delete this exception):
- a. The company is prohibited from insuring the area or quantity of the land described herein, any statement in the legal description contained in Schedule "A" as to area or quantity of land is not a representation of that such area or quantity is correct, but is made only for information identification purposes and does not override item to of Schedule "B" hereof. (Not a survey matter)
- b. Easement for electric power lines executed by Woodrow C. Powell, to Texas Power and Light Company, dated March 24, 1944, recorded in/under 527/246 of the Real Property Records of Williamson County, Texas. (As Shown Hereon)
- c. Easement for electric power lines executed by Reuben Anderson, to Texas Power and Light Company, dated march 24, 1970, recorded in/under 527/562 of the Real Property Records of Williamson County, Texas. (As Shown Hereon)
- d. Terms, conditions and stipulations contained in Easement Agreement executed by and between Intercraft Industries Corporation, and City of Taylor, dated September 11, 1981, recorded in/under 852/747 of the Real Property Records of Williamson County, Texas. (As Shown Hereon)
- e. Easement for electric distribution lines and telephone lines executed by Intercraft Industries Corporation, to Texas Power and Light Company, dated September 11, 1981, recorded in/under 858/25 of the Real Property Records of Williamson County, Texas. (As Shown Hereon)
- f. Subject property lies within the boundaries of Upper Brushy Water Control and Improvement District.
- g. Power poles, overhead power lines and down guys as shown on survey plat dated March 20, 2006, prepared by Herman Crichton R.P.L.S. No. 4046.



FIELD NOTES FOR

A 39.848 ACRE OR 1,735,787 SQUARE FOOT TRACT OF LAND, SITUATED IN THE HG JOHNSON SURVEY, SECTION NO. 6, ABSTRACT NO. 348, AND IN THE WILLIAM R WILLIAMS SURVEY, SECTION NO. 7, ABSTRACT NO. 665, IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS, BEING ALL OF A CALLED 39.8278 ACRE TRACT CONVEYED TO TAYLOR CPB PROPERTY, LLC, RECORDED IN DOCUMENT NO. 2007047965 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS. SAID 39.848 ACRE TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS, WITH BEARINGS BASED ON THE NORTH AMERICAN DATUM OF 1983 (NA 2011) EPOCH 2010.00, FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE CENTRAL ZONE:

BEGINNING at an iron rod with cap marked "Triad" found on a point in the east right-of-way line of Carlos G. Parker Blvd., a variable width right-of-way, said point being in the south right-of-way line of W. Lake Drive, same being the north boundary line of said 39.8278-acre tract, a distance of 1033.90 feet to a 1/2" iron pipe found at the northeast corner of said 39.8278-acre tract, same being the northwest corner of a called 1.0 acre tract conveyed to Edward W. Belz, recorded in Document No. 199930290 of the Official Public Records of Williamson County, Texas for the northeast corner hereof;

THENCE S 21°42'48" E, departing the south right-of-way line of said W. Lake Drive, with the south right-of-way line of said W. Lake Drive, same being the west boundary line of said 1.0 acre tract, and, in part, with the west boundary line of Sunset Addition to the City of Taylor, Williamson County, Texas, a subdivision according to the plat recorded in Cabinet A, Slide 262 of the Plat Records of Williamson County, Texas, a distance of 1501.09 feet to an iron rod with cap marked "Triad" found on a point in the north boundary line of Sunset Addition, a Replat of Lot 11, Block 4, Lot 12, Block 5 and Lots 1, 8, Block 7, a subdivision according to the plat recorded in Document No. 2002002595 of the Official Public Records of Williamson County, Texas for a southeast corner hereof;

THENCE S 68°57'36" W, with a south boundary line of said 39.8278-acre tract, same being the north boundary line of said Sunset Addition Replat, and, in part, with the north right-of-way line of Thomas Street, a 50-foot right-of-way recorded in said Sunset Addition Replat, a distance of 143.61 feet to an iron rod with cap marked "Triad" found at the southeast ell corner of said 39.8278-acre tract, same being the northwest terminus of said Thomas Street for the southeast ell corner hereof;

THENCE S 18°11'22" E, with the east boundary line of said 39.8278-acre tract, same being the west right-of-way line of said Thomas Street, and, in part, the west boundary line of said Sunset Addition to the City of Taylor, and, in part, with the west boundary line of a called 6.68-acre tract conveyed to Taylor Housing Authority, recorded in Volume 700, Page 593 of the Deed Records of Williamson County, Texas, a distance of 615.31 feet to a TXDOT Type I monument found on a point in the northeast right-of-way line of said Carlos G. Parker Blvd., said point being the southeast corner of said 39.8278-acre tract, same being a point in the west boundary line of said 6.68-acre tract for the southeast corner hereof;

THENCE with the northeast and east right-of-way line of said Carlos G. Parker Blvd., same being the southwest and west boundary line of said 39.8278-acre tract the following four (4) courses and distances:

1. N 65°27'51" W, a distance of 244.10 feet to a TXDOT Type I monument found for an angle point hereof;
2. N 76°20'47" W, a distance of 592.02 feet to a TXDOT Type I monument found for the westernmost southwest corner hereof;
3. N 35°00'42" W, a distance of 771.92 feet to a TXDOT Type I monument found for a point of non-tangent curvature hereof, and
4. along the arc of a curve to the right, having a radius of 2142.06 feet, a central angle of 23°04'18", a chord bearing and distance of N 23°16'11" W, 856.74 feet, for an arc length of 862.56 feet to the POINT OF BEGINNING and containing 39.848 acres in the City of Taylor, Williamson County, Texas. Said tract being described in accordance with an on the ground survey prepared by Pape-Dawson Engineers, Inc.

THIS IS TO CERTIFY THAT THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE CURRENT TEXAS SOCIETY OF PROFESSIONAL SURVEYORS MANUAL OF PRACTICE REQUIREMENTS FOR A CATEGORY 1A, CONDITION II LAND TITLE SURVEY. THE FIELD WORK WAS COMPLETED ON NOVEMBER 15, 2022.



Valerie Zurcher, R.P.L.S. No. 6222
STATE OF TEXAS
PAPE-DAWSON ENGINEERS
10801 N. MOPAC EXPY.
BLDG. 3, SUITE 200
AUSTIN, TX 78759

12.07.2022
DATE

PAPE-DAWSON ENGINEERS
AUSTIN | SAN ANTONIO | HOUSTON | FORT WORTH | DALLAS
10801 N. MOPAC EXPY., BLDG. 3, STE. 200 | AUSTIN, TX 78759 | 512-454-8711
TXBLS REGISTRATION #470 | TSPS REGISTRATION #1028601

LAND TITLE SURVEY

A 39.848 ACRE OR 1,735,787 SQUARE FOOT TRACT OF LAND, SITUATED IN THE HG JOHNSON SURVEY, SECTION NO. 6, ABSTRACT NO. 348, AND IN THE WILLIAM R WILLIAMS SURVEY, SECTION NO. 7, ABSTRACT NO. 665, IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS, BEING ALL OF A CALLED 39.8278 ACRE TRACT CONVEYED TO TAYLOR CPB PROPERTY, LLC, RECORDED IN DOCUMENT NO. 2007047965 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.

JOB NO. **51390-00**
DATE **NOVEMBER 2022**
CHECKED **AC** DRAWN **VZ**
CIVIL JOB NO. **---**
REFERENCE: **---**
SHEET **1** OF **1**

FIELD NOTES
FOR

A 39.848 ACRE OR 1,735,787 SQUARE FOOT TRACT OF LAND, SITUATED IN THE HG JOHNSON SURVEY, SECTION NO. 6, ABSTRACT NO. 348, AND IN THE WILLIAM R WILLIAMS SURVEY, SECTION NO. 7, ABSTRACT NO. 665, IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS, BEING ALL OF A CALLED 39.8278 ACRE TRACT CONVEYED TO TAYLOR CPB PROPERTY, LLC, RECORDED IN DOCUMENT NO. 2007047965 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS. SAID 39.848 ACRE TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS, WITH BEARINGS BASED ON THE NORTH AMERICAN DATUM OF 1983 (NA 2011) EPOCH 2010.00, FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE CENTRAL ZONE:

BEGINNING at an iron rod with cap marked "Triad" found on a point in the east right-of-way line of Carlos G. Parker Blvd., a variable width right-of-way, said point being in the south right-of-way line of W. Lake Drive, a variable width right-of-way, same being the northwest corner of said 39.8278-acre tract for the northwest corner and **POINT OF BEGINNING** hereof;

THENCE N 69°00'44" E, departing the east right-of-way line of said Carlos G. Parker Blvd., with the south right-of-way line of said W. Lake Drive, same being the north boundary line of said 39.8278-acre tract, a distance of **1033.90 feet** to a $\frac{3}{4}$ " iron pipe found at the northeast corner of said 39.8278-acre tract, same being the northwest corner of a called 1.0 acre tract conveyed to Edward W. Belz, recorded in Document No. 199930290 of the Official Public Records of Williamson County, Texas for the northeast corner hereof;

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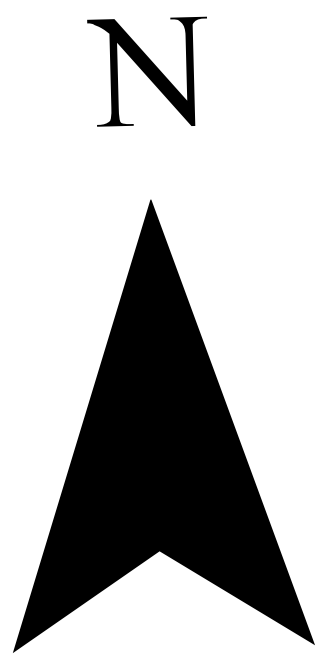
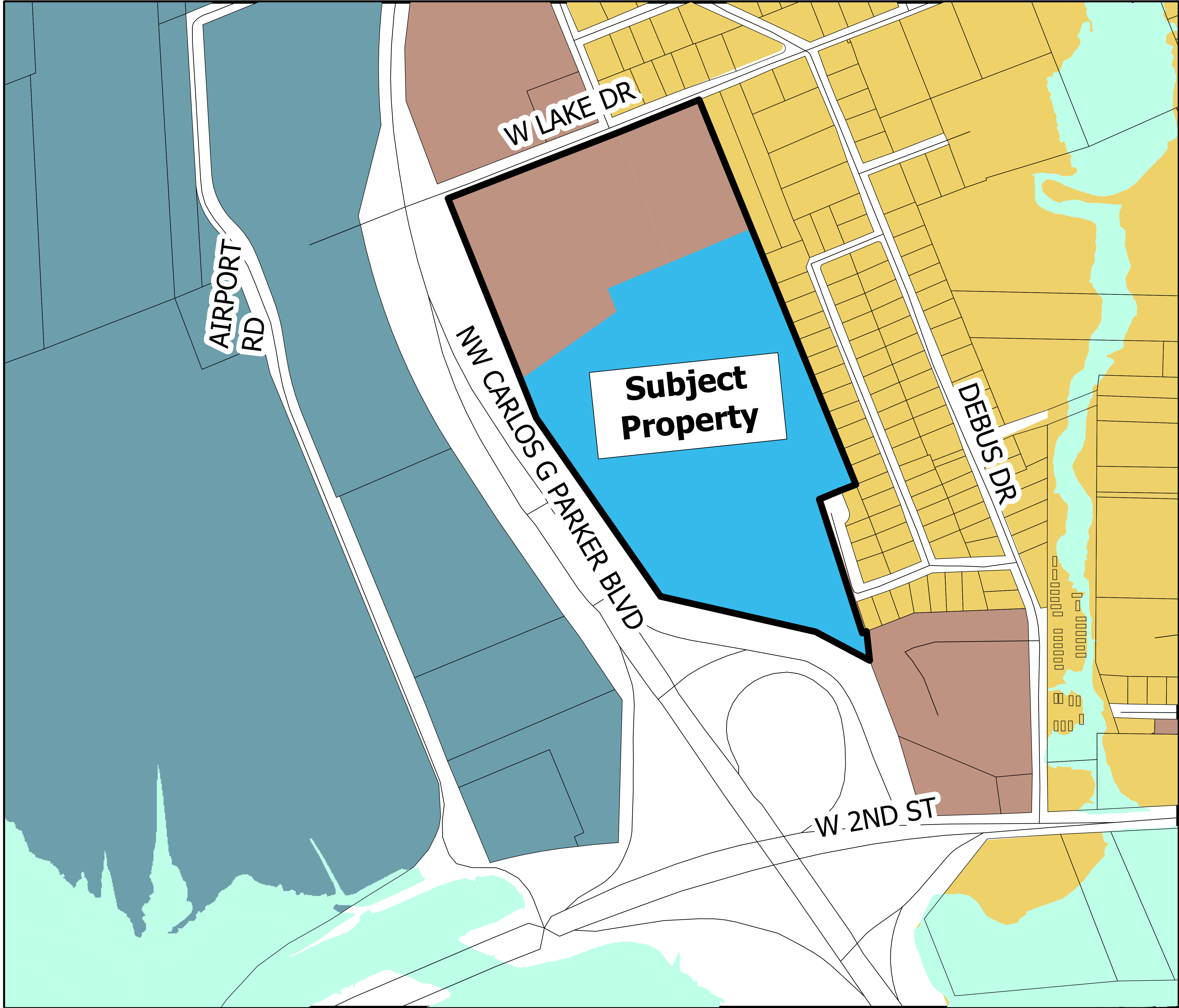
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PREPARED BY: Pape-Dawson Engineers, Inc.
DATE: December 7, 2022
JOB No.: 51306-01
DOC.ID.: H:\Survey\CIVIL\51390-00\Word\
FN51390-00_39.848Ac.docx
TBPE Firm Registration #470
TBPLS Firm Registration #100288-01



TAYLOR GATEWAY CENTER		CITY OF TAYLOR, TEXAS		FUTURE LAND USE EXHIBIT	
					
AUSTIN SAN ANTONIO HOUSTON FORT WORTH DALLAS					
10801 N. MOPAC EXP. RD. 3, STE 200 AUSTIN, TX 78759 512.454.8711					
TDP# FIRM REGISTRATION 4470 TBS#LS FIRM REGISTRATION 410208601					
CITY JOB No. _____		JOB NO. 51390-00			
DATE FEBRUARY 2023		DESIGNER BDA			
CHECKED AC		DRAWN BDA		DATE _____	
SHEET 1 OF 1		NO. REVISION _____			
		DATE _____			

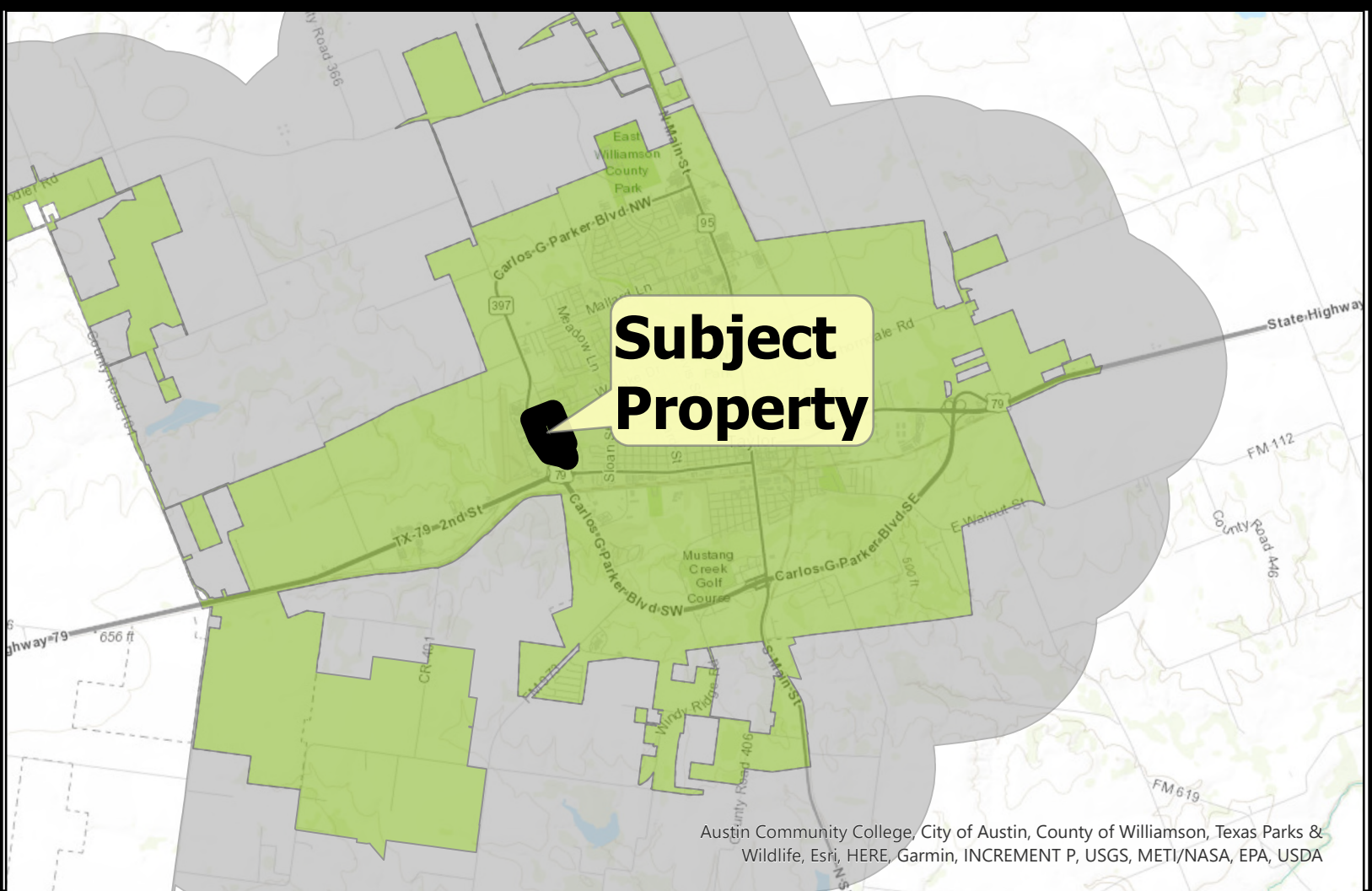


PZ-2023-1629

1103 Carlos G. Parker Blvd.
Comprehensive Plan Amendment
Proposed Future Land Use Map
Approximately 39.85 Acres

Legend

- Subject Property
- Parcels
- Streets
- Future Land Use Map**
- Neighborhood Infill
- Employment Regional
- Market Community
- Open Space
- Employment Center: Community



City of Taylor City Council

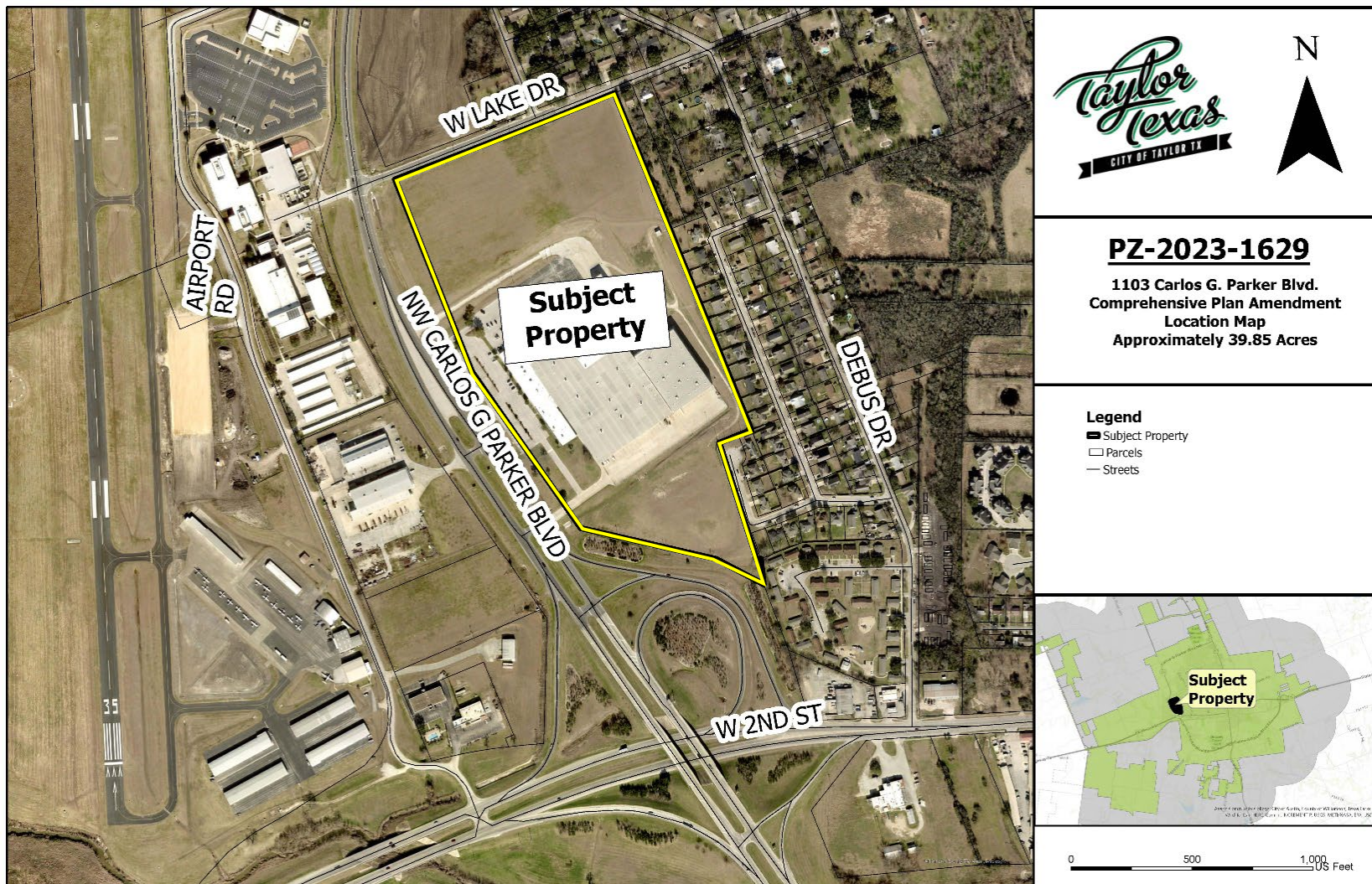
March 23, 2023



PZ-2022-1629

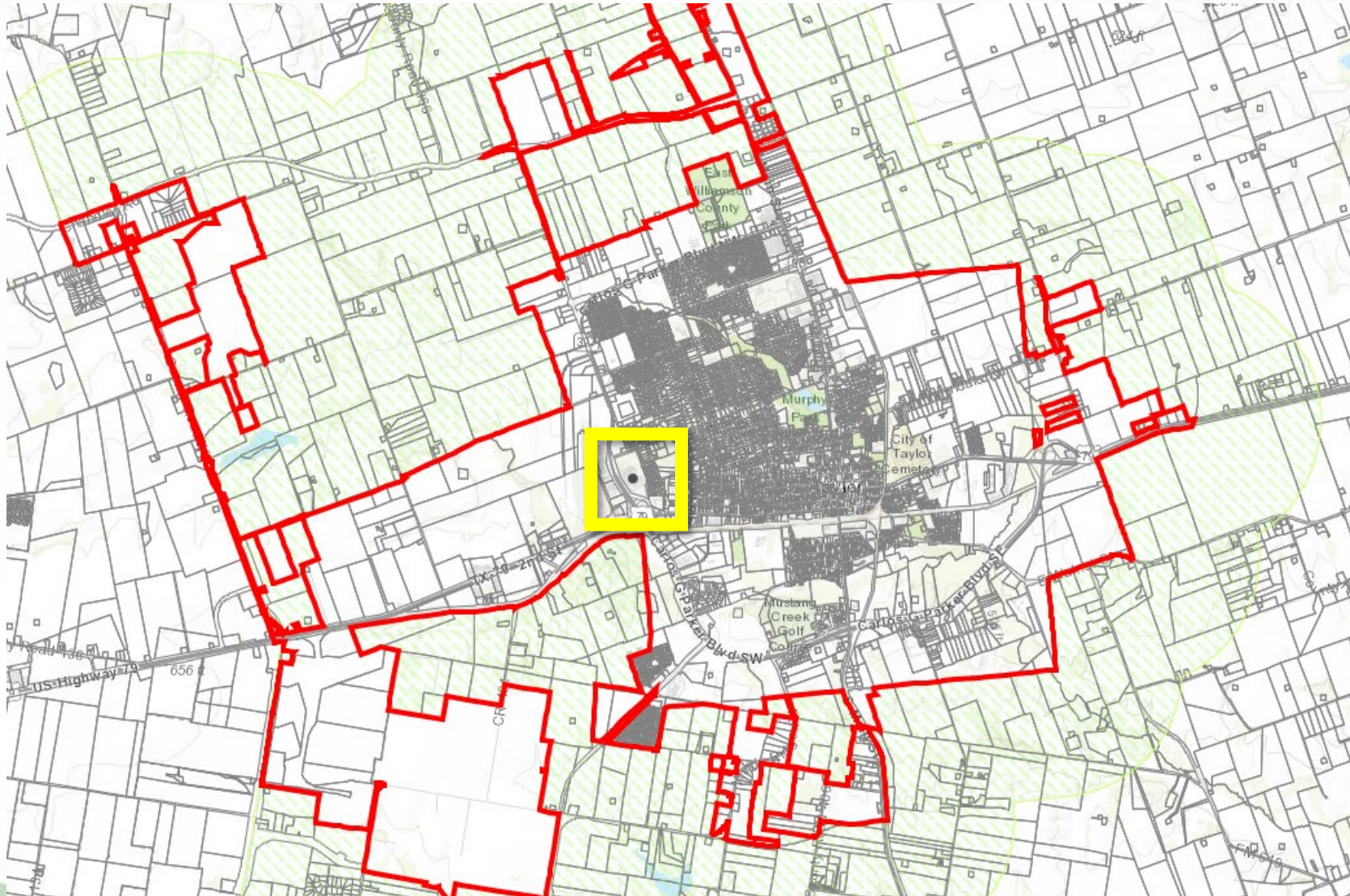
1103 Carlos G. Parker Blvd. Comprehensive Plan
Amendment

Location Map

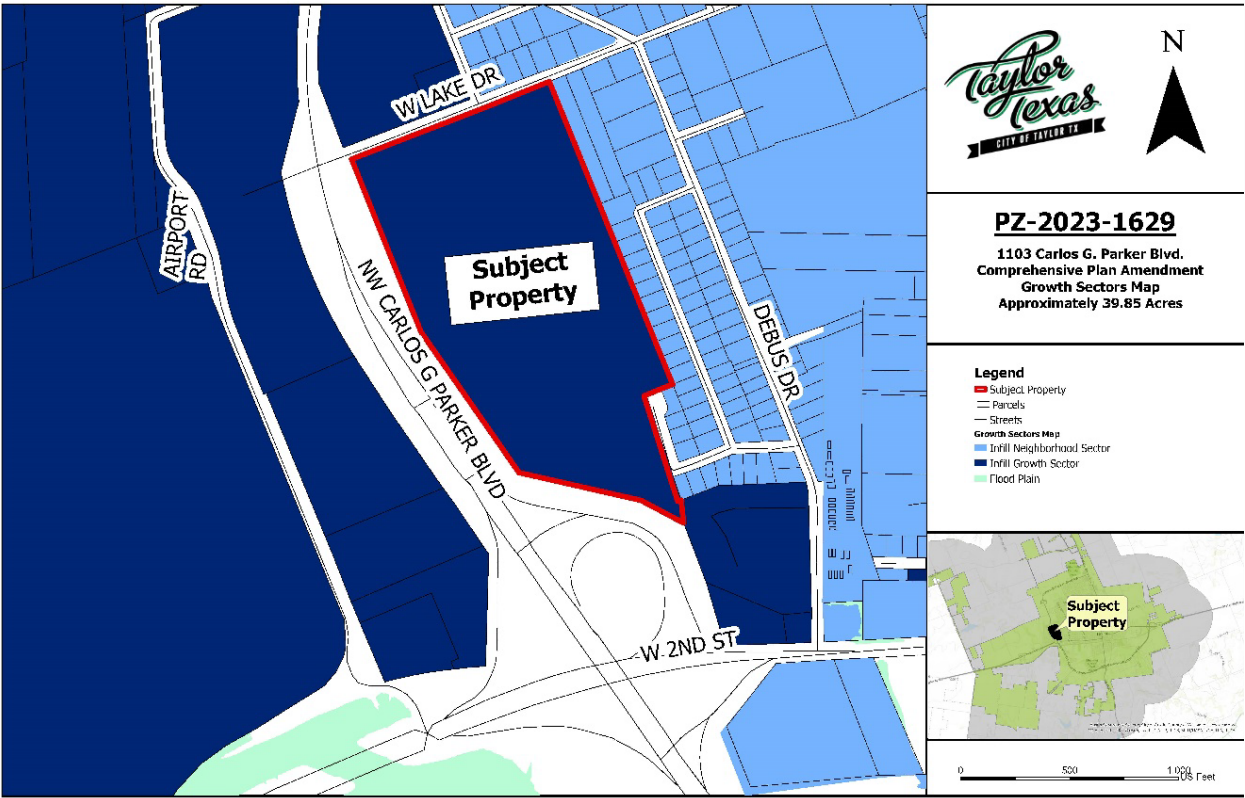


Address/Location: 1103 Carlos G. Parker Blvd.

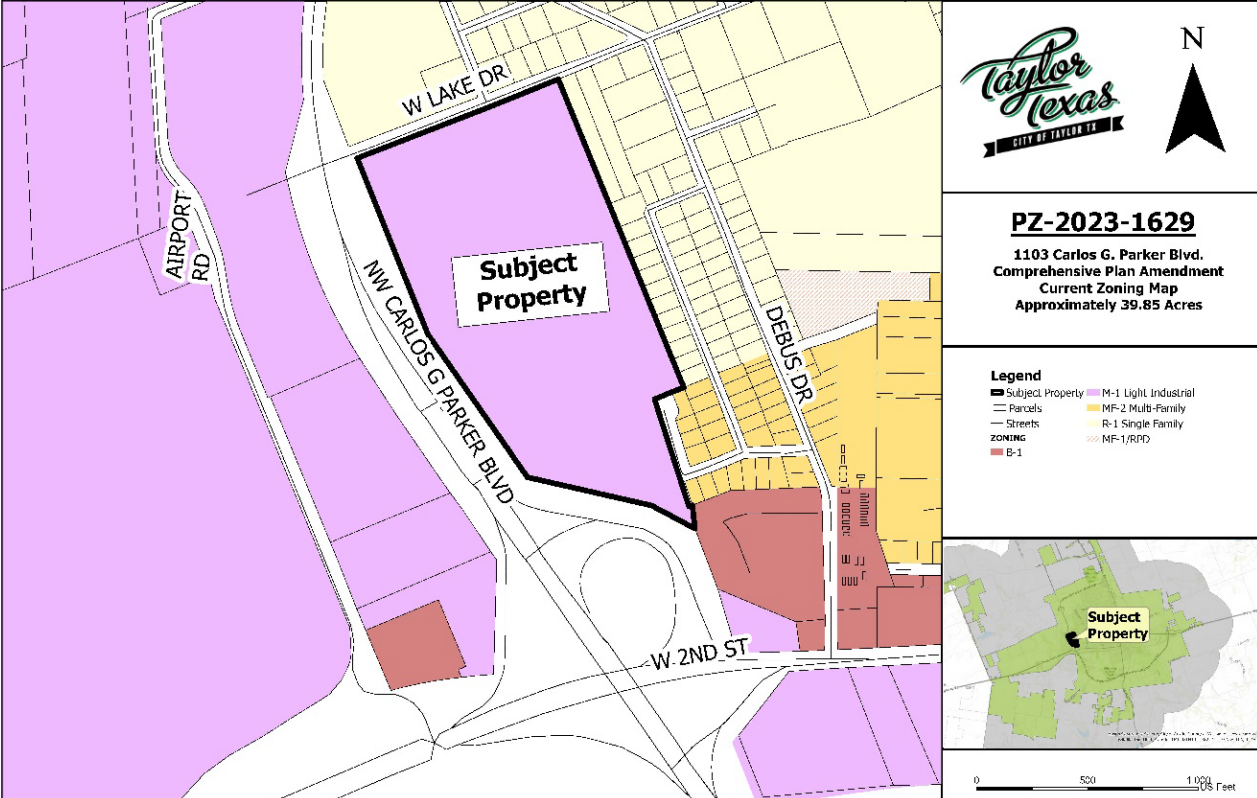
Context Area Map



Growth Sector & Zoning Maps

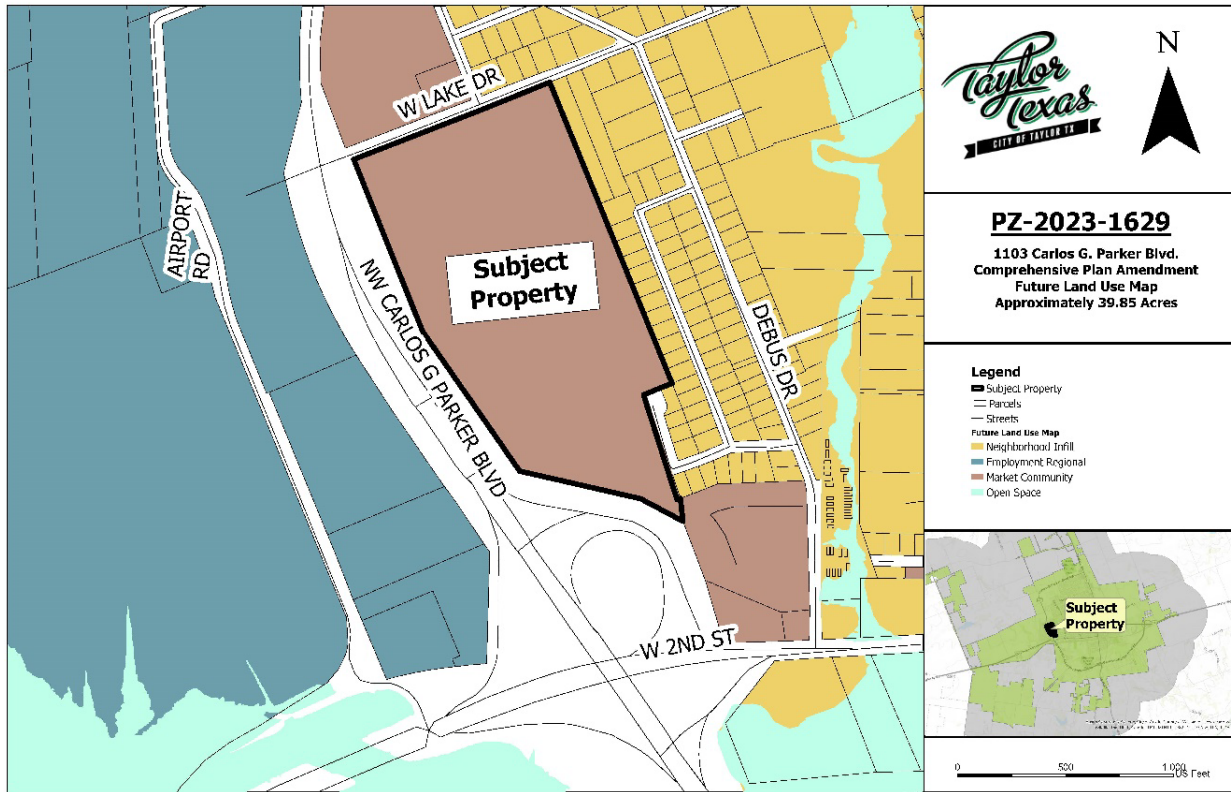


Infill Growth Sector

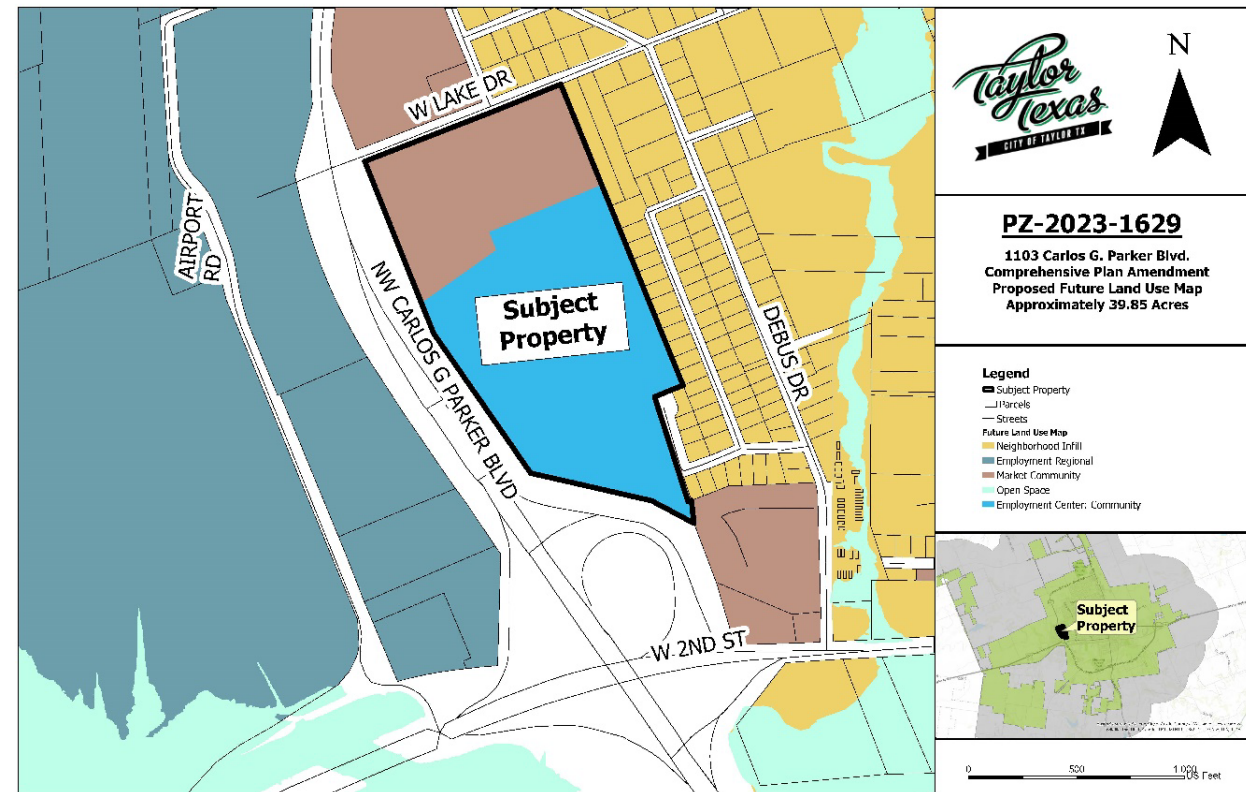


M-1, Light Industrial

Current & Proposed Future Land Use Maps

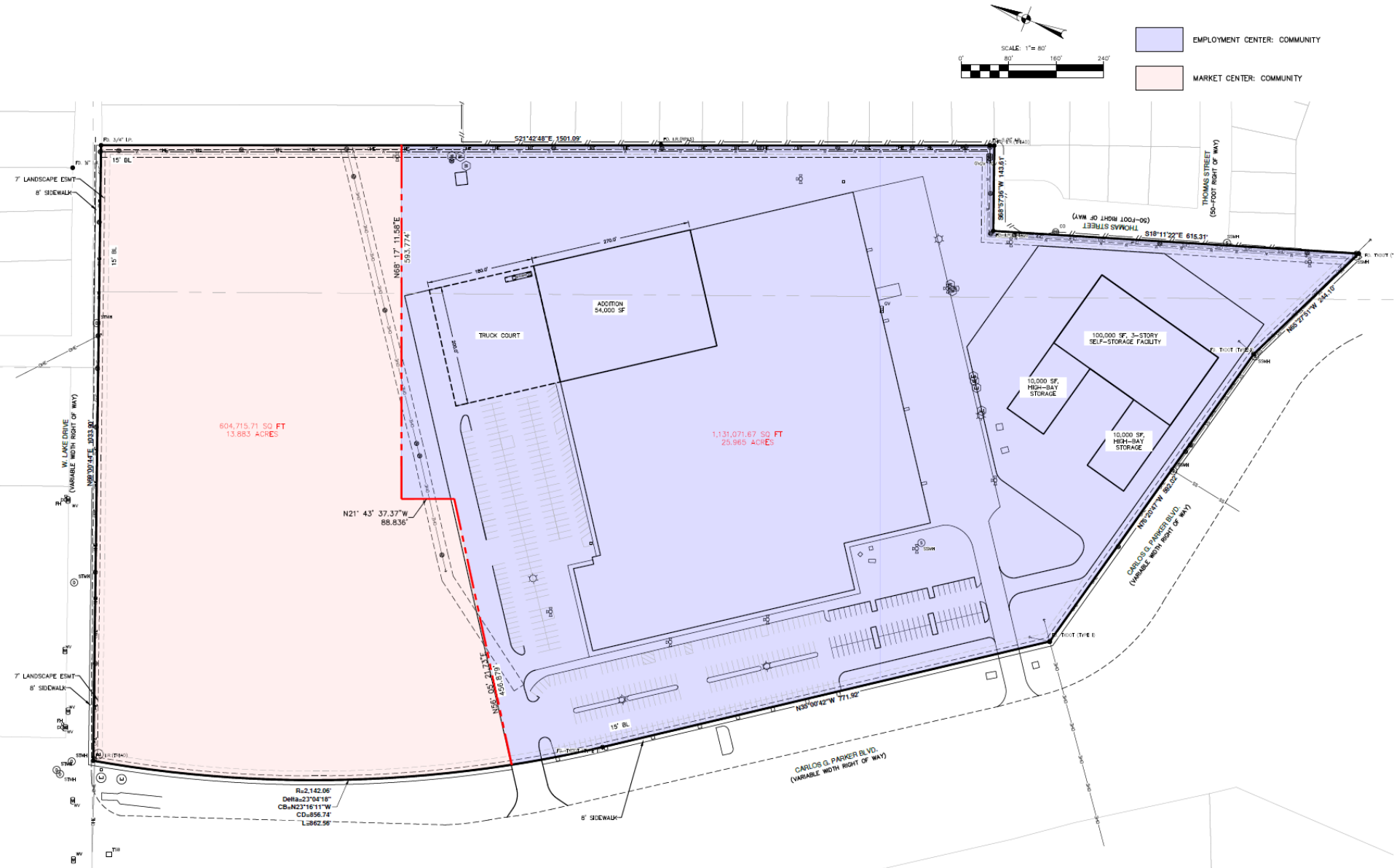


Market Center: Community



**Partially Market Center: Community and
Employment Center: Community**

Exhibit from Applicant

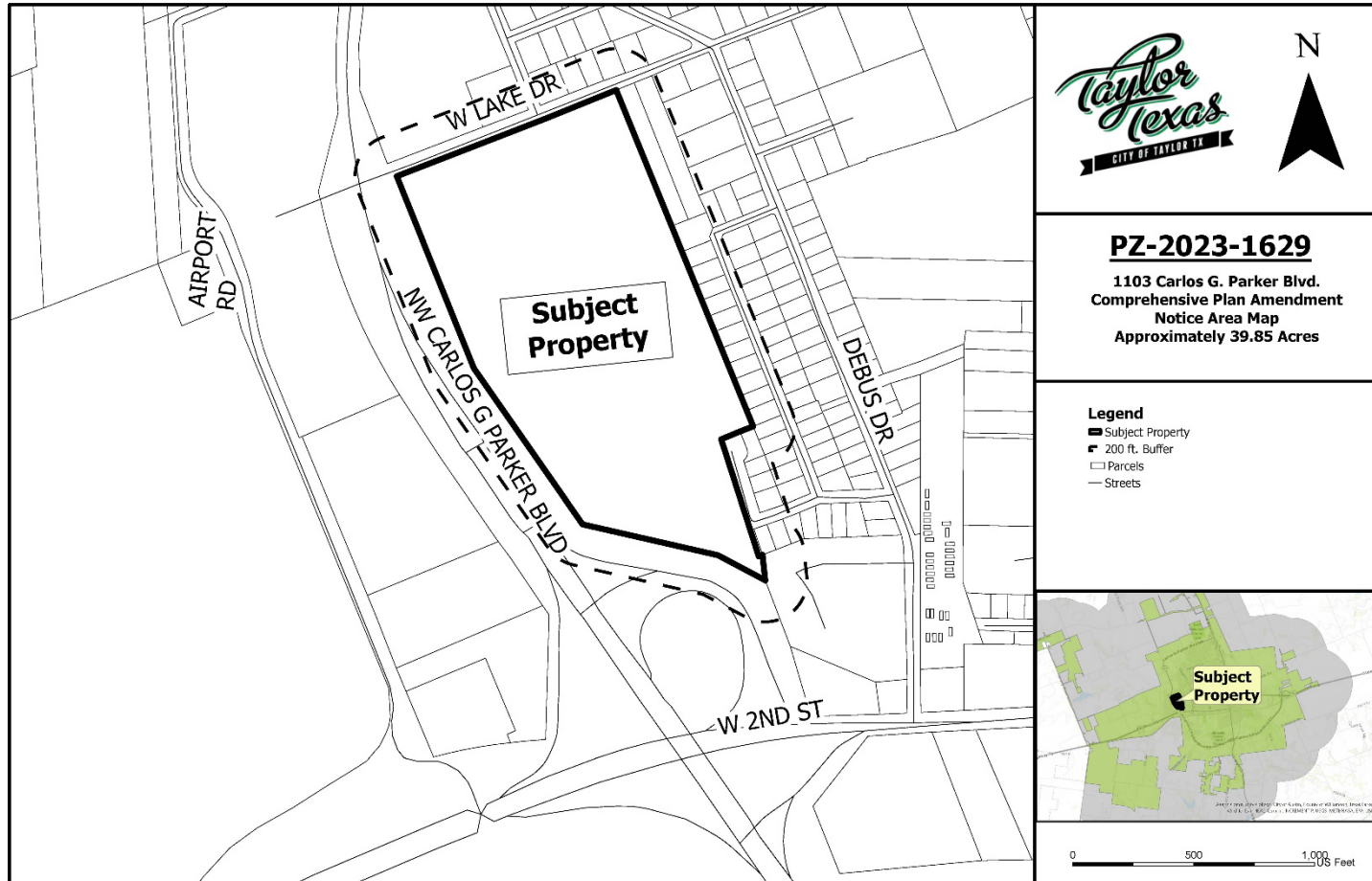


PAGE	
SECTION	PAGE
TAYLOR GATEWAY CENTER	
CITY OF TAYLOR, TEXAS	
FUTURE LAND USE EXHIBIT	

PAPE-DAWSON ENGINEERS
PAPE-DAWSON ENGINEERS
1500 N. MOORE BLVD., SUITE 200 | AUSTIN, TX 78701 | (512) 476-1111
WWW.PAPE-DAWSON.COM



Notice Area Map



- 61 notices were sent out to adjacent property owners within 200 ft. of the subject property and public entities.
- Staff received 0 responses from the notified parties.

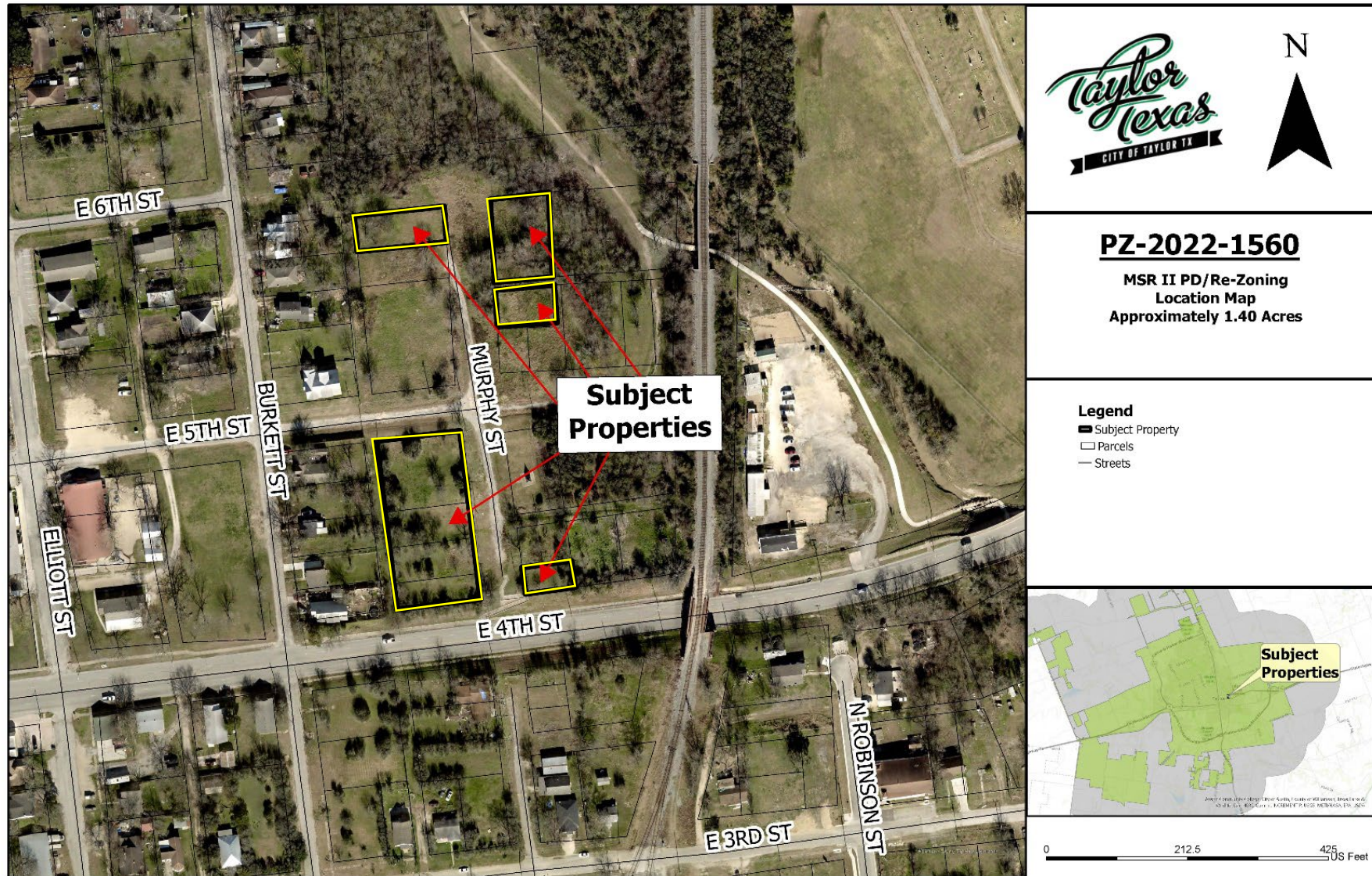
P&Z Recommendation

On March 14, 2023, the Planning and Zoning Commission voted to recommend approval of the proposed Comprehensive Plan Amendment request.

PZ-2022-1560

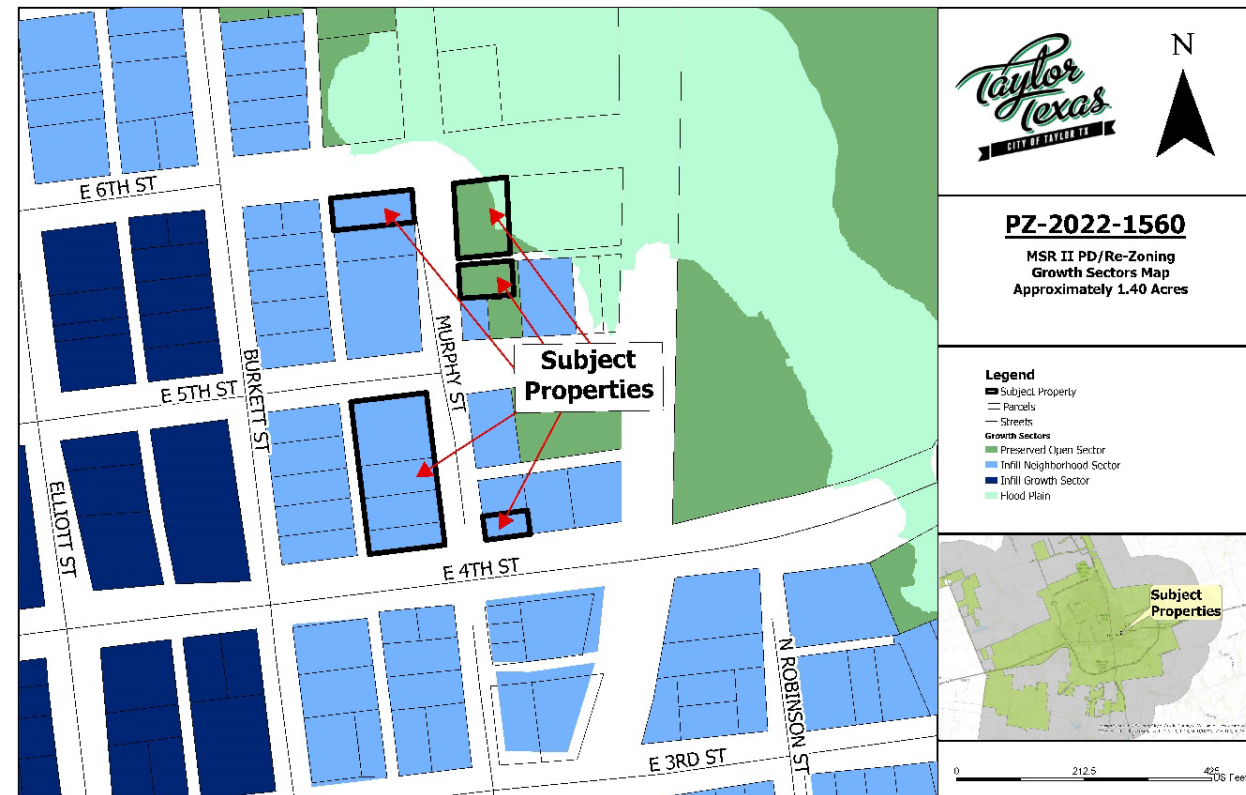
MSR II PD/Re-Zoning

Location Map

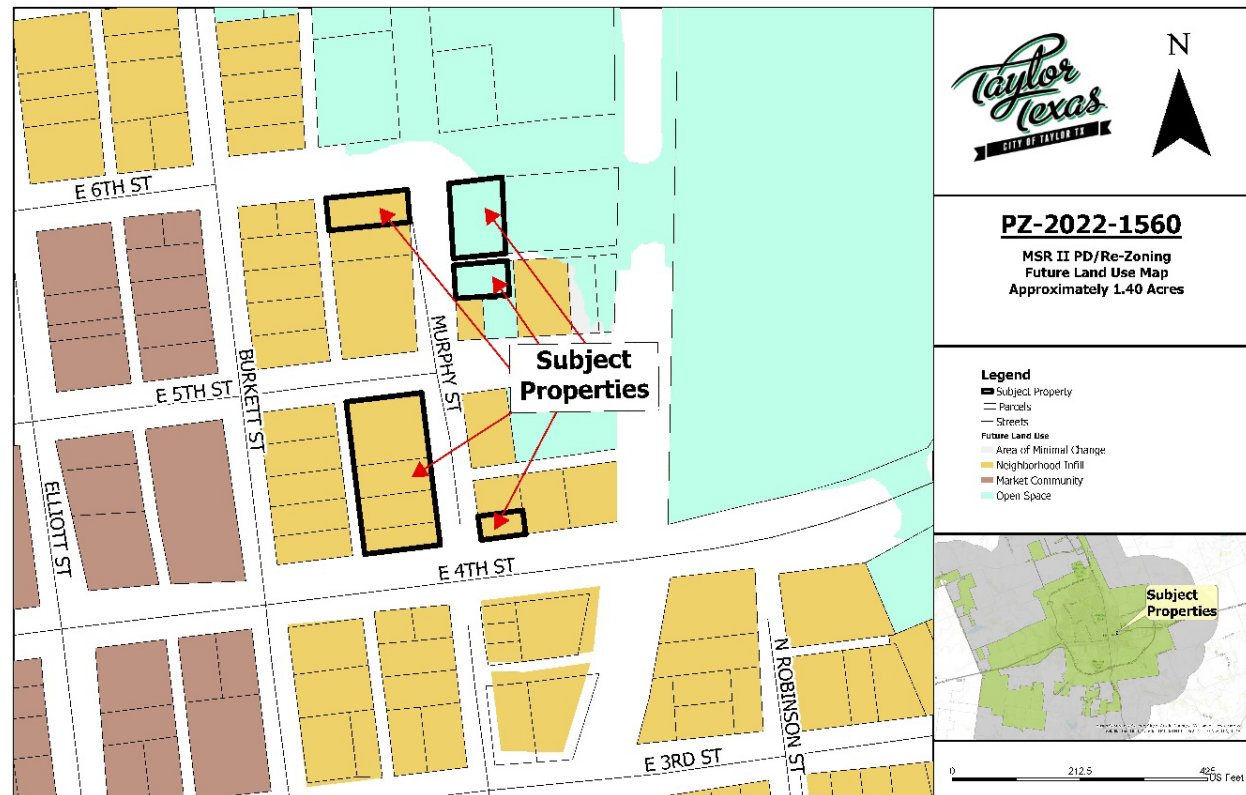


Address/Location: Generally located along Murphy St.

Growth Sectors & Future Land Use Maps

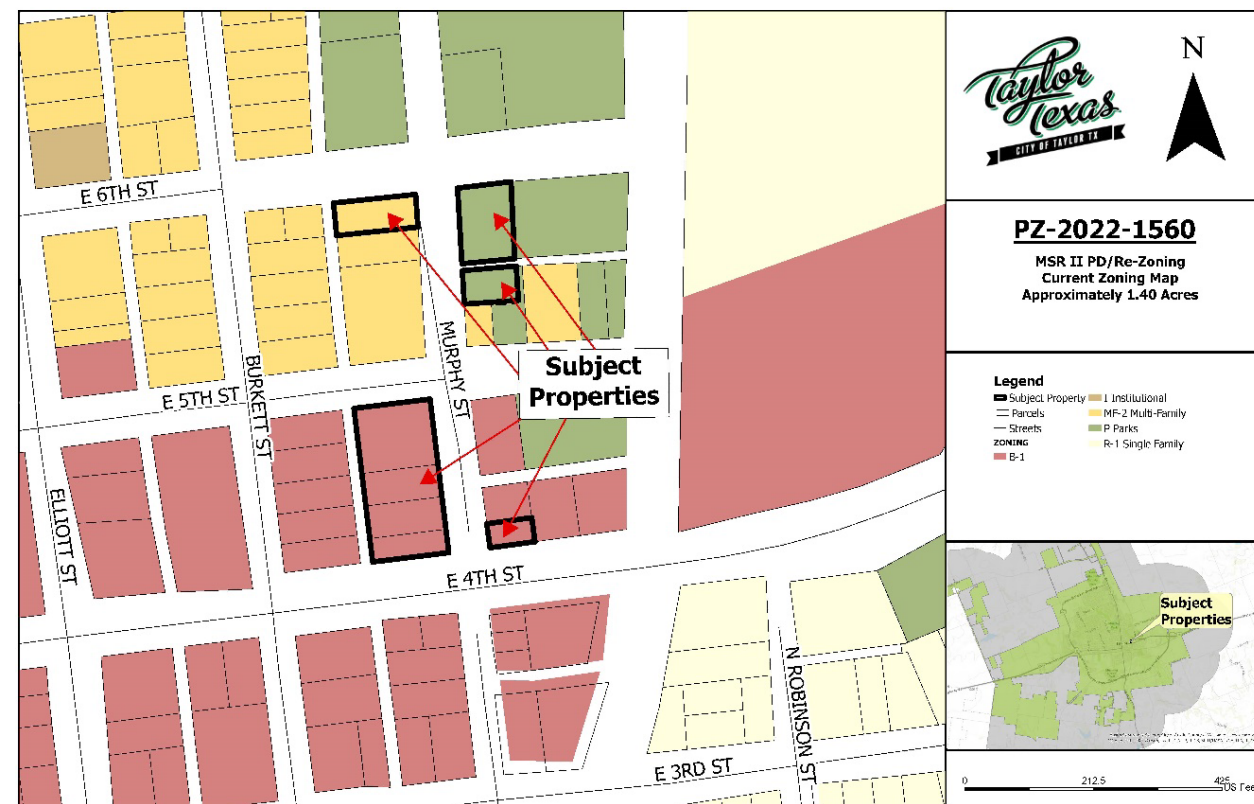


Intended Growth Sector,
Preserved Growth Sector, and Flood Plain



Infill Neighborhood Sector and Open Space

Current & Proposed Zoning

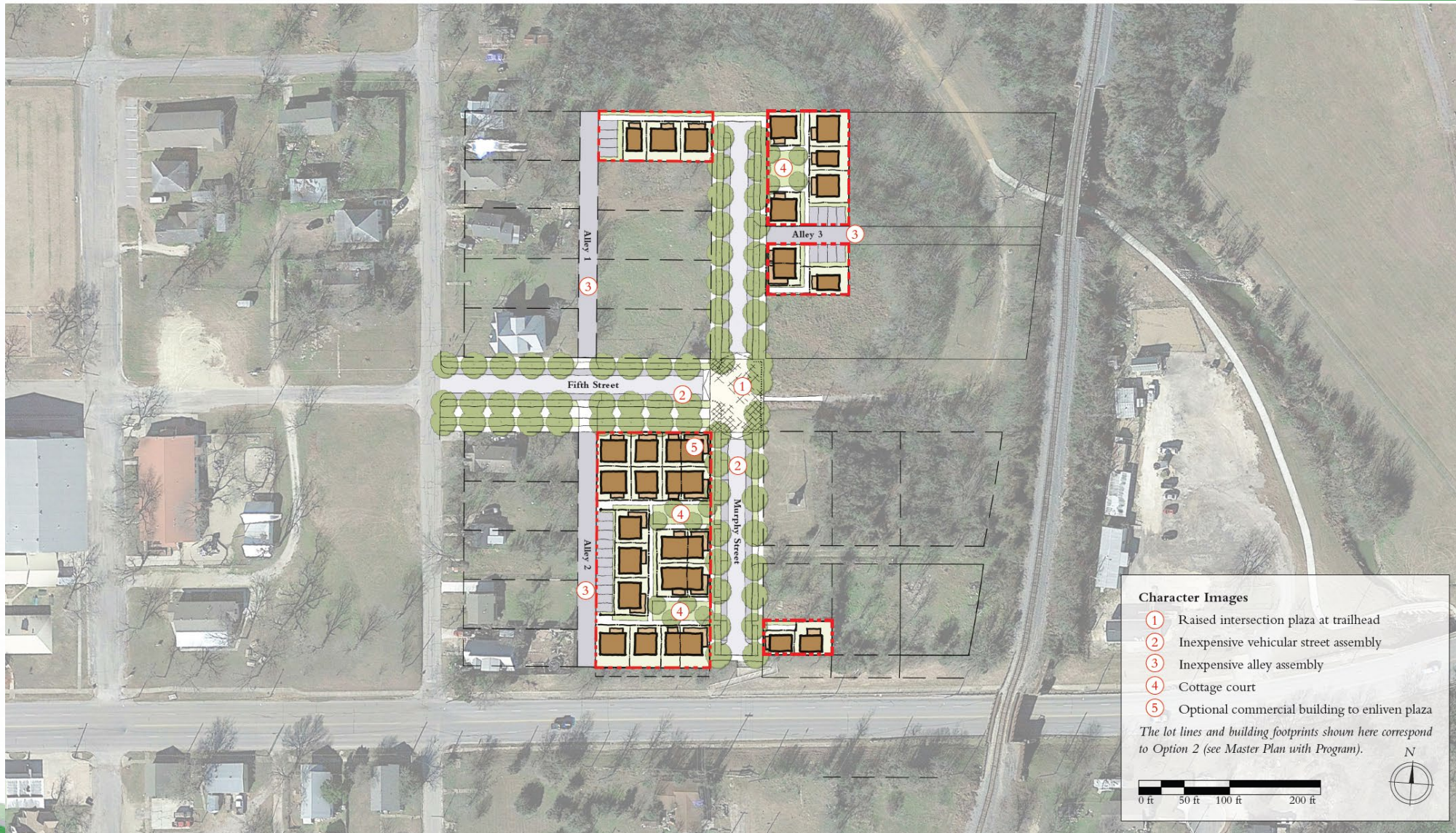


Local Business (B-1),
Multi-Family Residential (MF-2), and Parks (P)



Multi-Family Residential with a Residential
Planned Development Overlay (MF-1/RPD)

Proposed Master Plan



Options



The proposed development outlines a variety of dwelling types and floorplans that would be available area to area.

3 Main Options for housing variation were identified.

Neighborhood Character Images



② Inexpensive Street Assembly with Gravel Parking Lanes, Seaside, Fla.



③ Gravel Alley, Carlton Landing, Okla.



④ Detached Cottage Court, Fort Smith, Ark.



④ Attached Cottage Court, Brooklyn, N.Y.



⑤ Option Commercial Building, East Beach, Va.



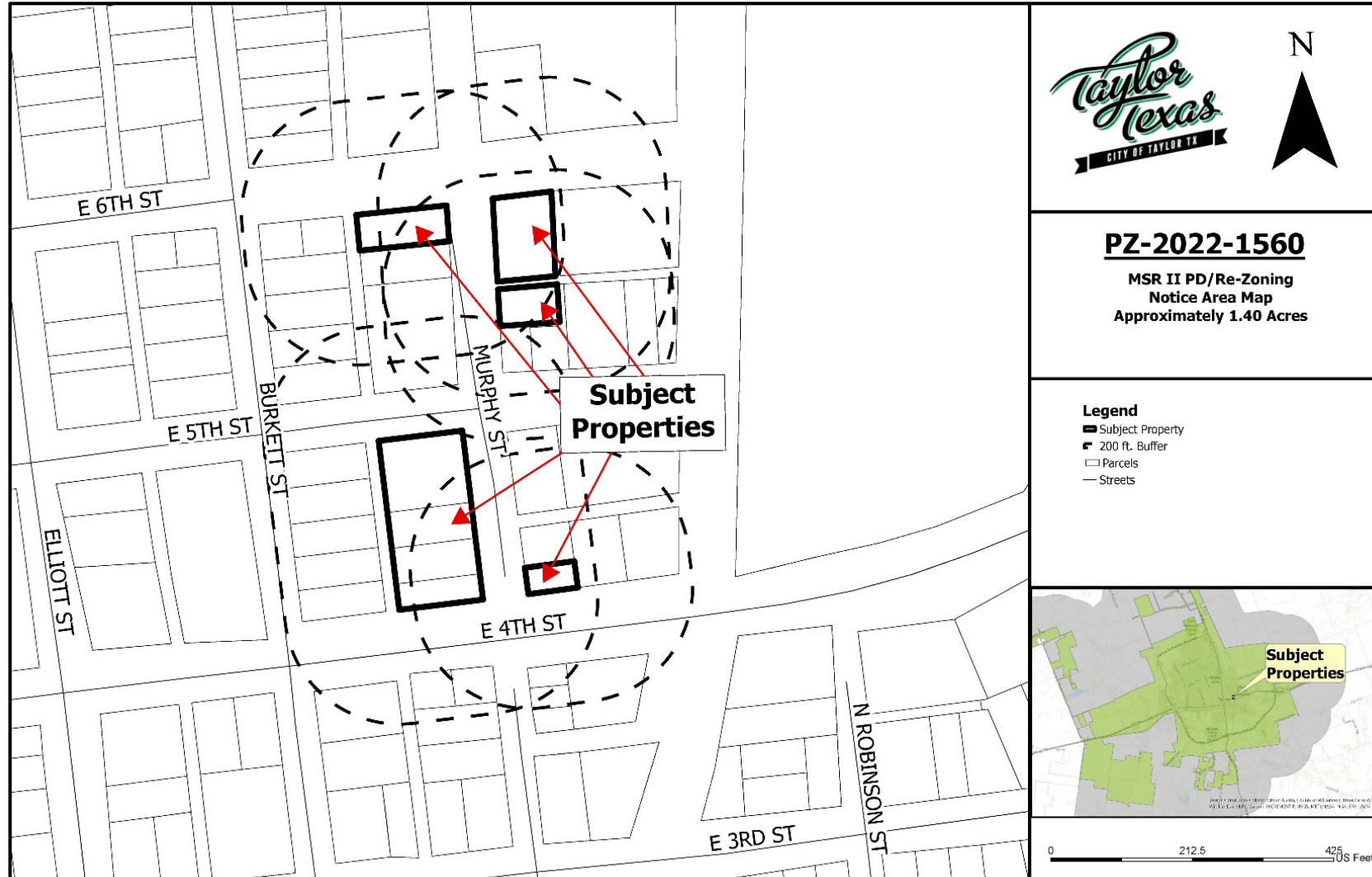
On site with David Legere and the
Development Review Committee



Day 2
Neighborhood
Design



Notice Area Map



- 30 notices were sent out to adjacent property owners within 200 ft. of the subject property and public entities.
- Staff received 0 responses from the notified parties.

P&Z Recommendation

On March 14, 2023, the Planning and Zoning Commission voted to recommend approval of the proposed Zoning Map Amendment request.



City Council Meeting

March 23, 2023

Transmittal Letter

Agenda Item #:

10

Agenda Title:

Hold a public hearing and introduce Ordinance 2023-16 regarding PZ-2022-1560 a request to change the zoning designation from the zoning designation from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD) on property described as approximately 1.40 acres of land generally located along Murphy Street.

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☒ Economic Vitality

Council Action to be taken: Hold Public Hearing and Introduce Ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

The purpose of the planned development rezoning will allow for a neighborhood that enlivens a part of the community along Murphy Street that previously served as residential property. The Planned Development incorporates attached and detached single-family and duplex (predominately arranged in a cottage court layout), civic spaces, and the flexibility for lodging, office, retail, and restaurant that is consistent with the Comprehensive Plan.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The week of October 17, 2022, the applicant, city staff, and Michael Watkins (city's urban design consultant) and his team of urban designers met to collaboratively conduct a design charette. The proposed Multi-Family Residential Planned Development (MF-1/RPD) will aim to incorporate a range of housing types to accommodate a diversity of household types and market demand and truly mesh each of the existing zoning districts (MF-1 and B-1) into a singular Planned Development. The potential for commercial uses will be located nearest the intersection of Murphy Street and E. 5th Street surrounded by a central plaza with several pocket parks and greens distributed throughout the residential courts.

For the applicant to move forward with their proposed development changes to the Official Zoning Map are necessary.

2. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Provides infill residential development near the downtown area. • Provides various lot sizes and housing types. • Provides a neighborhood design that meets the goals in the comprehensive plan of human-scale development patterns. • Provides the opportunity for small scale commercial to co-locate. • Increase in tax base.	• N/A

4. RECOMMENDATION

At their March 14, 2023, meeting the Planning and Zoning Commission recommended approval to the City Council for the proposed zoning amendment.

5. FUNDING SOURCE

N/A

6. TIMELINE

Planning and Zoning Commission public hearing and recommendation – March 14, 2023
City Council public hearing and ordinance introduction – March 23, 2023
City Council consideration of ordinance approval – April 13, 2023.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 10a. [Staff Report](#)
- 10b. [Growth Sectors Map](#)
- 10c. [Future Land Use Map](#)
- 10d. [Current Zoning Map](#)
- 10e. [Proposed Zoning Map](#)
- 10f. [Notice Area Map](#)
- 10g. [Ordinance 2023-16](#)
 - a. [Exhibit A](#) – Land Swap Descriptions
 - b. [Exhibit A](#) – Land Swap Field Notes
 - c. [Exhibit A](#) – Land Swap Survey

- d. [Exhibit A](#) – Surveys
- e. [Exhibit B](#) – Planned Development Project Book
- f. [Exhibit B](#) – Planned Development Standards
- g. [Exhibit C](#) – Proposed Zoning Map

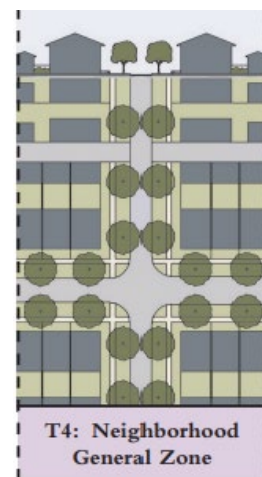
City of Taylor
PZ-2022-1560
Zoning Map Amendment
Staff Report

Item Details

Subject Property:	Generally located along Murphy Street. A Planned Development referred to as Murphy Street Revival II.
Total Acreage:	Approximately 1.40 acres
Legal Description:	Approximately 1.40 acres of land part of Lot 1 and Lots 2-5, Block 52, Lot 5, Block 53, the Northern Part of Lot 1, and Lot 6, Block 56, and the Southern Part of Lot 1, Block 57, The City of Taylor Map as recorded in Cabinet A, Slide 228, more particularly described by Williamson Central Appraisal District Parcels R015230, R015231, R015232, R015233, R015241, R015258, part of R015264, and R015266.
Property Owner(s):	Cheryl L. Vocke & David Legere (in association with Capnote, LLC)
Applicant/Representative:	David Legere
Request:	A request to amend the zoning designation from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD).
Case History:	This is the first public hearing of this request.

Overview of Applicant's Request & Background

The applicant has requested to rezone the subject properties to a Planned Development (PD) that incorporates attached and detached single-family and duplex (predominately arranged in a cottage court layout), civic spaces, and the flexibility for lodging, office, retail, and restaurant. The applicant chose to work with the City's design consultant, Michael Watkins Architect, to furnish the applicant and the city with an alternative master plan and planned development standards to address neighborhood structure and scale, civic spaces, and frontage types. The planned development contains a regulating plan to allow flexibility. The regulating plan is based on transects which act to create new walkable mixed-use environments. The natural to urban transects create a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. The plan for Murphy Street Revival II will blend existing adjacent residential and nearby downtown commercial developments into the Neighborhood General Zone (T4).



The week of October 17, 2022, the applicant, city staff, and Michael Watkins and his team of urban designers met to collaboratively conduct a design charrette. During that week staff observe the subject property in person and later a draft layout was identified. Since that time standards for development have been reviewed and finalized by staff. The proposed community closely aligns with the City's long-term goals and will help the City meet the growing demand for walkable communities.

Location:

The subject properties are generally located along Murphy Street, near the intersection of Murphy Street and E. 5th Street.

Physical and Natural Features:

The subject properties are vacant of structures and exist along dormant rights-of-way (Murphy and E. 5th Streets). Moderate vegetation is present on site as the area neighbors the City of Taylor Park and trail system properties.

Growth Sector Designations:

The Growth Sectors Map identifies the areas in Taylor and its extra-territorial jurisdiction (ETJ) where development and redevelopment are intended, where they should be controlled, and areas where they should be restricted. The subject property is located within the Infill Neighborhood Growth Sector. The Infill Neighborhood Growth Sector consists of areas within the city that are already developed and served by infrastructure. Infill development is encouraged to generally match the character of the existing development while allowing for incremental increases in density. Growth policies should encourage the development or redevelopment of these areas as compact residential and mixed-use development.

Future Land Use and Zoning Designations:

The Envision Taylor Comprehensive Plan identifies Future Land Use designations to guide growth in Taylor. The subject property was assigned the land use designations of Neighborhood Infill. Neighborhood Infill areas are anticipated to accommodate a slight increase in density with the inclusion of accessory dwelling units and missing middle housing such as smaller lots, townhomes, and additional corner units. In addition to housing infill neighborhoods accommodate smaller neighborhood-oriented retail and services. The developed regulating plan for the Murphy Street Revival II proposed development has been curtailed to provide corresponding elements required within the Neighborhood Infill land use category.

Currently the subject properties are either zoned Multi-Family (MF-2) or Local Business (B-1). The proposed Multi-Family Residential Planned Development (MF-1/RPD) will aim to incorporate a range of housing types to accommodate a diversity of household types and market demand and truly mesh each of the existing zoning districts into a singular Planned Development. Most commercial uses will be located nearest the intersection of Murphy Street and E. 5th Street surrounded by a central plaza with several pocket parks and greens distributed throughout the residential courts.

Surrounding Properties:

The current Zoning, Future Land Use designation, and Existing Uses of the adjacent properties to the north, south, east, and west are outlined in the table below:

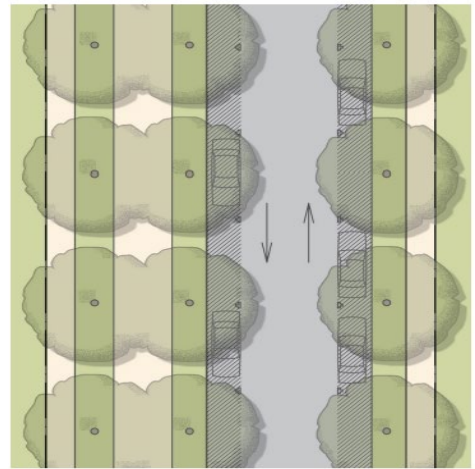
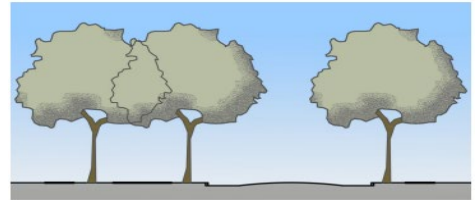
Direction	Zoning District	Future Land Use	Existing Land Use
North	Parks (P)	Open Space	Vacant Acreage
South	Local Business (B-1)	Neighborhood Infill	E. 4 th Street → Vacant Lots, Residential Structures
East	Parks (P), Local Business (B-1), & Multi-Family (MF-2)	Open Space & Neighborhood Infill	Railroad Tracks & City of Taylor Animal Shelter
West	Local Business (B-1) & Multi-Family (MF-2)	Neighborhood Infill	Small Lot Residential Structures

Utilities

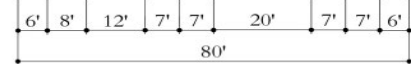
There are existing 4-inch water lines along E. 5th Street and Murphy Street and existing 6-inch wastewater lines throughout the subdivision, primarily through existing alleyways.

Transportation

The subject properties are located along E. 5th Street and Murphy Street which are part of the existing Taylor gridded transportation network. These roadways are classified as Neighborhood Streets. Additionally, E. 5th Street is identified as a Priority Multi-Modal system which aims to incorporate appropriate space for pedestrians and cyclists. The Thoroughfare Plan for the Planned Development calls for a 6-foot sidewalk, 8-foot tree lawn, 12-foot multi-modal path, and a 7-foot tree lawn before reaching on-street parking and drive lanes (*see image to the right*). The thoroughfares identified in the PD are proposed as improvements to the existing public rights-of-way along E. 5th Street and Murphy Street.



E. 5th Street



Public Notification

As required by the Texas Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property were notified of the Zoning Map Amendment request. A total of twenty-eight (28) property owners were provided with notice of

the request. A legal notice advertising the public hearing was placed in the Taylor Press on Sunday, February 26, 2023.

Staff Analysis

Upon analyzing the request, the proposed uses as multi-family and commercial are considered consistent with the Comprehensive Plan. The uses are consistent with the following policies in the Comprehensive Plan:

- **LU1** – New Development should resemble the form and scale of traditional development patterns.
 - The development provides internal street connectivity and follows the traditional small block pattern of Taylor.
- **LU8** – A jobs-housing balance that supports people living and working in Taylor should be encouraged.
 - The proximity of the subject properties to the established downtown area provides infill housing within walking distance to potential employers.
- **LU9** – Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.
 - The redevelopment of the subject properties are within the downtown Taylor area and would revive a part of the community that once served as residential property and a place of worship.
- **LU11** – Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.
 - Developing in an area with existing infrastructure and taking advantage of a Planned Development allows the subject property to easily connect to utilities and provide a denser development while keeping with the desires of the Comprehensive Plan.
- **T3** – The transportation network should encourage all modes of travel including support for a further transit network.
 - The Planned Development standards demonstrated how E. 5th Street can meet the priority multi-modal designation by providing additional allocated space for cyclist and pedestrians linking from the existing trail system to downtown Taylor.
- **H4** – Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.
 - The applicant has proposed a form of missing middle housing by proposing a variety of unit types outline in the Planned Development with varying lot sizes and capability of accessory structures or dwelling units.

In summary, the applicant's request to change the zoning district designation from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD) is consistent with the Comprehensive Plan in this location.

Staff Recommendation

For the reasons stated in the staff analysis, staff recommends approval of the requested rezoning.

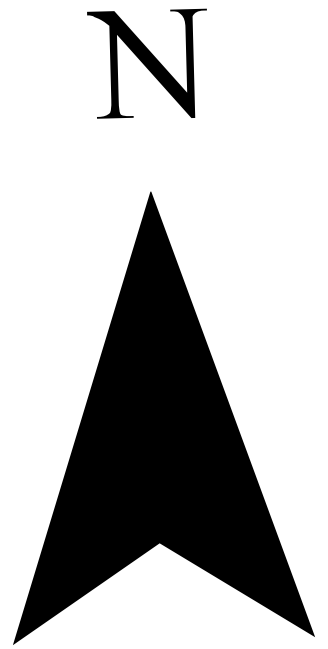
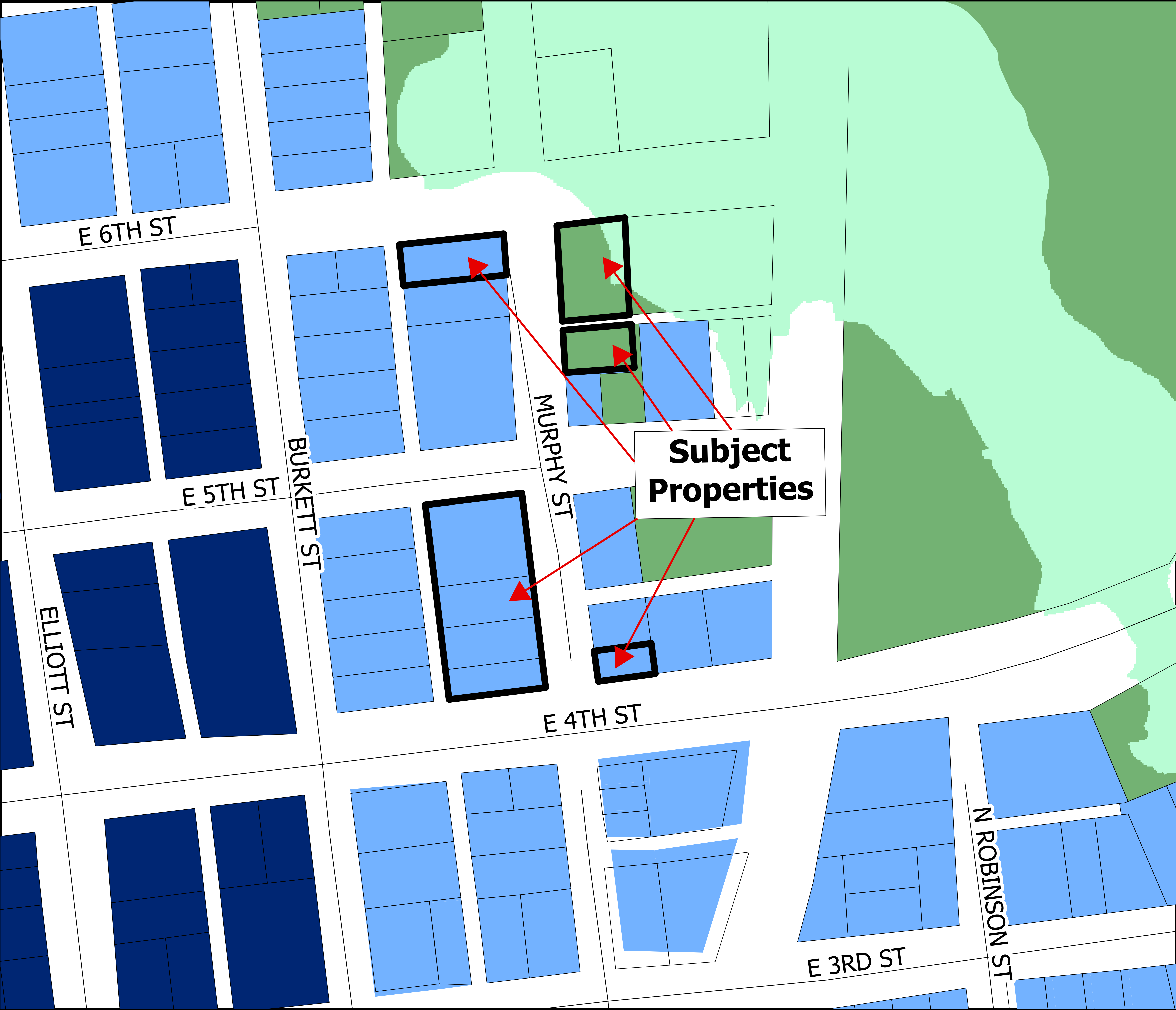
Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing all requests for rezonings and recommends to City Council either in favor of or opposition to each request. In determining a recommendation on a rezoning request, the Planning and Zoning Commission members consider the following factors:

- **Is the rezoning consistent with the Comprehensive Plan?**
The rezoning request is consistent with the Comprehensive Plan. As mentioned previously in the report, the proposed rezoning combines existing multi-family residential districts with commercial uses.
- **Is the rezoning compatible with the surrounding area?**
The rezoning is compatible with the surrounding area as most of the immediate area is vacant land and land that incorporates single family housing neighboring a community church and various businesses.
- **Does the rezoning promote the public health, safety, or general welfare?**
Staff analysis determined that the rezoning of the subject property will promote public health, safety, and general welfare. In addition, the Planning Principles and Policy Guide in the Comprehensive Plan aim to promote health, safety, and general welfare by managing growth, while promoting safe and orderly development.
- **Is adequate infrastructure available or planned to meet the needs of the proposed land use?**
Existing roadways and adequate water and wastewater facilities are directly available. Any upgrades to these systems will be the responsibility of the developer.
- **Do current conditions indicate that a rezoning is necessary?**
Currently, the city's existing zoning regulations do not comply with the overarching goals and policies within the Comprehensive Plan. Curating a planned development allows the applicant the ability to create a denser development that will meet the intent of the Comprehensive Plan. The Planned Development would allow the subject property to consist of a walkable community of mixed uses ranging from multi-family, office, retail, restaurant, and civic uses.

Attachments:

1. Growth Sectors Map
2. Future Land Use Map
3. Current Zoning Map
4. Proposed Zoning Map
5. Notice Area Map
6. Draft Ordinance
 - a. Exhibit "A" Survey
 - b. Exhibit "B" Proposed PD Standards
 - c. Exhibit "C" Proposed Zoning Map



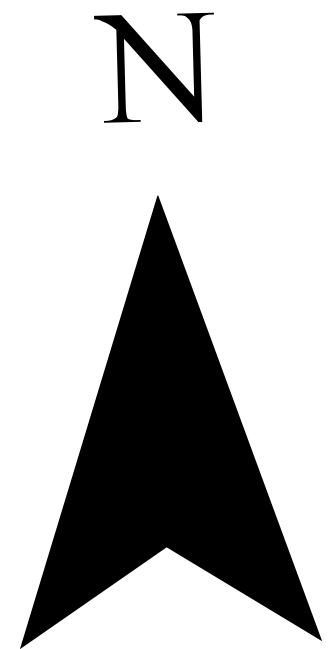
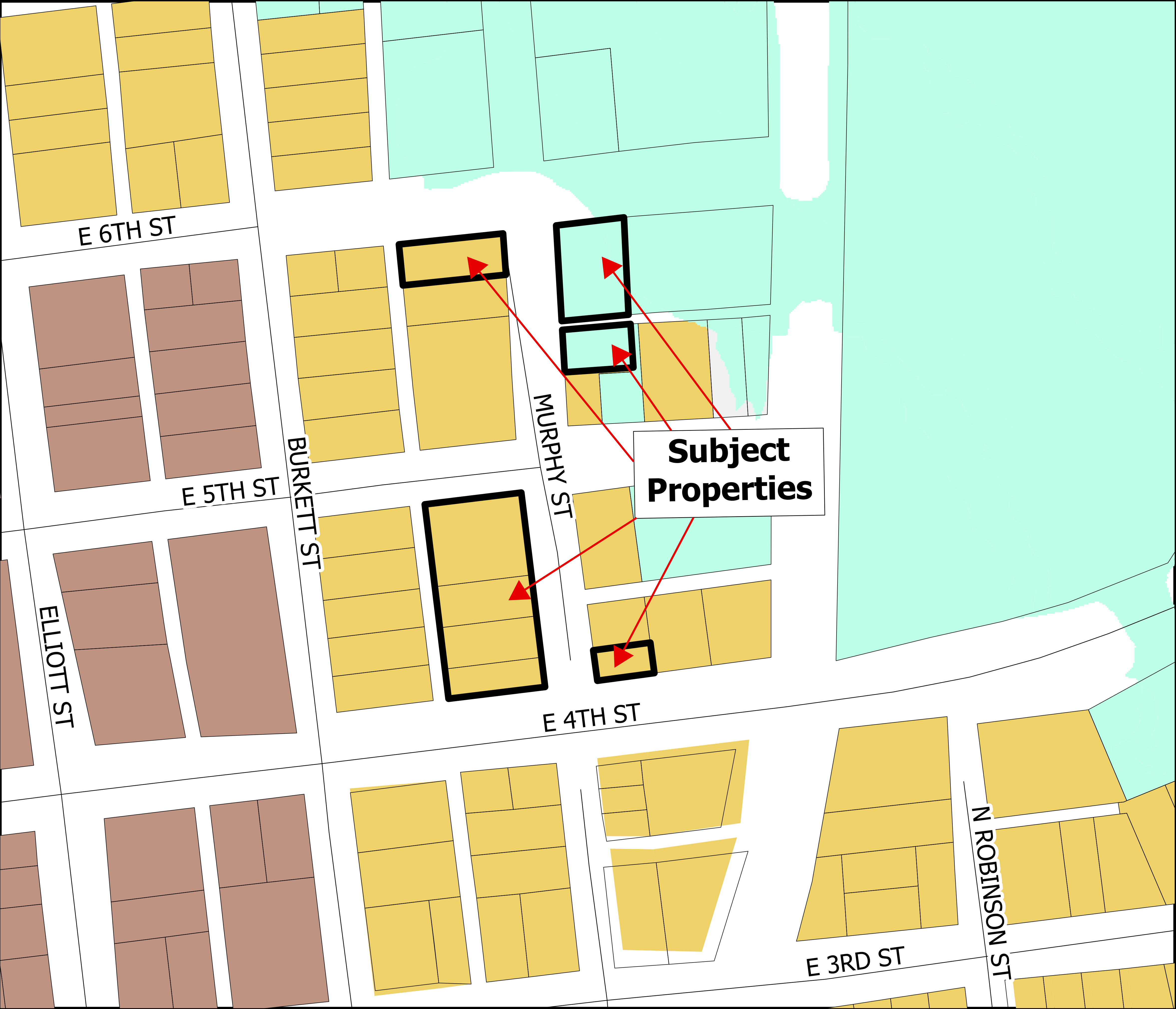
PZ-2022-1560

MSR II PD/Re-Zoning
Growth Sectors Map
Approximately 1.40 Acres

Legend

- Subject Property
- Parcels
- Streets
- Growth Sectors**
 - Preserved Open Sector
 - Infill Neighborhood Sector
 - Infill Growth Sector
 - Flood Plain





PZ-2022-1560

MSR II PD/Re-Zoning
Future Land Use Map
Approximately 1.40 Acres

Legend

Subject Property

Parcels

Streets

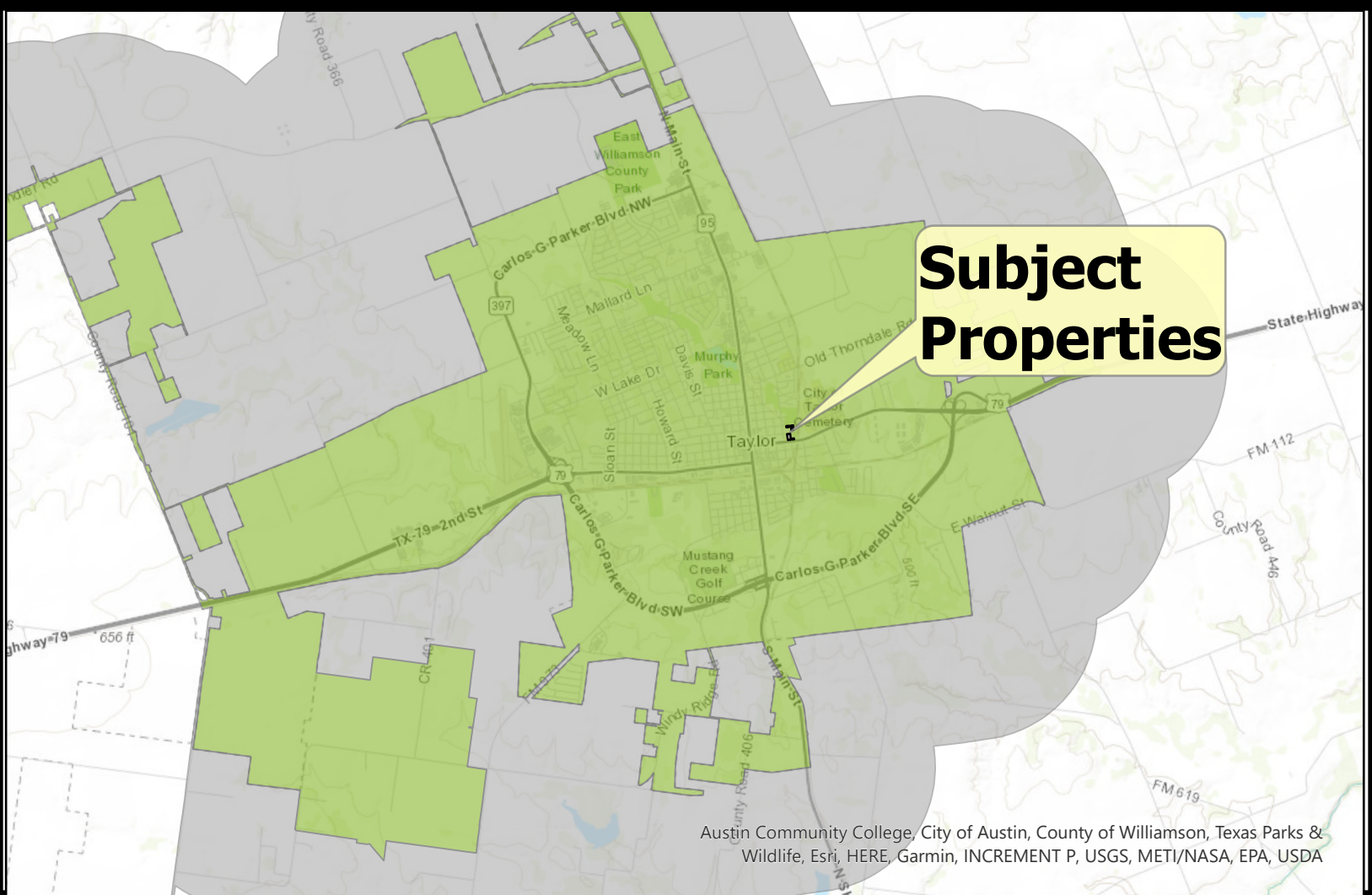
Future Land Use

Area of Minimal Change

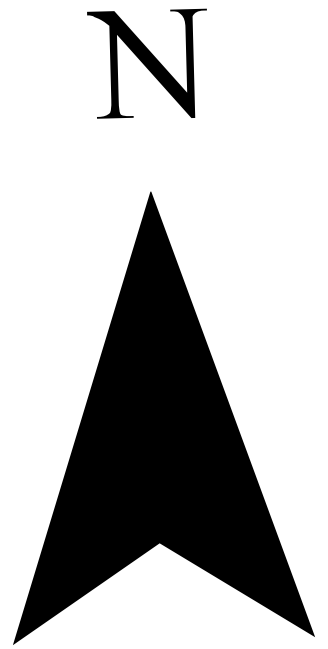
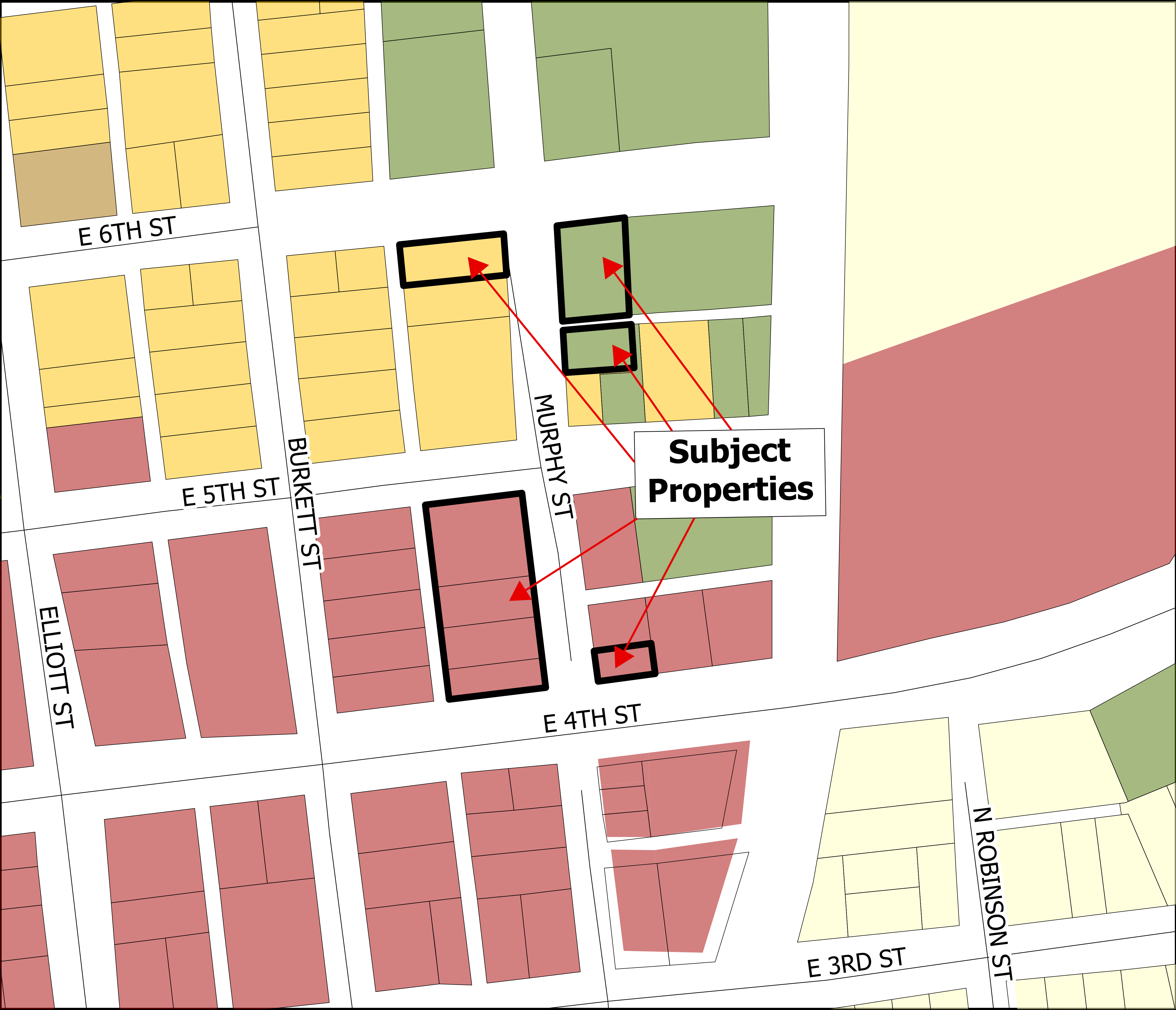
Neighborhood Infill

Market Community

Open Space



0 212.5 425 US Feet



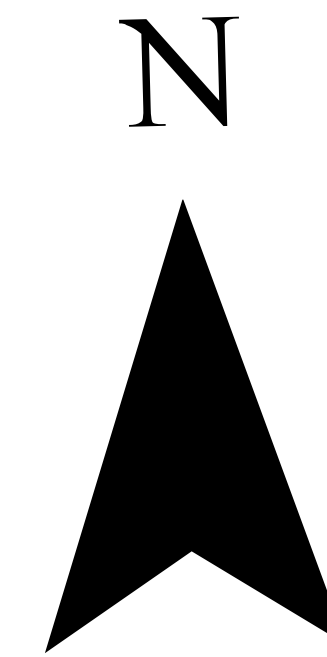
PZ-2022-1560

**MSR II PD/Re-Zoning
Current Zoning Map
Approximately 1.40 Acres**

Legend

- | | |
|------------------|-------------------|
| Subject Property | I Institutional |
| Parcels | MF-2 Multi-Family |
| Streets | P Parks |
| ZONING | R-1 Single Family |
| B-1 | |



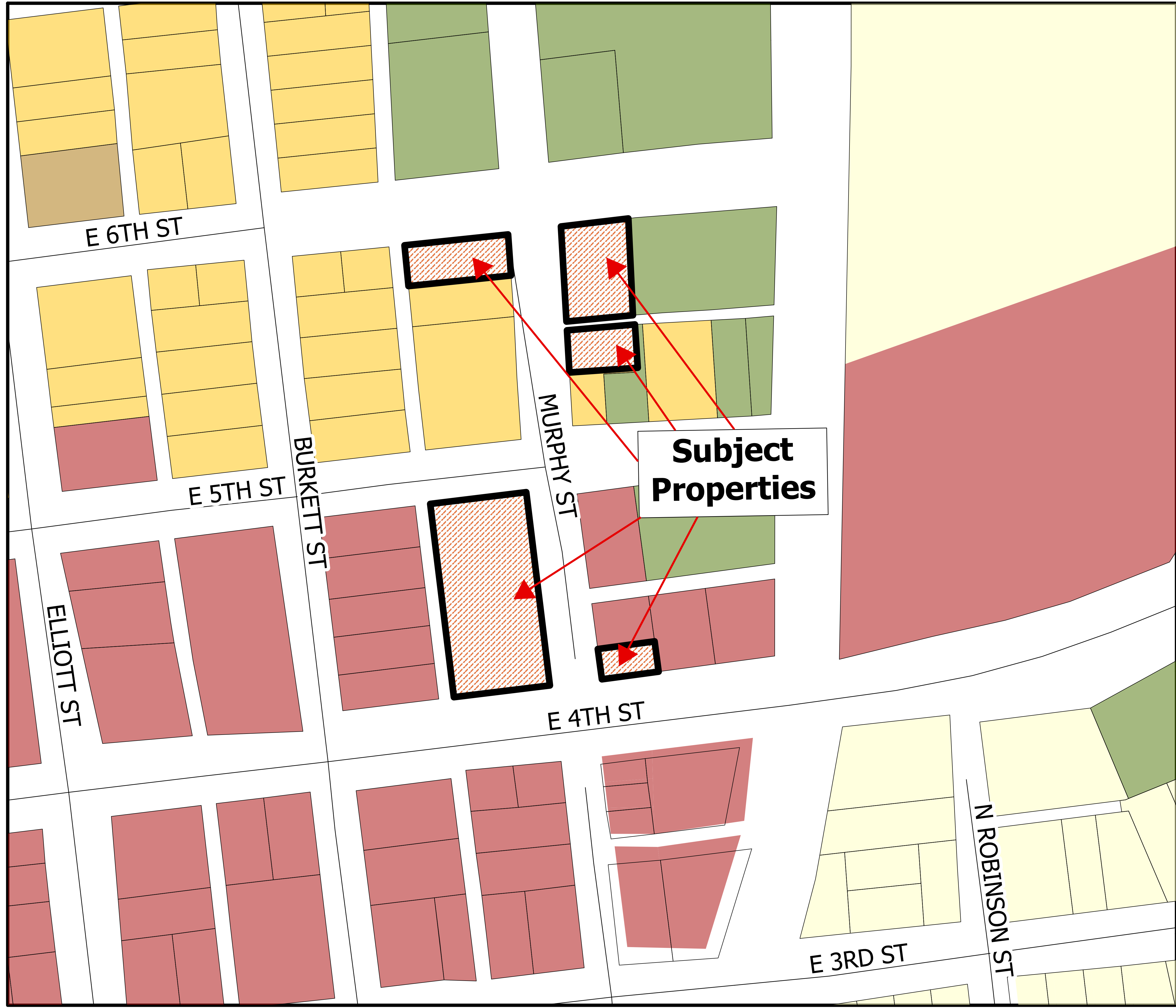
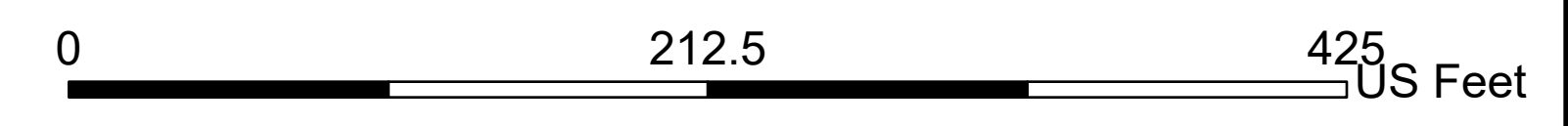
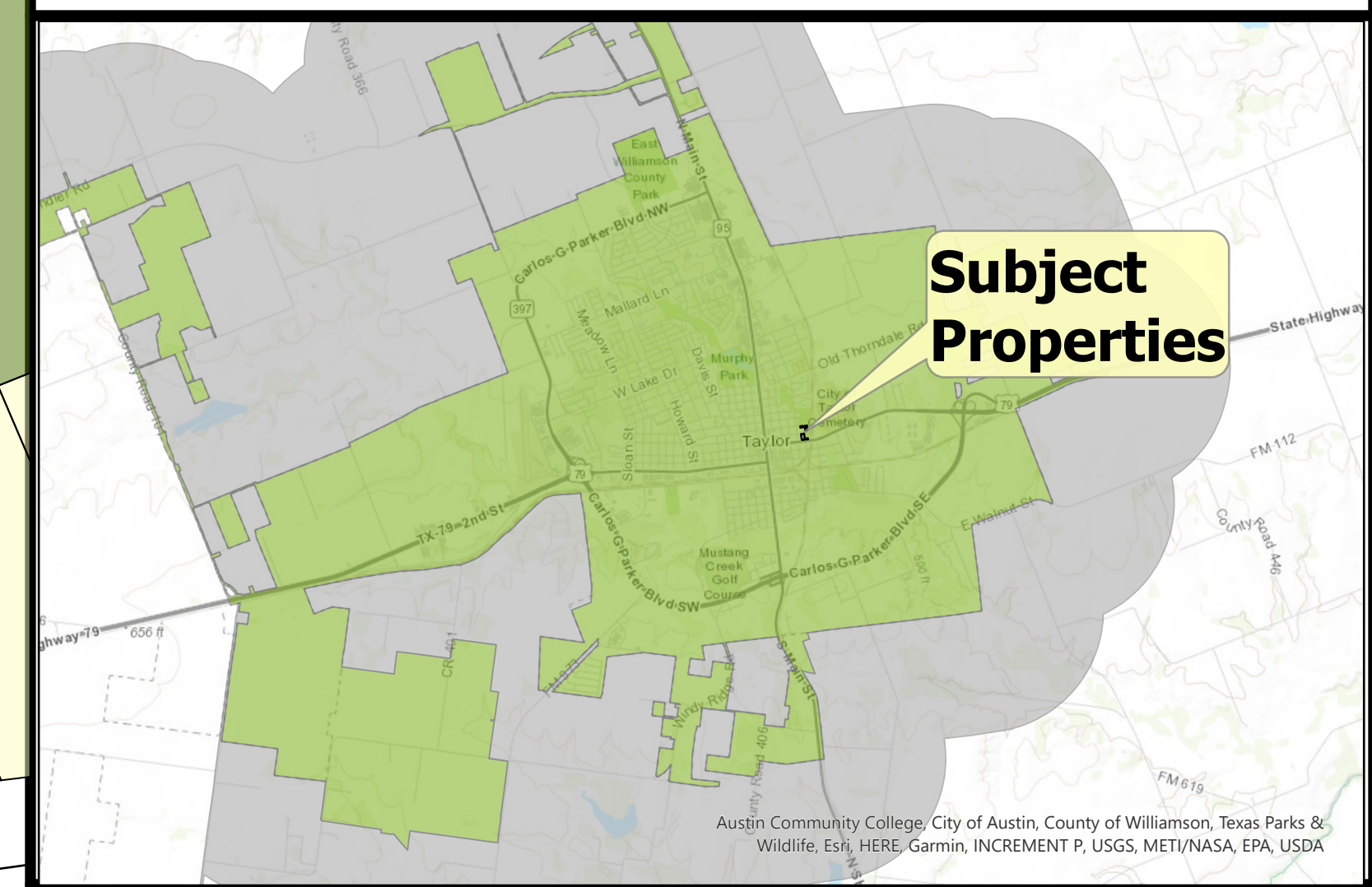


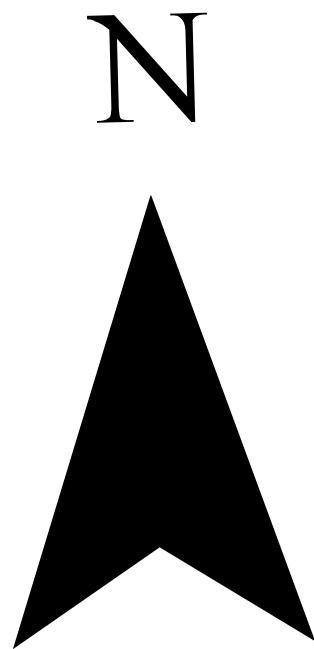
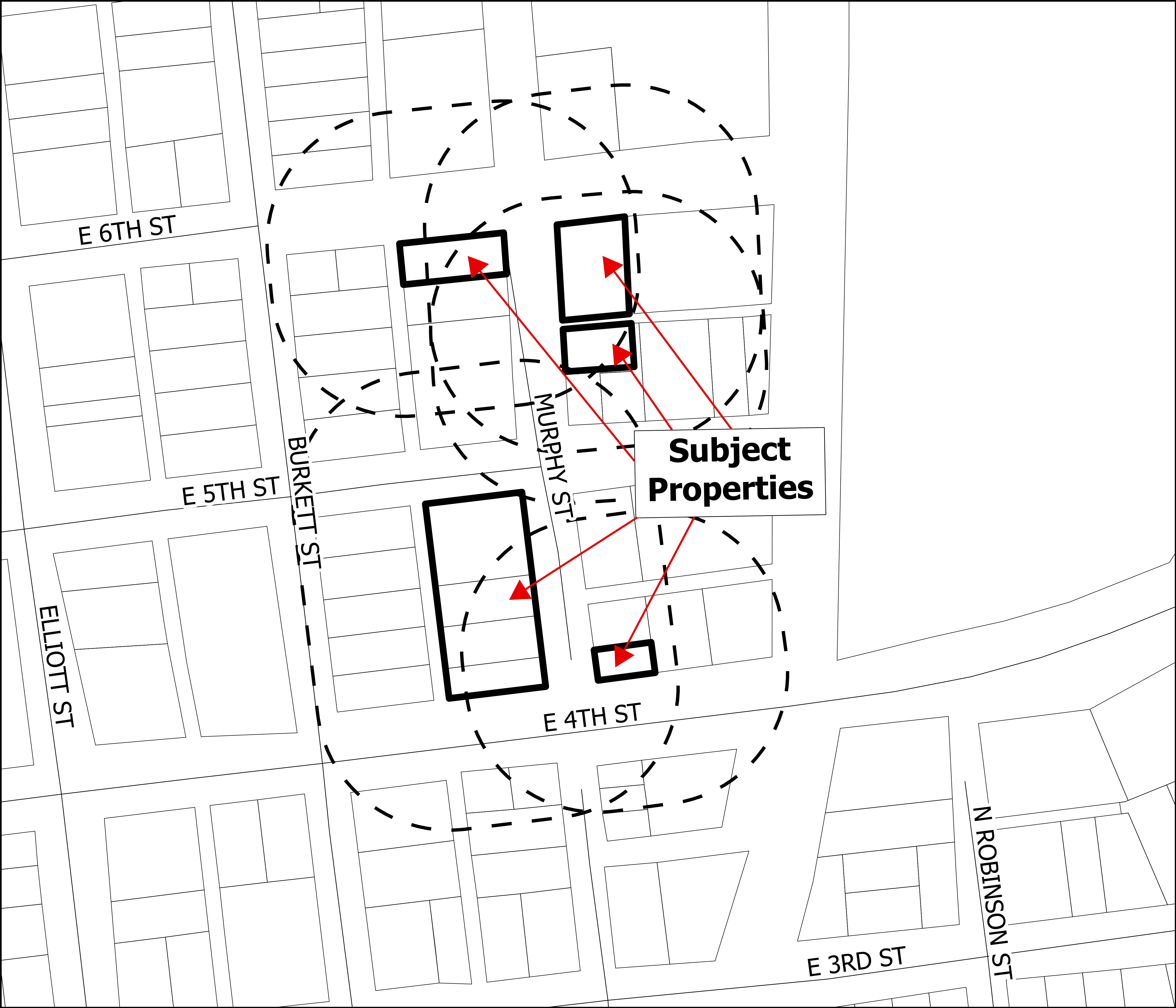
PZ-2022-1560

MSR II PD/Re-Zoning
Proposed Zoning Map
Approximately 1.40 Acres

Legend

- | | |
|------------------|-------------------|
| Subject Property | I Institutional |
| Parcels | MF-2 Multi-Family |
| Streets | P Parks |
| ZONING | R-1 Single Family |
| B-1 | MF-1/RPD |



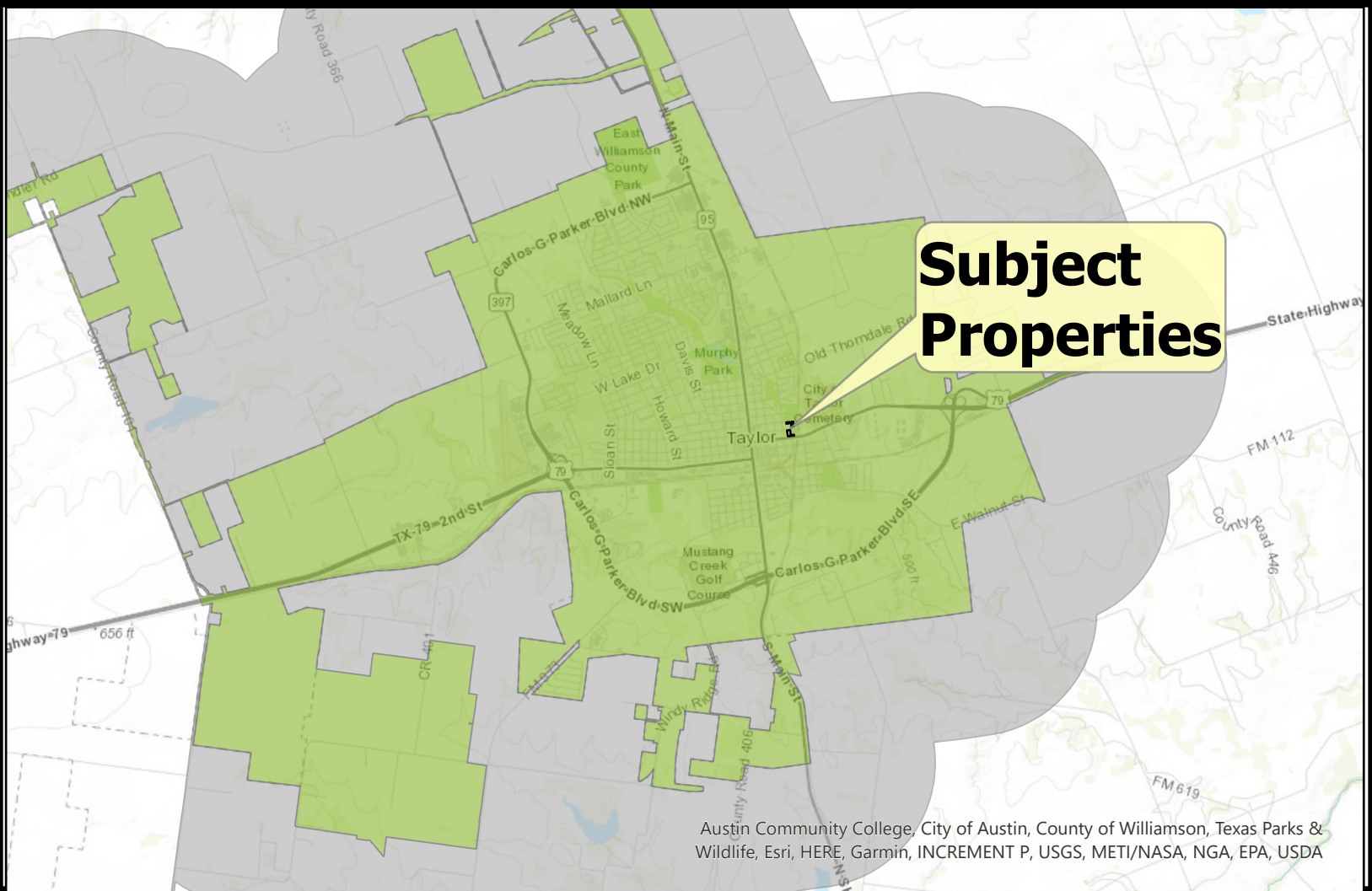


PZ-2022-1560

**MSR II PD/Re-Zoning
Notice Area Map
Approximately 1.40 Acres**

Legend

- Subject Property
- 200 ft. Buffer
- Parcels
- Streets



ORDINANCE NO. 2023-16

AN ORDINANCE CHANGING THE ZONING ON PROPERTY DESCRIBED AS APPROXIMATELY 1.40 ACRES OF LAND GENERALLY LOCATED ALONG MURPHY STREET, FROM LOCAL BUSINESS (B-1), MULTI-FAMILY RESIDENTIAL (MF-2) AND PARKS (P) TO MULTI-FAMILY RESIDENTIAL WITH A PLANNED DEVELOPMENT OVERLAY (MF-1/RDP), PART OF LOT 1 AND LOTS 2-5, BLOCK 52, LOT 5, BLOCK 53, THE NORTHERN PART OF LOT 1, AND LOT 6, BLOCK 56, AND THE SOUTHERN PART OF LOT 1, BLOCK 57, THE CITY OF TAYLOR MAP AS RECORDED IN CABINET A, SLIDE 228, TAYLOR, WILLIAMSON COUNTY, TEXAS; PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council, after proper notice, conducted a public hearing on March 23, 2023, to consider the request made by David Legere, for property which is legally described in Exhibit “A” attached hereto and incorporated by reference herein for all purposes (“Property”), to change the zoning for the Property from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD); and

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on March 14, 2023, to consider the zoning request, and recommended the change to the City Council; and

WHEREAS, the City Council, after the public hearing, approves the request for the Property zoning change.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, that:

SECTION 1. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct and are incorporated by reference herein and made a part hereof, as if copied verbatim.

SECTION 2. The Property described in Exhibit “A” is changed from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD);).

SECTION 3. The Planned Development overlay hereby referred to as the Murphy Street Revival II Planned Development including the permitted land uses and development standards that shall be applied to and be required for the Property are described in Exhibit “B” attached hereto and incorporated herein for all purposes. Notwithstanding Section 2.17.5 of the Zoning Ordinance, the minimum lot sizes and densities shall be as established in the Planned Development standards in Exhibit “B”.

SECTION 4. The Official Zoning Map of the City of Taylor, Texas is changed to show the Property zoning district changed from Local Business (B-1), Multi-Family Residential (MF-2), and Parks (P) to Multi-Family Residential with a Planned Development Overlay (MF-1/RPD);

on approximately 1.40 acres as shown in Exhibit “C” attached hereto and incorporated herein for all purposes.

SECTION 5. All other terms and conditions contained in the official zoning map, except as amended herein, shall continue and remain in full force and effect.

SECTION 6. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

SECTION 7. In accordance with Article VIII of the City Charter, Ordinance 2023-16 was introduced before the Taylor City Council on the 23rd day of March 2023.

PASSED, APPROVED, and ADOPTED on the _____ day of _____ 2023.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-16, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____ 2023.

Dianna McLean
City Clerk

EXHIBIT A
(Legal Description/Survey)

Additional land undergoing Land Swap between the City of Taylor and David Legere.

Approved by the Taylor City Council on February 9, 2023. Surveying of the approved land swap is ongoing.

1. The City is the owner of the real property described as:

Tract 1: Being 0.11 of an acre, more or less, and being the north part of Lot 1, Block 56, City of Taylor, Williamson County, Texas, and being more particularly described by metes and bounds in Deed dated April 11, 1944, from Wallace Speegle, etux to Pete Resendez, etux, and recorded in Volume 323, Page 168, Document No. 194401802DR, of the Deed Records of Williamson County, Texas, and being the same property conveyed from Kenneth Simpson to the City of Taylor, Texas, by Deed dated May 15, 2000, and recorded under Document Number 2000038577, of the Official Public Records of Williamson County, Texas.

Tract 2: Lot 6, Block 56, City of Taylor, Williamson County, Texas, according to the map or plat thereof recorded in Cabinet A, Slide 186, Plat Records of Williamson County, Texas.

Tract 1 and Tract 2 being hereinafter referred to as the “City Property”.

2. Legere is the owner of the real property described as a part of Lot 3, Block 57, City of Taylor, Williamson County, Texas, according to the map or plat thereof recorded in Cabinet A, Slide 186, Plat Records of Williamson County, Texas (“Legere Property”).
3. The City desires to exchange the City Property for the Legere Property and Legere has agreed to the exchange.
4. The City and Legere have agreed to relying on the current appraisals on both the City and Legere Property by the Williamson County Central Appraisal District (“Appraisal”).

0.119 Acre

These notes describe that certain tract of land, situated in the **JOHN WINSETT SURVEY, ABSTRACT NO. 661**, located in Williamson County, Texas in the Corporate City limits of Taylor, Texas; subject tract being a part of and out of Lot 1, Block 56 of the City of Taylor, plat of which is recorded in Cabinet "A", Slide 186, of the Plat Records of Williamson county (PRWC), being all of a called "0.1147 Acre" tract as conveyed from Kenneth Simpson to City of Taylor TX dated 05-15-2000 as recorded in Document No. 2000038577 of the Official Public Records of Williamson County (OPRWC) as surveyed on the ground under the direct supervision of Bruce Lane Bryan, Registered Professional Land Surveyor No. 4249, during the month of March, 2023, subject tract being more fully described as follows:

BEGINNING at a set ½" iron rod (orange plastic cap "BTS") {North = 10,184,086.04 feet, East = 3,218,238.65 feet} at the Northwest corner of said Lot 1, Block 56 in the East line of Murphy Street (a 60 foot wide dedicated street) at the Southwestern terminus of a 20 foot wide alley (per plat); for reference a found ½" iron rod (orange plastic cap "BTS") at the Northeast corner of Lot 5, Block 53 of said City of Taylor, bears South 83° 30' 50" West, 60.00 feet and North 06° 29' 10" West, 145.00 feet;

THENCE North 83° 31' 00" East with the common line of said Lot 1, Block 56 and 20 foot wide alley a distance of **90.00 feet** to a set ½" iron rod (orange plastic cap "BTS") at the Northeast corner of same, same being the Northeast corner of aforementioned "0.1147 Acre" tract and the acclaimed Northwest corner of Lot 2, Block 56 identified as Williamson County Appraisal District identification number R015261, title indicated to be held by Annie Mae Verse;

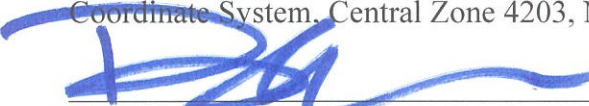
THENCE South 06° 29' 13" East with the common line of said Lot 1 and Lot 2, Block 56, a distance of **63.00 feet** to a set ½" iron rod (orange plastic cap "BTS") at the Southeast corner of said "0.1147 Acre" tract, same being the Northeast corner of a called "Part of Lot 1, Block 56" as conveyed in a Warranty Deed from Lee E. Reese, et ux to City of Taylor TX dated 01-15-2002 as found in Document No. 2002005882, OPRWC (also refer to Volume 618, Page 788, Deed Records of Williamson County (DRWC))

THENCE South 83° 30' 50" West with the common line of said "0.1147 Acre" tract and "Part of Lot 1, Block 56" City of Taylor tract a distance of **5.00 feet** to a set ½" iron rod (orange plastic cap "BTS") at the apparent lower Northeast corner of a called "Part of Lot 1, Block 56 – SW Part" as conveyed in a Corrected Constable's Deed from Bobby Gutierrez, Constable, to Joshua L. Richards dated 06-04-2002 as recorded in Document No. 2003108932, OPRWC (also refers to Document No. 2002042853, OPRWC and Volume 2583, Page 148, Official Records of Williamson County (ORWC));

THENCE with the common lines of said "0.1147 Acre" tract and "Joshua L. Richards" tract 1) **North 06° 29' 10" West a distance of 5.50 feet** to a set ½" iron rod (orange plastic cap "BTS") at a common corner of both and 2) **South 83° 30' 50" West a distance of 85.00 feet** to a set ½" iron rod (orange plastic cap "BTS") at a common corner of both in the aforementioned East line of Murphy Street; for reference the calculated Southwest corner of said Block 56 bears South 83° 30' 50" West a distance of 67.50 feet from which was found (but not honored) a ½" iron rod bearing North 00° 26' 07" West a distance of 3.93 feet;

THENCE North 06° 29' 10" West with said East line of Murphy Street and West line of Lot 1, Block 56 a distance of **57.50 feet** to the **PLACE OF BEGINNING**, containing according to the dimensions herein stated an area of **0.119 Acre**.

Surveyor's Note: Bearings and coordinates shown hereon based on Texas State Plane Coordinate System, Central Zone 4203, NAD 83 datum and are expressed as grid values.


Bruce Lane Bryan

Registered Professional Land Surveyor No. 4249

TBPLS FIRM No. 10128500 - 911 N. Main, Taylor TX 76574



SCHEDULE B EXCEPTIONS FROM COVERAGE

- 10.
- a. Easement dated November 21, 1972, to the City of Taylor, recorded in volume 560, Page 348, deep records Williamson County Texas. **DOES NOT AFFECT**
 - b. Any easement presently in use by the City of Taylor, and any pipes or pipe lines in place under track described herein. **NOTED**
 - c. Any portion of the herein described property which falls within the boundaries of a street or alley. **NOTED**
 - d. The right of lower Brushy Creek water control and Improvement District levy taxes and issue bonds.
 - e. All lease grants, exceptions or reservations of coal, lignite, oil, gas or minerals together with all right pledges and communities related to appearing in the Public Records whether listed in Schedule B or not. There may be lease grants, exceptions or reservation of minerals that are not listed. **NOT RELATED TO SURFACE RIGHTS, NOT RESEARCHED**
 - f. All visible and appearing easements and all underground easements the existence of which may rise by unrecorded grants or by use. (Owner's Title Policy Only) **NOTED**
 - g. Rights of Parties in possession. (Owner's Title Policy Only) **NOTED**
 - h. "Any encroachment, encumbrance, violation, variation, or adverse circumstances affect the title that would be disclosed by an accurate and complex survey of the land." (NOTE: UPON RECEIPT OF A SURVEY ACCEPTABLE TO COMPANY, THIS EXCEPTION WILL BE DELETED. COMPANY RESERVES THE RIGHT TO ADD ADDITIONAL EXCEPTIONS PER ITS EXAMINATION OF SAID SURVEY. **NOTED**



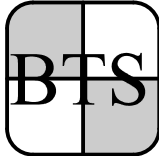
A handwritten signature in black ink, appearing to read "B. L. Bryan", written over a horizontal line.

SHT 2 OF 2

TO: LONGHORN TITLE COMPANY, LLC, GF# TWH2200100
REF: **DAVID LEGERE**

THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE CURRENT TEXAS SOCIETY OF PROFESSIONAL SURVEYORS STANDARDS AND SPECIFICATIONS FOR A CATEGORY **1A**, CONDITION **III** SURVEY AND THE CURRENT MINIMUM REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYING ACT.

BRYAN TECHNICAL SERVICES, INC.

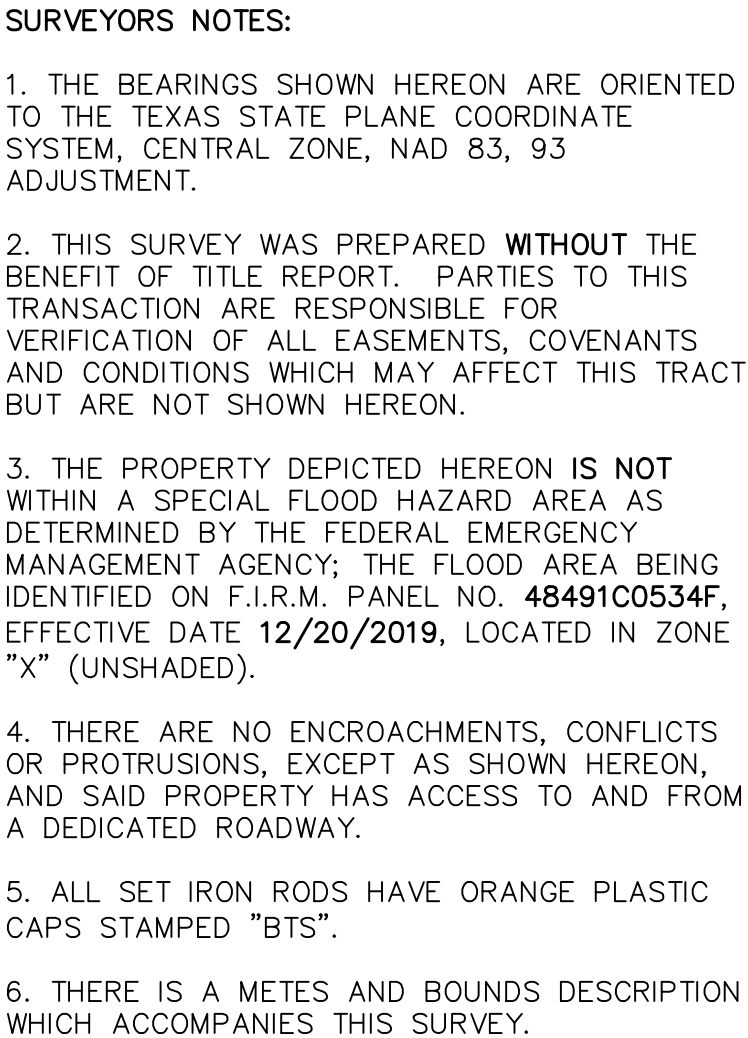


911 NORTH MAIN
TAYLOR, TX 76574

PHONE: (512) 352-9090

FIRM No. 10128500

bryantechnicalservices.com



8 TRACTS OUT OF THE JOHN
WINSETT SURVEY
ABSTRACT NO. 661
WILLIAMSON COUNTY, TEXAS

911 NORTH MAIN
TAYLOR, TX 76574

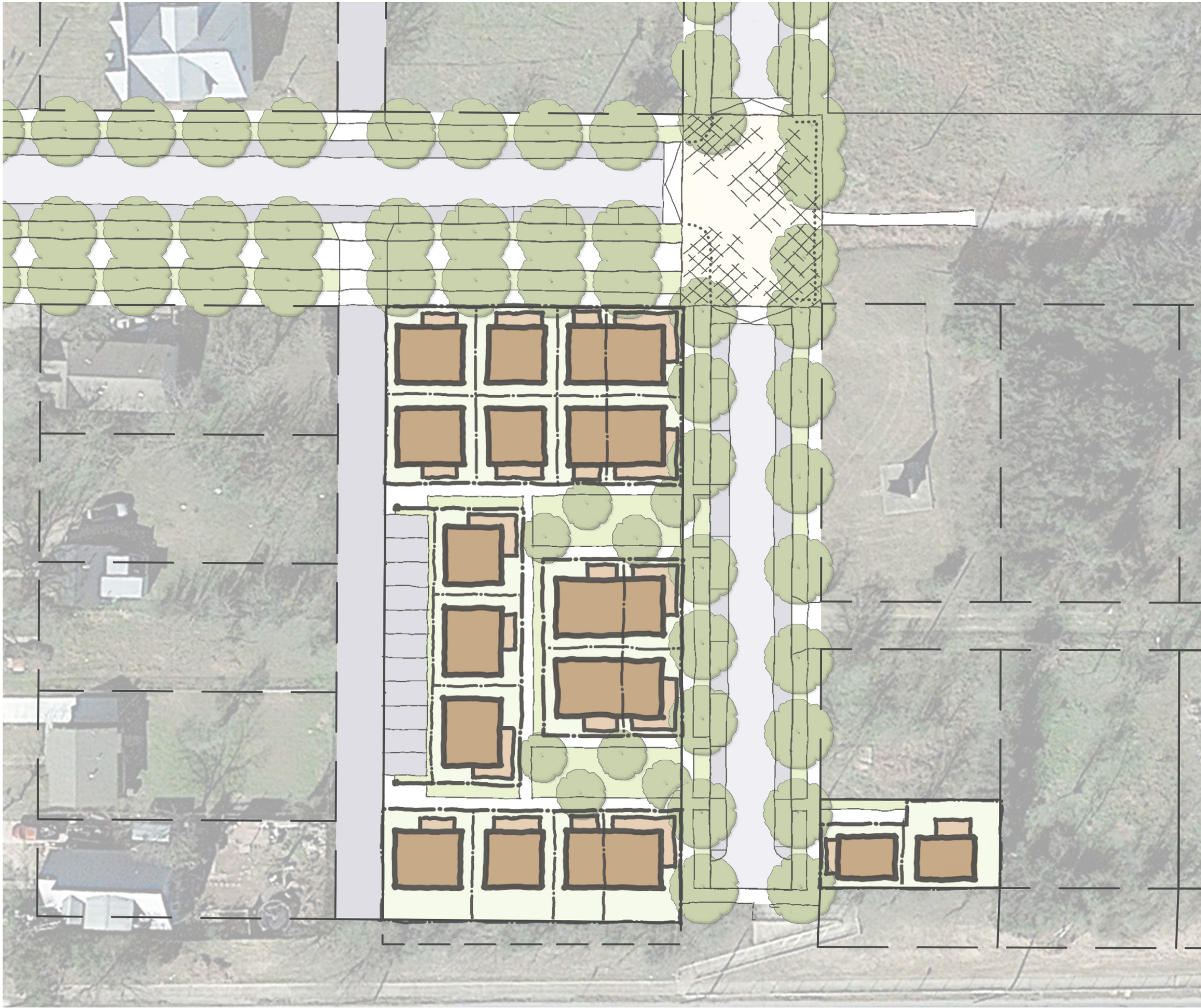
PHONE: (512) 352-9090

www.bryanttechnicalservices.com

NO.	DATE	REVISIONS	BY

DRAWN BY: JC	CHECKED BY: BLB
SCALE: 1" = 50'	APPROVED BY: BLB

PROJECT NO. 22-801	DATE: November 2, 2022
--------------------	------------------------



A MASTER PLAN FOR

MURPHY STREET REVIVAL II

TAYLOR, TEXAS

A: BACKGROUND

Local Context Map A.1

Site Context Map A.2

Existing Conditions Map A.3

B: URBAN DESIGN

Master PlanB.1

Master Plan with AnnotationsB.2

Character ImagesB.3

Master Plan with Program B.4-7

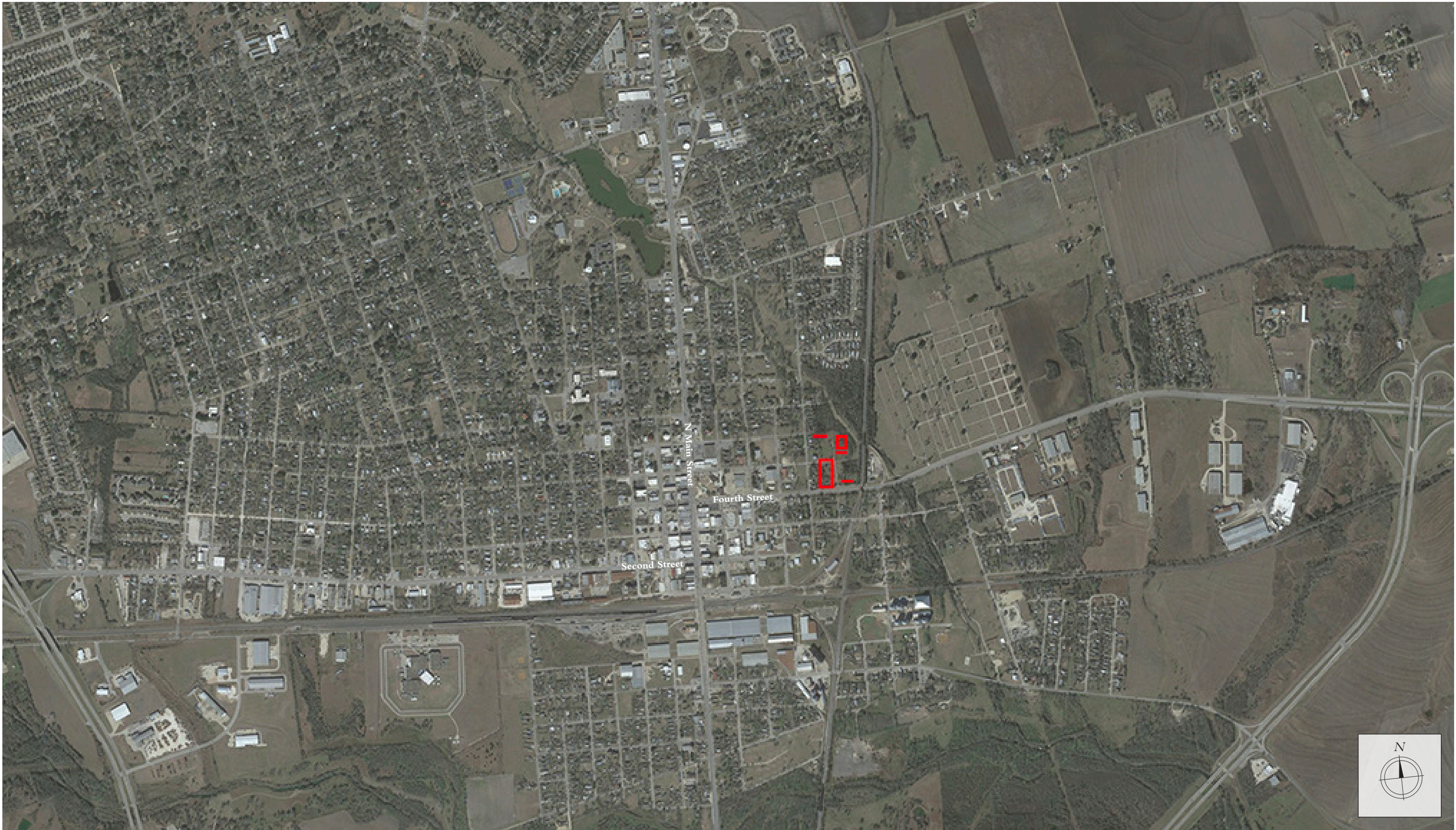
Conceptual Unit Plans..... B.8-B.10

For

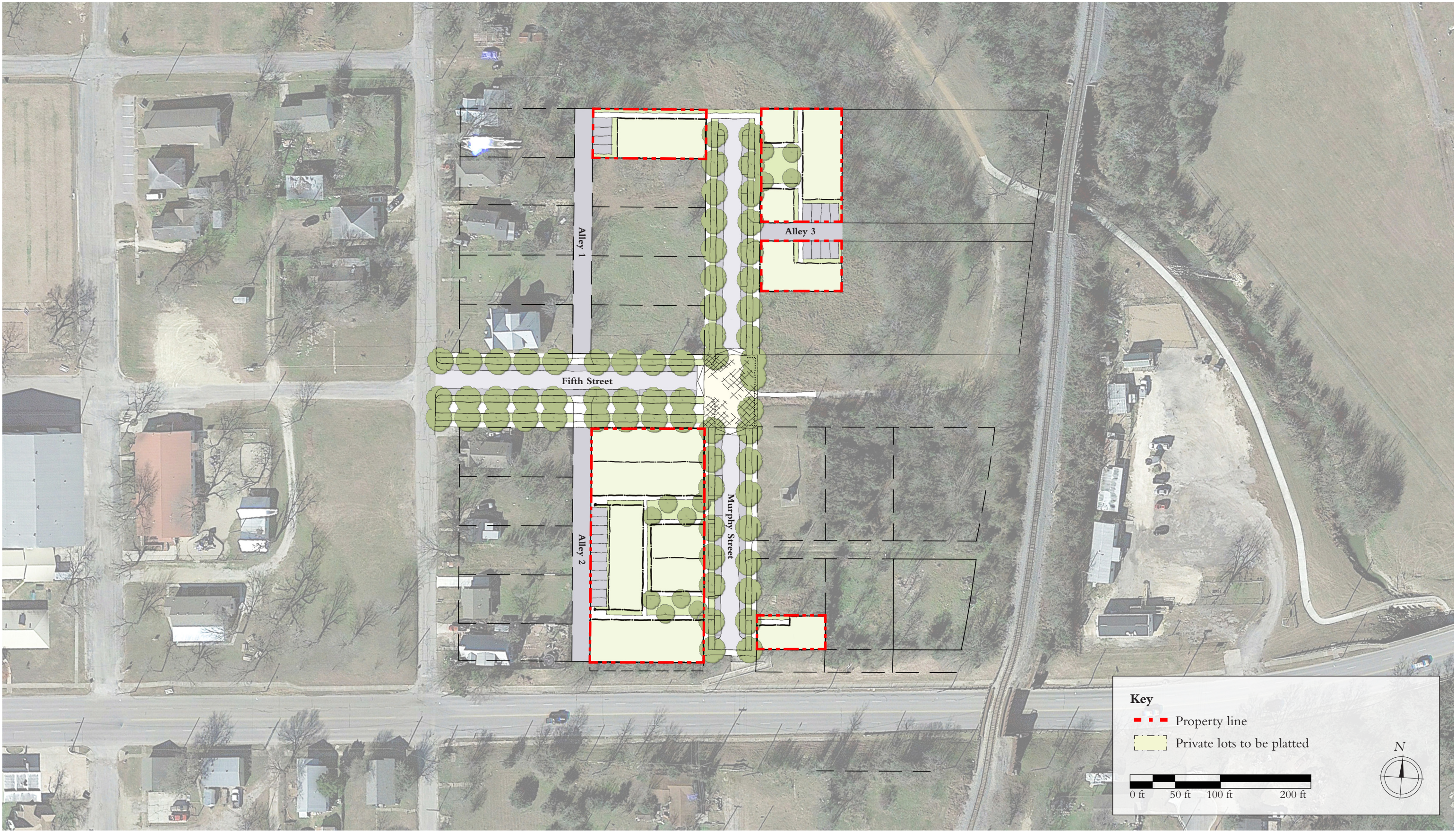
The City of Taylor, Texas and CapNote LLC

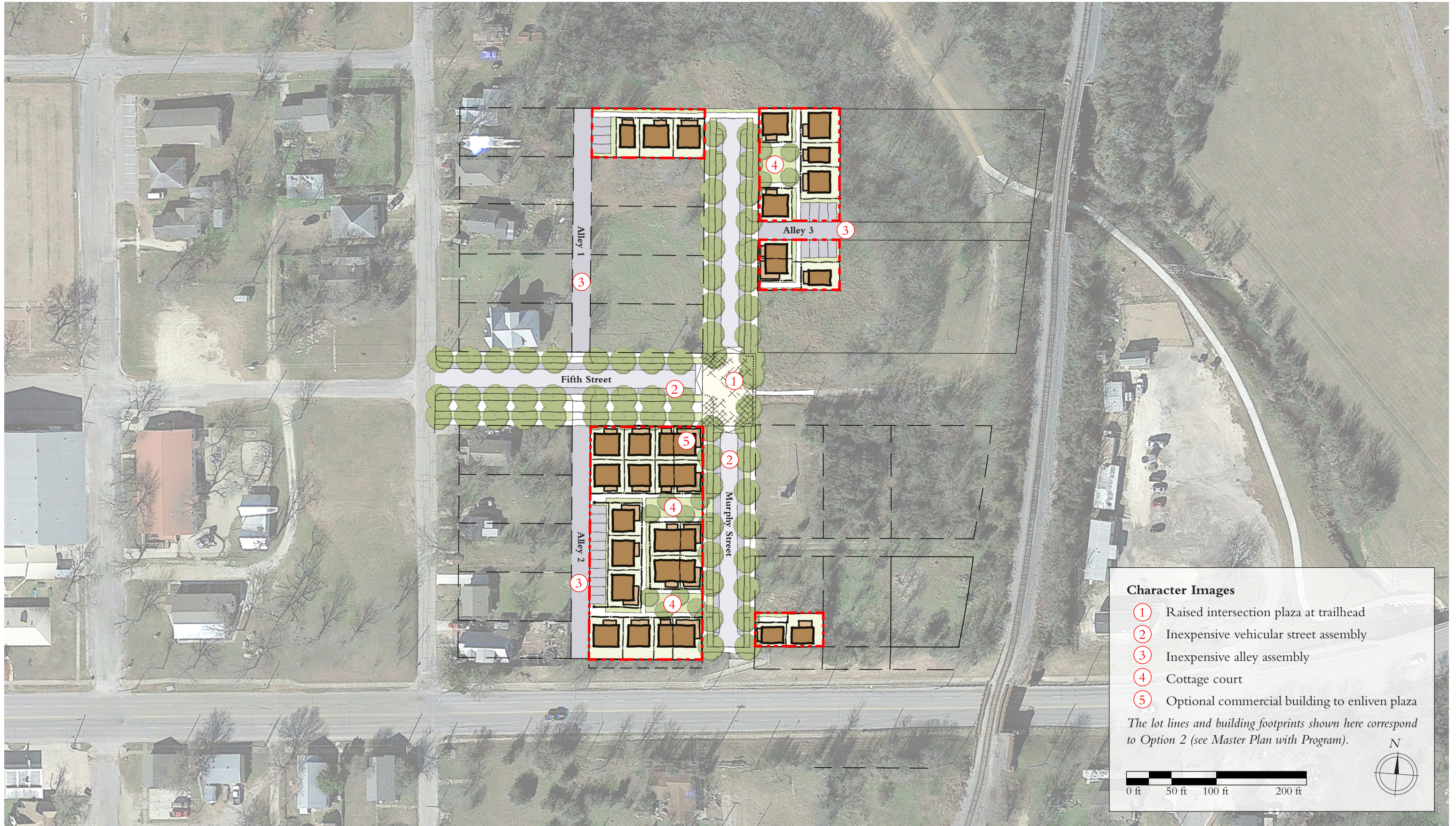
by

MICHAEL WATKINS ARCHITECT, LLC











② *Inexpensive Street Assembly with Gravel Parking Lanes, Seaside, Fla.*



③ *Gravel Alley, Carlton Landing, Okla.*



④ *Detached Cottage Court, Fort Smith, Ark.*



④ *Attached Cottage Court, Brooklyn, N.Y.*



⑤ *Option Commercial Building, East Beach, Va.*

Area A

Option 1
1 Ax-Detached | 1 Cx-Detached

Option 2
1 A-Detached | 1 B-Detached
1 C-Detached.

Option 3
3 B-Attached | 1-Attached

Area B,C, & G

Option 1
1 Ax-Detached | 2 C-Detached

Option 2
1A-Det. | 1 B-Att. | 1 C-Det. | 1 C-Att.

Option 3
1 B-Det. | 2 B-Att. | 2 C-Det.

Area D

Opt. 1
2 A-Det.
1 C-Det.

Opt. 2
2 Bx-Det.
1 C-Det.

Opt. 3
2 A-Att.
2 B-Att.

Area E & F

Option 1
2 B-Detached

Option 2
1 A-Attached | 1 B-Attached

Option 3
1 B-Attached | 1 Bx-Attached

Area H & J

Option 1
1 A-Detached

Option 2
1 Bx-Detached

Area I

Opt. 1
1 Ax-Det.
1 C-Det.

Opt. 2
1 A-Det.
1 B-Det.
1 C-Det.

Opt. 3
2 B-Att.
2 C-Att.

Area K

Option 1
1 A-Detached | 1 B-Detached

Option 2
1 B-Detached | 2 B-Attached

Option 3
1 B-Detached | 1 B-Attached | 1 Bx-Attached

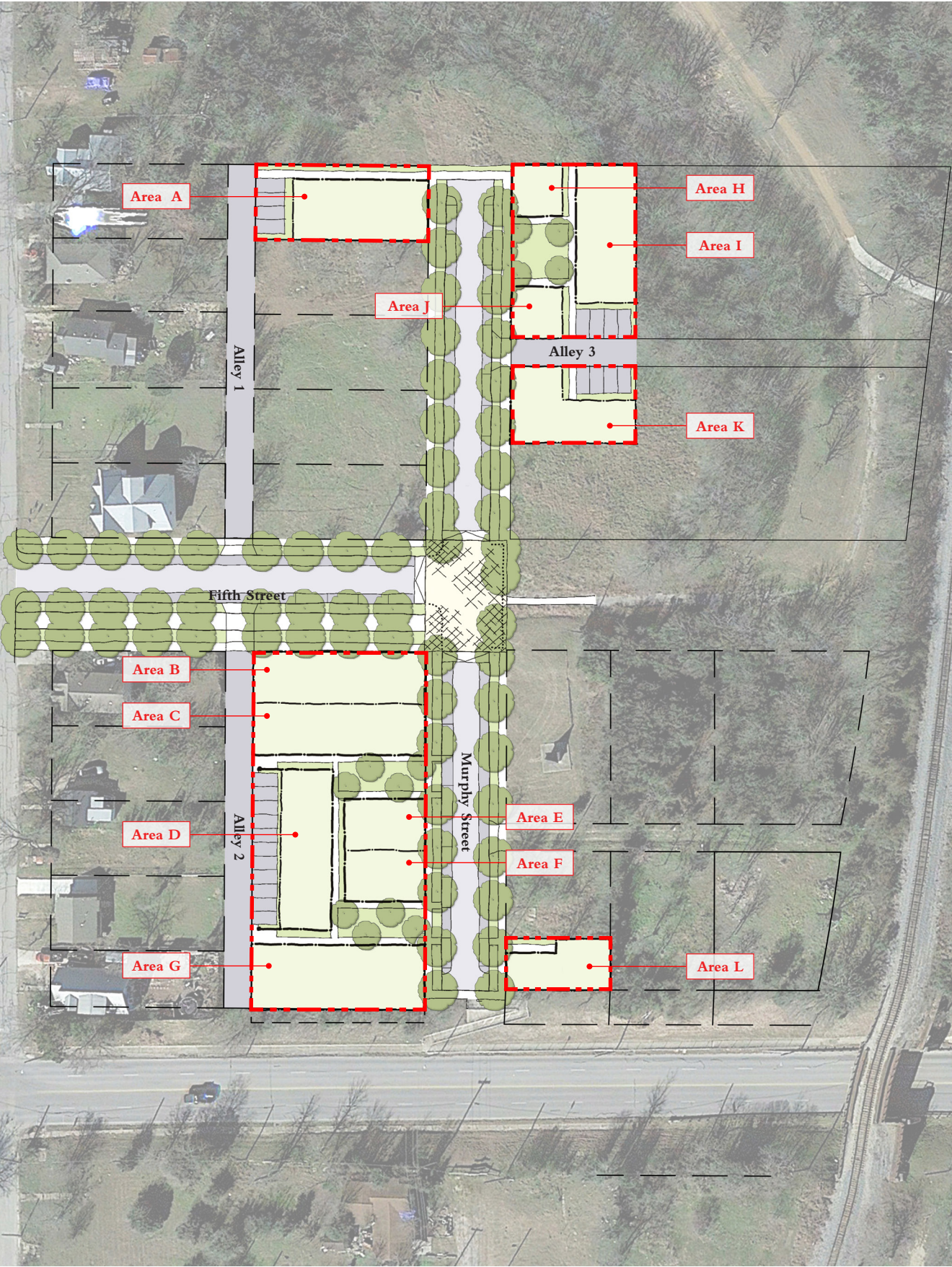
Area L

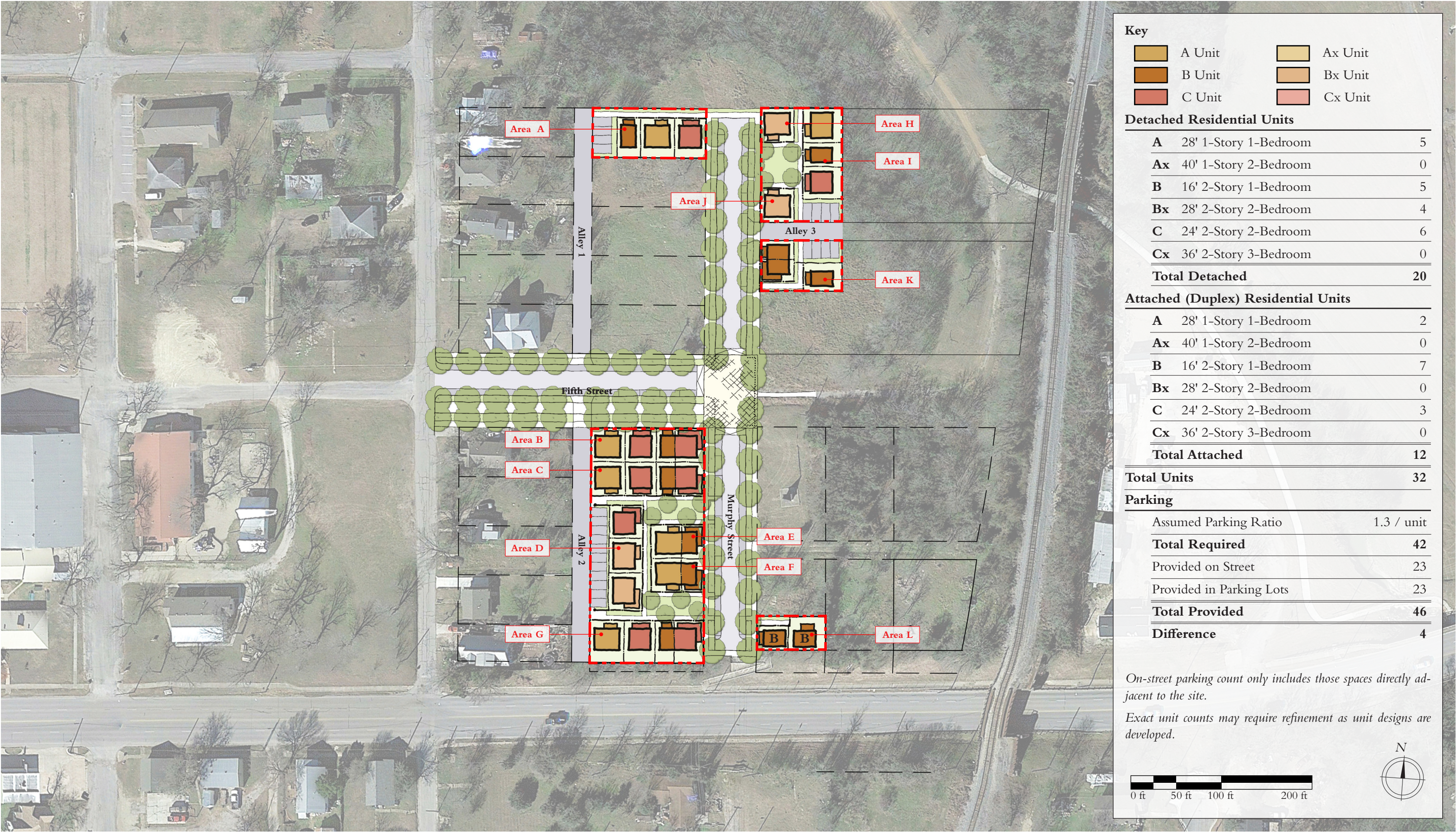
Option 1
2 B-Detached

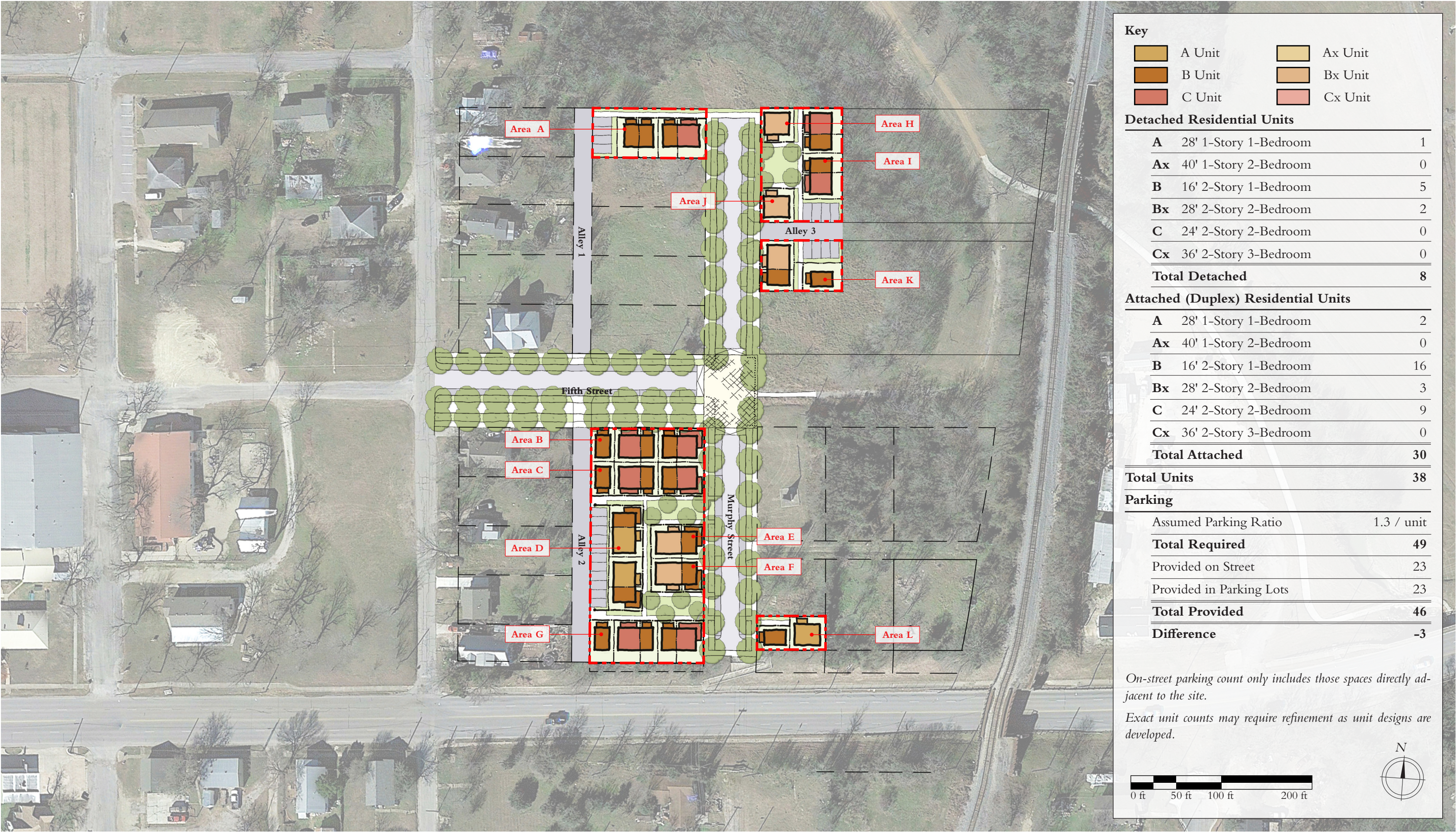
Option 2
1 A-Detached | 1 B-Detached

Key

	A Unit		Ax Unit
	B Unit		Bx Unit
	C Unit		Cx Unit







Key

- A Unit

B Unit

C Unit
- Ax Unit

Bx Unit

Cx Unit

Detached Residential Units

A	28' 1-Story 1-Bedroom	1
Ax	40' 1-Story 2-Bedroom	0
B	16' 2-Story 1-Bedroom	5
Bx	28' 2-Story 2-Bedroom	2
C	24' 2-Story 2-Bedroom	0
Cx	36' 2-Story 3-Bedroom	0
Total Detached		8

Attached (Duplex) Residential Units

A	28' 1-Story 1-Bedroom	2
Ax	40' 1-Story 2-Bedroom	0
B	16' 2-Story 1-Bedroom	16
Bx	28' 2-Story 2-Bedroom	3
C	24' 2-Story 2-Bedroom	9
Cx	36' 2-Story 3-Bedroom	0
Total Attached		30

Total Units	38
-------------	----

Parking

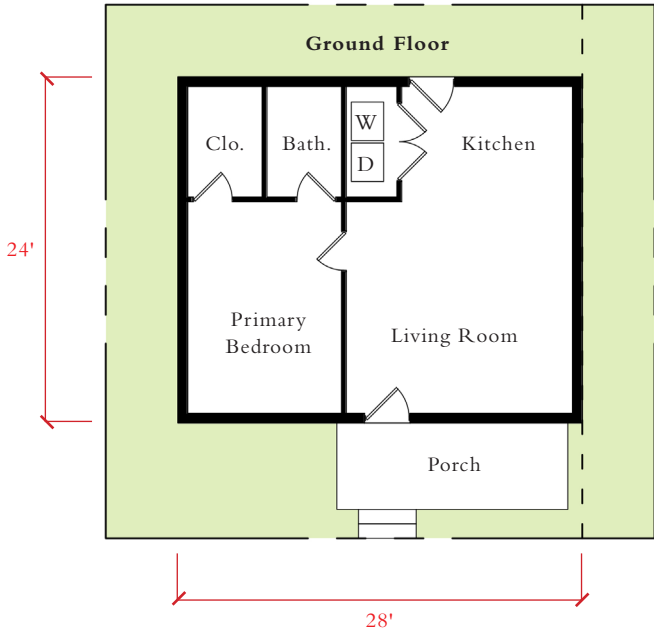
Assumed Parking Ratio	1.3 / unit
Total Required	49
Provided on Street	23
Provided in Parking Lots	23
Total Provided	46
Difference	-3

On-street parking count only includes those spaces directly adjacent to the site.

Exact unit counts may require refinement as unit designs are developed.



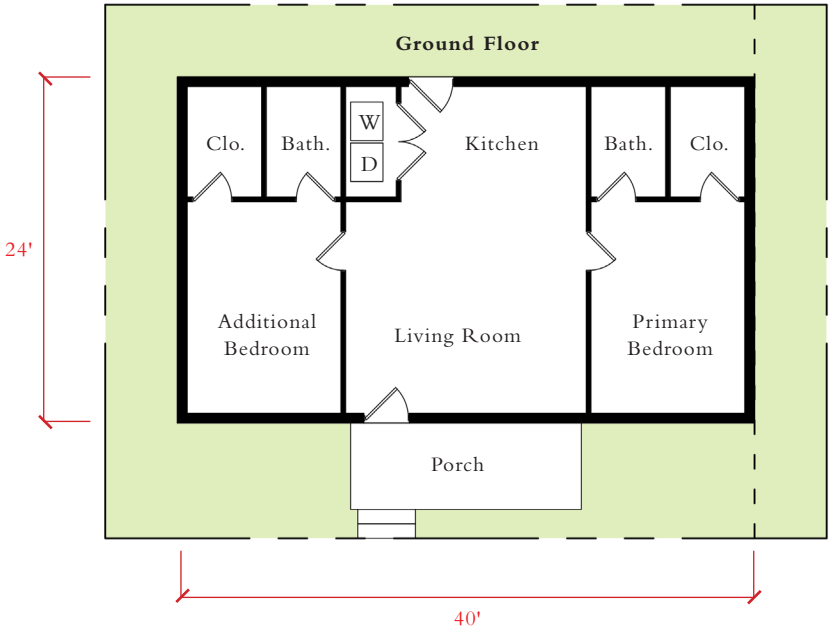
Unit Type A: 28' 1-Story 1-Bedroom



A: Detached	
Bldg. Width:	28'
Bldg. Depth:	24'
Lot Width:	38'
Lot Depth:	37'
Total Bedrooms:1	
Total Bathrooms:	1
Ground Floor Bedrooms:	1
Ground Floor Bathrooms:	1

A: Attached (Duplex)	
Bldg. Width:	28'
Bldg. Depth:	24'
Lot Width:	33'
Lot Depth:	37'
Total Bedrooms:1	
Total Bathrooms:	1
Ground Floor Bedrooms:	1
Ground Floor Bathrooms:	1

Unit Type Ax: 40' 1-Story 2-Bedroom

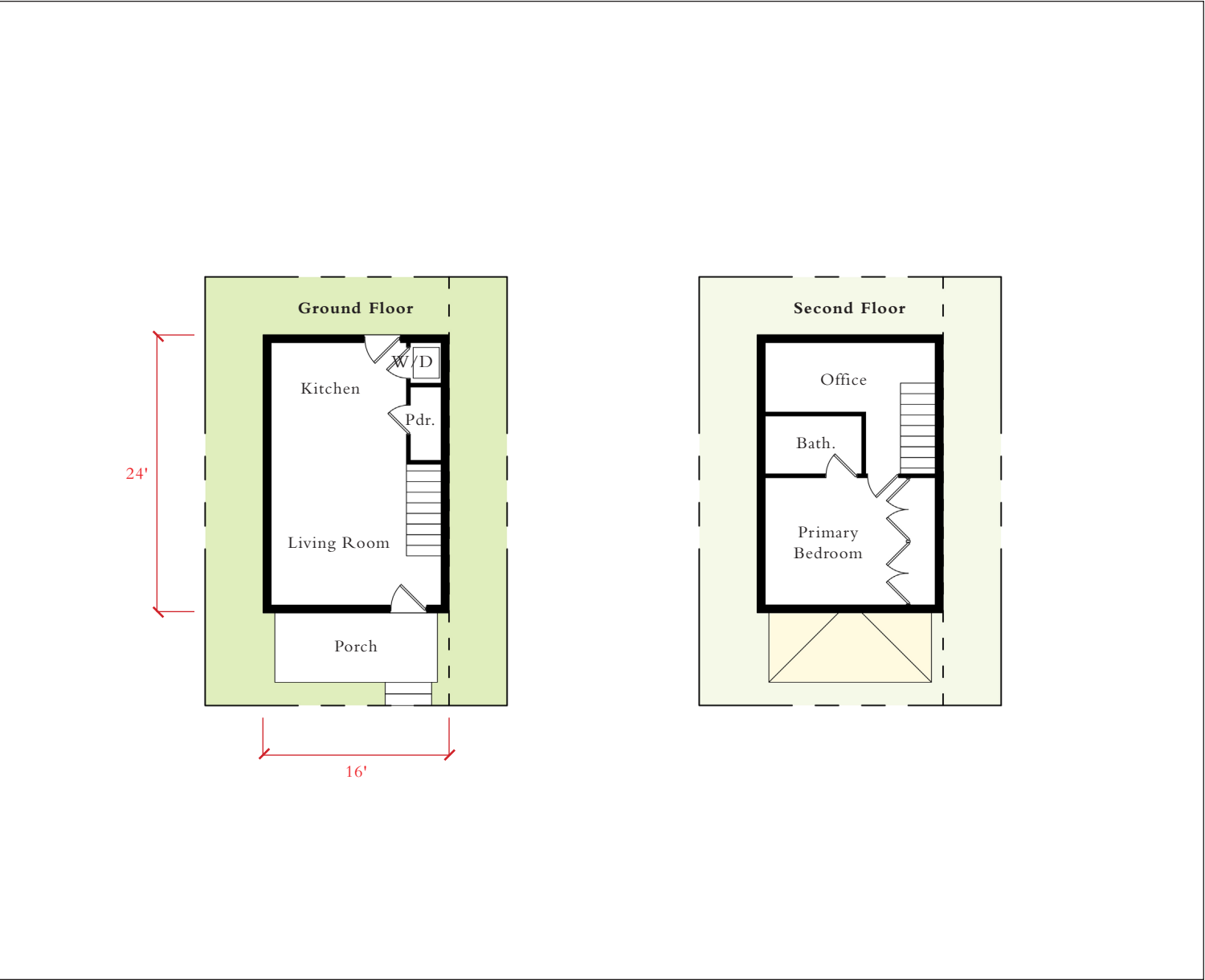


Ax: Detached	
Bldg. Width:	40'
Bldg. Depth:	24'
Lot Width:	50'
Lot Depth:	37'
Total Bedrooms:2	
Total Bathrooms:	2
Ground Floor Bedrooms:	2
Ground Floor Bathrooms:	2

Ax: Attached (Duplex)	
Bldg. Width:	40'
Bldg. Depth:	24'
Lot Width:	45'
Lot Depth:	37'
Total Bedrooms:2	
Total Bathrooms:	2
Ground Floor Bedrooms:	2
Ground Floor Bathrooms:	2



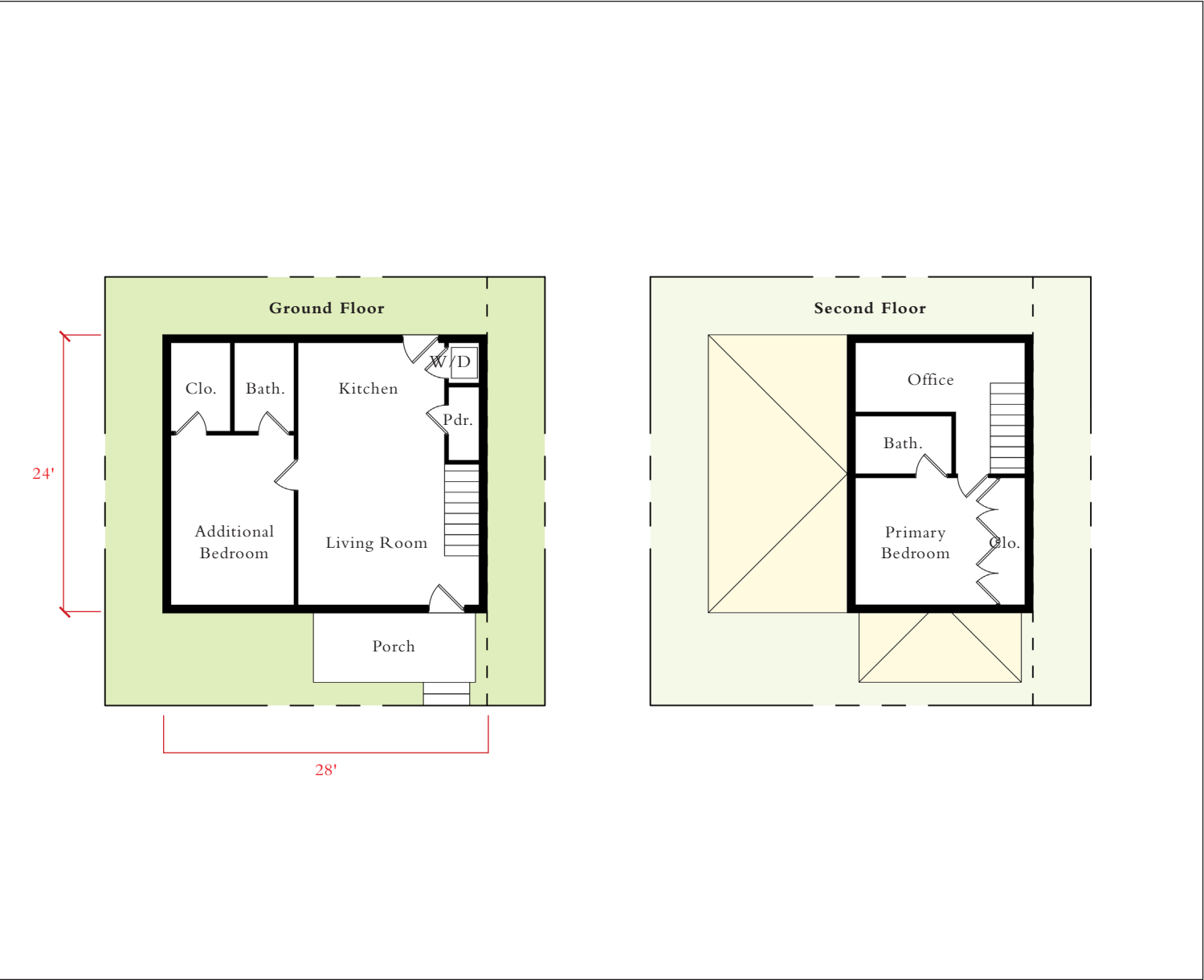
Unit Type B: 16' 2-Story 1-Bedroom



B: Detached	
Bldg. Width:	16'
Bldg. Depth:	24'
Lot Width:	26'
Lot Depth:	37'
Total Bedrooms:	1
Total Bathrooms:	1½
Ground Floor Bedrooms:	0
Ground Floor Bathrooms:	½

B: Attached (Duplex)	
Bldg. Width:	16'
Bldg. Depth:	24'
Lot Width:	21'
Lot Depth:	37'
Total Bedrooms:	1
Total Bathrooms:	1½
Ground Floor Bedrooms:	0
Ground Floor Bathrooms:	½

Unit Type Bx: 28' 2-Story 2-Bedroom



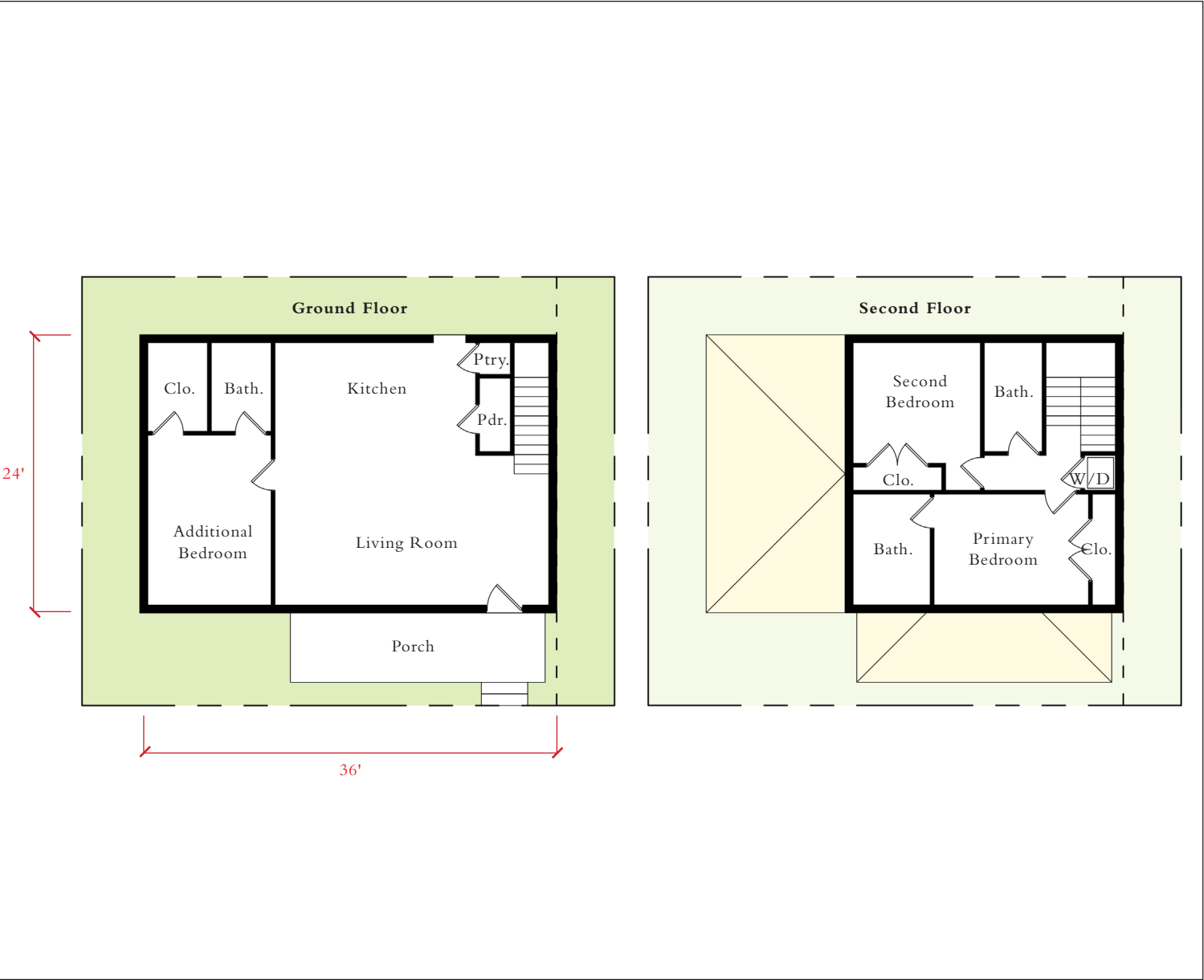
Bx: Detached	
Bldg. Width:	28'
Bldg. Depth:	24'
Lot Width:	38'
Lot Depth:	37'
Total Bedrooms:	2
Total Bathrooms:	2½
Ground Floor Bedrooms:	1
Ground Floor Bathrooms:	1½

Bx: Attached (Duplex)	
Bldg. Width:	28'
Bldg. Depth:	24'
Lot Width:	33'
Lot Depth:	37'
Total Bedrooms:	2
Total Bathrooms:	2½
Ground Floor Bedrooms:	1
Ground Floor Bathrooms:	1½



Unit Type C: 24' 2-Story 2-Bedroom

Unit Type Cx: 36' 2-Story 3-Bedroom



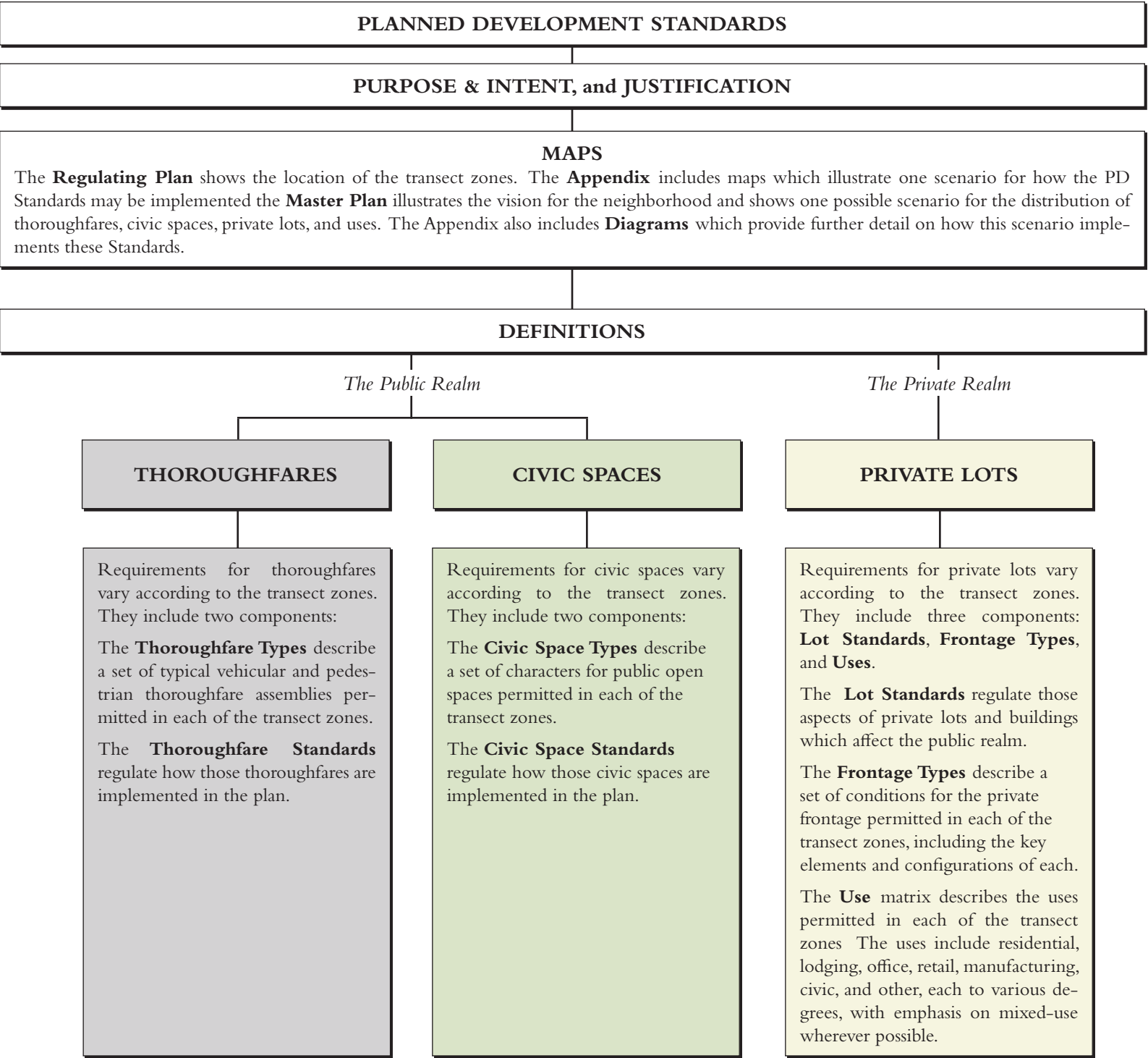
C: Detached	
Bldg. Width:	24'
Bldg. Depth:	24'
Lot Width:	34'
Lot Depth:	37'
Total Bedrooms:2	
Total Bathrooms:	2½
Ground Floor Bedrooms:	0
Ground Floor Bathrooms:	½

C: Attached (Duplex)	
Bldg. Width:	24'
Bldg. Depth:	24'
Lot Width:	29'
Lot Depth:	37'
Total Bedrooms:2	
Total Bathrooms:	2½
Ground Floor Bedrooms:	0
Ground Floor Bathrooms:	½

Cx: Detached	
Bldg. Width:	36'
Bldg. Depth:	24'
Lot Width:	46'
Lot Depth:	37'
Total Bedrooms:3	
Total Bathrooms:	3½
Ground Floor Bedrooms:	1
Ground Floor Bathrooms:	1½

Cx: Attached (Duplex)	
Bldg. Width:	36'
Bldg. Depth:	24'
Lot Width:	41'
Lot Depth:	37'
Total Bedrooms:3	
Total Bathrooms:	3½
Ground Floor Bedrooms:	1
Ground Floor Bathrooms:	1½





A MASTER PLAN FOR

MURPHY

STREET

REVIVAL II

TAYLOR, TEXAS

C: PLANNED DEVELOPMENT STANDARDS

Overview of PD StandardsC.1

Purpose & Intent.....C.2

Regulating Plan & General StandardsC.3

ThoroughfaresC.4-C.5

Civic SpacesC.6

Private LotsC.7-C.10

Definitions C.11-C.12

X: APPENDIX

Master PlanX.1

Regulating Plan with Master Plan.....X.2

Thoroughfare Types Diagram.....X.3

Fire Apparatus Access Diagram.....X.4

Open Space DiagramX.5

Purpose & Intent

The intent of these PD Standards is to enable pedestrian-friendly design, with a fine-grained mix of civic spaces, thoroughfares, building types, and uses arranged with a clear center and edge. Good urban design takes pressure off of the architecture, allowing building designs to be simple and appropriate to the local context, in service of shaping a beautiful and pedestrian-friendly public realm.

The proposed community includes approximately 1 acre across 4 blocks designed as a mixed-use, walkable community with a range of uses which may include lodging, office, retail, restaurant, and civic uses. The Regulating Plan allows flexibility with the parameters of the PD Standards. The neighborhood will be built out incrementally over time and is designed to be flexible to respond to the market as the city grows.

At the Scale of the Neighborhood:

- All dwelling units are within walking distance of Downtown Taylor.
- An interconnected network of thoroughfares is designed to disperse traffic and encourage walking and cycling.
- A range of civic spaces is distributed throughout the neighborhood.
- The intersection of Fifth and Murphy Streets provides a potential node of commercial activity.
- A range of housing types are provided to accommodate a diversity of household types and market demand.

At the Scale of the Block and the Building:

- The design of thoroughfares and buildings should reinforce safe environments, but not at the expense of accessibility.
- Buildings and landscaping should contribute to the physical definition of thoroughfares and civic spaces.
- Civic buildings are distinctive and reflect their importance.
- The neighborhood evolves harmoniously and orderly.
- Architecture and landscape design reflects climate, topography, history, and regional building practices.

Justification

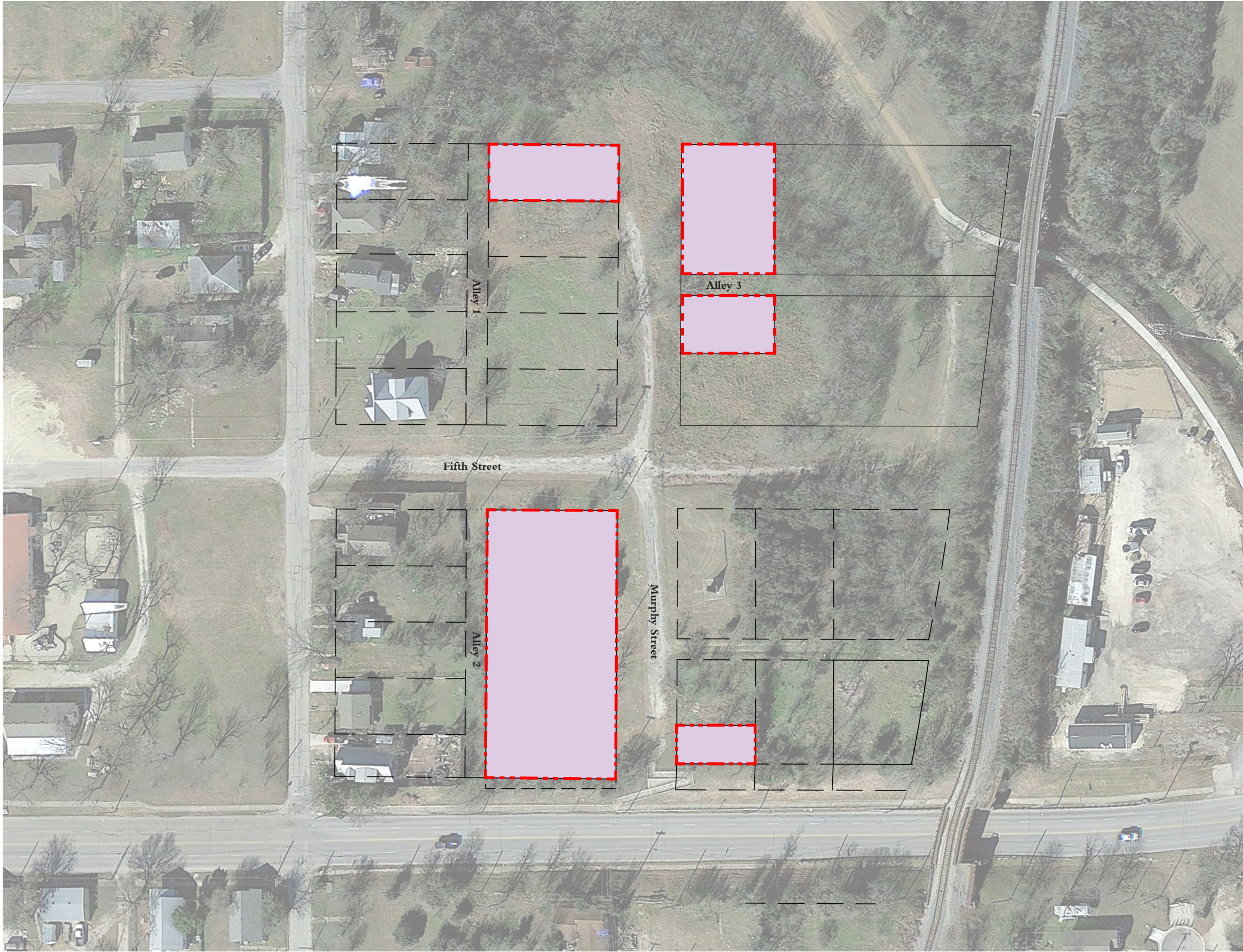
The primary reason for requesting the zoning change is to propose zoning and technical design standards to make the community as pedestrian- and bike-friendly as reasonably possible, while accommodating the necessary requirements of emergency access, trash collection, stormwater management and the like. This new community closely aligns with the City's long-term vision/goals and will help the City meet the ever growing demand for walkable communities.

Additional Notes

1. All improvements to the community shall follow these PD Standards, including any approved variances adopted as part of the PD Standards. In the event of a conflict between the PD Standards and any otherwise applicable codes, including but not limited to the Building Code, ADA, life safety codes, and others, the conflict shall be brought to the attention of the land owner, the developer, and the City immediately for resolution.
2. It is the design purpose and intent not the “letter” of the PD Standards to which improvements should conform.
3. The PD Standards are typologically-based and thus represent the typical condition. It is expected that actual conditions will vary from the typical conditions shown. It is expected that the standards for the typical condition will be applied to the actual condition, and modified or refined in a reasonable manner that achieves the intent of the PD.
4. There are two types of deviations from these PD Standards: Warrants and Variances. Where no standard is included in these PD Standards, standards shall be determined by Warrant. The correction of “scrivener’s errors” within this document shall be handled by Warrant.
5. Sources for various texts, definitions and illustrations include the Lexicon of the New Urbanism and Smartcode v9.2 by Andres Duany, et. al.



A Typical Rural to Urban Transect, with Transect Zones

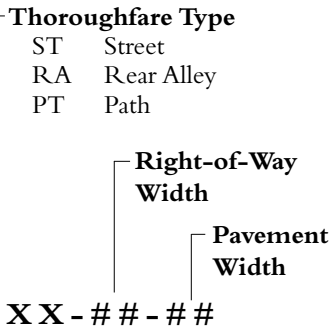
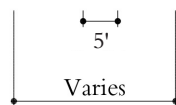
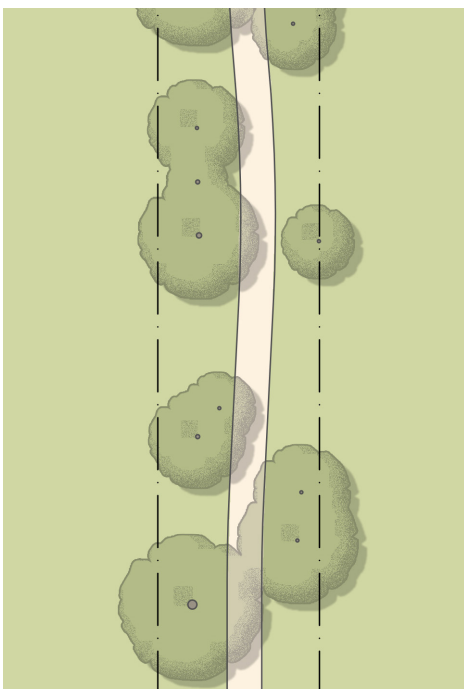
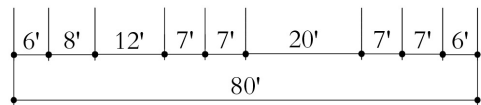
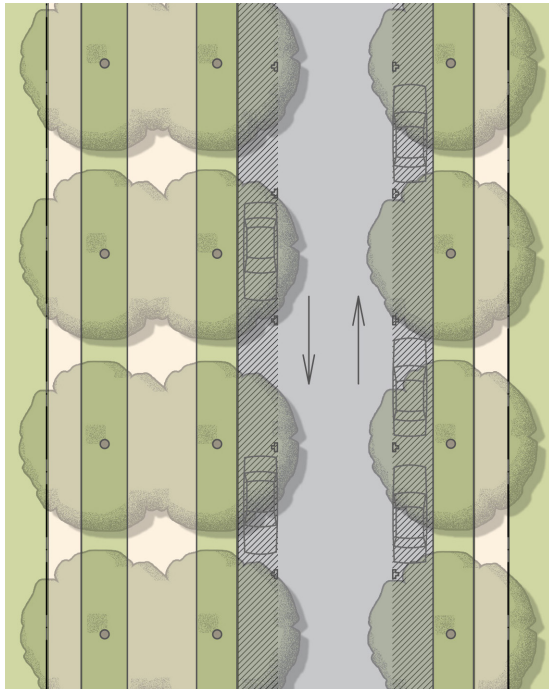
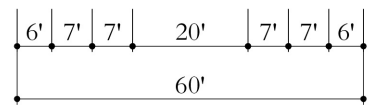
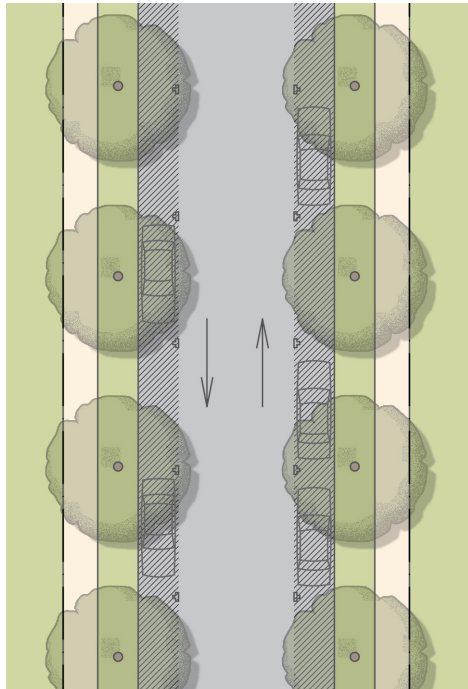
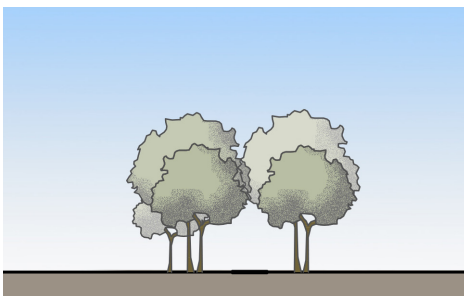
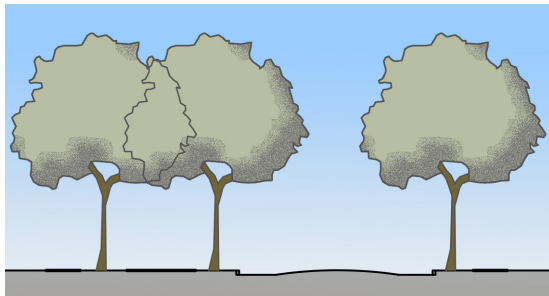
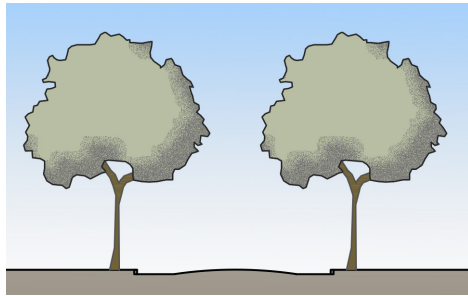


GENERAL STANDARDS

1. The base zoning district for the entire area of the Master Plan is MF-1, as described in the Taylor Code of Ordinances.
2. Lots may be configured as shown on the Master Plan, and shall be consistent with all requirements for private lots.
3. The exact locations of boundaries of base zones and transect zones may be adjusted to accommodate future adjustments to the Master Plan.

Key
T4: Neighborhood General Zone



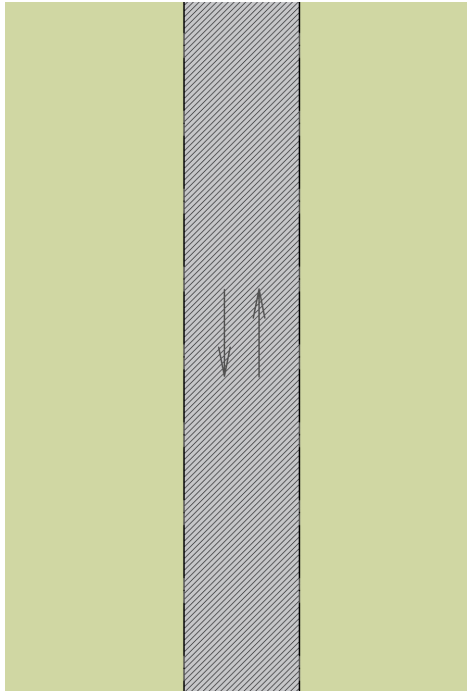
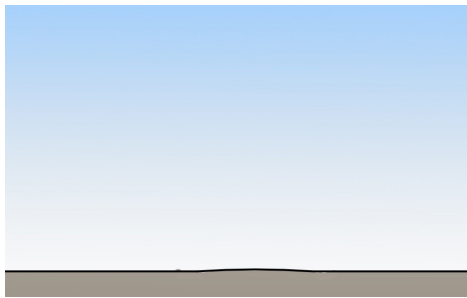


ST-60-20	
Street	
60 ft. ROW	
20 ft. Pavement	
Slow Movement	
Two-Way Traffic	
Parking Both Sides	
Asphalt traffic lanes, gravel parking lanes	
Header curbs, 12 ft. curb radius	
7 ft. Tree Lawn	
Allee, 25 ft. o.c.	
6 ft. Sidewalk	
This thoroughfare type is proposed as an improvement to the existing public ROW of Murphy Street.	

ST-80-20	
Street	
80 ft. ROW	
20 ft. Pavement	
Slow Movement	
Two-Way Traffic	
Parking Both Sides	
Asphalt traffic lanes, gravel parking lanes	
Header curbs, 12 ft. curb radius	
7 ft. Tree Lawn	
Allee, 25 ft. o.c.	
6 ft. Sidewalk, 12 ft. Multi-Modal Path	
This thoroughfare type is proposed as an improvement to the existing public ROW of Fifth Street.	

PT-V-5	
Path	
ROW Width Varies	
N/A	
N/A	
N/A	
N/A	
N/A	
Open	
Trees, ground cover, shrubs, lawn	
5 ft. Sidewalk	
This thoroughfare type will be privately owned and maintained.	

Thoroughfare Type
Right-of-Way or Easement Width
Pavement Width
Movement
Traffic Lanes
Parking Lanes
Pavement
Curb Type
Planter Type (width includes curb if any)
Landscape Type
Walkway Type
Notes



20'

RA - 20

Rear Alley
20 ft. ROW
N/A
Slow Movement
Two-Way Traffic
No Parking
Gravel
N/A; Apron at Street
N/A
N/A
No Sidewalk

This thoroughfare type is proposed as an improvement to existing public 20-foot alley RsOW.

Thoroughfare Type

- ST Street
- RA Rear Alley
- PT Path

Right-of-Way Width

Pavement Width

XX - ## - ##

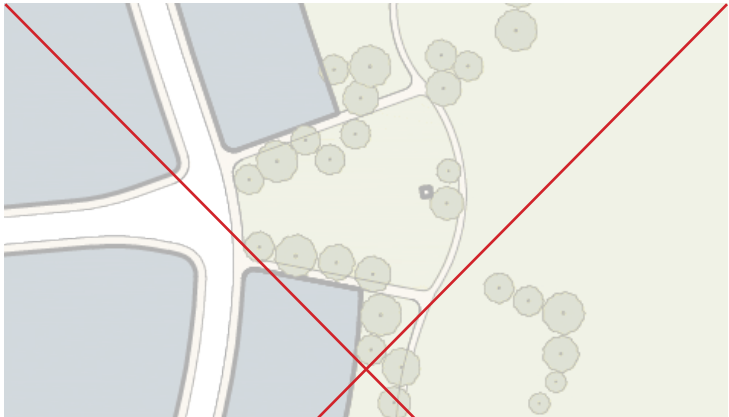
Thoroughfare Type
Right-of-Way or Easement Width
Pavement Width
Movement
Traffic Lanes
Parking Lanes
Pavement
Curb Type
Planter Type (width includes curb if any)
Landscape Type
Walkway Type
Notes

THOROUGHFARE STANDARDS

These Thoroughfare Standards supersede the provisions of appendix C, Chapter 6, Table 5.2.1 and section 5.5 of the Taylor Code of Ordinances and apply to all thoroughfares:

- Paving Materials.** To allow for flexibility and economy in the improvement of thoroughfares, surfaces may be paved with materials other than those currently standard for such improvements. In addition to paving materials and surfaces currently acceptable to the City asphalt pavers, brick pavers, concrete pavers, gravel, and decomposed granite may be used.
- Street Trees.** The following apply to street trees:
 - Street trees shall be Cedar Elm, Drake Elm, Bigtooth Maple, Chinquapin Oak, Monterey Oak, Red Oak, Texas Ash, or Pecan. Other tree species acceptable to the City shall be approved by warrant.
 - At retail frontages, the spacing of the trees may be irregular to avoid visually obscuring the shop fronts. Street trees are not required where a gallery is present.
 - The public frontage shall include trees planted in a regularly-spaced allee pattern of a single species with shade canopies of a height that, at maturity, clears at least one story.
 - Street tree spacing shall typically be as designated by the PD Thoroughfare Types and adapted as needed for specific locations. Specific areas may be exempted by warrant from required tree planting due to site conditions, design merit, and/or other extenuating circumstances.

- Trees shall be maintained to permit sufficient vertical clearance in the travel lanes (12 ft. 6 in.) for moving vans, buses, emergency vehicles, and the like.
- Utility Easements.** Typically, water and sewer shall be provided in primary thoroughfares or civic spaces and other utilities shall be provided in secondary thoroughfares, with easements in these thoroughfares as required. Provision of utilities in easements on private lots shall be the exception and the location of last resort.
 - Encroachments over Rights-of-Way.** Portions of buildings may be permitted to encroach over RsOW as consistent with the Lot Standards.
 - Proposed Fire Apparatus Access.** This access, which may be provided by thoroughfares, or civic spaces shall be paved or otherwise structurally stabilized with a clear width of 20 feet and a 25-foot inside turning radius.
 - Other Thoroughfare Standards.** Intersection angles and street jog offsets are acceptable if consistent with the Regulating Plan or minor adjustments therein. Maximum cul-de-sac length does not apply to alleys.



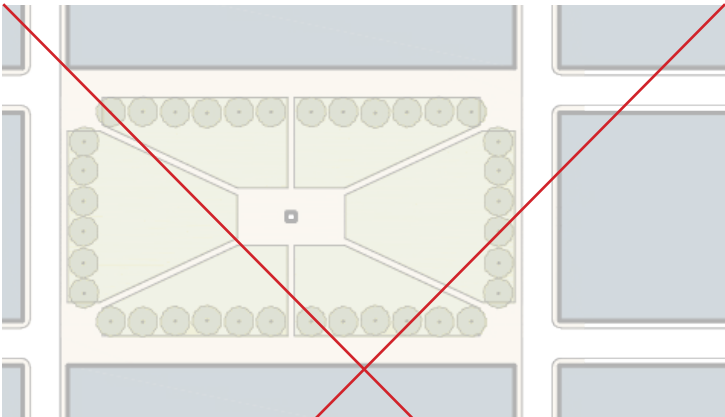
Park

A large open area available for recreation, usually located at the neighborhood edge often with buildings at some or all of the perimeter, but not always. Its landscape may comprise paved paths and unpaved trails, some open lawn, trees, and open shelters, ponds, and other natural features, all naturalistically disposed and requiring limited maintenance. A very large park serving as a corridor is a greenway.



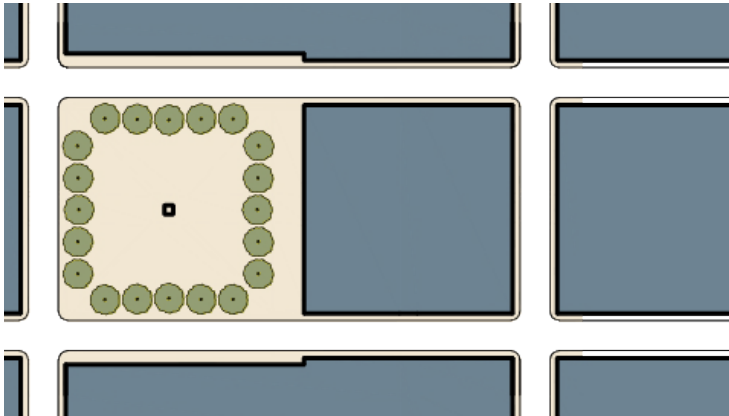
Green

A medium-sized public space available for unstructured recreation, circumscribed by building facades, its landscape consisting mostly of grassy areas and trees, naturalistically disposed and requiring only limited maintenance.



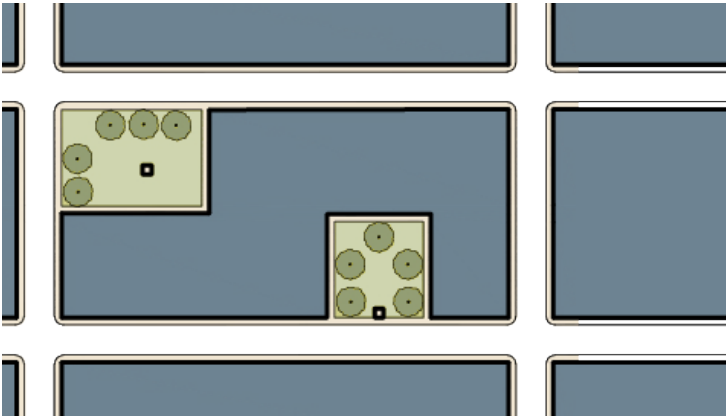
Square

A public space, seldom larger than a block, at the intersection of important streets. A square is circumscribed spatially by frontages; its streetscape consists of paved walks, lawns, trees, and civic buildings all formally disposed and requiring substantial maintenance.



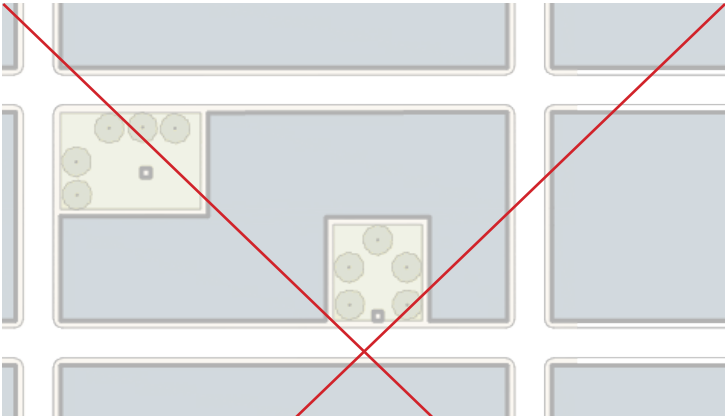
Plaza

A public space at the intersection of important streets set aside for civic purposes and commercial activities. A plaza is circumscribed by frontages, although not necessarily thoroughfares; its landscape consists of durable pavement for parking and trees requiring little maintenance.



Pocket Park

A small open space suitable for socializing, eating, and resting. Pocket parks may be equipped with benches and plantings, with tables and public art optional. They may be placed alongside thoroughfares or as intimate spaces within blocks, but should be visible from a thoroughfare (including paths). Pocket parks may be located anywhere.



Playground

An open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within any civic space. There shall be no minimum or maximum size.

CIVIC SPACE STANDARDS

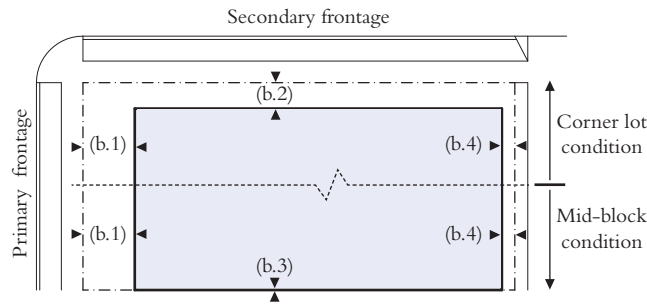
The following apply to all civic spaces:

1. **Maintenance and Ownership.** All civic spaces, with the exception of the plaza at the intersection of Fifth and Murphy streets, shall be owned and maintained by a POA and have public access easements.
2. **Open Space.** A minimum of 5% of the gross area of the property, including stormwater management areas which are above the floodplain, shall be open space. Refinements to the location and area of open spaces in the master plan are anticipated, but shall continue to meet this requirement.
3. **Landscaping.** Landscaping for civic spaces, open spaces, and storm water management ponds shall follow the standards of the underlying zoning.
4. **Recreation Areas.** Swimming pools, recreation courts (tennis, handball, etc.), exercise facilities, recreation facilities, and related structures may be located within civic space.

LOT STANDARDS

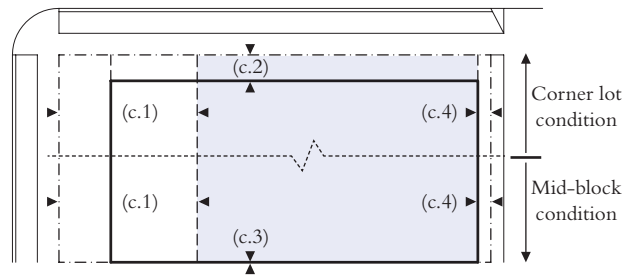
b. Setbacks: Principal Building

- The principal building shall be distanced from the lot lines as shown.
- Facades shall be built along the primary frontage to the specified primary frontage buildout percentage (measured as a percentage of the lot width). The primary frontage buildout requirement does not apply at secondary frontages.



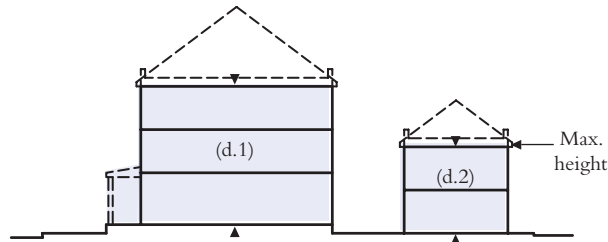
c. Setbacks: Outbuilding

- The outbuilding shall be distanced from the lot lines as shown.



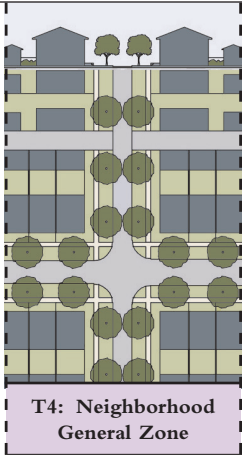
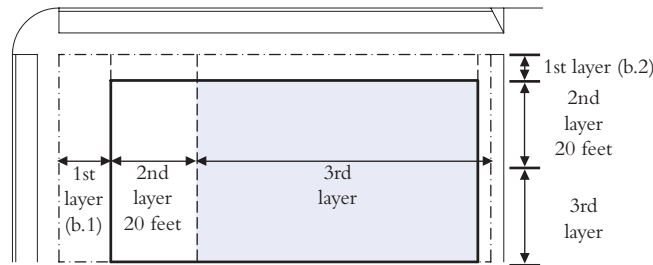
d. Building Height

- Building height shall be measured in number of stories, excluding attics and raised basements.
- Ground-floor habitable rooms at frontages shall be 10' min. floor-to-ceiling.
- Upper-story habitable rooms at frontages shall be 9' min. floor-to-ceiling
- Exemptions from height limits include: civic structures and monuments, chimneys, flag poles, and necessary mechanical appurtenances.



Parking Placement

- Parking (whether open, covered, or enclosed) shall only be provided within the third layer. Garages may be permitted in the first or second layer by variance.
- Parking shall be accessed by a rear alley or lane when such are provided.
- Parking spaces on private lots (including property owned by a POA) shall be masked from the frontage by a building or a minimum 8-foot tall masonry wall with piers every 8 feet.



a. Lot Dimensions	
Lot Width	96 ft. max.
Lot Coverage	90% max.
b. Setbacks: Principal Building	
(b.1) Front Setback (Primary)	0 ft. min. 12 ft. max.
(b.2) Front Setback (Secondary)	0 ft. min. 12 ft. max.
(b.3) Side Setback	0 ft. min.
(b.4) Rear Setback	1 ft. min.
Primary Frontage Buildout	50% min.
c. Setbacks: Outbuilding	
(c.1) Front Setback (Primary)	primary blg. setbk. min.
(c.2) Front Setback (Secondary)	0 ft. min.
(c.3) Side Setback	0 ft. or 5 ft. min.
(c.4) Rear Setback	1 ft. min.
d. Building Height	
(d.1) Principal Building	3 stories max.
(d.2) Outbuilding	2½ stories max.
e. Frontage Types (See Page 9)	
Common Lawn	not permitted
Porch	permitted
Terrace and Light Court	not permitted
Forecourt	not permitted
Stoop	permitted
Storefront	permitted
Gallery	permitted
Arcade or Colonnade	not permitted
f. Use (See Page 15)	
Residential	open
Lodging	limited
Office	limited
Retail	limited
Manufacturing	limited
Civic	permitted

Permitted Encroachments			
	Setbacks Facing Frontages	Side and Rear Setbacks	Thoroughfares (incl. ROW) ⁱ
Patios ⁱ		•	
Decks ⁱ		•	
Mech. Equipment		•	
Utility Meters		•	
Window Wells		•	
Stoops and Steps ⁱ	•	•	
Porches and Steps ⁱⁱ	•	•	
Chimneys	•	•	
Hedges, Fences, & Garden Walls	•	•	
Bay Windows	•	•	•
Turrets/Towers	•	•	•
Eaves	•	•	•
Overhangs	•	•	•
Balconies	•	•	•
Ramps	•	•	•
Awnings		•	•
At Commercial Uses Only			
Merchandise	•	•	•
Cafe Tables	•	•	•
Chairs	•	•	•
Umbrellas	•	•	•
Planters	•	•	•
Heaters	•	•	•
Galleries	•	•	•
Canopies	•	•	•
Signs	•	•	•
Lights	•	•	•

- i. May encroach into setbacks up to 6 feet.
- ii. May encroach into setbacks up to 10 feet.



LOT STANDARDS

The following site Standards are required for all private lots:

1. **Dwelling size.** There is no minimum dwelling size.
2. **Number of buildings and units.** Lots may have more than one building. Corner lots may have two accessory units provided that one faces the secondary frontage.
3. **Accessory Unit Square Footage.** The conditioned space of an accessory unit within a primary building or an outbuilding shall not exceed the net square footage of the primary unit.
4. **Building entrance.** The primary entrance to a primary building, including multi-family buildings, shall face the primary frontage of that lot. The primary entrance to accessory buildings may face any thoroughfare type.
5. **Landscaping.** Landscaping on private lots is only required at frontages unless noted otherwise and required plantings shall comply with City requirements.
 - **Front Yard Trees.** Front yards of a depth greater than 12 ft. require one deciduous tree of a minimum height of 30 ft. at maturity and one additional tree for every 18 linear ft. of frontage not occupied by a terrace, stoop, or porch.
 - **Lawn.** Lawn is prohibited at frontages where the lawn area is 6 ft. or less in either dimension.
 - **Planting.** Plant material, including ground cover, shall be planted no farther apart than 12 in.
 - **Artificial Plants.** Artificial plants may not be used to satisfy the requirements herein.
 - **Erosion Control.** Erosion control is required where there is no landscape or hardscape.
6. **Site Perimeter Landscaping.** There is no site perimeter landscaping requirement.
7. **Fences.** A fence along a shared rear or side lot line shall be no closer than 5 ft. to another fence. Alternatively, neighbors may share a single fence along a shared side or rear lot line. Fences within the first lot layer shall be painted.
8. **Parking Standards.** There shall be no minimum or maximum parking standards.
9. **Parking Lots.** Given the intention of building a compact, walkable, urban community, parking lots shall be located to the interior of blocks and shielded from frontages with buildings and walls.
 - **Connections.** Parking lots on adjacent private lots shall connect to one another.
 - **Surfacing.** Parking lots shall be gravel, asphalt,

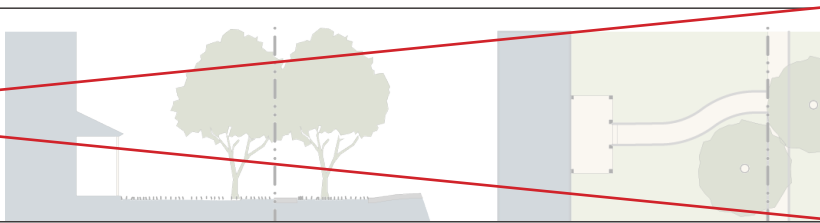
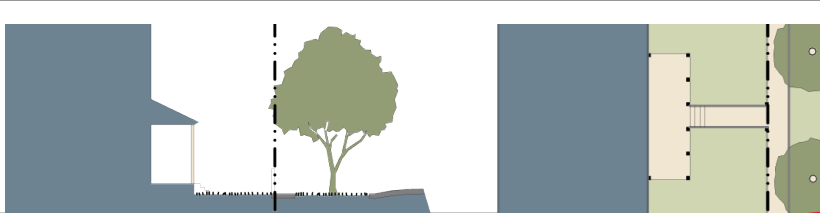
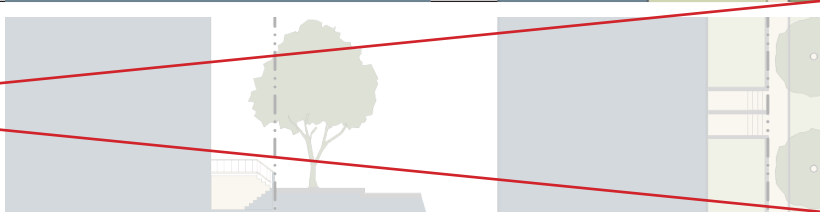
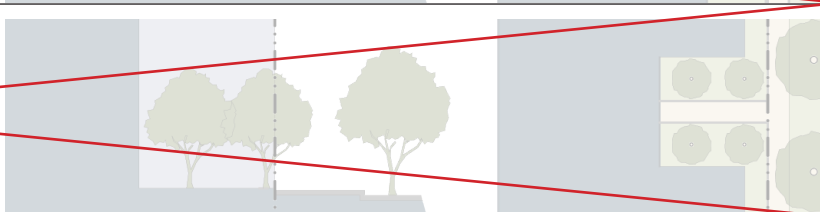
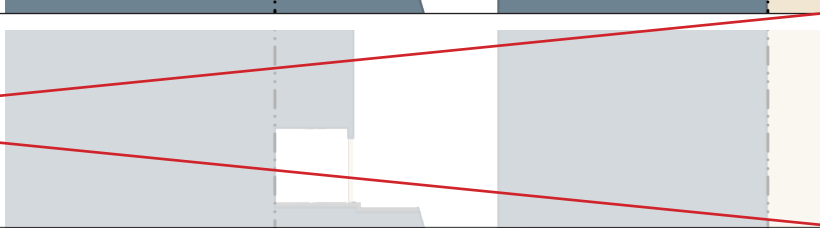
semi-permeable soil pavers, gravel, brick, brick pavers, concrete pavers, asphalt pavers, granite, or concrete, all of which shall be graded and drained to dispose of surface water into appropriate structures.

- **Light Spillover.** Given the intention of making parking lots as compact as possible and creating shared access from one owner's parking lot to another, parking lot lighting may spill over onto an adjacent parking lot.
 - **Landscaping.** Landscaping in parking lots shall comply with the following requirements: one tree island (of 100 sq. ft. min. with one 2 in. min. caliper tree and filled with ground cover) is required for every 10 spaces that are side-by-side. Parking lots of fewer than 50 spaces and parkways of two drive aisles or less in width are exempt from landscaping requirements.
10. **Fire Apparatus Access.** Proposed fire apparatus vehicle access is as shown on the Fire Apparatus Access Diagram, typically within 150 feet of all buildable area on a lot. Buildings on portions of lot greater than 150 ft. from the Fire Apparatus Access Route may require a fire suppression system to meet building and fire code requirements. See the Thoroughfare Standards for related requirements.
 11. **Other subdivision standards.** Lots may front on thoroughfares or civic spaces, whether owned publicly or privately, through which access to residences may be established, consistent with the Regulating Plan or minor adjustments therein. Lots may be configured as shown on the Regulating Plan, and shall be consistent with the Lot Standards. No maximum block length is required. Intersection angles and street jog offsets are acceptable if consistent with the Regulating Plan or minor adjustments therein. Maximum cul-de-sac length does not apply to alleys.
 12. **Encroachments.** Permitted encroachments into setbacks shall be as shown on the chart below. Additionally, windowsills, belt courses, bay windows, cornices, eaves, footings, and ornamental features may encroach into any setback. All encroachments into utility and other easements are subject to the permission of the affected easement owner. *(see Permitted Encroachments table on previous page)*
 13. **Facades.** Facades shall be built parallel to a rectilinear primary frontage line or to the chord of a curved primary frontage line.
 14. **Ground Floor Grading.** At the ground floor, residential and private rooms in lodging uses shall be raised a minimum of 2 feet from the average sidewalk grade at the pri-

mary frontage for the purpose of establishing privacy.

15. **First-Story Glazing.** The first story of each facade shall be glazed with clear glass for a minimum of 30% of the wall area of the first story, with each facade being calculated independently.
16. **Upper-Story Glazing.** Above the first story of each facade, openings shall be glazed with clear glass for a maximum of 50% of the wall area, with each facade being calculated independently.
17. **Storefront Glazing.** At storefronts, the first story of the facade shall be glazed with clear glass for a minimum of 70% of the wall area of the first story and shaded by an awning or canopy that extends over the sidewalk.
18. **Pitched Roofs.** Pitched roofs, if provided, shall be symmetrically sloped no less than 4:12, except that roofs for porches and attached sheds may be no less than 2:12.
19. **Flat Roofs.** Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment.



Common Lawn: a facade set back substantially from the frontage line. The front yard should remain unfenced and be visually continuous with adjacent front yards. The intention is to emulate the character of buildings sitting in a common rural landscape. A front porch is encouraged but not required, as social interaction from the sidewalk is unlikely at such a distance.	
Porch: a facade is set back from the frontage line with a front porch. The porch should be within a conversational distance of the sidewalk. Hedges, fences, or garden walls at the frontage line are encouraged to define the front yard. A great variety of porches is possible, but to be useful, none should be less than 8 ft deep.	
Terrace and Light Court: a facade is set back from the frontage line with an elevated garden or terrace, or a sunken light court. This type can effectively buffer residential uses from the sidewalk, by creating an elevated front garden. The terrace created may also be suitable for restaurants and cafes, as the eye of the sitter is level with that of the standing passerby. The light court can give light and access to a basement.	
Forecourt: a facade is aligned close to the frontage line with a portion of it set back. The forecourt created is suitable for a garden or plaza, providing a transition from the public sidewalk to the building entry. This type should be used sparingly. Trees within the forecourts should be placed to have their canopies overhanging the sidewalks.	
Stoop: a facade is aligned close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for buildings with ground-floor residential uses, such as townhouses and apartment buildings. This type may be interspersed with the storefront.	
Storefront and Awning: a facade is aligned close to the frontage line with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with a cantilevered shed roof or an awning. The absence of a raised ground story generally precludes residential uses on the ground floor, although residential uses may be present where retail is anticipated in the future.	
Gallery: a roof extends over the sidewalk above while the building facade remains at the frontage line. This type is most common for office, retail, and manufacturing uses. To be useful, the gallery should be no less than 12 feet deep and should overlap the sidewalk to within 2 feet of a vehicular lane so that a pedestrian cannot bypass it.	
Arcade or Colonnade: An arcade (arches) or colonnade (columns and beams) is a structure including habitable space extending over a sidewalk supported by arches and open to the adjacent street or civic space. The ground story remains at the frontage line while the facade of the upper stories overlaps the sidewalk. This type is most common for office, retail, and manufacturing uses.	

T4: Neighborhood General Zone		Prohibited Uses	Use Standards
Residential: Premises available for long-term human habitation by means of ownership or rental for more than 30 consecutive days.	Open Residential: Two dwelling units and one accessory dwelling unit are permitted on each lot except for corner lots, which may have two accessory units provided that one faces the secondary frontage.	The uses listed below, regardless of whether the proposal will be a primary or accessory use, shall be prohibited in this PD: • Adult Entertainment • Automobile and/or Truck Washing Facility • Automobile Body Repair Shop • Automobile Fueling Station • Cell Towers exposed to view • Central Processing Facility for Solid Waste Transfer, Materials Resource Recovery and/or Recycling • Commercial Amusement, Outdoor • Commercial Kennels and Animal Husbandry • Commercial Stable • Concrete or Asphalt Batching Plant • Construction and Demolition Debris Disposal Facility • Distribution Facilities • Solid Waste Incinerators • Junk & Wrecked Vehicle Salvage Yard Facility • Methane Recovery Facility associated with Soil Removal • Mineral Extraction and Surface Mining • Motor Vehicle Impound lots • Mover Storage Facility • Moving Truck and Trailer Rental • Outdoor Vending Machines, except those for bikes, scooters, etc. • Paint Mixing & Spraying Facility • Petroleum or Related Products Refining or Distributor • Plastic & Rubber Products Manufacture • Race Tracks • Recycling and Salvage Center (except architectural salvage) • Salvage Motor Vehicle Auction or Pool Facility • Sanitary Landfill • Shooting Range, Outdoor • Solid Waste Disposal Facility • Truck Stop • Truck Terminals • Wind Energy Conversion System, Large Wind Farms • Other uses which create an adverse impact on adjacent properties adjacent to this community (noise, vibration, odor, pollution, socio-economic disruption, etc.). Impacts confined to this community are not considered adverse. Similar Uses: For a proposed use not listed herein, a warrant may be issued as described elsewhere in these PD Standards.	1. Signs. The following sign standards apply to commercial uses: • One blade sign for each business entrance may be installed perpendicular to the facade. Such a sign shall not exceed 6 square feet and shall clear the sidewalk by 8 feet. • One band sign may be applied to the facade of each storefront. Such a sign shall not exceed 3 feet in height by any length. • Signage shall be externally illuminated or neon.
Lodging: Premises available for short-term human habitation, including daily and weekly rental.	Limited Lodging: The property shall be owner-occupied. The number of bedrooms available for lodging shall be limited to 8. Breakfast may be provided to overnight guests before noon each day (e.g. bed & breakfast or inn).		
Office: Premises available for the transaction of general business including medical and dental offices, clinics and outpatient facilities, but excluding retail sales and manufacturing.	Limited Office: The area available for office use shall be limited to the first story.		
Retail: Premises available for the commercial sale of merchandise, services, and prepared foods (including restaurants), but excluding manufacturing.	Limited Retail: The building area available for retail use shall be limited to the first story. The specific use shall be further limited to neighborhood store or food service seating no more than 30.		
Manufacturing: Premises available for the creation, assembly, and/or repair of artifacts including their retail sale except when such activity creates adverse impacts.	Limited Manufacturing: Manufacturing uses shall be limited to the first story. (e.g. home workshop, artist studio, woodcraft, furniture refinishing, bicycle repair).		
Civic: Organizations dedicated to arts and culture, education (including schools), government, recreation, religion, social service, transit, as well as cemeteries, municipal parking, post offices, wedding chapels and the like.	Civic uses are permitted in any transect zone, but shall be of a scale that limits the adverse impacts to neighbors at most times.		



Example of a blade sign.



Example of a band sign.

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 700 square feet sharing ownership and utility connections with a Primary Building; it may or may not be within an Outbuilding.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Apartment: a Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Attic: the interior part of a building contained within a pitched roof structure.

Backbuilding: a single-Story structure connecting a Primary Building to an Outbuilding. *See 17.*

Bed and Breakfast: *See Lot Standards: Use.*

Block: the aggregate of private Lots, Secondary Thoroughfares, and Parking Lots, circumscribed by Primary Thoroughfares.

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. *See 9.*

Commercial: the term collectively including Lodging, Office, and Retail Uses.

Common Lawn: *See Frontage Types.*

Curb: the edge of the vehicular pavement that may be raised or flush. It usually incorporates the drainage system.

Driveway: a vehicular lane within a Lot, often leading to a garage.

Dwelling Unit: one or more rooms used, or intended to be used for occupancy by one person or a group of persons living together as a family. Each installation of kitchen facilities consisting of at least a stove or cooking device and a sink shall be a separate dwelling unit.

Effective Turning Radius: *See the following page.*

Elevation: *See the following page.*

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: to place an element along a Frontage, as in “porches Enfront the street.”

Facade: *See the following page.*

Frontage: *See the following page.*

Frontage Line: *See the following page.*

Frontage Buildout: That portion of a setback line which shall have a building facade on it.

Gallery: *See Frontage Types*

Green: *See Civic Spaces:Types & Standards.*

Inn: *See Private Lots: Use.*

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Use.The Commercial Use may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. (Syn. flexhouse.)

Lodging: *See Private Lots: Use.*

Lot: a parcel of land accommodating a building or buildings of unified design.The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Layer: a range of depth of a Lot within which certain elements are permitted.

Lot Line: *See the following page.*

Lot Width: the length of the Primary Frontage Line of a Lot.

Manufacturing: *See Private Lots: Use.*

Office: *See Private Lots: Use.*

Open Space: land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: a building, usually located toward the rear of the same Lot as a Primary Building, and sometimes connected to the Primary Building by a Backbuilding

Park: *See Civic Spaces:Types & Standards*

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pavement Radius: *See the following page.*

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: *See Civic Spaces:Typess & Standards.*

POA: Property Owners Association

Primary Building: the main building on a Lot, usually locat-

ed toward the Frontage.

Primary Entrance: the main point of access for pedestrians into a building.

Primary Frontage: *See the following page.* *See Frontage.*

Private Frontage: *See the following page.* *See Frontage.*

Public Frontage: *See the following page.* *See Frontage.*

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys are typically paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges. *See 8.*

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode. *See 3.*

Residential: *See Private Lots: Use.*

Retail: *See Private Lots: Use.*

Right-of-Way (R.O.W.): *See the following page.*

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity.This type is all-located to the more rural Transect Zones (T1-T3).

Secondary Frontage: *See the following page.* *See Frontage.*

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed on 13. *See 17.*

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Square: *See Civic Spaces:Types & Standards.*

Stoop: *See Frontage Types.*

Storefront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.

Story: a habitable level within a building, excluding an Attic or raised basement.

Street (ST): a local urban Thoroughfare of low speed and capacity. *See 5.*

Swale: a low or slightly depressed natural area for drainage.

T-zone: *See Transect Zone.*

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of

Vehicular Lanes and the Public Frontage. *See the following page*

Transect: a cross-section of the environment showing a range of different habitats.The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone: One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. (syn. T-zone)

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

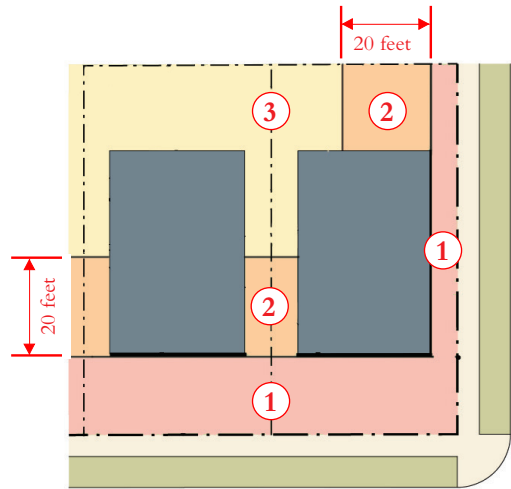
Use: the function or functions accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use.

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of these PD Standards. Variances are granted by the Zoning Board of Adjustment in a public hearing.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of these PD Standards, but that is justified by its Intent. Warrants are granted administratively.

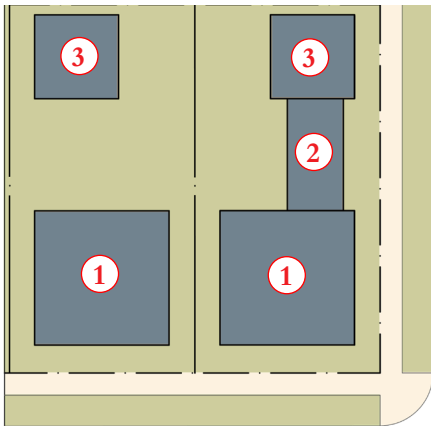
Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Lot Layers



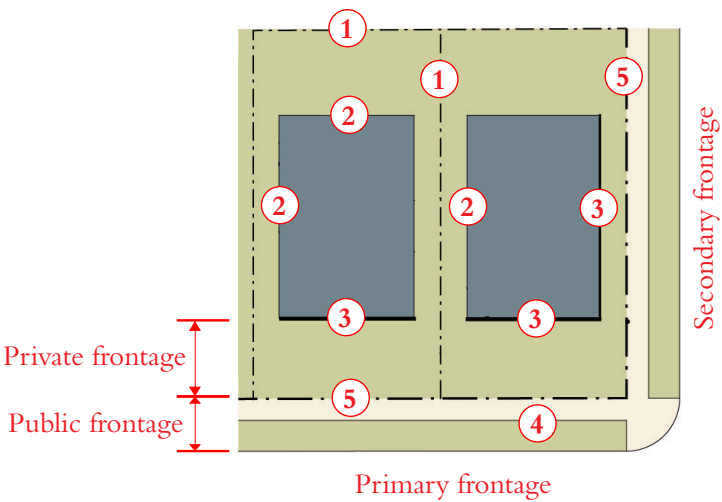
- ① 1st Layer
- ② 2nd Layer
- ③ 3rd Layer

Principle Building & Outbuilding



- ① Primary Building
- ② Backbuilding
- ③ Outbuilding

Frontage & Lot Lines



- ① **Lot Line:** the boundary that legally and geometrically demarcates a lot.
- ② **Elevation:** an exterior wall of a building not facing a frontage line.
- ③ **Facade:** the exterior wall(s) of a building that is (are) set along a frontage line. Facades face frontage lines and define the public realm, and are therefore more regulated than the elevations facing other lot lines.
- ④ **Right-of-Way (R.O.W.):** the composite public area dedicated to circulation, including the vehicular way and the streetscape.
- ⑤ **Frontage Line:** the line between the public and private frontage, (primary or secondary). The frontage line is co-incident with the property line(s), at frontages.

Frontage: the area between a building facade and a thoroughfare or civic space, inclusive of its various built and planted components. Frontage is divided into private frontage and public frontage.

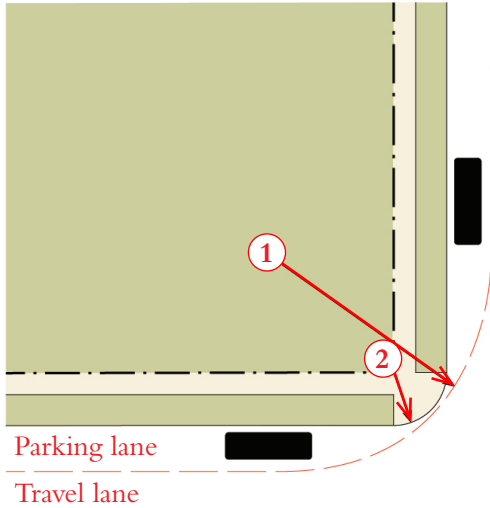
Primary Frontage: on lots with multiple frontages, the frontage which will bear the address and primary entrance to the building.

Secondary Frontage: on lots with multiple frontages, the frontage(s) that are not the primary frontage.

Private Frontage: the privately held Layer between the Frontage Line and the Primary Building Facade.

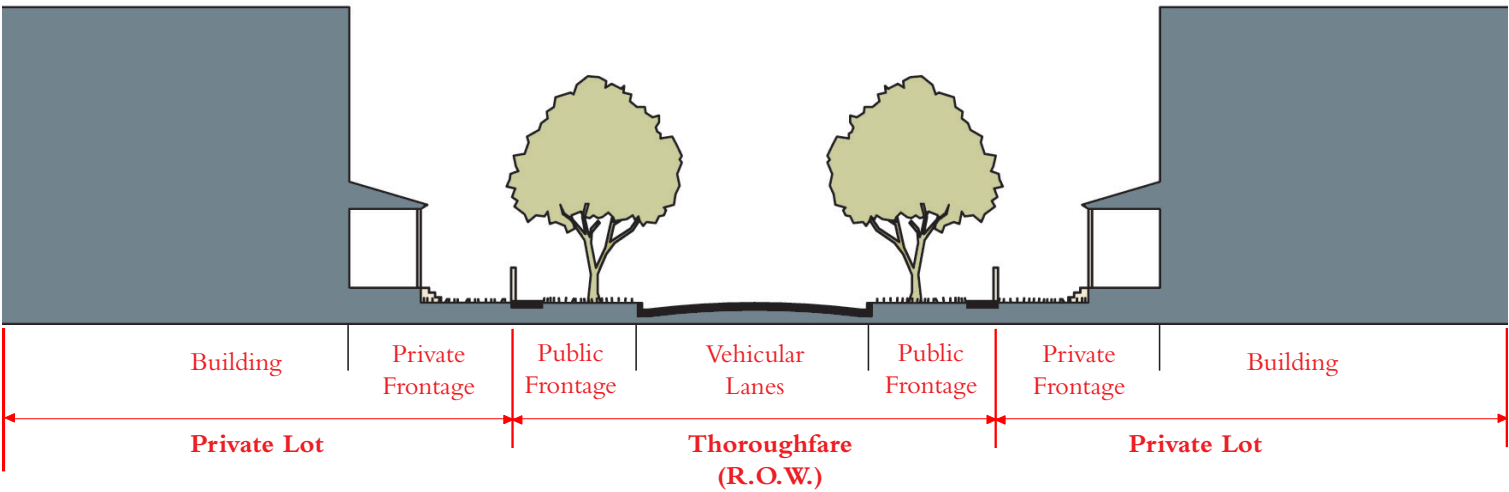
Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line.

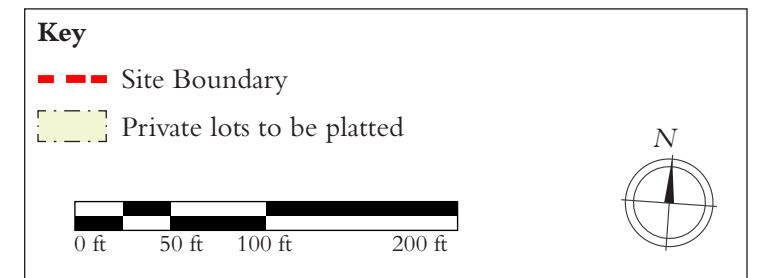
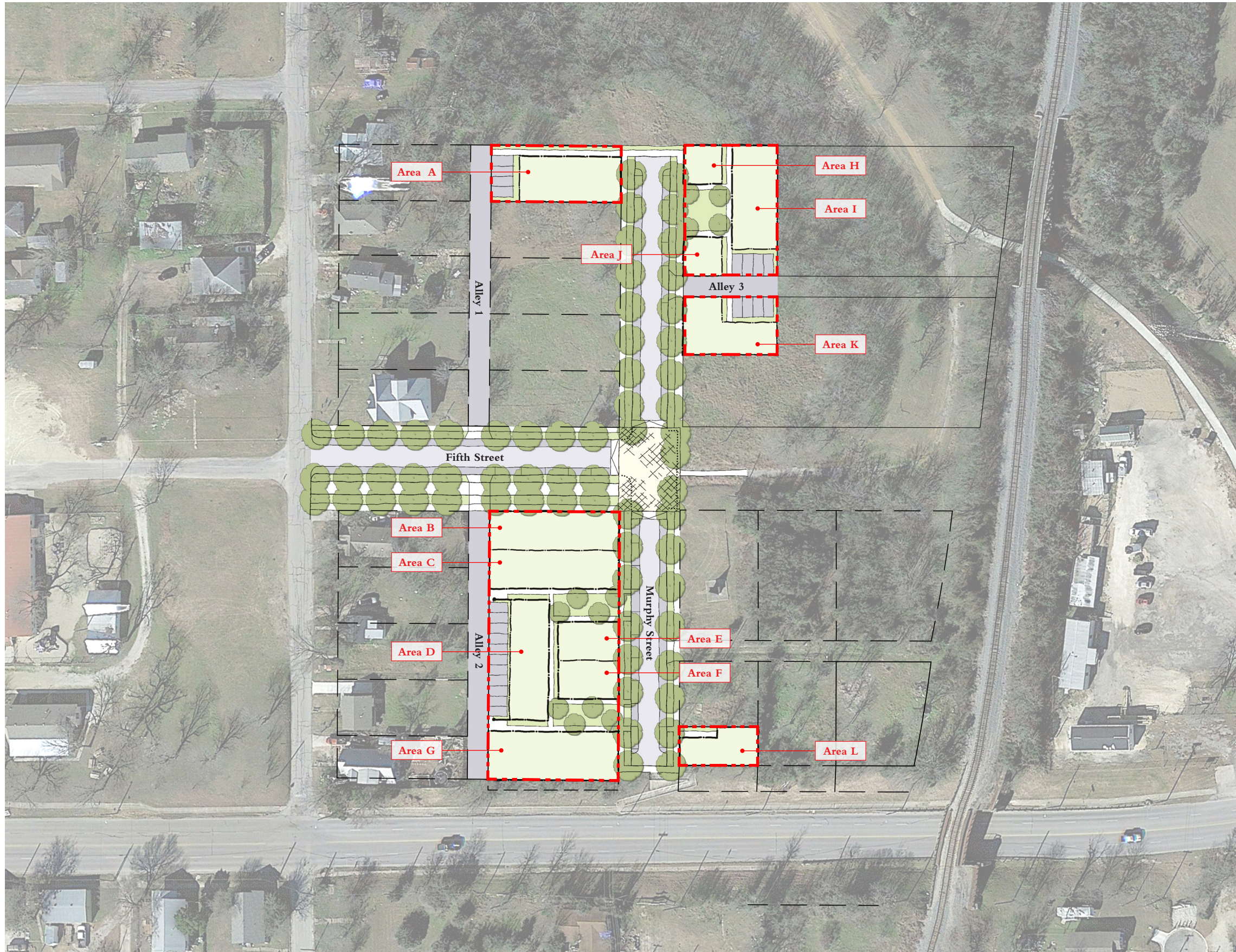
Turning Radius

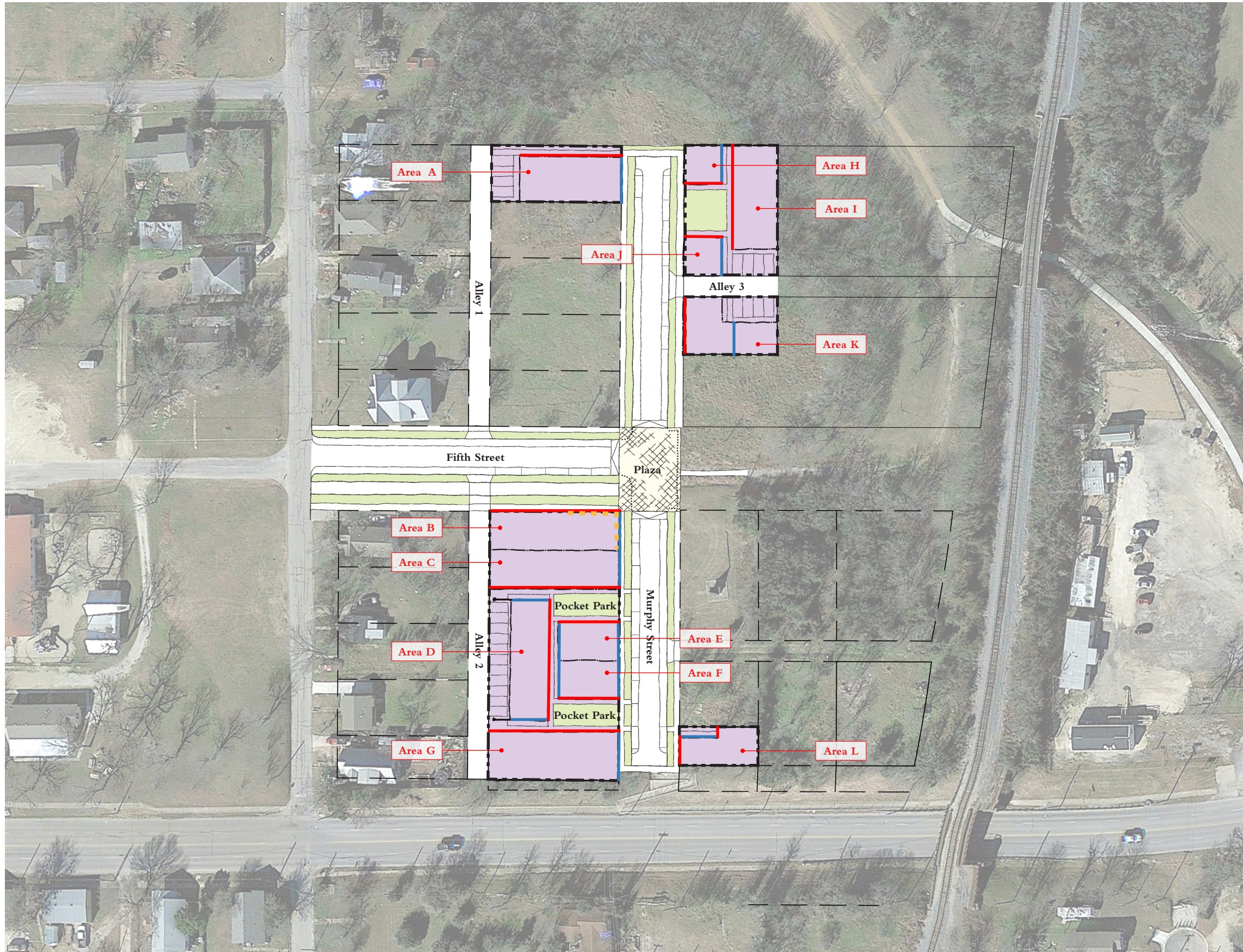


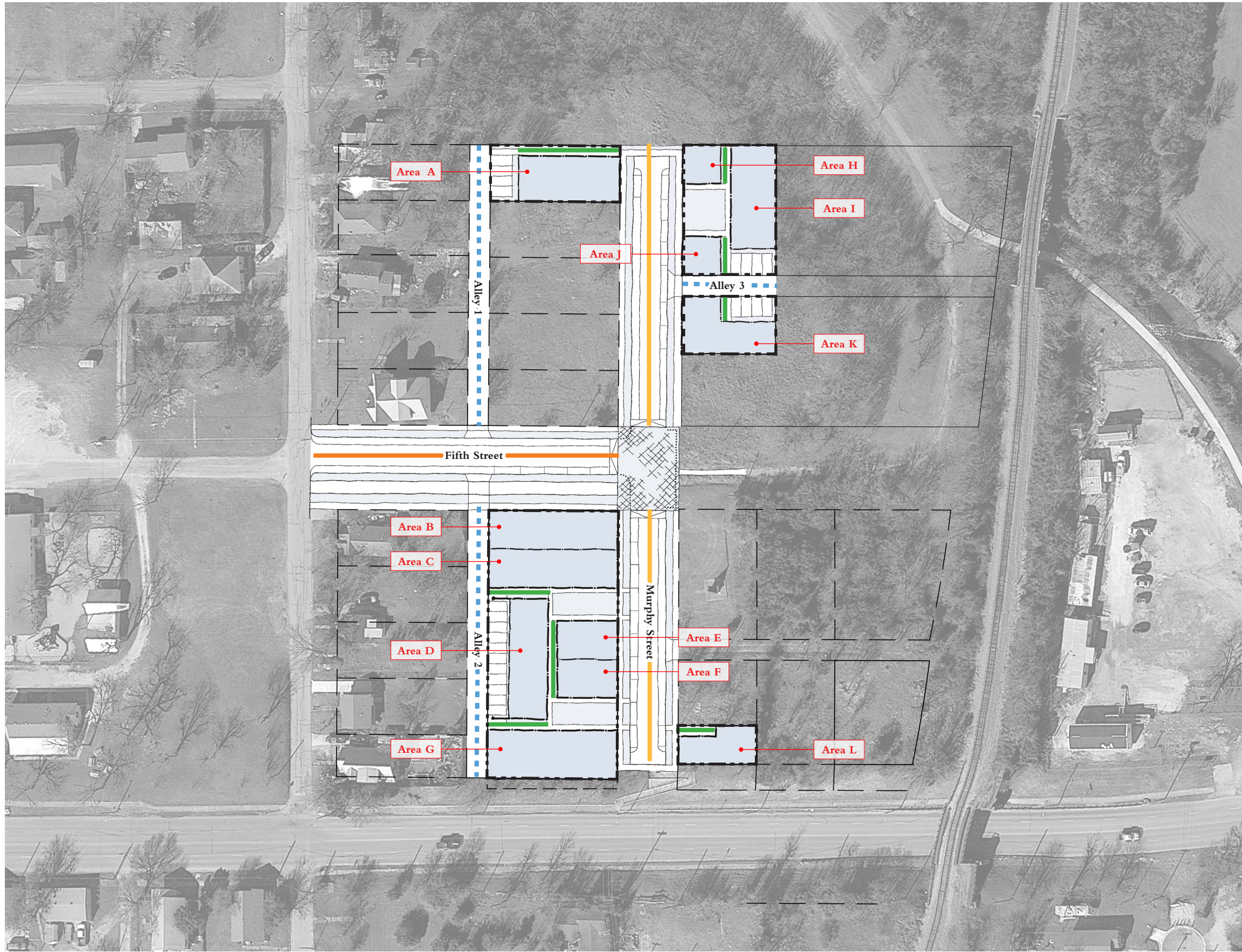
- ① **Effective Turning Radius:** the measurement of the inside turning radius taking parked cars into account.
- ② **Pavement Radius:** the curved edge of a vehicular lane at an intersection, measured at the inside edge of the travel lane if there is no on-street parking, or the parking lane if there is. The smaller the pavement radius, the more slowly the vehicle is forced to make the turn.

Thoroughfare & Frontages







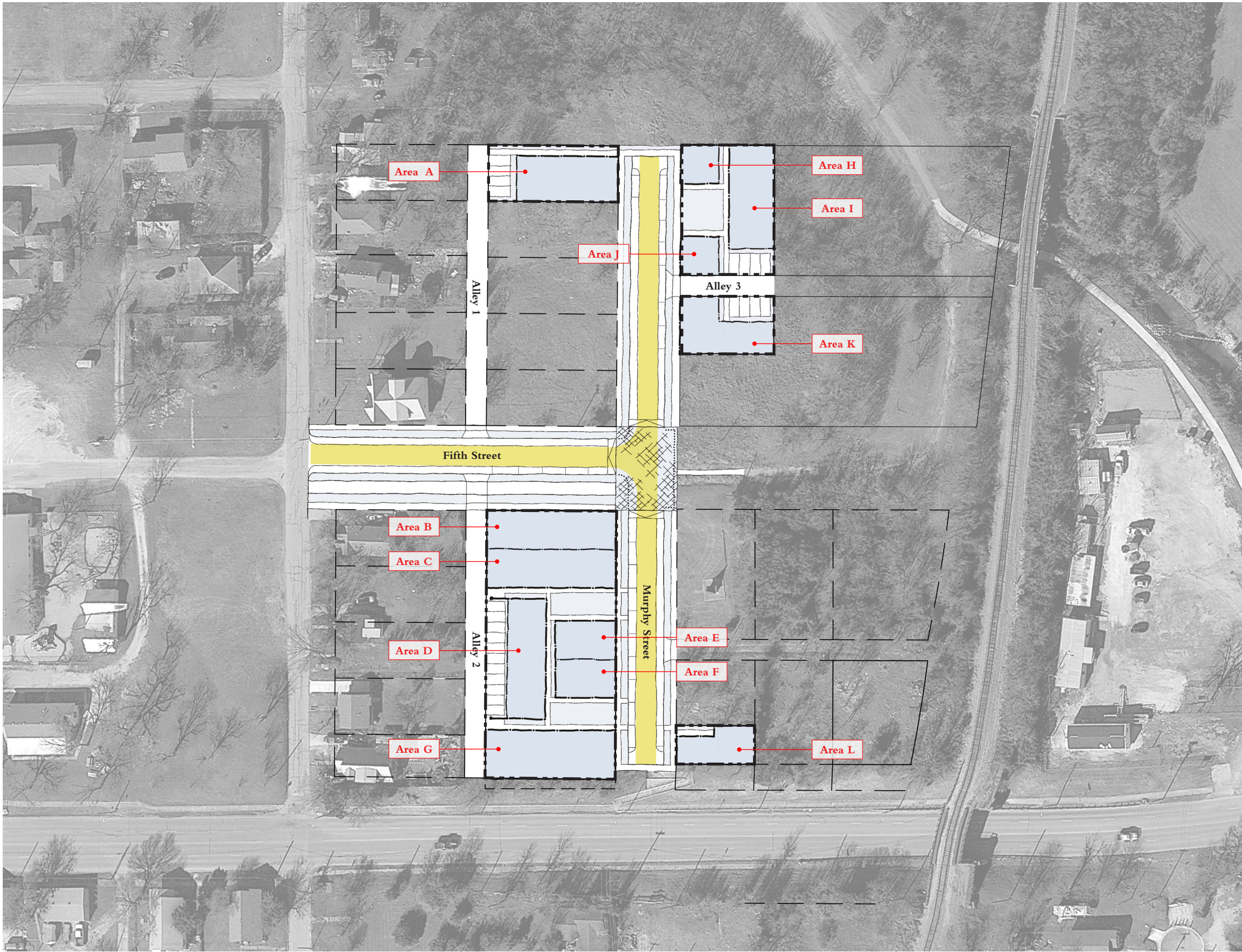


Key

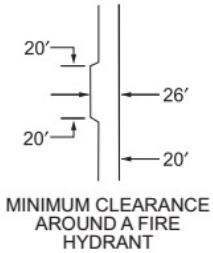
- ST-60-20
- ST-80-20
- RA-20
- PT-V-5

Area K may require additional thoroughfares (PT-V-5) to provide frontage to all lots.





- Fire Apparatus Access Notes**
1. Fire Apparatus Access Roads shall be 20 feet clear minimum
 2. All Fire Apparatus Access Roads shall have an effective inside turning radius of 25 feet.
 3. All Fire Apparatus Access Roads shall be a maximum distance of 150 feet from all portions of any building.
 4. Where a fire hydrant is located on a Fire Apparatus Access Road, the minimum road width shall be 26 feet (7925 mm), exclusive of all shoulders (*see graphic below*).



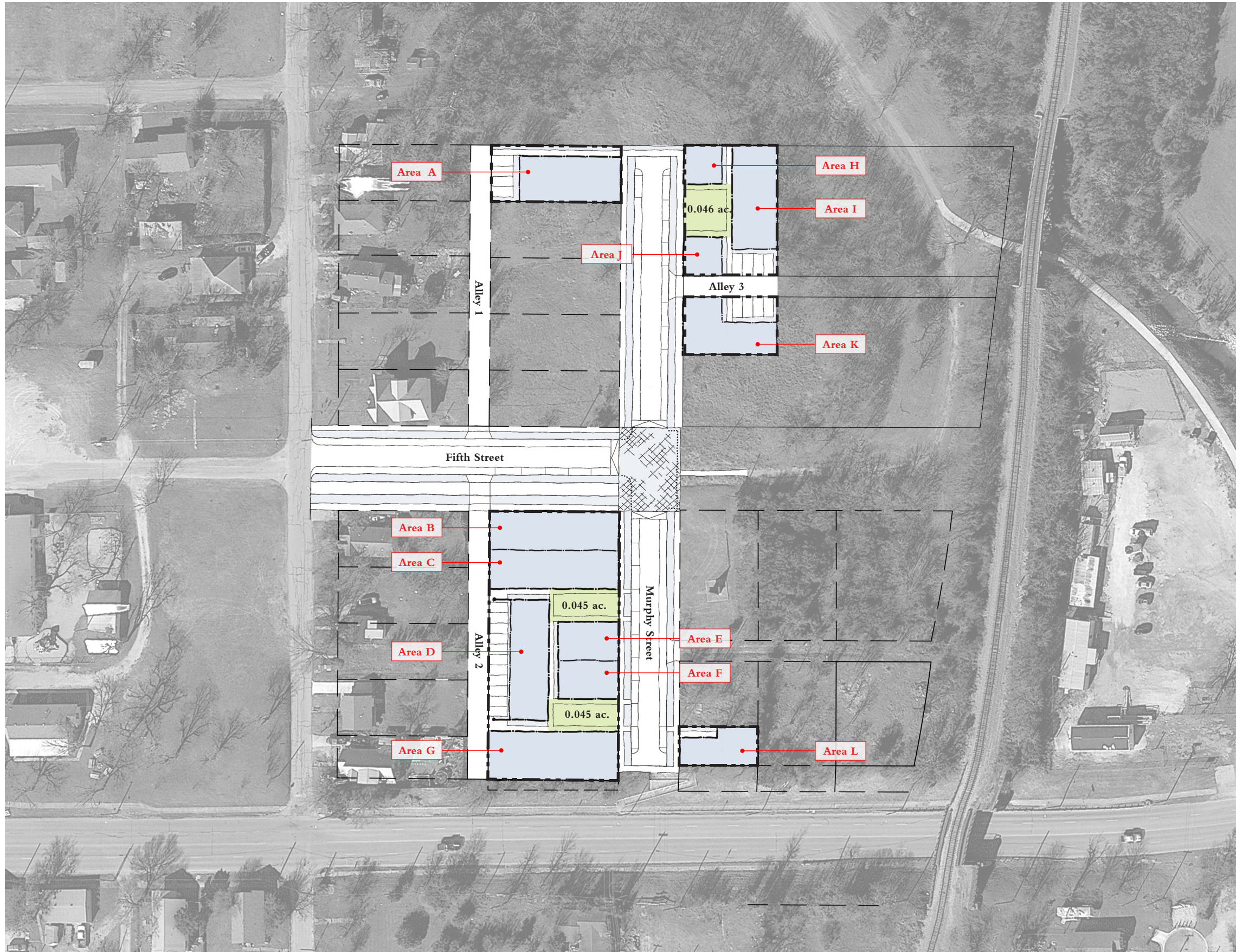
Key

20-foot lane

Proposed fire apparatus turnaround at the intersection of Fifth Street and Murphy Street.

0 ft 50 ft 100 ft 200 ft

N



Key

Open Space: **0.14 acres**

Total Area: **1.32 acres**

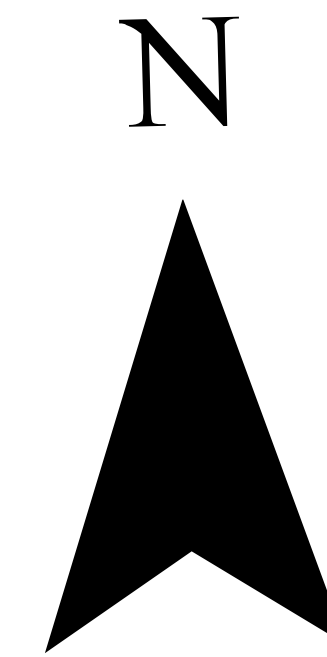
Open Space Ratio: **10.6%**

The plaza at the intersection of Fifth Street and Murphy Street is not included in these calculations.

0 ft 50 ft 100 ft 200 ft

N



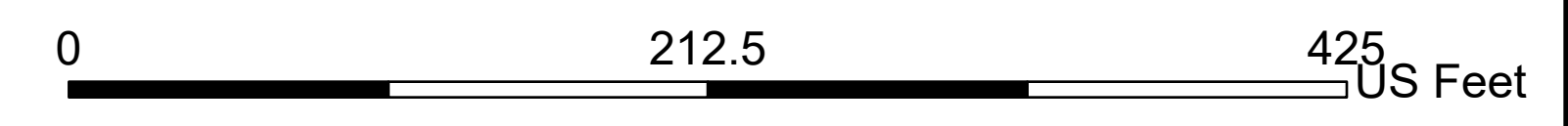
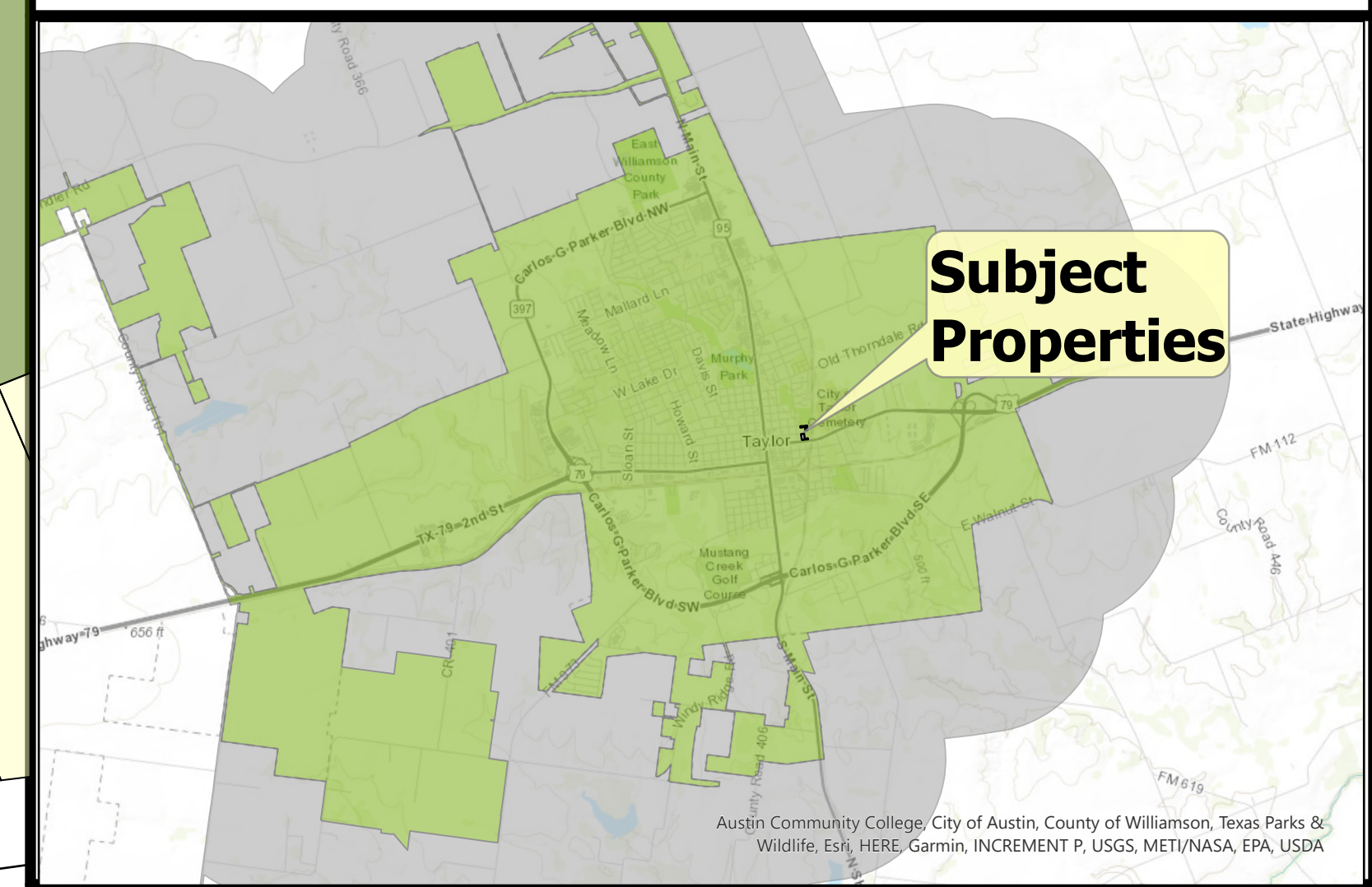
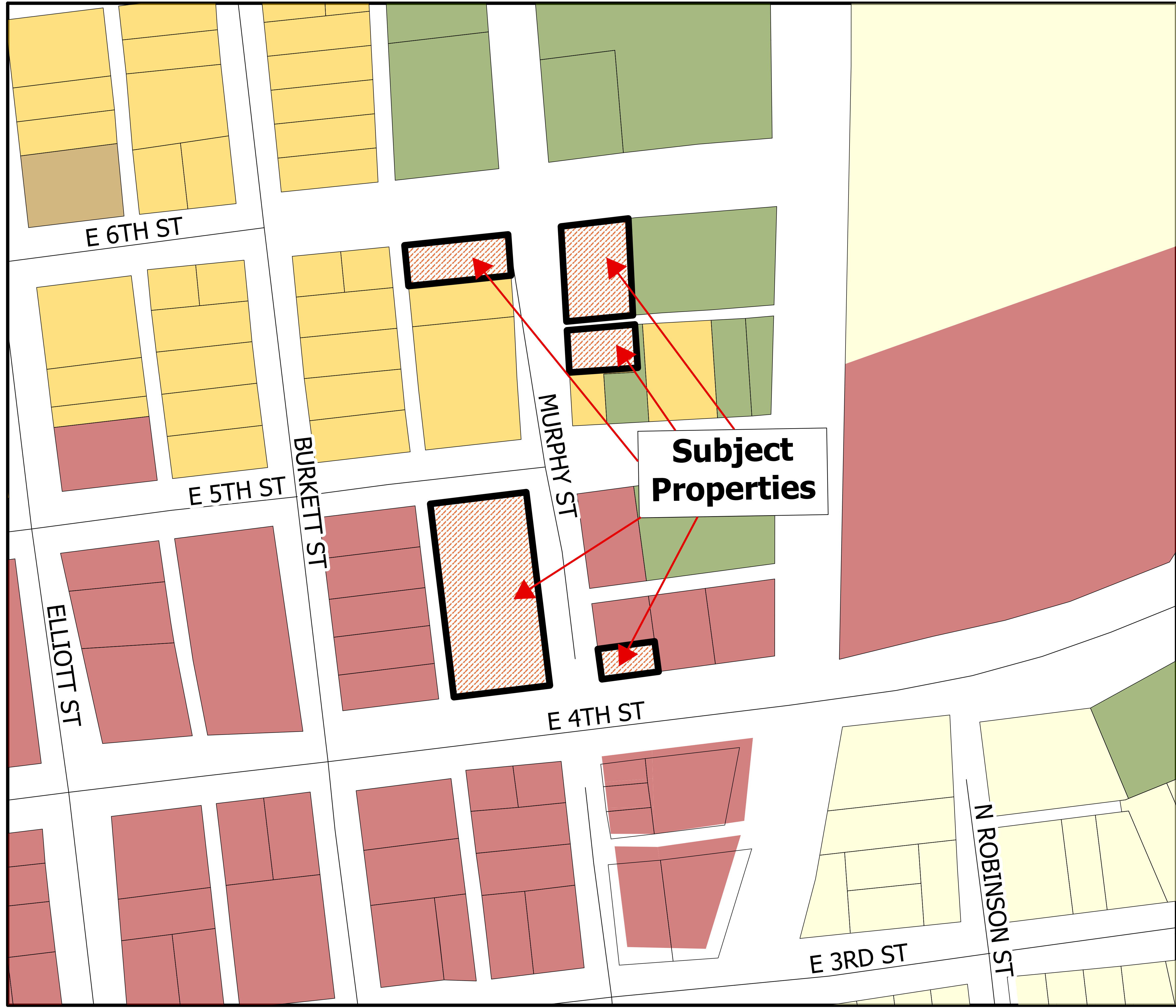


PZ-2022-1560

MSR II PD/Re-Zoning
Proposed Zoning Map
Approximately 1.40 Acres

Legend

- | | |
|------------------|-------------------|
| Subject Property | I Institutional |
| Parcels | MF-2 Multi-Family |
| Streets | P Parks |
| ZONING | R-1 Single Family |
| B-1 | MF-1/RPD |





City Council Meeting ***March 23, 2023*** ***Transmittal Letter***

STRATEGIC PILLAR

☐ Streets/Infrastructure

☐ Quality of Life

☒ Economic Vitality

Agenda Item #: 11
Agenda Title: Receive the Annual Comprehensive Financial Report for Fiscal Year 2022
Council Action to be taken: Receive Presentation and Accept Report
Department Submitted: Finance Department
Staff Contact: Jeffrey Wood, Chief Financial Officer

1. PURPOSE/DESCRIPTION

Texas state law requires that all general-purpose local governments publish a complete set of financial statements within six months of the close of each fiscal year, and such statements be presented in conformity with the generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by an independent firm of licensed certified public accountants. Pursuant to the statutory requirement and the requirement of Section 10.3 of the City Charter, we hereby issue the Annual Comprehensive Financial Report of the City of Taylor for the fiscal year ended September 30, 2022.

Mike Brooks of the accounting firm BrooksWatson & Company PLLC will present an overview of the financial audit.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The financial report is published to provide interested parties with detailed information concerning the financial condition and activities of the City of Taylor. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the various funds of the City. Responsibility for the accuracy of the data and the fairness of its presentation rests with the City.

The City of Taylor's financial statements have been audited by the certified public accountants of BrooksWatson & Company, PLLC. The goal of the independent audit is to provide reasonable assurance that the financial statements of the City are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the stated amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• An independent audit ensures that the City is properly reporting its financial transactions • Independent auditors are obligated to report any deficiencies and make recommendations as they feel are necessary for the betterment of the City's operations and to prevent fraudulent activities • This audit complies with statutory and local requirements	• No cons to having an independent third-party review of our financial transactions and reporting

4. RECOMMENDATION

Staff recommends that the Council receive and accept the report as presented.

5. FUNDING SOURCE

Funds are budgeted annually to cover the cost of the financial audit

6. TIMELINE

Immediate consideration to comply with state law

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

11a. [Annual Comprehensive Financial Report for FY2022](#)

11b. [SAS 114 Communication with Governance](#)

11c. [Audit PowerPoint Presentation by Mike Brooks](#)



ANNUAL COMPREHENSIVE FINANCIAL REPORT 2022

FOR FISCAL YEAR ENDED
SEPTEMBER 30, 2022

CITY OF
TAYLOR, TEXAS

400 PORTER STREET | TAYLOR, TX 76574
WWW.CI.TAYLOR.TX.US | 512.352.3675



***ANNUAL COMPREHENSIVE
FINANCIAL REPORT***

of the

City of Taylor, Texas

**For the Year Ended
September 30, 2022**

Prepared by:
Finance Department

Jeffrey B. Wood
Chief Financial Officer



City of Taylor, Texas

TABLE OF CONTENTS

September 30, 2022

INTRODUCTORY SECTION

Letter of Transmittal	i
Organizational Chart	vii
List of Elected and Appointed Officials	ix
GFOA Certificate of Achievement for Excellence in Financial Reporting	x

FINANCIAL SECTION

Independent Auditor's Report	1
Management's Discussion and Analysis	7

Basic Financial Statements

Government-Wide Financial Statements

Statement of Net Position	22
Statement of Activities	26

Fund Financial Statements

Governmental Funds:

Balance Sheet	28
Reconciliation of the Balance Sheet to the Statement of Net Position- Governmental Funds	31
Statement of Revenues, Expenditures, and Changes in Fund Balance- Governmental Funds	32
Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund Balances of Governmental Funds to the Statement of Activities	35

Proprietary Funds:

Statement of Net Position	36
Statement of Revenues, Expenses, and Changes in Fund Net Position	40
Statement of Cash Flows	42

Notes to Financial Statements	47
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REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Revenues, Expenditures, and Changes in Fund Balance- Budget and Actual – General Fund	98
Schedule of Revenues, Expenditures, and Changes in Fund Balance- Budget and Actual – Transportation User Fee Fund	101
Schedule of Changes in Net Pension Liability and Related Ratios	102

Schedule of Employer Contributions to Pension Plan	104
Schedule of Changes in OPEB Liability and Related Ratios-SDBF	106
Schedule of Changes in OPEB Liability and Related Ratios-Retiree Healthcare	108

COMBINING AND INDIVIDUAL FUND FINANCIAL STATEMENTS AND SCHEDULES

Combining Balance Sheet - Nonmajor Governmental Funds	112
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances - Nonmajor Governmental Funds	114
Schedule of Revenues, Expenditures, and Changes in Fund Balances – Budget and Actual:	
I&S for CO Bonds	116
Hotel/Motel Tax	117
Main Street Revenue	118
Municipal Court Security and Technology	119
Tax Increment Financing	120
Drainage	121
Combining Statement of Net Position – Internal Service Funds	122
Combining Statement of Revenues, Expenses, and Changes in Fund Net Position – Internal Service Funds	123
Combining Statement of Cash Flows – Internal Service Funds	124

STATISTICAL SECTION

Net Position by Component	128
Changes in Net Position	130
Fund Balances, Governmental Funds	134
Changes in Fund Balance, Governmental Funds	136
Assessed Value and Estimated Actual Value of Taxable Property	138
Property Tax Rates – Direct and Overlapping Governments	140
Principal Property Tax Payers	142
Property Tax Levies and Collections	143
Ratios of Outstanding Debt by Type	144
Ratio of General Bonded Debt Outstanding	146
Direct and Overlapping Governmental Activities Debt	147
Legal Debt Margin Information	148
Pledged-Revenue Coverage	150
Demographic and Economic Statistics	151
Principal Employers	153
Full-Time Equivalent City Employees by Function/Program	154
Operating Indicators by Function/Program	156
Capital Asset Statistics by Function/Program	158

INTRODUCTORY SECTION





March 17, 2023

To the Honorable Mayor, Members of the City Council and Citizens of the City of Taylor:

Texas state law requires that all general-purpose local governments publish a complete set of financial statements within six months of the close of each fiscal year, and such statements be presented in conformity with the generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by an independent firm of licensed certified public accountants. Pursuant to that requirement and the requirement of Section 10.3 of the City Charter, we hereby issue the Annual Comprehensive Financial Report (ACFR) of the City of Taylor for the fiscal year ended September 30, 2022.

This report is published to provide the City Council, city staff, citizens of Taylor, representatives of financial institutions, our bondholders and other interested parties with detailed information concerning the financial condition and activities of the City. Responsibility for the accuracy of the data and the fairness of its presentation rests solely with the City of Taylor. To the best of our knowledge, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the various funds of the City. Because the cost of internal controls should not outweigh their benefits, the City of Taylor's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement.

The City of Taylor's financial statements have been audited by the certified public accountants of BrooksWatson & Company, PLLC. The goal of the independent audit is to provide reasonable assurance that the financial statements of the City for the fiscal year ended September 30, 2022, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and estimates made by management; and evaluating the overall financial statement presentation. The independent auditor's report is presented as the first component of the financial section of this ACFR.

Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis to accompany the basic financial statements. This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it.

Profile of the Government

The City of Taylor was incorporated in 1876 and is in eastern Williamson County, which is part of the central region of the State of Texas. It is located approximately 29 miles northeast of Austin and 7 miles east of State Highway 130 and 17 miles east of Interstate Highway 35. State Highway 95 and U.S. Highway 79 intersect in downtown Taylor. The city currently occupies a land area of 22.61 square miles and services an estimated population of 18,000 residents. The City of Taylor is empowered to levy a property tax on both real and personal properties located within its boundaries.

The City of Taylor operated under a Commission-Manager form of government from 1926 to 2001. In an election held on May 5, 2001, a charter amendment was approved that changed the city governance to a Council-Manager form of government. Policy-making and legislative authority are vested in the City Council consisting of the Mayor and four Council members. The City Council is primarily responsible for setting policy, passing ordinances, adopting the annual budget, appointing committee members, and appointing the City Manager, City Attorney and Municipal Court Judge. The City Manager is responsible for carrying out the policies and ordinances of the City Council, for overseeing the day-to-day operations of the government, and appointing the heads of the various departments. The Council is elected on a non-partisan basis. City Council members serve three-year staggered terms. The three-year election cycle consists of two members being elected in consecutive years and a single member being elected in the third year of the cycle. Four of the City Council members are elected by district with the remaining council member being elected at-large. After each election, the five members of the City Council select one of their members to serve as Mayor until the next election.

The City of Taylor provides a full range of services, including police and fire protection; the construction and maintenance of streets and other infrastructure; recreational activities and cultural events; and development services. Solid waste collection and water treatment are outsourced to Waste Connection of Texas and Brazos River Authority (BRA), respectively. Wastewater collection and treatment is provided by the City through city-owned facilities. In addition, the City of Taylor is also financially accountable for a legally separate economic development corporation, which is reported separately with the City of Taylor's financial statements. Additional information on this legally separate entity can be found in the Notes to the Financial Statements.

Local Economy

The local economy is expanding as evidenced by increasing sales tax collections and new construction activity. This expansion has been driven in part by the City's location in Central Texas. Affordable housing, business incentives, and the City's proximity to Austin are major factors that have contributed to the City's economic growth.

For many years, the City's economy has been largely based on agriculture and small commercial businesses. These are still important aspects to the city and surrounding area today, however, the City of Taylor and the Taylor Economic Development Corporation actively recruit companies that add to the diversity of the City's local economy while providing residents with good employment opportunities.

Anticipated growth is expected for the east Williamson County region, especially along Chandler Road and State Highway 79. Continued improvements to both corridors will improve the overall connectivity and mobility to and within Taylor and will bring growth and new development to the area.

In Q4 2021, Samsung Semiconductor announced that they would build a 6,000,000 square foot, \$17 billion next generation semiconductor manufacturing facility in Taylor. Construction of this facility began in early 2022 and it is anticipated that the first of two planned fabrication facilities will begin manufacturing by the end of 2023. This facility will provide thousands of construction jobs as well as 1,800 permanent jobs. The company owns more than 1,200 acres of property at the site and has requested property tax relief for an additional eight fabrication facilities. There are no plans in place currently for the construction of these additional facilities. It is also anticipated that ancillary suppliers for Samsung will build facilities in the vicinity of the new plant.

The COVID-19 pandemic brought unique challenges to the local economy in 2020. COVID-19 caused many businesses to operate at reduced levels and resulted in the permanent closure of some of these businesses. Unemployment in Williamson County was impacted by the pandemic in 2020 and resulted in an unemployment rate of 5.9% as of September 2020. The local economy has recovered from the pandemic with the county unemployment rate in September 2022 at 2.8%. Net migration and job growth both remain positive as Williamson County continues to benefit from the growing popularity of the Greater Austin region. Williamson County remains among the fastest growing counties in Texas.

Long-Term Financial Planning

The City of Taylor utilizes long-term revenue and expenditure forecasts and a Capital Improvements Schedule to plan for projects and initiatives that promote the City's strategic pillars. These planning tools are utilized to focus on improvements in the following areas: Neighborhoods/Diversity & Population Size, Public Safety, Infrastructure/Transportation/City Facilities, Economic Vitality/Financial Health, Community Engagement, Customer Service, Arts, and Parks, Trails & Open Spaces.

The City's fund balance/operating position continues to be an important factor in policy decisions. The City's Fund Balance Policy requires a minimum unassigned fund balance in an amount equal to 25% of annual general fund operating expenditures. These resources allow the City to avoid disruptions in services during economic downturns and to ensure that there will

be adequate liquid resources to serve as a financial cushion against the potential shock of unanticipated events.

The information presented in the financial statements is perhaps best understood when it is considered from a broader perspective of the specific environment within which the City of Taylor operates. City Council adopted a strategic Plan in 2020 to guide city staff in developing programs and strategies for the good of the community. Future management of growth issues and budget decisions will be guided by the goals and strategies contained in the Strategic Plan. The following goals are used in the development and management of the City's operational focus:

- ❖ **Financial** – To be good stewards of the City's resources.
- ❖ **Customer** – Our residents and businesses are proud to call Taylor home.
- ❖ **Internal Process** – Our clearly defined processes and procedures make it easy to do business with the city.
- ❖ **Employee** – Our knowledgeable, engaged employees deliver an exceptional customer experience by doing a job they love.
- ❖ **Culture** – Our friendly, welcoming environment attracts residents, businesses, and visitors.

The City Council and City staff continue to work to ensure completion of ongoing projects that will provide infrastructure improvements to the City's roadways, downtown area, drainage systems, water/wastewater systems, municipal airport, and parks.

Major Initiatives

During the 2019 fiscal year, the City issued a Combination Tax & Revenue Certificate of Obligations, Series 2019 to fund multiple street, utilities, and drainage projects. Proceeds were also allocated for improvements to the Animal Shelter, and for the acquisition of land and design of a new justice center. The City has completed all of these projects as of the end of the 2022 fiscal year with the exception of acquiring all parcels of land for the proposed justice center.

In 2018 the City of Taylor was approved and received a Non-Urban Outdoor Grant of \$500,000 on a 50/50 match basis. The funds were earmarked for the Taylor Regional Park and Sports Complex Phase II and Doak Street Park enhancement projects, and this work was completed during FY2022. Proposed improvements for TRPSC included:

- ❖ Installation of lighted soccer field
- ❖ Walking trails bordered with native plants and educational signage
- ❖ A fishing pier
- ❖ Shaded picnic structures
- ❖ Batting cages
- ❖ Renovation of an existing football field into a multi-purpose sports field

The Doak Street Park improvements will include building a new playground.

Other major initiatives started during 2019 was an update to the Comprehensive Plan for Land Use, a Master Drainage Plan, a Master Park Improvement Plan, a complete street condition assessment, and a Public Utilities Master Plan. Although these plans were put in motion in 2019, most of the funding for these projects was included in the fiscal year 2020 and 2021 budgets. These projects are either completed or nearing completion.

The City of Taylor issued \$22.91 million in debt in March 2022. This debt will be used to fund improvement projects in the City's water and wastewater infrastructure, street system, drainage system, animal shelter, and parks system. It will also provide funding for equipment to enhance the City's street maintenance program, as well as funding for public safety vehicles.

The City of Taylor issued \$5.325 million in a Limited Tax Note in July 2022 to fund improvements to the City's parks, with the primary focus on improvements to the swimming pool in Murphy Park. This work is still ongoing.

Other Information

Fund Accounting: The City's accounting system is organized and operated on a "fund basis." Each fund is a distinct, self-balancing entity. A description of the various major funds and fund types is contained in the Notes of the financial statements. A description of each individual non-major fund is contained at the beginning of its related combined financial statement.

Basis of Accounting: The City's accounting records for all governmental funds are maintained on the modified accrual basis of accounting. This method recognizes revenue when it is measurable and available and expenditures when goods or services are received. All proprietary funds are accounted for using the accrual basis of accounting where revenue is recognized when it is earned, and expenses are recognized when they incur.

Budgetary Control: The annual budget serves as the foundation for the City of Taylor's financial planning and control. The operating budget includes anticipated revenues and expenditures for the General Fund, Special Revenue Funds, the Debt Service Funds, and Proprietary Funds. The budget is a planning device that defines the type, quality, and quantity of City goods and services that will be provided to our citizens. The budget is also a control device that serves as a system of "checks and balances" between levels of City government. The budgetary system ensures that individual departments contain their expenditures within limitations set by the City management, and that City management contains expenditures for the entire City within limitations set by the City Council.

All units and departments of the City of Taylor are required to submit requests for appropriations to the City Manager. The City Manager and Finance Department staff use these requests as the starting point for developing a proposed budget. The City Manager then presents a proposed budget to the City Council for review and budget workshops are

scheduled. The City Council is required to hold a public hearing on the proposed budget and then adopt the final budget no later than September 15th.

The budget is prepared by fund, function (e.g., public safety), and department (e.g., police). The City Manager may authorize transfers of appropriations within a department and between departments within a fund, except for the General Fund. Increases of appropriations to a fund, however, requires approval of an ordinance by the City Council that formally amends the adopted budget.

Budget-to-actual comparisons are provided in this report for each individual governmental fund for which an annual budget has been adopted. For the General Fund, this comparison is presented as part of the basic financial statement for the governmental funds. For other governmental funds with annual budgets, this comparison is presented in the governmental fund subsection of the report.

Internal Control: City Management is responsible for establishing and maintaining a system of internal controls. This system is designed to provide a reasonable assurance that: (1) City assets are protected from loss, theft, or misuse; and (2) City financial records and data are accurate and reliable. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived from it, and that the evaluation of cost and benefits requires estimates and judgments by management.

Acknowledgements

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City of Taylor for its Annual Comprehensive Financial Report for the fiscal year ended September 30, 2021. This was the fourteenth consecutive year that the City of Taylor has received this prestigious award. To be awarded a Certificate of Achievement, a local government must publish an Annual Comprehensive Financial Report that is easy to read and well organized, as well as meeting both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year. We believe that our current Annual Comprehensive Financial Report continues to meet the requirements of the Certificate of Achievement Program and we will submit it to the GFOA for certification.

The presentation of this report could not have been accomplished without the efficient and dedicated services of the entire staff of the City's Finance Department, who have completed and recorded nearly 100,000 financial transactions that are reflected in the financial statements contained in this report. I am truly honored to lead and work with such a group of finance professionals. I would also like to thank the Mayor and the City Council for their continued support in maintaining the highest standards of professionalism in the management of the City of Taylor's financial operations.

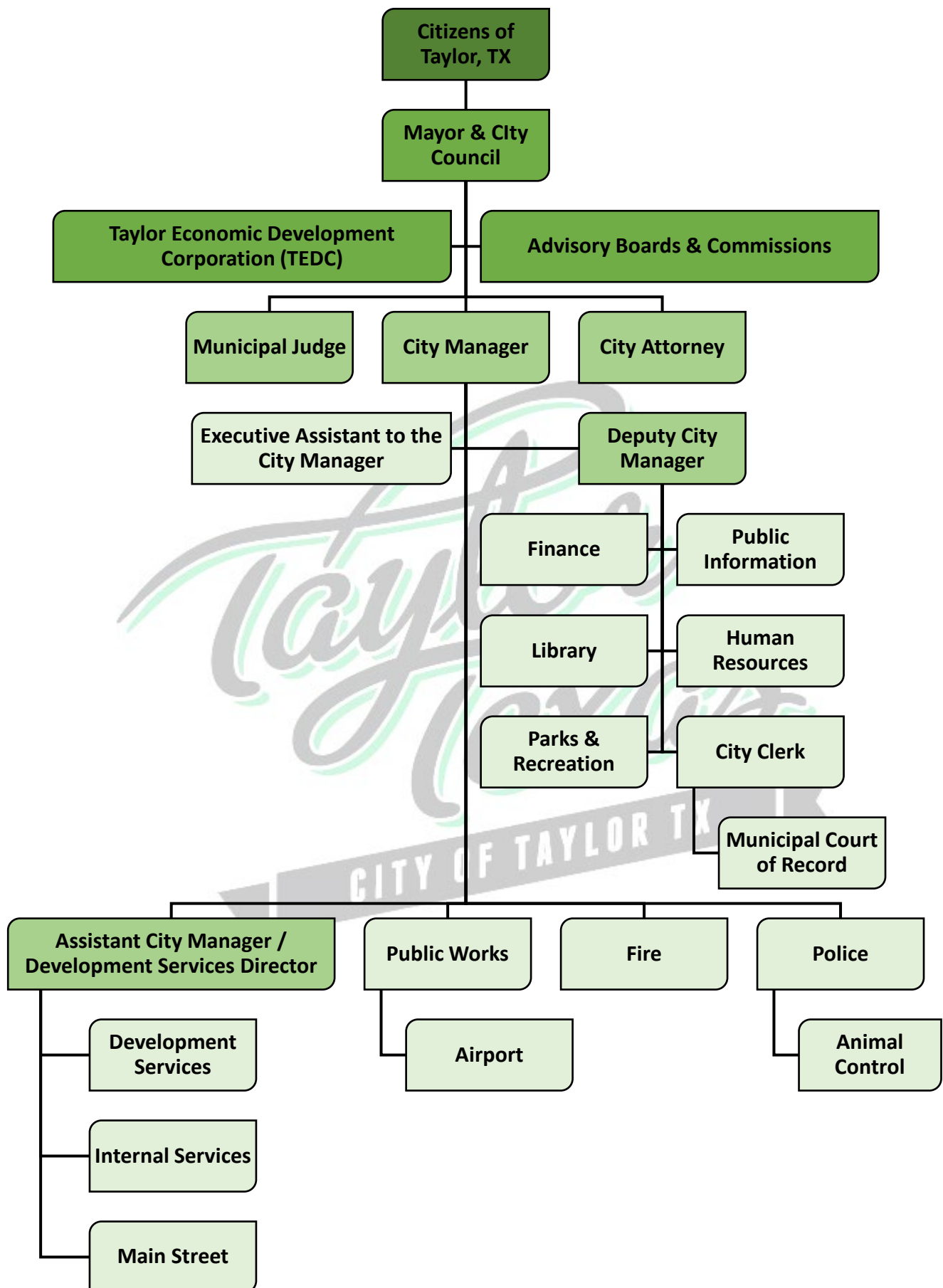
Furthermore, I would like to acknowledge the work of the independent auditors from BrooksWatson & Company, PLLC, who have diligently examined the City's financial activities.

Respectfully submitted,

A handwritten signature in blue ink that reads "Jeffrey B. Wood". The signature is written in a cursive style, with the first name "Jeffrey" being more stylized and the last name "Wood" being more legible.

Jeffrey B. Wood
Chief Financial Officer

CITY ORGANIZATION CHART



City of Taylor, Texas

PRINCIPAL OFFICIALS

September 30, 2022

City Council

Brandt Rydell.....	Mayor	Term Expires May 2024
Gerald Anderson.....	Mayor Pro Tem	Term Expires May 2025
Dwayne Ariola.....	Council Member	Term Expires May 2023
Robert Garcia.....	Council Member	Term Expires May 2025
Mitchell Drummond.....	Council Member	Term Expires May 2024

City Staff

Brian LaBorde.....	City Manager
Jeffery Jenkins.....	Deputy City Manager
Tom Yantis.....	Asst. City Manager
Rocio Lopez	Executive Assistant to the City Manager
Ted Hejl.....	City Attorney
Dianna McLean.....	City Clerk
Jeffrey Wood.....	Chief Financial Officer
Daniel Baum.....	Fire Chief
Karen Ellis.....	Library Director
Colin Harrison.....	Director of Development Services
LaShon Gros.....	Director of Human Resources
James Gray.....	Director of Public Works
Nicole Oman.....	Director of Internal Services
Kendra Dubee.....	Public Information Officer
Henry Fluck.....	Police Chief
Jan Harris.....	Main Street Manager



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**City of Taylor
Texas**

For its Annual Comprehensive
Financial Report
for the Fiscal Year Ended

September 30, 2021

Christopher P. Morill

Executive Director/CEO

FINANCIAL SECTION





INDEPENDENT AUDITOR'S REPORT

To the Honorable Mayor and
Members of the City Council
City of Taylor, Texas:

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, business-type activities, the discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Taylor, Texas (the "City") as of and for the year ended September 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Taylor, Texas, as of September 30, 2022, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of City of Taylor, Texas and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

The City's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the

preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for one year after the date that the financial statements are issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion, the budgetary comparison, schedule of changes in net pension liability and related ratios, schedule of employer contributions to pension plan, and schedule of changes in the other postemployment benefits liability and related ratios, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise City of Taylor, Texas's basic financial statements. The combining and individual nonmajor fund financial statements are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual nonmajor fund financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements, the supplemental schedules, and the schedule of expenditures of federal awards are fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 17, 2023 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Brooks Watson & Co." in a cursive, flowing script.

BrooksWatson & Co., PLLC
Certified Public Accountants
Houston, Texas
March 17, 2023

***MANAGEMENT'S DISCUSSION
AND ANALYSIS***



City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS

September 30, 2022

As management of the City of Taylor, Texas (the "City"), we offer readers of the City's financial statements this narrative overview and analysis of the financial activities of the City for the fiscal year ended September 30, 2022. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal, which can be found on pages i-vii of this report.

Financial Highlights

- The assets and deferred outflows of the City exceeded its liabilities and deferred inflows (net position) at September 30, 2022 by \$113,738,048.
- The City's total net position increased by \$31,842,867. The majority of the City's net position is invested in capital assets and restricted for specific purposes.
- The City's governmental funds reported combined ending fund balances of \$35,681,070 at September 30, 2022, an increase of \$18,744,707 from the prior fiscal year; this includes an increase of \$2,666,663 in the general fund, an increase of \$15,696,217 in the capital improvements fund, an increase of \$179,808 in the I&S fund, and an increase in the transportation user fee fund of \$101,561.
- At the end of the fiscal year, unassigned fund balance for the general fund was \$8,543,460 or 44% of total general fund expenditures.
- The City's outstanding bonds, tax notes, and certificates of obligations increased by \$23,630,000 from the prior year. The total bonds and certificates of obligation payable at the close of the fiscal year were \$74,335,000.
- The City's net pension liability totaled \$2,099,431 as of yearend.

Overview of the Financial Statements

The discussion and analysis provided here are intended to serve as an introduction to the City's basic financial statements. The City's basic financial statements consist of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) the notes to financial statements. This report also includes supplementary information intended to furnish additional detail to support the basic financial statements themselves.

Government-Wide Statements

The *government-wide financial statements* are designed to provide readers with a broad overview of the City's finances, in a manner similar to a private-sector business.

City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

September 30, 2022

The *statement of net position* presents information on all of the City's assets and liabilities. The difference between the two is reported as *net position*. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the City is improving or deteriorating. Other non-financial factors, such as the City's property tax base and the condition of the City's infrastructure, need to be considered in order to assess the overall health of the City.

The *statement of activities* presents information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave).

Both of the government-wide financial statements distinguish functions of the City that are principally supported by taxes and intergovernmental revenues (*governmental activities*) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (*business-type activities*). The governmental activities of the City include general government, culture and recreation, community development, public safety, and public works. The business-type activities of the City include water and sewer, airport, and cemetery operations.

The government-wide financial statements include not only the City itself (known as the *primary government*), but also the legally separate Taylor Economic Development Corporation for which the City is financially accountable. Financial information for this component unit is reported separately from the financial information presented for the primary government itself.

The government-wide financial statements can be found on pages 22-27 of this report.

FUND FINANCIAL STATEMENTS

A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City can be divided into three categories: governmental funds, proprietary funds, and fiduciary funds.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as *governmental activities* in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on *near-term inflows and outflows of spendable resources*, as well as on *balances of spendable resources* available at the end of the fiscal year. Such information may be useful in assessing a government's near-term financing requirements.

City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

September 30, 2022

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for *governmental funds* with similar information presented for *governmental* activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between *governmental funds* and *governmental activities*.

The City maintains eleven individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for the general fund, capital improvements fund, the I&S for CO bonds fund, and the transportation user fee fund (a special revenue fund), which are considered to be major funds. Data from the other governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these nonmajor governmental funds is provided in a separate section of the report.

The City adopts an annual appropriated budget for its general, I&S for CO bonds, and special revenue funds. A budgetary comparison statement has been provided for each fund to demonstrate compliance with their respective budget.

The basic governmental fund financial statements can be found on pages 28-33 of this report.

Proprietary Funds

The City maintains two different types of proprietary funds. *Enterprise funds* are used to report the same functions presented as *business-type activities* in the government-wide financial statements. The City uses an enterprise fund to account for its public utilities, airport, cemetery operations and sanitation. All activities associated with providing such services are accounted for in these funds, including administration, operation, maintenance, debt service, capital improvements, meter maintenance, billing and collection. The City's intent is that costs of providing the services to the general public on a continuing basis is financed through user charges in a manner similar to a private enterprise. *Internal service funds* are an accounting device used to accumulate and allocate costs internally among the City's various functions. The City uses internal service funds to account for the maintenance and purchase of equipment.

Proprietary financial statements provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate information for the water and sewer fund since it is considered a major fund of the City.

The basic proprietary fund financial statements can be found on pages 36-45 of this report.

City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

September 30, 2022

Component Units

The City maintains the accounting and financial statements for two component units. The Taylor Economic Development Corporation and the Tax Increment Financing Funds are discretely presented component units displayed on the government-wide financial statements.

Notes to Financial Statements

The notes provide additional information that is necessary to acquire a full understanding of the data provided in the government-wide and fund financial statements.

The notes to the financial statements can be found on pages 47-96 of this report.

Other Information

In addition to the basic financial statements and accompanying notes, this report also presents *required supplementary information* concerning the City's changes in net pension liability and employer contributions to the plan.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

As noted previously, net position may serve over time as a useful indicator of the City's financial position. For the City of Taylor, Texas, assets and deferred outflows exceeded liabilities and deferred inflows by \$113,738,048 as of September 30, 2022, in the primary government.

The largest portion of the City's net position, \$80,091,178, reflects its investments in capital assets (e.g., land, city hall, police station, streets, and drainage systems, as well as the public works facilities), less any debt used to acquire those assets that are still outstanding. The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the assets themselves cannot be used to liquidate these liabilities.

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

Statement of Net Position:

The following table reflects the condensed Statement of Net Position:

	2022			2021		
	Governmental Activities	Business-Type Activities	Total	Governmental Activities	Business-Type Activities	Total
Current and other assets	\$ 40,717,245	\$ 33,759,026	\$ 74,476,271	\$ 19,197,905	\$ 11,736,691	\$ 30,934,596
Capital assets, net	77,100,583	53,126,474	130,227,057	74,803,068	40,936,853	115,739,921
Total Assets	117,817,828	86,885,500	204,703,328	94,000,973	52,673,544	146,674,517
Deferred Outflows of Resources	1,111,177	576,942	1,688,119	1,205,510	619,835	1,825,345
Other liabilities	6,327,606	4,319,121	10,646,727	6,412,904	3,562,493	9,975,397
Long-term liabilities	47,681,829	31,954,195	79,636,024	32,386,492	23,020,985	55,407,477
Total Liabilities	54,009,435	36,273,316	90,282,751	38,799,396	26,583,478	65,382,874
Deferred Inflows of Resources	1,962,104	408,544	2,370,648	937,079	284,728	1,221,807
Net Position:						
Net investment						
in capital assets	50,598,045	29,493,133	80,091,178	49,829,796	20,501,993	70,331,789
Restricted	6,845,822	12,233,931	19,079,753	5,609,894	-	5,609,894
Unrestricted	5,513,599	9,053,518	14,567,117	30,318	5,923,180	5,953,498
Total Net Position	\$ 62,957,466	\$ 50,780,582	\$ 113,738,048	\$ 55,470,008	\$ 26,425,173	\$ 81,895,181

Government-wide current assets increased by \$43,541,675 primarily due to greater cash and investments on hand resulting from unspent bond proceeds as of yearend. Government-wide capital assets increased \$14,487,136 due primarily to utility infrastructure related to a new semiconductor plan. Government-wide long-term liabilities increased by \$24,228,547 due to new bond issuances in the current year. In addition, TMRS had a significant increase in investment income due to favorable market conditions, which led to the decrease in the net pension liability.

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

Statement of Activities:

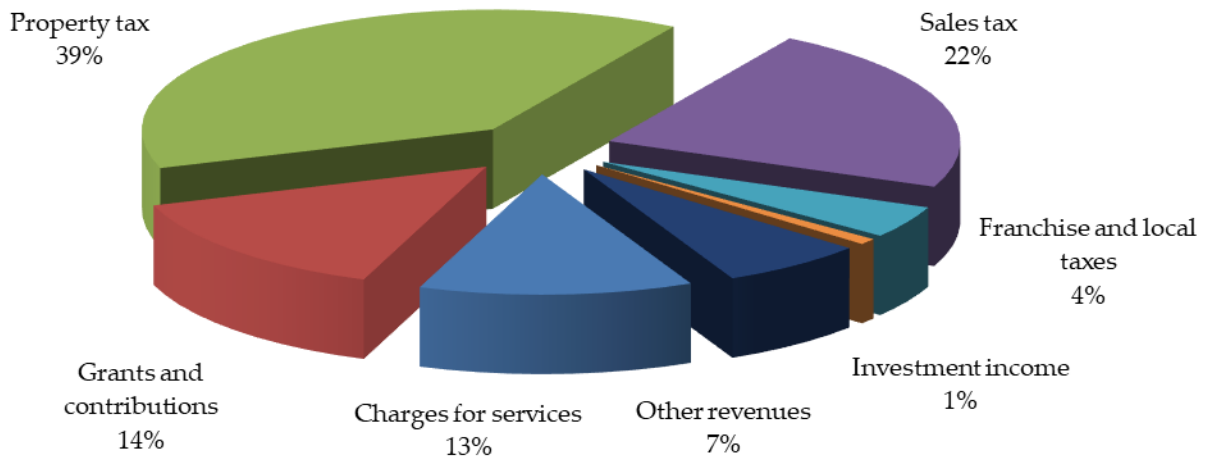
The following table provides a summary of the City's changes in net position:

	For the Year Ended September 30, 2022			For the Year Ended September 30, 2021		
	Governmental Activities	Business-Type Activities	Total Primary Government	Governmental Activities	Business-Type Activities	Total Primary Government
Revenues						
Program revenues:						
Charges for services	\$ 3,589,693	\$ 15,338,346	\$ 18,928,039	\$ 2,826,676	\$ 13,212,338	\$ 16,039,014
Operating grants	801,854	-	801,854	873,523	-	873,523
Capital grants	3,129,103	22,351,425	25,480,528	3,101,919	181,985	3,283,904
General revenues:						
Property tax	11,059,357	-	11,059,357	10,250,945	-	10,250,945
Sales tax	6,433,466	-	6,433,466	4,312,637	-	4,312,637
Franchise and local taxes	1,238,812	-	1,238,812	1,033,733	-	1,033,733
Investment income	234,574	187,444	422,018	20,767	4,010	24,777
Other revenues	1,996,649	119,066	2,115,715	1,593,623	155,220	1,748,843
Total Revenues	28,483,508	37,996,281	66,479,789	24,013,823	13,553,553	37,567,376
Expenses						
General government	5,318,826	-	5,318,826	5,580,982	-	5,580,982
Culture and recreation	1,416,522	-	1,416,522	1,747,219	-	1,747,219
Community develop.	3,650,230	-	3,650,230	1,694,206	-	1,694,206
Public safety	6,853,371	-	6,853,371	7,299,018	-	7,299,018
Public works	4,413,144	-	4,413,144	3,932,205	-	3,932,205
Interest & fiscal chrgs.	1,256,670	861,921	2,118,591	1,040,215	873,547	1,913,762
Public utility	-	8,355,013	8,355,013	-	6,832,860	6,832,860
Airport	-	669,811	669,811	-	494,656	494,656
Cemetery operating	-	243,933	243,933	-	231,953	231,953
Sanitation	-	1,597,481	1,597,481	-	1,478,975	1,478,975
Total Expenses	22,908,763	11,728,159	34,636,922	21,293,845	9,911,991	31,205,836
Change in Net Position						
Before Transfers	5,574,745	26,268,122	31,842,867	2,719,978	3,641,562	6,361,540
Transfers	1,912,713	(1,912,713)	-	1,778,500	(1,778,500)	-
Total	1,912,713	(1,912,713)	-	1,778,500	(1,778,500)	-
Change in Net Position	7,487,458	24,355,409	31,842,867	4,498,478	1,863,062	6,361,540
Beginning Net Position	55,470,008	26,425,173	81,895,181	50,971,530	24,562,111	75,533,641
Ending Net Position	\$ 62,957,466	\$ 50,780,582	\$ 113,738,048	\$ 55,470,008	\$ 26,425,173	\$ 81,895,181

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

Graphic presentations of selected data from the summary tables are displayed below to assist in the analysis of the City's activities.

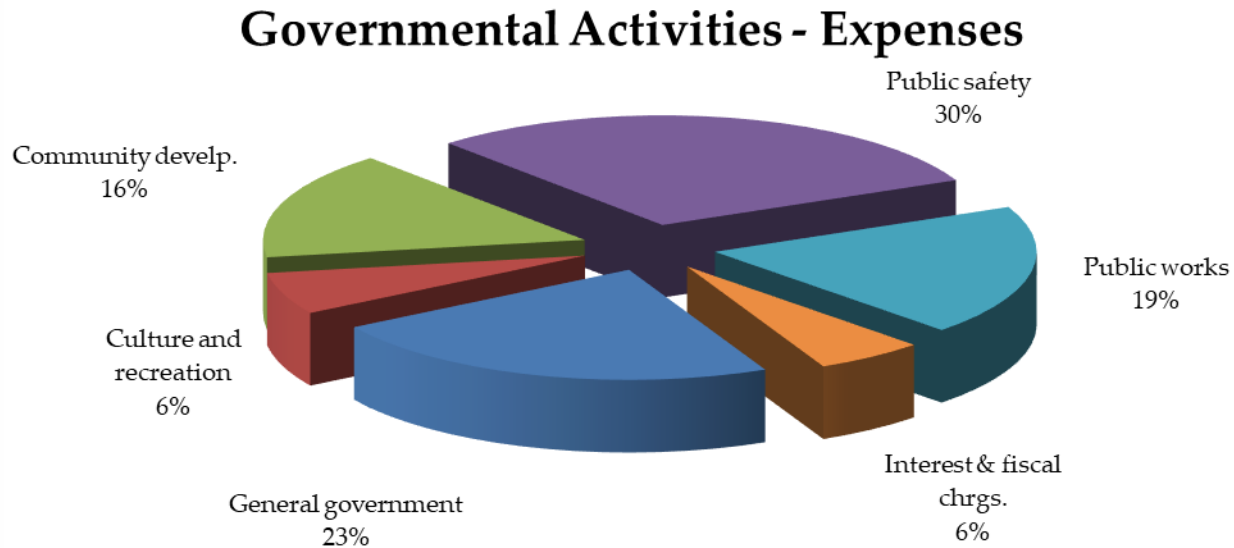
Governmental Activities - Revenues



For the year ended September 30, 2022, revenues from governmental activities totaled \$28,483,508. Property tax, charges for services, capital grants, and sales tax are the City's largest general revenue sources. Overall revenue increased \$4,469,685 or 19% from the prior year. Property tax revenue increased \$808,412 due to greater property values and a growing tax base. Sales tax revenue increased by \$2,120,829 due to local growth and construction of new Samsung semiconductor plant over the course of the year. Charges for services increased \$763,017 due to greater plan review fees and subdivision fees resulting from new construction and local growth. Investment income increased by \$213,807 due to rising interest rates and greater interest-bearing account balances. Other revenues increased by \$403,026 or 25% primarily due to advanced funding received to expedite the development review and approval of the semiconductor plant construction in the current year. All other revenues remained relatively stable when compared to the previous year.

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

This graph shows the governmental function expenses of the City:

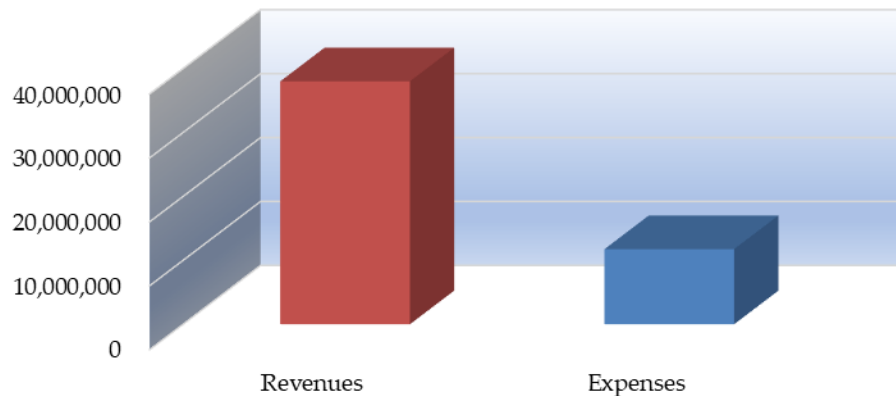


For the year ended September 30, 2022, expenses for governmental activities totaled \$22,908,763. This represents an increase of \$1,614,918 or 8% from the prior year. The City's largest functional expense is public safety totaling \$6,853,371. Public safety decreased \$445,647 or 6% when compared to the prior year primarily due to a reduction in personnel costs, resulting from declining compensated absence liabilities over the course of the year. Community development expenses increased by \$1,956,024 or 115% primarily as a result of new planner and permit technician positions created in the current year. In addition, the City incurred greater depreciation expenses and costs for development plan reviews/inspections resulting from new construction projects during the year. Culture and recreation decreased by \$330,697 or 19% primarily due to greater capitalizable expenses incurred in the current year. Public works increased by \$480,939 or 12% resulting from current year raises, greater fuel and vehicle rental expenses, and increasing asset depreciation over the course of the year. Interest and fiscal charges increased by \$216,455 or 21% primarily due to nonrecurring bond issuance costs recognized in the current year. All remaining expenses remained relatively consistent with the previous year.

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

Business-type activities are shown comparing operating costs to revenues generated by related services.

**Business-Type Activities - Revenues
and Expenses**



For the year ended September 30, 2022, charges for services by business-type activities totaled \$15,338,346. This is an increase of \$2,126,008, or 16%, from the previous year. This increase is primarily attributed to the 10% increase in water and sewer service rates during the year. In addition, local growth resulted in new connections, increased consumption, and overall utility customers were up as of the end of the year.

Total expenses increased \$1,816,168 or 18% to a total of \$11,728,159. Public utility expenses totaled \$9,180,589, while airport, cemetery operations, and sanitation totaled \$706,156, \$243,933, and \$1,597,481, respectively. The largest increase was seen in public utility expenses. This increase was mainly attributed to personnel costs, treated water contract expenses, asset depreciation, and supplies expenses.

FINANCIAL ANALYSIS OF THE CITY'S FUNDS

As noted earlier, fund accounting is used to demonstrate and ensure compliance with finance-related legal requirements.

Governmental Funds - The focus of the City's governmental funds is to provide information of near-term inflows, outflows and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, unassigned fund balance may serve as a useful measure of the City's net resources available for spending at the end of the year.

At September 30, 2022, the City's governmental funds reported combined fund balances of \$35,681,070, an increase of \$18,744,707 in comparison with the prior year. Approximately 24% of this amount, \$8,543,460, constitutes *unassigned fund balance*, which is available for spending at the government's

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

discretion. The remainder of the fund balance is either *nonspendable, restricted or committed* to indicate that it is 1) not in spendable form \$723,054, 2) committed \$1,810,252 or 3) restricted for particular purposes \$24,604,304.

As of the end of the year the general fund reflected a total fund balance of \$10,969,068. Of this, \$2,425,608 is considered restricted and \$8,543,460 is unassigned. General fund balance increased by \$2,666,663. This increase is consistent with the City's planned budgeted increase in fund balance of \$3,009,344. In addition, property taxes, sales taxes, and charges for services increased significantly compared to the prior year.

As a measure of the general fund's liquidity, it may be useful to compare total unassigned fund balance to total fund expenditures. The unassigned (the amount available for spending) fund balance of the general fund of \$8,543,460 is 44% of total general fund operating expenditures.

The capital improvements fund had an ending fund balance of \$20,635,168 as of yearend. Total fund balance increased by \$15,696,217 from the prior year primarily due to proceeds from bond issuances in the current year. During the year, the City expended \$5,814,163 on various capital improvement projects recorded in this fund.

The I&S for CO bonds fund had an ending fund balance of \$1,132,769 at September 30, 2022, an increase of \$179,808 when compared to the previous year. During the year, the fund recorded total principal and interest payments of \$3,184,862 and property tax revenue of \$2,906,755. The increase in fund balance was a result of I&S tax levies and transfers from other funds exceeding expectations.

The transportation user fee fund had an ending fund balance of \$1,512,467 at September 30, 2022, an increase of \$101,561 when compared to the prior year. The increase is a result of greater than anticipated user fees earned during the year.

Proprietary Funds - The City's proprietary funds provide the same type of information found in the government-wide financial statements, but in more detail. Net position in the City's largest proprietary fund, the public utility fund, totaled \$44,994,134. Unrestricted net position at the close of the fiscal year amounted to \$8,293,271, a total increase of \$3,056,262 from the previous year. Total investment in capital assets, net of related debt of was \$24,466,932, and capital assets, net of depreciation totaled \$47,757,146

GENERAL FUND BUDGETARY HIGHLIGHTS

Supplemental budget amendments were approved during the fiscal year increasing total budgeted expenditures by \$2,374,650 and increasing total revenues by \$5,277,197 resulting in a net increase in budgeted fund balance of \$3,006,746. The primary reasons for the budget revision were due to higher than expected sales taxes, as well as, advanced funding received through a development review services contract. Expenditures were amended to account for general revisions to reflect actual

City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

September 30, 2022

operating results. Total budgeted revenues of \$20,281,797 were more than actual revenues of \$19,999,289, resulting in a total negative revenue variance of \$282,508. Total budgeted expenditures of \$19,344,784 were more than actual expenditures of \$19,277,226, resulting in a total positive expenditure variance of \$67,558.

CAPITAL ASSETS

As of the end of the year, the City's governmental activities funds had invested \$77,100,583 in a variety of capital assets and infrastructure, net of accumulated depreciation including assets recorded in the internal service funds of \$2,011,794. The City's business-type activities funds had invested \$53,126,474 in a variety of capital assets and infrastructure, net of accumulated depreciation. This investment in capital assets includes land, buildings, vehicles, equipment, park improvements, and infrastructure.

Major capital asset additions during the current year include the following:

- Regional park expansion and Doak Park project investments totaling \$1,566,656.
- Percussion Park improvements for \$260,191.
- Various 2019 Bond infrastructure improvements totaling \$1,298,097.
- Bull Branch/Donna drainage projects totaling \$286,593.
- Robison Field lighting improvements for \$119,895.
- Purchased new machinery and equipment for public works department totaling \$1,223,516.
- Purchased body camera system for \$92,620.
- Acquired land for justice center for \$575,715.
- Capital contributions totaling \$22,351,425 (including advanced funding) for utility infrastructure to support new Samsung semiconductor plant.
- Mustang Creek wastewater improvements totaling \$2,144,946.
- FM 973 & CR 401 water wand wastewater improvements for \$8,089,732.
- Castlewood Phase 1 project improvements totaling \$1,596,831.

More detailed information about the City's capital assets is presented in note IV. D to the financial statements.

LONG-TERM DEBT

The City's outstanding bonds, tax notes, and certificates of obligation payable net of all premiums and discounts increased by \$25,266,987 or 47% from the prior year. The total bonds and certificates of obligation payable at the close of the fiscal year were \$78,477,979, net of all premiums and discounts. All of the City's debt is backed by a full-faith credit pledge of property taxes with a limited pledge of revenues of the enterprise/utility system. The City monitors its debt obligations and callable bonds for refinancing opportunities with market conditions.

City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

September 30, 2022

More detailed information about the City's long-term liabilities is presented in note IV. F to the financial statements.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES

The local economy is expanding as evidenced by increasing sales tax collections and new construction activity. In FY2022, the City issued a total of 1509 building permits with a total valuation of \$1,166,317,719. This is an increase in permit valuation of \$1,072,524,750 from the previous year. While growth provides additional revenue to the City of Taylor, it also increases the demands on City services and infrastructure. The City has been planning for growth by updating the Taylor Comprehensive Plan, by completing a public utilities assessment, a park facilities plan, and a comprehensive drainage improvement plan.

One of the larger challenges the City of Taylor faces is the utility infrastructure in the core, central part of town. This area is the oldest part of the city with a downtown area that dates back to 1876. This area has water and wastewater pipes that are decades old and in need of replacement. To fund improvements to this aging infrastructure and expand the system's capacity for growth, the City plans to issue a series of bonds that are funded by a combination of utility revenues and property tax proceeds. The most recent bond in this series of planned debt was issued in March 2022.

Meeting the challenges created by growth requires financial resources, a City Council vision, and budgetary constraint. The Avery Glen residential development began construction in early 2019 and was completed by the end of 2021. The Grove residential development began infrastructure construction in 2020 and began home construction in 2021. This community should be completed by mid-year 2023. Both developments could seek approval for additional builds if the economy continues to grow. In addition, a new mixed residential development named Castlewood completed its infrastructure construction in mid-2022 and began home construction in the Fall of 2022. This development has two planned phases offering a mix of individual and multi-family housing and will be built over the next 24 to 36 months. Other residential developments are currently under consideration and review.

On the commercial side, the City of Taylor continues to attract interest from family-owned businesses and regional chain establishments. The City has contracted with a consultant to assist in marketing the area to potential new commercial entities and helping them find suitable locations in Taylor. These efforts have resulted in a new Starbucks location that opened in late 2022 and a regional pet store that will open in the first quarter of 2023.

The City of Taylor continues to seek and attract industrial business. Hart Components completed construction on a new manufacturing facility in 2021. Hart Components manufactures roof trusses and provides both property tax and sales tax revenues. RCR Taylor Logistics Park, a master planned rail-served logistic & industrial park broke ground in 2019 and continues to develop and market the property. The mix of commercial and industrial businesses located in the park will provide both sales

City of Taylor, Texas

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

September 30, 2022

and property taxes to the City. Finally, in Q4 2021 Samsung Semiconductor announced that they would build a 6,000,000 square foot, \$17 billion semiconductor manufacturing facility in Taylor. Construction of this facility began in early 2022 and it is anticipated that the first of two planned fabrication facilities will begin manufacturing by the end of 2023. This facility will provide thousands of construction jobs as well as 1,800 permanent jobs. The company owns more than 1,200 acres of property at the site and has requested property tax relief for an additional eight fabrication facilities. There are no plans in place currently for the construction of these additional facilities. It is also anticipated that ancillary suppliers for Samsung will build facilities in the vicinity of the new plant.

For many years, the City's economy has been largely based on agriculture and small commercial businesses. These are still important aspects to the city and surrounding area today, however, the City of Taylor and the Taylor Economic Development Corporation actively recruit companies that add to the diversity of the City's local economy while providing residents with good employment opportunities. A major industry that is located within the City of Taylor is the Electric Reliability Council of Texas (ERCOT), which manages the flow of electric power to more than 26 million Texas customers, or about 90 percent of the state's electric load. ERCOT is the City's largest employer with over 600 employees working in Taylor. Other large employers in the city include the Taylor Independent School District (TISD), Wal-Mart and Durcon.

The property tax rate for tax year 2022 (fiscal year 2023) is \$0.648953 per \$100 valuation, a reduction of 11.62 cents from the previous year. Approximately 70 percent of this rate, or \$0.453380, is utilized for General Fund maintenance and operating activities. The remaining 30 percent, or \$0.195573, is used for debt service. The General Fund's portion of property tax revenue for fiscal year 2023 is estimated to be \$8,860,000. Sales tax revenue for fiscal year 2023 is budgeted at \$11,325,000 and represents an increase of \$7,075,000 compared to FY2022. The higher sales tax revenues are indicative of the economic impact of the new Samsung Semiconductor facility being built and the residential growth experienced over the last three years.

The City's Fund Balance Policy requires that the General Fund maintains a minimum of three months of operating expenditures as unassigned reserves. The unassigned fund balance for the general fund can be found in the Financial Highlights section of the Management Discussion and Analysis. It is intended that the available fund balance beyond the minimum will be used for capital outlay and emergency expenditures. We anticipate that revenues and expenditures for fiscal year 2023 will allow fund balance to remain at adequate levels to meet these stated goals and objectives.

The largest revenue source for the Utilities Fund is water and wastewater user fees, accounting for 98 percent of utility revenues. A water and sewer rate study was completed and adopted by the City Council during fiscal year 2015 and rate increases were implemented beginning in fiscal year 2016 and increased annually for the next four years, ending in 2019. There was not a rate increase for water or sewer services in fiscal year 2020 or fiscal year 2021. A new rate study was completed in 2021 and presented to the City Council for consideration. Ten percent rate increases for both water and sewer services were approved for fiscal year 2022. For fiscal year 2023, the City Council approved a ten

City of Taylor, Texas
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
September 30, 2022

percent increase to the water rates and an eight percent increase to the sewer rates. It is anticipated that additional rate increases will be needed in the coming fiscal years. Water and sewer rate increases are used to cover increasing operational costs, to fund capital improvements and to build up reserves in the Public Utilities Fund. The current rate system, which focuses on water conservation, implements an increasing tier rate which charges a higher price for water at higher levels of consumption.

In 2016, the City Council approved an ordinance establishing a Transportation User Fee (TUF) that applies to properties within the City of Taylor. A flat fee of \$8.00 per equivalent residential unit is assessed, with commercial customers being assessed at 6 different tier levels that ranged from \$25 to \$133 per month. The total annual revenue generated from the TUF is projected to be \$850,500 for the fiscal year 2023. The TUF was designed to address a portion of the street repair and maintenance expenses for Taylor's aged infrastructure but is not enough to meet the demands of all the lower rated streets.

The City contracts with a solid waste collection provider for sanitation and recycling services within the city limits. Sanitation and recycling fees for all customer classes were increased 3.4% for fiscal year 2023. This was the second part of a two-year rate increase that was approved in 2021. The City is in negotiations with our current solid waste collection provider for a contract extension, and it is anticipated that sanitation rates will be increased again for the 2024 fiscal year.

The City of Taylor assesses a Municipal Drainage Utility System (MDUS) fee to provide funding for the maintenance and improvement of the City's drainage system. The fee for residential dwellings remains at \$3.00 per equivalent residential unit per month in fiscal year 2023. The fee for non-residential properties remains at \$3.00 per 2,500 square feet of impervious area. The total annual revenue generated from the MDUS fee is projected to be \$523,500 for the fiscal year 2023.

CONTACTING THE CITY'S FINANCIAL MANAGEMENT

The financial report is designed to provide our citizens, customers, investors and creditors with a general overview of the City's finances. If you have questions about this report or need any additional information, contact the Department of Finance at 400 Porter St., Taylor Texas 76574 or call (512) 352-5997.

FINANCIAL STATEMENTS

City of Taylor, Texas

STATEMENT OF NET POSITION (Page 1 of 2) September 30, 2022

	Primary Government		
	Governmental Activities	Business-Type Activities	Total
<u>Assets</u>			
Cash and cash equivalents	\$ 25,457,744	\$ 17,918,977	\$ 43,376,721
Investments	10,320,694	1,054,000	11,374,694
Restricted cash	1,695,725	12,776,339	14,472,064
Receivables, net	3,223,608	1,757,427	4,981,035
Lease receivable	19,474	56,726	76,200
Due from other funds	-	-	-
Other assets	-	-	-
Inventories	-	155,232	155,232
Total Current Assets	40,717,245	33,718,701	74,435,946
Land held for investment	-	-	-
Lease receivable	-	40,325	40,325
Capital assets:			
Non-depreciable	9,120,512	14,650,449	23,770,961
Net depreciable capital assets	67,980,071	38,476,025	106,456,096
Total Noncurrent Assets	77,100,583	53,166,799	130,267,382
Total Assets	117,817,828	86,885,500	204,703,328
<u>Deferred Outflows of Resources</u>			
Deferred charge on refunding	111,408	410,127	521,535
Pension outflows	905,052	151,010	1,056,062
OPEB outflows	94,717	15,805	110,522
Total Deferred Outflows of Resources	1,111,177	576,942	1,688,119

Component Units			
	Taylor		Tax Increment
	EDC		Financing
\$	5,091,823	\$	268,507
	-		-
	-		-
	570,305		-
	5,245		-
	432		-
	-		-
	5,667,805		268,507
	240,370		-
	-		-
	-		-
	115,234		-
	355,604		-
	6,023,409		268,507
	-		-
	-		-
	-		-
	-		-
	-		-

City of Taylor, Texas

STATEMENT OF NET POSITION (Page 2 of 2)

September 30, 2022

	Primary Government		
	Governmental	Business-Type	
	Activities	Activities	Total
<u>Liabilities</u>			
Accounts payable and accrued liabilities	2,416,500	1,402,523	3,819,023
Due to component unit	5,245	-	5,245
Customer deposits	-	542,408	542,408
Compensated absences, current	825,112	28,699	853,811
Accrued interest payable	228,401	185,491	413,892
Long-term debt due within one year	2,852,348	2,160,000	5,012,348
Total Current Liabilities	6,327,606	4,319,121	10,646,727
Noncurrent liabilities:			
Net pension liability	1,799,226	300,205	2,099,431
OPEB liability	1,297,497	93,865	1,391,362
Compensated absences, noncurrent	91,679	3,189	94,868
Advances payable	1,402,313	-	1,402,313
Debt due in more than one year	43,091,114	31,556,936	74,648,050
Total Noncurrent Liabilities	47,681,829	31,954,195	79,636,024
Total Liabilities	54,009,435	36,273,316	90,282,751
<u>Deferred Inflows of Resources</u>			
Lease related	22,274	101,312	123,586
Pension inflows	1,815,702	302,953	2,118,655
OPEB inflows	124,128	4,279	128,407
Total Deferred Inflows of Resources	1,962,104	408,544	2,370,648
<u>Net Position</u>			
Net investment in capital assets	50,598,045	29,493,133	80,091,178
Restricted for:			
Debt service	1,132,769	-	1,132,769
Capital projects	2,209,651	12,233,931	14,443,582
Community development	-	-	-
Cemetery land purchase	131,774	-	131,774
Moody museum	223,546	-	223,546
Library bequest funds	317,623	-	317,623
Cemetery - nonexpendable	723,054	-	723,054
Municipal court	98,965	-	98,965
Other purposes	2,008,440	-	2,008,440
Unrestricted	5,513,599	9,053,518	14,567,117
Total Net Position	\$ 62,957,466	\$ 50,780,582	\$ 113,738,048

See Notes to Financial Statements.

Component Units	
Taylor EDC	Tax Increment Financing
19,816	-
-	-
-	-
23,109	-
-	-
27,562	-
70,487	-
-	-
-	-
2,568	-
-	-
40,771	-
43,339	-
113,826	-
-	-
-	-
-	-
-	-
46,901	-
-	-
-	-
5,862,682	268,507
-	-
-	-
-	-
-	-
-	-
-	-
-	-
\$ 5,909,583	\$ 268,507

City of Taylor, Texas

STATEMENT OF ACTIVITIES

For the Year Ended September 30, 2022

Functions/Programs	Expenses	Program Revenues		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions
Primary Government				
Governmental Activities				
General government	\$ 5,318,826	\$ 2,873,499	\$ 801,854	\$ -
Culture and recreation	1,416,522	-	-	-
Community development	3,650,230	-	-	2,629,103
Public safety	6,853,371	186,683	-	-
Public works	4,413,144	529,511	-	500,000
Interest and fiscal charges	1,256,670	-	-	-
Total Governmental Activities	<u>22,908,763</u>	<u>3,589,693</u>	<u>801,854</u>	<u>3,129,103</u>
Business-Type Activities				
Public Utility	9,180,589	12,653,974	-	22,351,425
Airport	706,156	611,153	-	-
Cemetery Operating	243,933	249,062	-	-
Sanitation	1,597,481	1,824,157	-	-
Total Business-Type Activities	<u>11,728,159</u>	<u>15,338,346</u>	<u>-</u>	<u>22,351,425</u>
Total Primary Government	<u>\$ 34,636,922</u>	<u>\$ 18,928,039</u>	<u>\$ 801,854</u>	<u>\$ 25,480,528</u>
Component Units				
Taylor Economic Development Corporation	\$ 749,394	\$ -	\$ -	\$ -
Tax Increment Financing	383,032	-	-	-
Total Component Units	<u>\$ 1,132,426</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

General Revenues:

Taxes
 Property tax
 Sales tax
 Franchise and local taxes
 Investment income
 Other revenues

Transfers

Total General Revenues and Transfers

Change in Net Position

Beginning Net Position

Ending Net Position

See Notes to Financial Statements.

Net (Expense) Revenue and Changes in Net Position

Primary Government			Component Units	
Governmental Activities	Business-Type Activities	Total	Taylor EDC	Tax Increment Financing
\$ (1,643,473)	\$ -	\$ (1,643,473)	\$ -	\$ -
(1,416,522)	-	(1,416,522)	-	-
(1,021,127)	-	(1,021,127)	-	-
(6,666,688)	-	(6,666,688)	-	-
(3,383,633)	-	(3,383,633)	-	-
(1,256,670)	-	(1,256,670)	-	-
(15,388,113)	-	(15,388,113)	-	-
-	25,824,810	25,824,810	-	-
-	(95,003)	(95,003)	-	-
-	5,129	5,129	-	-
-	226,676	226,676	-	-
-	25,961,612	25,961,612	-	-
(15,388,113)	25,961,612	10,573,499	-	-
			(749,394)	-
			-	(383,032)
			(749,394)	(383,032)
11,059,357	-	11,059,357	-	276,846
6,433,466	-	6,433,466	2,144,488	-
1,238,812	-	1,238,812	-	-
234,574	187,444	422,018	6,410	1,686
1,996,649	119,066	2,115,715	239,771	141,083
1,912,713	(1,912,713)	-	-	-
22,875,571	(1,606,203)	21,269,368	2,390,669	419,615
7,487,458	24,355,409	31,842,867	1,641,275	36,583
55,470,008	26,425,173	81,895,181	4,268,308	231,924
\$ 62,957,466	\$ 50,780,582	\$ 113,738,048	\$ 5,909,583	\$ 268,507

City of Taylor, Texas

BALANCE SHEET GOVERNMENTAL FUNDS September 30, 2022

	General	Capital Improvements	I & S for CO Bonds
<u>Assets</u>			
Cash and cash equivalents	\$ 331,692	\$ 21,638,632	\$ 922,185
Restricted cash	1,695,725	-	-
Investments	9,374,694	-	-
Receivables, net	2,783,541	191,814	58,670
Lease receivable	19,474	-	-
Due from other funds	167,857	-	210,584
Total Assets	\$ 14,372,983	\$ 21,830,446	\$ 1,191,439
<u>Liabilities</u>			
Accounts payable and accrued liabilities	\$ 2,493,191	\$ 1,188,160	\$ -
Due to other funds	208,791	7,118	-
Due to component unit	5,245	-	-
Total Liabilities	2,707,227	1,195,278	-
<u>Deferred Inflows of Resources</u>			
Lease related	22,274	-	-
Unavailable revenue - property taxes	174,414	-	58,670
Unavailable revenue - grants	500,000	-	-
Total Deferred Inflows of Resources	696,688	-	58,670
<u>Fund Balances</u>			
Nonspendable:			
Permanent fund	-	-	-
Restricted for:			
Debt service	-	-	1,132,769
Capital projects	56,019	20,635,168	-
Library donation fund	317,623	-	-
Roadway impact fund	487,326	-	-
Special revenue	-	-	-
Moody museum	223,546	-	-
Development review	995,325	-	-
Other purposes	345,769	-	-
Committed for:			
Drainage	-	-	-
Road maintenance	-	-	-
Unassigned reported in:			
General fund	8,543,460	-	-
Total Fund Balances	10,969,068	20,635,168	1,132,769
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 13,850,709	\$ 21,830,446	\$ 1,191,439

See Notes to Financial Statements.

Transportation User Fee	Nonmajor Governmental Funds	Total Governmental Funds
\$ 1,434,410	\$ 631,696	\$ 24,958,615
-	-	1,695,725
-	946,000	10,320,694
103,051	86,532	3,223,608
-	-	19,474
-	-	378,441
<u>\$ 1,537,461</u>	<u>\$ 1,664,228</u>	<u>\$ 40,596,557</u>

\$ 24,994	\$ 70,098	\$ 3,776,443
-	162,532	378,441
-	-	5,245
<u>24,994</u>	<u>232,630</u>	<u>4,160,129</u>

-	-	22,274
-	-	233,084
-	-	500,000
<u>-</u>	<u>-</u>	<u>755,358</u>

-	723,054	723,054
-	-	1,132,769
-	-	20,691,187
-	-	317,623
-	-	487,326
-	410,759	410,759
-	-	223,546
-	-	995,325
-	-	345,769
-	297,785	297,785
1,512,467	-	1,512,467
-	-	8,543,460
<u>1,512,467</u>	<u>1,431,598</u>	<u>35,681,070</u>
<u>\$ 1,537,461</u>	<u>\$ 1,664,228</u>	<u>\$ 40,074,283</u>

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City of Taylor, Texas

RECONCILIATION OF THE BALANCE SHEET TO THE STATEMENT OF NET POSITION GOVERNMENTAL FUNDS

September 30, 2022

Fund Balances - Total Governmental Funds \$ 35,681,070

Adjustments for the Statement of Net Position:

Capital assets used in governmental activities are not current financial resources and, therefore, not reported in the governmental funds.

Capital assets - non-depreciable 9,120,512

Capital assets - net depreciable 65,968,277

Other long-term assets are not available to pay for current-period expenditures and, therefore, are deferred in the governmental funds. 733,084

Deferred outflows of resources, represent a consumption of net position that applies to a future period(s) and is not recognized as an outflow of resources (expenditure) until then.

Deferred charge on refunding 111,408

Pension Outflows-TMRS 888,075

OPEB Outflows-TMRS 92,940

Internal service funds are used by management to charge the cost of equipment services and replacement to individual funds. The assets and liabilities of the internal service funds are included in governmental activities in the statement of net position.

Net position - governmental activities (144,012)

Deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

Pension Inflows-TMRS (1,781,643)

OPEB Inflows-TMRS (25,165)

OPEB Inflows-Healthcare (98,482)

Some liabilities, including bonds payable and compensated absences, are not reported as liabilities in the governmental funds.

Net pension liability (1,765,476)

OPEB liability-Supplemental Death Fund (552,007)

OPEB liability-Retiree Healthcare (734,938)

Accrued interest (228,401)

Bond premium (2,270,930)

Compensated absences (911,846)

Non-current liabilities due in one year (2,375,000)

Non-current liabilities due in more than one year (38,750,000)

Net Position of Governmental Activities \$ 62,957,466

See Notes to Financial Statements.

City of Taylor, Texas

STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE GOVERNMENTAL FUNDS

For the Year Ended September 30, 2022

	General	Capital Improvements	I & S for CO Bonds
<u>Revenues</u>			
Property tax	\$ 8,176,034	\$ -	\$ 2,906,755
Sales tax	6,433,466	-	-
Franchise and local taxes	931,861	-	-
License and permits	1,340,385	-	-
Charges for services	665,537	-	-
Fines and forfeitures	174,026	-	-
Intergovernmental	442,354	2,629,103	339,500
Investment income	87,296	128,929	11,578
Other revenues	1,748,330	92,000	72,137
Total Revenues	19,999,289	2,850,032	3,329,970
<u>Expenditures</u>			
Current:			
General government	4,216,205	-	-
Culture and recreation	1,937,243	-	-
Community development	2,965,621	-	-
Public safety	7,728,914	-	-
Public works	2,429,243	-	-
Debt service:			
Principal retirement	-	-	2,410,000
Interest and fiscal charges	-	-	774,862
Bond issuance costs	-	300,475	-
Capital outlay	-	5,814,163	-
Total Expenditures	19,277,226	6,114,638	3,184,862
Excess of Revenues Over (Under) Expenditures	722,063	(3,264,606)	145,108
<u>Other Financing Sources (Uses)</u>			
Transfers in	1,959,200	249,623	275,450
Transfers (out)	(14,600)	-	(240,750)
Bond issuance	-	17,660,000	-
Bond premium	-	1,051,200	-
Total Other Financing Sources (Uses)	1,944,600	18,960,823	34,700
Net Change in Fund Balances	2,666,663	15,696,217	179,808
Beginning fund balances	8,302,405	4,938,951	952,961
Ending Fund Balances	\$ 10,969,068	\$ 20,635,168	\$ 1,132,769

See Notes to Financial Statements.

Transporation Fund	Nonmajor Governmental Funds	Total Governmental Funds
\$ -	\$ -	\$ 11,082,789
-	-	6,433,466
-	306,951	1,238,812
-	-	1,340,385
857,793	539,295	2,062,625
-	12,657	186,683
-	20,000	3,430,957
4	5,349	233,156
-	78,894	1,991,361
<u>857,797</u>	<u>963,146</u>	<u>28,000,234</u>
-	384,546	4,600,751
-	-	1,937,243
-	-	2,965,621
-	-	7,728,914
355,064	-	2,784,307
140,000	-	2,550,000
150,041	-	924,903
-	-	300,475
-	20,399	5,834,562
<u>645,105</u>	<u>404,945</u>	<u>29,626,776</u>
212,692	558,201	(1,626,542)
-	19,600	2,503,873
(111,131)	(477,343)	(843,824)
-	-	17,660,000
-	-	1,051,200
<u>(111,131)</u>	<u>(457,743)</u>	<u>20,371,249</u>
101,561	100,458	18,744,707
1,410,906	1,331,140	16,936,363
<u>\$ 1,512,467</u>	<u>\$ 1,431,598</u>	<u>\$ 35,681,070</u>

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City of Taylor, Texas

RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES

For the Year Ended September 30, 2022

Amounts reported for governmental activities in the statement of activities are different because:

Net changes in fund balances - total governmental funds	\$ 18,744,707
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense.	
Capital outlay	6,083,617
Depreciation expense	(2,944,732)
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds.	476,568
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	
Pension expense	667,818
OPEB expense	(83,223)
Compensated absences	652,058
Accrued interest	(104,117)
Amortization of deferred charges on refunding	(29,271)
Amortization of bond premium and discounts	186,818
The issuance of long-term debt (e.g., bonds, leases, certificates of obligation) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of premiums, discounts, and similar items when they are first issued; whereas, these amounts are deferred and amortized in the statement of activities. This amount is the net effect of these differences in the treatment of long-term debt and related items.	
Principal payments	2,550,000
Bonds issued	(17,660,000)
Premiums on debt issued	(1,051,200)
Internal service funds are used by management to charge the cost of equipment services and replacement to individual funds. The net revenue of certain activities of internal service funds is reported with governmental activities.	(1,585)
Change in Net Position of Governmental Activities	\$ 7,487,458

See Notes to Financial Statements.

City of Taylor, Texas

STATEMENT OF NET POSITION (Page 1 of 2)

PROPRIETARY FUNDS

September 30, 2022

	Business-Type Activities Enterprise Funds		
	Public Utilities	Airport	Cemetery Operating
<u>Assets</u>			
<u>Current Assets</u>			
Cash and cash equivalents	\$ 16,269,290	\$ 1,101,972	\$ 164,181
Investments	1,000,000	-	54,000
Restricted cash:			
Customer deposits	542,408	-	-
Capital improvements	12,233,931	-	-
Receivables, net	1,497,085	-	-
Lease receivable	56,726	-	-
Inventories	155,232	-	-
Total Current Assets	31,754,672	1,101,972	218,181
<u>Noncurrent Assets</u>			
Lease receivable	40,325	-	-
Capital assets:			
Non-depreciable	13,777,736	872,713	-
Net depreciable capital assets	33,979,410	4,490,595	6,020
Total Noncurrent Assets	47,797,471	5,363,308	6,020
Total Assets	79,552,143	6,465,280	224,201
<u>Deferred Outflows of Resources</u>			
Deferred charge on refunding	410,127		-
Pension outflows	138,547	5,061	7,402
OPEB outflows	14,500	530	775
Total Deferred Outflows of Resources	563,174	5,591	8,177

Business-Type Activities Enterprise Funds		Governmental Activities
Sanitation	Total	Internal Service
\$ 383,534	\$ 17,918,977	\$ 499,129
-	1,054,000	-
-	542,408	-
-	12,233,931	-
260,342	1,757,427	-
-	56,726	-
-	155,232	-
643,876	33,718,701	499,129
-	40,325	-
-	14,650,449	-
-	38,476,025	2,011,794
-	53,166,799	2,011,794
643,876	86,885,500	2,510,923
-	410,127	-
-	151,010	16,977
-	15,805	1,777
-	576,942	18,754

City of Taylor, Texas

STATEMENT OF NET POSITION (Page 2 of 2)

PROPRIETARY FUNDS

September 30, 2022

	Business-Type Activities		
	Enterprise Funds		
	Public Utilities	Airport	Cemetery Operating
<u>Liabilities</u>			
<u>Current Liabilities</u>			
Accounts payable	1,192,389	37,353	6,919
Customer deposits	542,408	-	-
Current maturities of long-term debt	2,090,000	70,000	-
Compensated absences, current	28,699	-	-
Accrued interest	180,701	4,790	-
Total Current Liabilities	4,034,197	112,143	6,919
<u>Noncurrent Liabilities</u>			
Long-term debt	30,339,061	1,217,875	-
Compensated absences, noncurrent	3,189	-	-
Net pension liability	275,429	10,061	14,715
OPEB liability	86,118	3,146	4,601
Total Noncurrent Liabilities	30,703,797	1,231,082	19,316
Total Liabilities	34,737,994	1,343,225	26,235
<u>Deferred Inflows of Resources</u>			
Lease related	101,312	-	-
Pension inflows	277,951	10,153	14,849
OPEB Inflows	3,926	143	210
Total Deferred Inflows of Resources	383,189	10,296	15,059
<u>Net Position</u>			
Net investment in capital assets	24,466,932	5,020,181	6,020
Restricted for capital improvements	12,233,931	-	-
Unrestricted	8,293,271	97,169	185,064
Total Net Position	\$ 44,994,134	\$ 5,117,350	\$ 191,084

See Notes to Financial Statements.

Business-Type Activities Enterprise Funds		Governmental Activities
Sanitation	Total	Internal Service
165,862	1,402,523	42,370
-	542,408	-
-	2,160,000	477,348
-	28,699	4,451
-	185,491	-
165,862	4,319,121	524,169
-	31,556,936	2,070,184
-	3,189	494
-	300,205	33,750
-	93,865	10,552
-	31,954,195	2,114,980
165,862	36,273,316	2,639,149
-	101,312	-
-	302,953	34,059
-	4,279	481
-	408,544	34,540
-	29,493,133	(316,278)
-	12,233,931	-
478,014	9,053,518	172,266
\$ 478,014	\$ 50,780,582	\$ (144,012)

City of Taylor, Texas

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION PROPRIETARY FUNDS

For the Year Ended September 30, 2022

	Business-Type Activities		
	Enterprise Funds		
	Public Utilities	Airport	Cemetery Operating
<u>Operating Revenues</u>			
Water revenue	\$ 7,417,649	\$ -	\$ -
Sewer revenue	5,236,325	-	-
Airport services	-	611,153	-
Cemetery services	-	-	249,062
Sanitation	-	-	-
Other income	29,247	274	1,595
Charges for services	-	-	-
Rents and royalties	87,950	-	-
Total Operating Revenues	12,771,171	611,427	250,657
<u>Operating Expenses</u>			
Personnel services	1,622,856	102,717	129,021
Contractual services	4,131,590	393,860	108,945
Material and supplies	992,996	7,204	5,465
Depreciation	1,404,371	166,030	502
Total Operating Expenses	8,151,813	669,811	243,933
Operating Income (Loss)	4,619,358	(58,384)	6,724
<u>Nonoperating Revenues (Expenses)</u>			
Investment income	180,830	6,614	-
Interest expense	(825,576)	(36,345)	-
Bond issuance costs	(203,200)	-	-
Total Nonoperating Revenues (Expenses)	(847,946)	(29,731)	-
Income Before Transfers & Capital Contributions	3,771,412	(88,115)	6,724
<u>Transfers and Capital Contributions</u>			
Capital grants and contributions	22,351,425	-	-
Transfers in	-	-	4,979
Transfers (out)	(1,738,492)	(15,000)	-
Change in Net Position	24,384,345	(103,115)	11,703
Beginning net position	20,609,789	5,220,465	179,381
Ending Net Position	\$ 44,994,134	\$ 5,117,350	\$ 191,084

See Notes to Financial Statements.

Business-Type Activities Enterprise Funds		Governmental Activities
Sanitation	Total	Internal Service
\$ -	\$ 7,417,649	\$ -
-	5,236,325	-
-	611,153	-
-	249,062	-
1,824,157	1,824,157	-
-	31,116	5,288
-	-	1,720,642
-	87,950	-
1,824,157	15,457,412	1,725,930
-	1,854,594	172,978
1,597,481	6,231,876	777,597
-	1,005,665	-
-	1,570,903	946,300
1,597,481	10,663,038	1,896,875
226,676	4,794,374	(170,945)
-	187,444	1,418
-	(861,921)	(84,722)
-	(203,200)	-
-	(877,677)	(83,304)
226,676	3,916,697	(254,249)
-	22,351,425	-
-	4,979	252,664
(164,200)	(1,917,692)	-
62,476	24,355,409	(1,585)
415,538	26,425,173	(142,427)
\$ 478,014	\$ 50,780,582	\$ (144,012)

City of Taylor, Texas
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS (Page 1 of 2)
For the Year Ended September 30, 2022

	Business-Type Activities Enterprise Funds		
	Public Utilities	Airport	Cemetery Operating
<u>Cash Flows from Operating Activities</u>			
Receipts from customers	\$ 12,398,681	\$ 620,545	\$ 264,587
Payments to suppliers and contractors	(4,883,362)	(366,916)	(113,128)
Payments to employees for salaries and benefits	(1,717,532)	(106,250)	(134,188)
Net Cash Provided (Used) by Operating Activities	5,797,787	147,379	17,271
<u>Cash Flows from Noncapital Financing Activities</u>			
Transfer in	-	-	4,979
Transfer (out)	(1,738,492)	(15,000)	-
Net Cash Provided (Used) by Noncapital Financing Activities	(1,738,492)	(15,000)	4,979
<u>Cash Flows from Capital and Related Financing Activities</u>			
Capital contribution	20,754,595	-	-
Purchases of capital assets	(12,152,007)	(11,687)	-
Proceeds from capital debt	11,471,200	-	-
Principal paid on capital debt	(1,795,000)	(65,000)	-
Interest paid on capital debt	(827,386)	(39,281)	-
Bond issuance costs	(203,200)	-	-
Net Cash Provided (Used) by Capital and Related Financing Activities	17,248,202	(115,968)	-
<u>Cash Flows from Investing Activities</u>			
Interest on investments	180,830	6,614	-
Net Cash Provided (Used) by Investing Activities	180,830	6,614	-
Net Increase (Decrease) in Cash and Cash	21,488,327	23,025	22,250
Beginning cash and cash equivalents	7,557,302	1,078,947	141,931
Ending Cash and Cash Equivalents (Including Restricted Cash)	\$ 29,045,629	\$ 1,101,972	\$ 164,181

See Notes to Financial Statements.

Business-Type Activities Enterprise Funds		Governmental Activities
Sanitation	Total	Internal Service
\$ 1,799,825	\$ 15,083,638	\$ 1,725,930
(1,583,357)	(6,946,763)	(776,985)
-	(1,957,970)	(184,830)
216,468	6,178,905	764,115
-	4,979	252,664
(164,200)	(1,917,692)	-
(164,200)	(1,912,713)	252,664
-	20,754,595	-
-	(12,163,694)	(104,930)
-	11,471,200	-
-	(1,860,000)	(560,235)
-	(866,667)	(89,112)
-	(203,200)	-
-	17,132,234	(754,277)
-	187,444	1,418
-	187,444	1,418
52,268	21,585,870	263,920
331,266	9,109,446	235,209
\$ 383,534	\$ 30,695,316	\$ 499,129

City of Taylor, Texas
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS (Page 2 of 2)
For the Year Ended September 30, 2022

	Business-Type Activities		
	Enterprise Funds		
	Public Utilities	Airport	Cemetery Operating
<u>Reconciliation of Operating Income (Loss)</u>			
<u>to Net Cash Provided (Used) by Operating Activities</u>			
Operating Income (Loss)	\$ 4,619,358	\$ (58,384)	\$ 6,724
Adjustments to reconcile operating income to net cash provided (used):			
Depreciation	1,404,371	166,030	502
Changes in Operating Assets and Liabilities:			
(Increase) Decrease in:			
Accounts receivable	(418,594)	9,118	13,930
Inventory	(55,344)	-	-
Lease receivable	4,261	-	-
Deferred Outflows of Resources:			
Pension outflows	(6,343)	(232)	(339)
OPEB outflows	1,990	72	106
Increase (Decrease) in:			
Accounts payable	296,568	34,148	1,282
Customer deposits	41,843	-	-
Net pension liability	(247,140)	(9,027)	(13,203)
OPEB liability	9,523	348	509
Deferred Inflows of Resources:			
Pension inflows	149,297	(148)	(216)
OPEB inflows	(4,051)	5,454	7,976
Net Cash Provided (Used) by Operating Activities	\$ 5,797,787	\$ 147,379	\$ 17,271
<u>Schedule of Non-Cash Capital and Related</u>			
<u>Financing Activities</u>			
Capital contributions	\$ 1,596,830	\$ -	\$ -

See Notes to Financial Statements.

Business-Type Activities Enterprise Funds		Governmental Activities
Sanitation	Total	Internal Service
\$ 226,676	\$ 4,794,374	\$ (170,945)
-	1,570,903	946,300
(24,332)	(419,878)	-
-	(55,344)	-
-	4,261	-
-	(6,914)	(777)
-	2,168	244
14,124	346,122	612
-	41,843	-
-	(269,370)	(30,283)
-	10,380	1,166
-	148,933	33,082
-	9,379	(15,284)
<u>\$ 216,468</u>	<u>\$ 6,178,905</u>	<u>\$ 764,115</u>

\$ -	\$ 1,596,830	\$ -
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City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS

September 30, 2022

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Description of government-wide financial statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the nonfiduciary activities of the primary government and its component units. *Governmental activities*, which normally are supported by taxes, intergovernmental revenues, and other nonexchange transactions, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges to external customers for support. Likewise, the *primary government* is reported separately from certain legally separate component units for which the primary government is financially accountable.

B. Reporting Entity

The City of Taylor, Texas is a municipal corporation incorporated under *Article XI, Section 5* of the *Constitution of the State of Texas (Home Rule Amendment)* in 1914. The City operates under a Council-Manager form of government. The City provides such services as are authorized by its charter to advance the welfare, health, comfort, safety and convenience of the City and its inhabitants.

The City is an independent political subdivision of the State of Texas governed by an elected council and a mayor and is considered a primary government. As required by generally accepted accounting principles, these basic financial statements have been prepared based on considerations regarding the potential for inclusion of other entities, organizations, or functions as part of the City's financial reporting entity. The Taylor Economic Development Corporation (the "TEDC") and the Tax Increment Financing Fund (the "TIF"), although legally separate, are considered part of the reporting entity. No other entities have been included in the City's reporting entity. Additionally, as the City is considered a primary government for financial reporting purposes, its activities are not considered a part of any other governmental or other type of reporting entity.

Considerations regarding the potential for inclusion of other entities, organizations or functions in the City's financial reporting entity are based on criteria prescribed by generally accepted accounting principles. These same criteria are evaluated in considering whether the City is a part of any other governmental or other type of reporting entity. The overriding elements associated with prescribed criteria considered in determining that the City's financial reporting entity status is that of a primary government are that it has a separately elected governing body; it is legally separate; and is fiscally independent of other state and local governments. Additionally prescribed criteria under generally accepted accounting principles include considerations pertaining to organizations for which the primary government is financially accountable, and considerations pertaining to organizations for which the nature and significance of their relationship with the primary government are

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete.

Discretely Presented Component Units

Taylor Economic Development Corporation

The Taylor Economic Development Corporation (the "TEDC") serves all citizens of the City and is governed by a five member board of directors appointed by the Taylor City Council. An Executive Director is appointed by the TEDC board to carry out the Board's administrative and policy initiatives. The TEDC is a 4A Corporation and is supported by a half-cent sales tax voted by referendum in 1994. The scope of public service of the TEDC benefits the government and its citizens and is operated primarily within geographic boundaries of the City.

Separately issued audited financial statements are available from TEDC, 316 North Main, Taylor, TX 76574.

Tax Increment Financing Fund

The Tax Increment Financing fund is legally separate from the City and was created to encourage and accelerate planned development within the City limits. The fund accounts for all tax and expenditure activity associated with the fund's primary purpose. The tax increment is derived from the difference in appraised value between the year in which the reinvestment zone is established (base year) and each year the reinvestment zone is in existence. The Board of Directors shall consist of at least five members, but no more than fifteen members including any members appointed by the participating taxing units, and that the Taylor Main Street Advisory Board is appointed to serve as the Board of Directors. The current Board is not primarily comprised of City Council members. Therefore, discrete presentation is appropriate. Separately issued audited financial statements are not available. However, the fund's government wide presentation represents a complete presentation of the entity's activity.

C. Basis of Presentation - Government-Wide and Fund Financial Statements

While separate government-wide and fund financial statements are presented, they are interrelated. The governmental activities column incorporates data from governmental funds while business-type activities incorporate data from the government's enterprise funds. Separate financial statements are provided for governmental funds and the proprietary funds.

As discussed earlier, the government has two discretely presented component units and are shown in separate columns in the government-wide financial statements.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, Continued

September 30, 2022

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are payments in lieu of taxes where the amounts are reasonably equivalent in value to the interfund services provided and other charges between the government's water and transit functions and various other functions of the government. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned.

The fund financial statements provide information about the government's funds, including its fiduciary funds and blended component units. Separate statements for each fund category; governmental and proprietary are presented. The emphasis of fund financial statements is on major governmental and enterprise funds, each displayed in a separate column. All remaining governmental and enterprise funds are aggregated and reported as nonmajor funds. Major individual governmental and enterprise funds are reported as separate columns in the fund financial statements.

The government reports the following major governmental funds:

General Fund

The general fund is used to account for all financial transactions not properly includable in other funds. The principal sources of revenues include local property taxes, sales and franchise taxes, licenses and permits, fines and forfeitures, and charges for services. Expenditures include general government, public safety, public works, culture and recreation, and community development.

Capital Improvements Fund

The capital improvements fund accounts for the acquisition and construction of the government's major capital facilities, other than those financed by proprietary funds.

I&S for CO Bonds Fund

The City accounts for the accumulation of financial resources for the payments of principal, interest and related costs on general long-term debt paid primarily from taxes levied by the City. The fund balance of the I & S for CO Bonds fund is restricted exclusively for debt service expenditures.

Transportation User Fee Fund

The transportation user fee fund collects revenues used to fund street maintenance and reconstruction of streets related expenditures and projects.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

The government reports the following major enterprise funds:

Public Utilities Fund

Water and wastewater services provided by the City are accounted for in the public utilities fund. Activities of the fund include administration, operation and maintenance of the water and wastewater system, and billing and collection activities. The fund also accounts for the accumulation of resources for, and the payment of, long-term debt principal and interest for water and wastewater debt. All costs are financed through charges to utility customers with rates reviewed regularly and adjusted if necessary to ensure the integrity of the funds.

Airport

The Airport fund accounts for the administration, operation and maintenance of the municipal airport.

Cemetery Operating Fund

The Cemetery operating fund accounts for the administration, operation and maintenance of the cemetery.

Sanitation Fund

The Sanitation fund accounts for the operation and maintenance of the sanitation department.

Additionally, the government reports the following fund types:

Special Revenue Funds

The City accounts for resources restricted to, or designated for, specific purposes in a special revenue fund. These funds consist of the hotel/motel tax, Texas capital, main street revenue, cemetery land purchases, municipal court special fee, and drainage funds.

Internal Service Funds

Revenues and expenses related to services provided to organizations inside the City on a cost reimbursement basis are accounted for in an internal service fund. The City's internal service funds include the equipment services and equipment replacement funds.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

Permanent Fund

Chapter 6 Section 6-8 of the City Code establishes a cemetery trust fund subject to control of the City Council. Interest income from the investment of the permanent fund is to be used for beautification and upkeep of the cemetery. The City's only permanent fund is the cemetery permanent fund.

During the course of operations the government has activity between funds for various purposes. Any residual balances outstanding at year end are reported as due from/to other funds and advances to/from other funds. While these balances are reported in fund financial statements, certain eliminations are made in the preparation of the government-wide financial statements. Balances between the funds included in governmental activities (i.e., the governmental and internal service funds) are eliminated so that only the net amount is included as internal balances in the governmental activities column. Similarly, balances between the funds included in business-type activities (i.e., the enterprise funds) are eliminated so that only the net amount is included as internal balances in the business-type activities column.

Further, certain activity occurs during the year involving transfers of resources between funds. In fund financial statements these amounts are reported at gross amounts as transfers in/out. While reported in fund financial statements, certain eliminations are made in the preparation of the government-wide financial statements. Transfers between the funds included in governmental activities are eliminated so that only the net amount is included as transfers in the governmental activities column. Similarly, balances between the funds included in business-type activities are eliminated so that only the net amount is included as transfers in the business-type activities column.

D. Measurement focus and basis of accounting

The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured such as *current financial resources* or *economic resources*. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, and claims and judgments, are recorded only when payment is due. General capital asset acquisitions are reported as expenditures in governmental funds. Issuance of long-term debt and acquisitions under leases are reported as other financing sources.

Property taxes, sales taxes, franchise taxes, licenses, and interest associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. Entitlements are recorded as revenues when all eligibility requirements are met, including any time requirements, and the amount is received during the period or within the availability period for this revenue source (within 60 days of year end). Expenditure-driven grants are recognized as revenue when the qualifying expenditures have been incurred and all other eligibility requirements have been met, and the amount is received during the period or within the availability period for this revenue source (within 60 days of year end). All other revenue items are considered to be measurable and available only when cash is received by the government.

The proprietary, pension and other postemployment benefit trust, and private-purpose trust funds are reported using the *economic resources measurement focus* and the *accrual basis of accounting*.

E. Assets, Liabilities, Deferred Outflows / Inflows, and Fund Equity or Net Position

1. Deposits and Investments

The City's cash and cash equivalents are considered to be cash on hand, demand deposits and short term investments with original maturities of three months or less from the date of acquisition. For the purpose of the statement of cash flows, the proprietary fund types consider temporary investments with maturity of three months or less when purchased to be cash equivalents.

In accordance with GASB Statement No. 31, *Accounting and Reporting for Certain Investments and External Investment Pools*, the City reports all investments at fair value, except for "money market investments" and "2a7-like pools." Money market investments, which are short-term highly liquid debt instruments that may include U.S. Treasury and agency obligations, are reported at amortized costs. Investment positions in external investment pools that are operated in a manner consistent with the SEC's Rule 2a7 of the Investment Company Act of 1940, such as TexPool, are reported using the pools' share price.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, Continued

September 30, 2022

The City has adopted a written investment policy regarding the investment of its funds as defined in the Public Funds Investment Act, Chapter 2256, of the Texas Governmental Code. In summary, the City is authorized to invest in the following:

- Direct obligations of the U.S. Government
- Fully collateralized certificates of deposit and money market accounts
- Statewide investment pools

2. Fair Value

The City has applied Governmental Accounting Standards Board ("GASB") Statement No. 72, Fair Value Measurement and Application. GASB Statement No. 72 provides guidance for determining a fair value measurement for reporting purposes and applying fair value to certain investments and disclosures related to all fair value measurements.

3. Receivables and Interfund Transactions

Transactions between funds that are representative of lending/borrowing arrangements outstanding at the end of the year are referred to as either "interfund receivables/payables" (i.e., the current portion of interfund loans) or "advances to/from other funds" (i.e., the non-current portion of interfund loans). All other outstanding balances between funds are reported as "due to/from other funds" in the fund financial statements. If the transactions are between the primary government and its component unit, these receivables and payables are classified as "due to/from component unit/primary government." Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as "internal balances."

Advances between funds are offset by a nonspendable fund balance account in the applicable governmental fund to indicate they are not available for appropriation and are not expendable available financial resources.

All trade receivables are shown net of any allowance for uncollectible amounts.

4. Inventories and Prepaid Items

The costs of governmental fund type inventories are recorded as expenditures when the related liability is incurred, (i.e., the purchase method). Inventories of supplies are reported at cost, whereas inventories held for resale are reported at lower of cost or market. Certain payments to vendors reflect costs applicable to future accounting periods (prepaid expenditures) are recognized as expenditures when utilized.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

5. Capital Assets

Capital assets, which include property, plant, equipment, and infrastructure assets (e.g., roads, bridges, sidewalks, and similar items) are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by the government, as assets with an initial individual cost of more than \$5,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets, donated works of art, and capital items received in a service concession arrangement are reported at acquisition value. Major outlays for capital assets and improvements are capitalized as projects are constructed.

Interest costs incurred in connection with construction of enterprise fund capital assets are capitalized when the effects of capitalization materially impact the financial statements. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized.

Property, plant, and equipment of the primary government, as well as the component units, are depreciated using the straight-line method over the following estimated useful years.

Asset Description	Estimated Useful Life
Vehicles	5 to 10 years
Machinery and equipment	5 to 10 years
Infrastructure	5 to 30 years
Buildings and improvements	25 years

6. Deferred Outflows / Inflows of Resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expense/ expenditure) until then. The government only has two items that qualify for reporting in this category. It is the deferred charge on refunding and deferred pension/OPEB outflows reported in the government-wide statement of net position. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

In addition to liabilities, the statement of financial position will sometimes report a separate section for *deferred inflows of resources*. This separate financial statement element, deferred inflows of resources, represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The government has only one type of item, which arises only under a modified accrual basis of

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

accounting, that qualifies for reporting in this category. Accordingly, the item, *unavailable revenue*, is reported only in the governmental funds balance sheet. The governmental funds report unavailable revenues from two sources: property taxes and special assessments. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available.

7. Net Position Flow Assumption

Sometimes the government will fund outlays for a particular purpose from both restricted (e.g., restricted bond or grant proceeds) and unrestricted resources. In order to calculate the amounts to report as restricted – net position and unrestricted – net position in the government-wide and proprietary fund financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the government’s policy to consider restricted – net position to have been depleted before unrestricted – net position is applied.

8. Fund Balance Flow Assumptions

Sometimes the government will fund outlays for a particular purpose from both restricted and unrestricted resources (the total of committed, assigned, and unassigned fund balance). In order to calculate the amounts to report as restricted, committed, assigned, and unassigned fund balance in the governmental fund financial statements a flow assumption must be made about the order in which the resources are considered to be applied. It is the government’s policy to consider restricted fund balance to have been depleted before using any of the components of unrestricted fund balance. Further, when the components of unrestricted fund balance can be used for the same purpose, committed fund balance is depleted first, followed by assigned fund balance. Unassigned fund balance is applied last.

9. Fund Balance Policies

Fund balance of governmental funds is reported in various categories based on the nature of any limitations requiring the use of resources for specific purposes. The government itself can establish limitations on the use of resources through either a commitment (committed fund balance) or an assignment (assigned fund balance). The general fund is the only fund that reports a positive unassigned fund balance amount. In other governmental funds it is not appropriate to report a positive unassigned fund balance amount. However, in governmental funds other than the general fund, if expenditures incurred for specific purposes exceed the amounts that are restricted, committed, or assigned to those purposes, it may be necessary to report a negative unassigned fund balance in that fund.

The committed fund balance classification includes amounts that can be used only for the specific purposes determined by a formal action of the government’s highest level of decision-making authority. The governing council is the highest level of decision-making

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

authority for the government that can, by adoption of an ordinance prior to the end of the fiscal year, commit fund balance. Once adopted, the limitation imposed by the ordinance remains in place until a similar action is taken (the adoption of another ordinance) to remove or revise the limitation.

Amounts in the assigned fund balance classification are intended to be used by the government for specific purposes but do not meet the criteria to be classified as committed. The governing body (council) has by resolution authorized the finance director to assign fund balance. The council may also assign fund balance as it does when appropriating fund balance to cover a gap between estimated revenue and appropriations in the subsequent year's appropriated budget. Unlike commitments, assignments generally only exist temporarily. In other words, an additional action does not normally have to be taken for the removal of an assignment. Conversely, as discussed above, an additional action is essential to either remove or revise a commitment.

The government has adopted a policy to maintain a minimum reserve of unassigned fund balance in the general fund at an amount equal to or greater than 25% of operating expenditures of that fund.

10. Long-Term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities statement of net position. The long-term debt consists primarily of bonds payable and accrued compensated absences.

Long-term debt for governmental funds is not reported as liabilities in the fund financial statements until due. The debt proceeds are reported as other financing sources, net of the applicable premium or discount and payments of principal and interest reported as expenditures. In the governmental fund types, issuance costs, even if withheld from the actual net proceeds received, are reported as debt service expenditures. However, claims and judgments paid from governmental funds are reported as a liability in the fund financial statements only for the portion expected to be financed from expendable available financial resources.

Long-term debt and other obligations, financed by proprietary funds, are reported as liabilities in the appropriate funds. For proprietary fund types, bond premiums and discounts are deferred and amortized over the life of the bonds using the effective interest method, if material. Bonds payable are reported net of the applicable bond premium or discount. Issuance costs are expensed when incurred.

Assets acquired under the terms of leases are recorded as liabilities and capitalized in the government-wide financial statements at the present value of net minimum lease payments at inception of the lease. In the year of acquisition, lease transactions are recorded as other

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, Continued

September 30, 2022

financing sources and as capital outlay expenditures in the general fund. Lease payments representing both principal and interest are recorded as expenditures in the general fund upon payment with an appropriate reduction of principal recorded in the government-wide financial statements.

11. Leases

Lessee: The City is a lessee for noncancellable leases of equipment. The City recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the full-accrual financial statements. The City recognizes lease liabilities with an initial, individual value of \$5,000 or more.

At the commencement of a lease, the City initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The leased asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases include how the City determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- The City uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the City uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the City is reasonably certain to exercise.

The City monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with long-term debt on the statement of net position.

Lessor: The City is a lessor for a noncancellable lease of cell towers and a road tolling system. The City recognizes a lease receivable and a deferred inflow of resources in the government-wide and governmental fund financial statements.

At the commencement of a lease, the City initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the City determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts.

- The City uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The City monitors changes in circumstances that would require a remeasurement of its leases, and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

12. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the Fiduciary Net Position of the Texas Municipal Retirement System (TMRS) and additions to/deductions from TMRS's Fiduciary Net Position have been determined on the same basis as they are reported by TMRS. For this purpose, plan contributions are recognized in the period that compensation is reported for the employee, which is when contributions are legally due. Benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

13. Other Postemployment Benefits ("OPEB")

The City has implemented GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions. This statement applies to the individual employers (TMRS cities) in the TMRS Supplemental Death Benefits (SDB) plan, with retiree coverage. The TMRS SDBF covers both active and retiree benefits with no segregation of assets, and therefore doesn't meet the definition of a trust under GASB No. 75 (i.e., no assets are accumulated for OPEB) and as such the SDBF is considered to be an unfunded OPEB plan. For purposes of reporting under GASB 75, the retiree portion of the SDBF is not considered a cost sharing plan and is instead considered a single employer, defined benefit OPEB plan. The death benefit for active employees provides a lump-sum payment approximately equal to the employee's annual salary, calculated based on the employee's actual earnings on which TMRS deposits are made, for the 12-month period preceding the month of death. The death benefit amount for retirees is \$7,500. GASB No. 75 requires the

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

liability of employers and nonemployer contributing entities to employees for defined benefit OPEB (net OPEB liability) to be measured as the portion of the present value of projected benefit payments to be provided to current active and inactive employees that is attributed to those employees' past periods of service (total OPEB liability), less the amount of the OPEB plan's fiduciary net position.

In addition to the contributions made to TMRS, the City provides certain other post-employment benefits to its retirees and dependents. Full time City of Taylor employees who retire from the City under the Texas Municipal Retirement System on or after January 1, 2000, and who are covered by the City of Taylor group hospitalization and medical insurance at the time of retirement, will be eligible to receive the current health plan which is an 80/20 HMO insurance plan that includes a \$500 deductible for individual and a \$1,000 deductible for family medical insurance provided by the City to its employees, from the date of retirement until the 5th anniversary date after retirement.

14. Estimates

The preparation of financial statements, in conformity with generally accepted accounting principles, requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

F. Revenues and Expenditures/Expenses

1. Program Revenues

Amounts reported as program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions (including special assessments) that are restricted to meeting the operational or capital requirements of a particular function or segment. All taxes, including those dedicated for specific purposes, and other internally dedicated resources are reported as general revenues rather than as program revenues.

2. Property Taxes

Property taxes are levied by October 1 on the assessed value listed as of the prior January 1 for all real and business personal property in conformity with Subtitle E, Texas Property Tax Code. Taxes are due on receipt of the tax bill and are delinquent if not paid before February 1 of the year following the year in which imposed. Under state law, property taxes levied on real property constitute a lien on the real property which cannot be forgiven without specific approval of the State Legislature. The lien expires at the end of twenty years. Taxes levied on personal property can be deemed uncollectible by the City.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, Continued

September 30, 2022

Property taxes at the fund level are recorded as receivables and deferred revenues at the time the taxes are assessed. Revenues are recognized as the related ad valorem taxes are collected. Additional amounts estimated to be collectible in time to be a resource for payment of obligations incurred during the fiscal year and therefore susceptible to accrual in accordance with Generally Accepted Accounting Principles have been recognized as revenue.

Legislation was passed in 1979 and amended in 1981 by the Texas Legislature which affects the method of property assessment and tax collection in the City. This legislation, with certain exceptions, exempts intangible personal property and household goods. In addition, this legislature creates a "Property Tax Code" and provides, among other things, for the establishment of county-wide appraisal districts and for a State Property Tax Board which commenced operation in January 1980. The appraisal of property within the City is the responsibility of the Williamson County Tax Appraisal District. The Appraisal District is required under the Property Tax Code to assess all property within the appraisal district on the basis of 100 percent of its appraised value and is prohibited from applying any assessment ratios. The value of real property within the Appraisal District must be reviewed at least every four years. The City, at its own expense, may challenge appraised values established by the Appraisal District through various appeals and, if necessary, legal action. Under this legislation, the City continues to set tax rates on property within the City limits. However, if the effective tax rate, excluding tax rates for bonds and other contractual obligations, adjusted for new improvements and revaluation, exceeds the rate of the previous year by more than eight percent, qualified voters of the City may petition for an election to determine whether to limit the tax rate to no more than eight percent above the rate of the previous year.

3. Compensated Absences

City employees earn vacation and sick leave, which may either be taken or accumulated, up to certain amounts, until retirement or termination. In the event of termination, resignation or retirement, all full-time employees, other than policeman and firemen, will be reimbursed for accrued vacation time up to 120 hours. Policeman and firemen, upon termination, resignation or retirement, will be reimbursed for accrued sick and vacation time according to civil service regulations. For all other employees, sick leave is not paid at termination or retirement.

All vacation and qualifying sick leave is accrued when incurred in the government-wide and proprietary fund financial statements. A liability for these amounts is reported in governmental funds only if they are expected to be liquidated with expendable available financial resources, for example, as a result of employee resignations and retirements. Vested or accumulated vacation leave and compensated leave of government-wide and proprietary funds are recognized as an expense and liability of those funds as the benefits accrue to employees.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

It is the City's policy to liquidate compensated absences with future revenues rather than with currently available expendable resources. Accordingly, the City's governmental funds recognize accrued compensated absences when it is paid.

4. Proprietary Funds Operating and Nonoperating Revenues and Expenses

Proprietary funds distinguish *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the public utility fund, airport fund, cemetery operating, and sanitation funds are charges to customers for sales and services. The public utility fund also recognizes as operating revenue the portion of tap fees intended to recover the cost of connecting new customers to the system. Operating expenses for enterprise funds and internal service funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

II. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

A. Explanation of certain differences between the governmental fund balance sheet and the government-wide statement of net position.

The governmental fund balance sheet includes reconciliation between *fund balance-total governmental funds* and *net position-governmental activities* as reported in the government-wide statement of net position. One element of that reconciliation explains that long-term liabilities, including bonds, are not due and payable in the current period and, therefore, are not reported in the funds.

B. Explanation of certain differences between the governmental fund statement of revenues, expenditures, and changes in fund balances and the government-wide statement of activities.

The governmental fund statement of revenues, expenditures, and changes in fund balances includes a reconciliation between net changes in fund balances – total governmental funds and changes in net position of governmental states that, “the issuance of long-term debt (e.g., bonds) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Also, governmental funds report the effect of premiums, discounts, and similar items when debt is first issued, whereas these amounts are deferred and amortized in the statement of activities.”

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

III. STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP) for the general, I&S for CO bonds, hotel/motel tax, main street revenue, municipal court security and technology, tax increment fund, drainage, transportation user fee, and enterprise funds. Capital project funds have no binding annual budget. Project-length financial plans are adopted for all capital projects; accordingly, no comparison of budget to actual is presented in the financial statements. The original budget is adopted by the City Council prior to the beginning of the year. The legal level of control as defined by the City Charter is the fund level. No funds can be transferred or added which affect the total fund expenditures without City Council approval. Appropriations lapse at the end of the year. Several supplemental budget appropriations were made during the year.

A. Expenditures Over Appropriations

For the year ended September 30, 2022, expenditures exceeded appropriations at the legal level of control as follows:

Hotel/Motel Tax	\$56,453
Main Street Revenue	\$19,621
Drainage	\$952

B. Deficit Fund Balance

At September 30, 2022, the equipment services and equipment replacement funds have a deficit net position of \$88,501 and \$55,511, respectively. The deficits will be eliminated in the future through reimbursements from other funds.

C. Restricted/Committed Fund Equity

The City records fund balance restrictions on the fund level to indicate that a portion of the fund balance is legally restricted for a specific future use or to indicate that a portion of the fund balance is not available for expenditures.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

The following is a list of fund balances restricted/committed by the City:

	<u>Restricted</u>	<u>Committed</u>
Debt service	\$ 1,132,769	\$ -
Capital projects	20,691,187	-
Cemetery land purchase	131,774	-
Municipal court	* 98,965	-
Moody museum	223,546	-
Library bequest funds	317,623	-
Roadway impact fees	487,326	-
PEG Fees	196,556	-
Public safety	9,381	-
Other purposes	319,852	-
Development review	995,325	-
Drainage	-	297,785
Road maintenance	-	1,512,467
Total	<u><u>\$ 24,604,304</u></u>	<u><u>\$ 1,810,252</u></u>

* Restricted by enabling legislation

IV. DETAILED NOTES ON ALL FUNDS

A. Deposits and Investments

As of September 30, 2022, the primary government had the following investments:

<u>Investment Type</u>	<u>Value</u>	<u>Weighted Average Maturity (Years)</u>	<u>Credit Rating</u>
Municipal bonds	\$ 11,374,694	0.88	AAA
External investment pools	38,766,158	0.06	AAAm
Total fair value	<u><u>\$ 50,140,852</u></u>		
Portfolio weighted average maturity		0.95	

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

As of September 30, 2022, the component units had the following investments:

Investment Type	Value	Weighted Average Maturity (Years)	Credit Rating
External investment pools	\$ 238,578	0.07	AAAm
Total fair value	<u>\$ 238,578</u>		
Portfolio weighted average maturity		0.07	

Interest rate risk In accordance with its investment policy, the City manages its exposure to declines in fair values by limiting the weighted average of maturity not to exceed five years; structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations; monitoring credit ratings of portfolio position to assure compliance with rating requirements imposed by the Public Funds Investment Act; and invest operating funds primarily in short-term securities or similar government investment pools.

Credit risk: The City's investment policy limits investments to obligations of the United States, State of Texas, or their agencies and instrumentalities with an investment quality rating of not less than "A" or its equivalent, by a nationally recognized investment rating firm. Other obligations must be unconditionally guaranteed (either express or implied) by the full faith and credit of the United States Government or the issuing U.S. agency and investment pools with an investment quality not less than AAA or AAA-m, or equivalent, by at least one nationally recognized rating service. As of September 30, 2022, the City's investment in investment pools were rated AAAm by Standard & Poor's.

Custodial credit risk – deposits: In the case of deposits, this is the risk that in the event of a bank failure, the City's deposits may not be returned to it. State statutes require that all deposits in financial institutions be insured or fully collateralized by U.S. government obligations or its agencies and instrumentalities or direct obligations of Texas or its agencies and instrumentalities that have a market value of not less than the principal amount of the deposits. As of September 30, 2022, the market values of pledged securities and FDIC exceeded bank balances.

Custodial credit risk – investments: For an investment, this is the risk that, in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The City's investment policy requires that it will seek to safekeeping securities at financial institutions, avoiding physical possession. Further, all trades, where applicable, are executed by delivery versus payment to ensure that securities are deposited in the City's safekeeping account prior to the release of funds.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

TexPool

TexPool was established as a trust company with the Treasurer of the State of Texas as trustee, segregated from all other trustees, investments, and activities of the trust company. The State Comptroller of Public Accounts exercises oversight responsibility over TexPool. Oversight includes the ability to significantly influence operations, designation of management, and accountability for fiscal matters. Additionally, the State Comptroller has established an advisory board composed of both participants in TexPool and other persons who do not have a business relationship with TexPool. The advisory board members review the investment policy and management fee structure. Finally, Standard & Poor's rate TexPool AAAM. As a requirement to maintain the rating, weekly portfolio information must be submitted to Standard & Poor's, as well as to the office of the Comptroller of Public Accounts for review. At September 30, 2022, the fair value of the portion in TexPool approximates fair value of the shares. There were no limitations or restrictions on withdrawals.

TexSTAR

TexSTAR has been established for governmental entities pursuant to the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code, and the Public Funds Investment Act, Chapter 2256 of the Texas Government Code and operates in a manner consistent with the SEC's Rule 2a7 of the Investment Company Act of 1940. TexSTAR's governing body is a five-member Board consisting of three representatives of participants and one member designated by each of the co-administrators. The Board holds legal title to all money, investments, and assets and has the authority to employ personnel, contract for services, and engage in other administrative activities necessary or convenient to accomplish the objectives of TexSTAR. Board oversight of TexSTAR is maintained through daily, weekly, and monthly reporting requirements. TexSTAR is rated AAAM by Standard & Poor's. The City's fair value position is stated at the value of the position upon withdrawal. There were no limitations or restrictions on withdrawals.

Texas CLASS

MBIA is a participant of the Texas CLASS program. Texas CLASS has been established for governmental entities pursuant to the Public Funds Investment Act, Chapter 2256 of the Texas Government Code and operates in a manner consistent with the SEC's Rule 2a7 of the Investment Company Act of 1940. Texas CLASS is supervised by a Board of Trustees who are elected by the Participants. The Board of Trustees supervises the Trust and its affairs and acts as the liaison between the Participants, the Custodian and the Program Administrator. The Board administers the affairs of the Trust and enters into contracts and agreements on behalf of the Trust in order to effectuate the terms of the Trust Agreement. It also selects consultants for Texas CLASS, including the Program Administrator and the Custodian. MBIA's Texas CLASS is rated AAA by Fitch. There were no limitations or restrictions on withdrawals.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

B. Fair Value Measurement

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Investments that are remeasured at fair value using the net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy below.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The City's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

The City's financial instruments consist of cash and cash equivalents, investments in certificates of deposits maturing in greater than three months, and accounts receivable. The estimated fair value of cash, cash equivalents, investments, and accounts receivable approximate their carrying amounts due to the short-term nature of these instruments.

The following table sets forth by level, within the fair value hierarchy, the City's fair value measurements at September 30, 2022.

	Fair Value	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Municipal Bonds	\$ 11,374,694	\$ 11,374,694	\$ -	\$ -
Total Assets at fair value	\$ 11,374,694	\$ 11,374,694	\$ -	\$ -

C. Receivables

The following comprise receivable balances of the primary government at year end:

	Governmental Activities					
	General	I&S for CO Bonds	Capital Improvements	Transportation User Fee	Nonmajor Governmental	Total
Property taxes	\$ 216,145	\$ 72,942	\$ -	\$ -	\$ -	\$ 289,087
Sales tax	1,699,063	-	-	-	-	1,699,063
Franchise taxes	256,896	-	-	-	-	256,896
Accounts	-	-	-	122,404	101,580	223,984
Other	653,169	-	191,814	-	-	844,983
Allowance	(41,732)	(14,272)	-	(19,353)	(15,048)	(90,405)
	<u>\$ 2,783,541</u>	<u>\$ 58,670</u>	<u>\$ 191,814</u>	<u>\$ 103,051</u>	<u>\$ 86,532</u>	<u>\$ 3,223,608</u>

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

	Business-Type Activities		
	Public		
	Utilities	Sanitation	Total
Accounts	\$ 1,603,323	\$ 277,644	\$ 1,880,967
Allowance	(106,238)	(17,302)	(123,540)
	<u>\$ 1,497,085</u>	<u>\$ 260,342</u>	<u>\$ 1,757,427</u>

The Taylor Economic Development Corporation receivables consisted sales tax totaling \$570,305.

Lease Receivables

The City is the lessor of three contracts in which the City receives lease payments from lessees. This includes two separate cell phone companies for the use of existing water tower antenna space and one tolling equipment company. The cell tower leases commenced in 2018 and 2021 and are renewable in 5-year increments. Annual lease payments of \$18,150 will be received from AT&T through September 2026. Monthly lease payments of \$2,133.75 will be received from Verizon through December 2023. Monthly lease payments of \$2,200 will be received from Telvent through June 2023, for the use and access of roadway to test a road tolling system. As of September 30, 2022, the lease receivable and offsetting deferred inflows amounted to \$97,051 and \$101,312, respectively, for the cell tower leases. The lease receivable and offsetting deferred inflows amounted to \$19,474 and \$22,274, respectively, for the tolling company roadway lease.

The annual principal and interest payments to be received are as follows:

Year ending September 30,	Governmental Activities	
	Principal	Interest (4%)
2023	\$ 19,474	\$ 326
	<u>\$ 19,474</u>	<u>\$ 326</u>

Year ending September 30,	Business-Type Activities	
	Principal	Interest (4%)
2023	\$ 40,325	\$ 3,430
2024	22,494	2,057
2025	16,781	1,369
2026	17,452	698
	<u>\$ 97,051</u>	<u>\$ 7,555</u>

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

D. Capital Assets

A summary of changes in governmental activities capital assets for the year end was as follows:

	Beginning Balances	Additions	Retirements/ Reclassifications	Ending Balances
Capital assets, not being depreciated:				
Land	\$ 3,417,973	\$ 585,715	\$ -	\$ 4,003,688
Construction in progress	9,372,893	3,442,929	(7,698,998)	5,116,824
Total capital assets not being depreciated	<u>12,790,866</u>	<u>4,028,644</u>	<u>(7,698,998)</u>	<u>9,120,512</u>
Capital assets, being depreciated:				
Streets and bridges	54,895,481	-	7,080,629	61,976,110
Parks and dams	19,286,678	451,309	-	19,737,987
Sidewalks, curbs and gutters	3,789,523	-	-	3,789,523
Buildings and improvements	11,780,534	48,124	618,369	12,447,027
Operating equipment	3,922,844	1,555,540	(19,729)	5,458,655
Equipment in internal service funds	8,182,007	104,930	-	8,286,937
Total capital assets being depreciated	<u>101,857,067</u>	<u>2,159,903</u>	<u>7,679,269</u>	<u>111,696,239</u>
Less accumulated depreciation				
Streets and bridges	21,281,940	1,462,565	-	22,744,505
Parks and dams	4,802,808	646,300	-	5,449,108
Sidewalks, curbs and gutters	868,448	94,738	-	963,186
Buildings and improvements	4,421,997	383,126	-	4,805,123
Operating equipment	3,140,829	358,003	(19,729)	3,479,103
Equipment in internal service funds	5,328,843	946,300	-	6,275,143
Total accumulated depreciation	<u>39,844,865</u>	<u>3,891,032</u>	<u>(19,729)</u>	<u>43,716,168</u>
Net capital assets being depreciated	62,012,202	(1,731,129)	7,698,998	67,980,071
Total Capital Assets	<u>\$ 74,803,068</u>	<u>\$ 2,297,515</u>	<u>\$ -</u>	<u>\$ 77,100,583</u>

Depreciation was charged to governmental functions as follows:

General government	\$ 282,850
Community development	209,346
Public safety	750,817
Public works	1,701,720
Internal service funds	946,300
Total Governmental Activities Depreciation Expense	<u>\$ 3,891,033</u>

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

A summary of changes in business-type activities capital assets for the year end was as follows:

	<u>Beginning Balances</u>	<u>Additions</u>	<u>Retirements/ Reclassifications</u>	<u>Ending Balances</u>
Capital assets, not being depreciated:				
Land	\$ 1,317,035	\$ 733,377	\$	\$ 2,050,412
Construction in progress	3,629,325	11,260,290	(2,289,578)	12,600,037
Total capital assets not being depreciated	<u>4,946,360</u>	<u>11,993,667</u>	<u>(2,289,578)</u>	<u>14,650,449</u>
Capital assets, being depreciated:				
Plant distribution and collection	50,145,128	1,635,953	2,289,578	54,070,659
Buildings	10,718,045	-	-	10,718,045
Runway	2,238,416	-	-	2,238,416
Equipment	1,342,308	130,904	(206,092)	1,267,120
Total capital assets being depreciated	<u>64,443,897</u>	<u>1,766,857</u>	<u>2,083,486</u>	<u>68,294,240</u>
Less accumulated depreciation				
Plant distribution and collection	22,741,603	1,163,905	-	23,905,508
Buildings	3,888,032	245,752	-	4,133,784
Runway	968,853	55,960	-	1,024,813
Equipment	854,916	105,286	(206,092)	754,110
Total accumulated depreciation	<u>28,453,404</u>	<u>1,570,903</u>	<u>(206,092)</u>	<u>29,818,215</u>
Net capital assets being depreciated	35,990,493	195,954	2,289,578	38,476,025
Total Capital Assets	<u><u>\$ 40,936,853</u></u>	<u><u>\$ 12,189,621</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 53,126,474</u></u>

Depreciation was charged to business-type activities as follows:

Public Utilities	\$ 1,404,371
Airport	166,030
Cemetery	502
Total Business-type Activities Depreciation Expense	<u><u>\$ 1,570,903</u></u>

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

A summary of changes in discretely presented component unit capital assets for the year end was as follows:

	Beginning Balances	Increases	Decreases/ Reclassifications	Ending Balances
Capital assets being depreciated				
Leasehold improvements	\$ 26,261	\$ -	\$ -	\$ 26,261
Commercial sign	17,244	-	-	17,244
Office Equipment	37,273	22,006	-	59,279
RTU Asset	8,974	85,552	(8,974)	85,552
Total capital assets being depreciated	89,752	107,558	(8,974)	188,336
Less accumulated depreciation				
Leasehold improvements	5,325	1,751	-	7,076
Commercial sign	8,764	1,724	-	10,488
Office Equipment	33,364	3,162	-	36,526
RTU Asset	-	27,986	(8,974)	19,012
Total Accumulated Depreciation	47,453	34,623	(8,974)	73,102
Total Capital Assets, Net	\$ 42,299	\$ 72,935	\$ -	\$ 115,234

E. Other Long-term Liabilities

The following is a summary of changes in the City's other long-term liabilities for the year ended. In general, the City uses the general and enterprise funds to liquidate compensated absences.

	Beginning Balance	Additions	Reductions	Ending Balance	Amounts Due Within One Year
Governmental Activities:					
Compensated Absences	\$ 1,563,904	\$ 773,368	\$ (1,425,426)	\$ 911,846	\$ 820,661
Compensated Absences in internal service funds	4,945	4,945	(4,945)	4,945	4,451
Total Governmental Activities	\$ 1,568,849	\$ 778,313	\$ (1,430,371)	\$ 916,791	\$ 825,112
Business-Type Activities:					
Compensated Absences	\$ 29,840	\$ 31,888	\$ (29,840)	\$ 31,888	\$ 28,699
Total Business-Type Activities	\$ 29,840	\$ 31,888	\$ (29,840)	\$ 31,888	\$ 28,699
Component Unit Activities - Taylor EDC					
Compensated Absences	\$ 24,485	\$ 25,677	\$ (24,485)	\$ 25,677	\$ 23,109
Total Component Unit Activities	\$ 24,485	\$ 25,677	\$ (24,485)	\$ 25,677	\$ 23,109

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

F. Long-term Debt

The following is a summary of changes in the City's total long-term liabilities for the year ended September 30, 2022. In general, the City uses the debt service fund and general fund to liquidate governmental long-term liabilities and pension liabilities, respectively.

	Beginning Balance	Additions	Refunds/ Payments	Ending Balance	Amounts Due Within One Year
Governmental Activities:					
Bonds, notes and other payables:					
General Obligation Bonds	\$ 9,275,000	\$ -	\$ (1,690,000)	\$ 7,585,000	\$ 1,305,000
Combination Tax and					
Revenue Certificates of Obligation	16,740,000	12,335,000	(860,000)	28,215,000	975,000
Revenue Certificates of Obligation - ISF	1,525,000	-	(195,000)	1,330,000	205,000
Limited Tax Note	-	5,325,000	-	5,325,000	95,000
Less deferred amounts:					
For premiums	1,446,051	1,051,200	(191,207)	2,306,044	-
Total Bonds Payable	<u>28,986,051</u>	<u>18,711,200</u>	<u>(2,936,207)</u>	<u>44,761,044</u>	<u>2,580,000</u>
 Note Payable - internal service fund	 1,324,478	 -	 (287,569)	 1,036,909	 221,075
Lease - internal service fund	223,175	-	(77,666)	145,509	51,273
Total Governmental Activities	<u>\$ 30,533,704</u>	<u>\$ 18,711,200</u>	<u>\$ (3,301,442)</u>	<u>\$ 45,943,462</u>	<u>\$ 2,852,348</u>
Long-term liabilities due in more than one year				<u>\$ 43,091,114</u>	
 Business-Type Activities:					
General Obligation Bonds	\$ 7,900,000	\$ -	\$ (515,000)	\$ 7,385,000	\$ 515,000
Combination Tax and					
Revenue Certificates of Obligation	15,265,000	10,575,000	(1,345,000)	24,495,000	1,645,000
Less deferred amounts:					
For premiums	1,059,941	896,200	(119,205)	1,836,936	-
Total Bonds Payable	<u>24,224,941</u>	<u>11,471,200</u>	<u>(1,979,205)</u>	<u>33,716,936</u>	<u>2,160,000</u>
Total Business-Type Activities	<u>\$ 24,224,941</u>	<u>\$ 11,471,200</u>	<u>\$ (1,979,205)</u>	<u>\$ 33,716,936</u>	<u>\$ 2,160,000</u>
Long-term liabilities due in more than one year				<u>\$ 31,556,936</u>	

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Long-term debt applicable to the City's governmental activities are not due and payable in the current period and accordingly, are not reported as fund liabilities in the governmental funds. Interest on long-term debt is not accrued in governmental funds, but rather is recognized as an expenditure when due. The City intends to retire all of its general long-term liabilities, plus accrued interest, from property taxes and other current revenues from the debt service fund as has been done in prior years. The proprietary fund type long-term debt will be repaid, plus accrued interest, from operating revenues of the respective fund. The general fund has typically been used to liquidate the liability for compensated absences for governmental activities. Leases are secured by the underlying asset. In the event of default, the lender may demand immediate payment or take possession of the asset. Assets under lease have a net book value of \$166,327 of year end. Assets financed through notes payable have a book value of \$971,467.

	Beginning Balance	Additions	Reductions	Ending Balance	Due in one Year
Component Unit - Taylor EDC					
Building lease	\$ 8,974	\$ 85,552	\$ (26,193)	\$ 68,333	\$ 27,562
Total Component Unit Activities	<u>\$ 8,974</u>	<u>\$ 85,552</u>	<u>\$ (26,193)</u>	<u>\$ 68,333</u>	<u>\$ 27,562</u>
Lease Liabilities Due in More than One Year				<u>\$ 40,771</u>	

In February 2022, the Corporation signed a noncancelable lease for an office building. The lease term is for 3 years with monthly payments of \$2,380, \$2,500, & \$2,650, respectively, in twelve-month increments. There is no stated interest rate in the lease. The Corporation has utilized our incremental borrowing rate which was determined to be 5.5% on the date of the agreement. The final payment will be made on January 31, 2025. The present value of the remaining building lease payments as of September 30, 2021 was determined to be \$8,974. The Corporation restated lease payable and RTU assets for this amount. The Taylor EDC has an unused line of credit totaling \$3,500,000.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Long-term debt at year end was comprised of the following debt issues:

	Governmental Activities	Business - Type Activities	Total
General Obligation Bonds:			
\$4,595,000 General Obligation Refunding Bonds, Series 2015, due in installments through 2025, interest at 2.9%	1,130,000	900,000	2,030,000
\$8,010,000 General Obligation Refunding Bonds, Series 2016, due in installments through 2034, interest at 4%	2,945,000	5,065,000	8,010,000
\$3,020,000 General Obligation Refunding Bonds, Series 2017, due in installments through 2029, interest at 2% to 4%	1,005,000	1,225,000	2,230,000
\$4,035,000 General Obligation Refunding Bonds, Series 2021, due in installments through 2032, interest at 3%	2,505,000	195,000	2,700,000
Total General Obligation Bonds	\$ 7,585,000	\$ 7,385,000	\$ 14,970,000
Combination Tax and Revenue Certificates of Obligation:			
\$4,200,000 Combination Tax and Revenue Certificates of Obligation, Series 2006, due in annual installments through 2026, interest at 4.45%	\$ -	\$ 2,450,000	\$ 2,450,000
\$10,000,000 Combination Tax and Revenue Certificates of Obligation, Series 2007, due in annual installments through 2027, interest at 3.83%	2,300,000	3,855,000	6,155,000
\$3,000,000 Combination Tax and Revenue Certificates of Obligation, Series 2013, due in annual installments through 2033, interest at 4%	2,740,000	-	2,740,000
\$5,340,000 Combination Tax and Revenue Certificates of Obligation, Series 2017, due in annual installments through 2037, interest at 2.9-3.25%	1,155,000	3,470,000	4,625,000
\$5440,000 Combination Tax and Revenue Certificates of Obligation, Series 2018, due in annual installments through 2030, interest at 3%	3,720,000	-	3,720,000
\$12,590,000 Combination Tax and Revenue Certificates of Obligation, Series 2019, due in annual installments through 2044, interest at 2.75%	7,295,000	4,145,000	11,440,000
\$22,910,000 Combination Tax and Revenue Certificates of Obligation, Series 2022, due in annual installments through 2042, interest at 3%	12,335,000	10,575,000	22,910,000
Total Combination Tax and Revenue/Certificates of Obligation	\$ 29,545,000	\$ 24,495,000	\$ 54,040,000
Tax Notes:			
\$5,325,000 Limited Tax Note Series 2022, due in annual installments through 2029, interest at 2.77%	5,325,000	-	5,325,000
Total Tax Notes	\$ 5,325,000	\$ -	\$ 5,325,000

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

	Governmental Activities	Business - Type Activities	Total
Less deferred amounts:			
Discounts and premiums	\$ 2,306,044	\$ 1,836,936	\$ 4,142,980
Notes Payable			
\$406,7220 Note Payable to Government Capital, due in annual installments of \$88,844 through October 2025, interest at 2.49%	328,160	-	328,160
\$1,030,100 lease payable to Community Leasing, due in annually installments of \$91,322 through 2030, interest at 3.79%	620,212	-	620,212
\$192,000 lease payable to Frost Bank, due in annual installments of \$41,076 through 2023, interest at 3.48%	39,692	-	39,692
\$163,750 lease payable to Clayton Holdings, LLC, due in annual installments of \$34,550.64 through 2024, interest at 2.25%	48,845	-	48,845
Leases Payable:			
\$53,931 lease payable to John Deere, due in monthly installments of \$4,733 through 2023, interest at 3.25%	2,846	-	2,846
\$27,372 lease payable to John Deere, due in monthly installments of \$229 through 2022, interest at 3.25%	986	-	986
\$52,750 lease payable to Wells Fargo, due in monthly installments of \$28,815 through 2023, interest at 3.25%	1,334	-	1,334
\$232,528 lease payable to US Bank, due in annual installments of \$48,148.05 through 2025, interest at 1.42%	140,343	-	140,343
Total Notes and Leases Payable	<u>1,182,418</u>	<u>-</u>	<u>1,182,418</u>
Total Debt	<u><u>\$ 45,943,462</u></u>	<u><u>\$ 33,716,936</u></u>	<u><u>\$ 79,660,398</u></u>

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

The annual requirements to amortize the City's long-term activities debt issues outstanding at year ending were as follows:

General Obligation Bonds

Year Ending	Governmental Activities		Business-type Activities	
	Principal	Interest	Principal	Interest
2023	\$ 1,305,000	\$ 250,756	\$ 515,000	\$ 276,251
2024	985,000	214,172	375,000	262,283
2025	845,000	187,417	535,000	252,060
2026	575,000	163,400	530,000	238,400
2027	265,000	142,700	1,255,000	217,200
2028	475,000	134,400	1,950,000	167,000
2029	525,000	117,800	330,000	89,000
2030	535,000	99,300	355,000	75,800
2031	555,000	80,400	360,000	61,600
2032	575,000	59,450	380,000	47,200
2033	465,000	37,800	395,000	32,000
2034	480,000	19,200	405,000	16,200
Total	\$ 7,585,000	\$ 1,506,795	\$ 7,385,000	\$ 1,734,994

Tax Notes

Year Ending	Governmental Activities	
	Principal	Interest
2023	\$ 95,000	\$ 140,947
2024	100,000	144,871
2025	505,000	142,101
2026	355,000	128,113
2027	1,180,000	118,279
2028	1,590,000	85,593
2029	1,500,000	41,550
Total	\$ 5,325,000	\$ 801,453

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Certificates of Obligation

Year Ending	Governmental Activities		Business-type Activities	
	Principal	Interest	Principal	Interest
2023	\$ 1,180,000	\$ 1,237,358	\$ 1,645,000	\$ 1,033,128
2024	1,915,000	1,026,300	2,045,000	821,466
2025	2,145,000	962,011	1,980,000	740,253
2026	2,510,000	882,179	2,070,000	663,424
2027	2,585,000	790,811	1,440,000	582,652
2028	1,955,000	685,624	860,000	521,704
2029	1,795,000	604,089	890,000	484,374
2030	1,620,000	531,359	930,000	447,199
2031	1,345,000	465,534	965,000	408,284
2032	1,405,000	407,164	1,005,000	367,824
2033	1,325,000	358,694	1,045,000	336,224
2034	1,015,000	305,694	1,080,000	297,834
2035	1,045,000	271,844	1,110,000	263,854
2036	1,080,000	236,994	1,150,000	228,879
2037	1,120,000	200,944	1,190,000	192,669
2038	1,155,000	167,344	860,000	156,094
2039	1,185,000	132,694	885,000	130,294
2040	930,000	96,638	915,000	103,463
2041	960,000	68,425	940,000	75,425
2042	990,000	39,300	970,000	46,625
2043	140,000	9,263	255,000	16,900
2044	145,000	4,713	265,000	8,613
Total	\$ 29,545,000	\$ 9,484,971	\$ 24,495,000	\$ 7,927,178

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

The annual requirements to amortize leases outstanding at year ending were as follows:

Year ending September 30,	Governmental Activities		Total
	Principal	Interest	
2023	\$ 51,273	\$ 2,068	\$ 53,341
2023	46,778	1,370	48,148
2024	47,458	690	48,148
Total	\$ 145,509	\$ 4,128	\$ 149,637

The annual requirements to amortize notes and other obligations payable outstanding at year ending were as follows:

Year ending September 30,	Governmental Activities		Total
	Principal	Interest	
2023	\$ 221,075	\$ 34,718	\$ 255,793
2024	168,709	28,016	196,725
2025	157,633	22,533	180,166
2026	156,356	17,658	174,014
2027	78,696	12,626	91,322
2028	81,679	9,643	91,322
2029	84,774	6,548	91,322
2030	87,987	3,335	91,322
Total	\$ 1,036,909	\$ 135,077	\$ 1,171,986

G. Deferred Charges on Refunding

Deferred charges (gains) resulting from the issuance of series 2010, 2012, 2015, 2016, 2017, and 2021 general obligation refunding bonds have been recorded as deferred outflows of resources and are being amortized to interest expense over the shorter of either the remaining term of the refunded debt or the refunding bonds. Current year balances for governmental and business-type activities totaled \$111,408 and \$410,127, respectively. Current year amortization expense for governmental and business-type activities totaled \$29,271 and \$47,637, respectively.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

H. Interfund Transactions

Transfers between the primary government funds during the 2022 year were as follows:

Transfer out:	Transfer In:						Total
	General	Capital Improvements	I&S for CO Bonds	Nonmajor Governmental	Cemetery Operating	Equipment Replacement	
General	\$ -	\$ -	\$ -	\$ 14,600	\$ -	\$ -	\$ 14,600
I&S for CO Bonds	-	-	-	-	-	240,750	240,750
Transportation	-	111,131	-	-	-	-	111,131
Nonmajor Governmental	180,000	-	275,450	5,000	4,979	11,914	477,343
Public Utilities	1,600,000	138,492	-	-	-	-	1,738,492
Airport	15,000	-	-	-	-	-	15,000
Sanitation	164,200	-	-	-	-	-	164,200
Total	\$ 1,959,200	\$ 249,623	\$ 275,450	\$ 19,600	\$ 4,979	\$ 252,664	\$ 2,761,516

Transfers between general, transportation and capital improvements were primarily to support capital projects. Transfers between the enterprise funds to the general fund were for franchise fees and contributions for operations. Transfers between to I&S CO Bonds were for debt service payments. Transfers to the equipment replacement fund were for equipment purchases.

During the year, the Tax Increment Financing discretely present component unit contributed \$23,532, \$342,150 and \$20,000 to the General, I&S for CO Bonds and Main Street Revenue funds, respectively, for debt service and capital funding.

The compositions of interfund balances as of the year ended September 30, 2022 were as follows:

Payable Fund:	Receivable Fund:		
	General	I&S For CO Bonds	Total
General	\$ -	\$ 208,791	208,791
Capital projects	5,325	1,793	7,118
Nonmajor governmental	162,532	-	162,532
Total	\$ 167,857	\$ 210,584	\$ 378,441

Interfund receivables and payables relate to various amounts used to cover operational and capital expenditures. All balances are expected to be resolved in the subsequent year.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

V. OTHER INFORMATION

A. Risk Management

The City is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets, errors and omissions; and natural disasters for which the City participates along with over 2,800 other entities in the Texas Municipal League's Intergovernmental Risk Pools. The Pool purchases commercial insurance at group rates for participants in the Pool. The City has no additional risk or responsibility to the Pool outside of the payment of insurance premiums. The City has not significantly reduced insurance coverage or had settlements which exceeded coverage amounts for the past three years.

B. Commitments and Contingent Liabilities

Amounts received or receivable from granting agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amounts of expenditures which may be disallowed by the grantor cannot be determined at this time although the City expects such amounts, if any, to be immaterial.

Liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. Claim liabilities are calculated considering the effects of inflation, recent claim settlement trends, including frequency and amount of payouts, and other economic and social factors.

Development Review Reimbursement Agreement ("DRRA")

The City entered into a Development Review Costs and Services contract in order to expedite the development review and approval of the construction and development of a semiconductor production fabrication plant on land that will be utilized for a manufacturing facility. This agreement includes funding for City development review costs and services as well as costs of 3rd party contractors. The City is to repay all amounts funded for direct City costs associated with the project, as defined in the agreement. The City is not required to repay amounts provided and expended for 3rd party review charges and costs. The Company provided a total of \$1,402,313 during the year which was placed in escrow and utilized as necessary to complete the City's development review. Subsequent replenishments will be made upon request, if necessary. This balance and subsequent advances will be paid back in annual payments starting in 2027. The amount reported as payable under this agreement totaled \$1,402,313 as of September 30, 2022. During the year, the Company has also funded City \$1,000,000 for 3rd party review costs.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

Project Funding Agreement

The City entered into a project funding agreement with a manufacturing company that requires the construction of water and wastewater facilities to land that will be utilized for construction of a manufacturing facility. In order to expedite the construction of these facilities, the Company will contribute toward the cost of the various phases of the project. During the current fiscal year, the company provided \$20,754,595 in funding to be placed in escrow and utilized for the construction of water and wastewater facilities. The balance of unspent contributions remaining at year end totaled \$12,233,931.

C. Construction Commitments

The City of Taylor has active construction projects as of September 30, 2022. The projects include improvements for parks, the animal shelter facility, the intersection at 2nd and Main streets, downtown roads, and water and wastewater infrastructure.

At year end, the City of Taylor's commitments with contractors are as follows:

<u>Project</u>	<u>Authorized Contract Award</u>	<u>Remaining Commitment</u>
TRP & Doak Park	\$ 1,575,550	\$ 264,216
Animal Shelter Construction	1,423,262	1,423,262
2nd & Main Intersection	226,034	226,034
Downtown Striping Project	146,006	146,006
Downtown Signage Project	150,967	150,967
Downtown Streetscape	88,941	88,941
Mustang Creek WWTP Improvements Train 2 Rehab	5,339,000	3,921,666
FM 973 Water and Wastewater Line Improvements	8,307,365	2,723,660
Northside Pump Station Improvements	2,124,640	2,054,587
North Pump Station Generator	290,469	261,422
Total	\$ 19,672,233	\$ 11,260,760

D. Defined Benefit Pension Plans

1. Plan Description

The City of Taylor, Texas participates as one of 901 plans in the nontraditional, joint contributory, hybrid defined benefit pension plan administered by the Texas Municipal Retirement System (TMRS). TMRS is an agency created by the State of Texas and administered in accordance with the TMRS Act, Subtitle G, Title 8, Texas Government Code (the TMRS Act) as an agent multiple-employer retirement system for municipal employees in the State of Texas. The TMRS Act places the general administration and management of the System with a six-member Board of Trustees. Although the Governor, with the advice

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

and consent of the Senate, appoints the Board, TMRS is not fiscally dependent on the State of Texas. TMRS's defined benefit pension plan is a tax-qualified plan under Section 401 (a) of the Internal Revenue Code. TMRS issues a publicly available annual comprehensive financial report (ACFR) that can be obtained at www.tmr.com.

All eligible employees of the city are required to participate in TMRS.

2. Benefits Provided

TMRS provides retirement, disability, and death benefits. Benefit provisions are adopted by the governing body of the city, within the options available in the state statutes governing TMRS.

At retirement, the benefit is calculated as if the sum of the employee's contributions, with interest, and the city-financed monetary credits with interest were used to purchase an annuity. Members may choose to receive their retirement benefit in one of seven payments options. Members may also choose to receive a portion of their benefit as a Partial Lump Sum Distribution in an amount equal to 12, 24, or 36 monthly payments, which cannot exceed 75% of the member's deposits and interest.

The plan provisions are adopted by the governing body of the City, within the options available in the state statutes governing TMRS. Plan provisions for the City were as follows:

	<u>Plan Year 2021</u>	<u>Plan Year 2020</u>
Employee deposit rate	7%	7%
Matching ratio (city to employee)	2 to 1	2 to 1
Years required for vesting	5	5
Service retirement eligibility (expressed as age / years of service)	60/5, 0/20	60/5, 0/20
Updated service credit	100% Repeating Transfers	100% Repeating Transfers
Annuity increase (to retirees)	30% of CPI	30% of CPI
Active Employees	Yes	Yes
Supplemental Death Benefit to Retirees	Yes	Yes

Employees covered by benefit terms

At the December 31, 2021 valuation and measurement date, the following employees were covered by the benefit terms:

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

Inactive employees or beneficiaries currently receiving benefits	117
Inactive employees entitled to but not yet receiving benefits	133
Active employees	<u>156</u>
Total	<u>406</u>

3. Contributions

The contribution rates for employees in TMRS are either 5%, 6%, or 7% of employee gross earnings, and the City matching percentages are either 100%, 150%, or 200%, both as adopted by the governing body of the City. Under the state law governing TMRS, the contribution rate for each city is determined annually by the actuary, using the Entry Age Normal (EAN) actuarial cost method. The actuarially determined rate is the estimated amount necessary to finance the cost of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability.

Employees for the City of Taylor, Texas were required to contribute 7% of their annual gross earnings during the fiscal year. The contribution rates for the City of Taylor, Texas were 12.69% and 13.18% in calendar years 2022 and 2021, respectively. The City's contributions to TMRS for the year ended September 30, 2022, were \$1,345,915, and were equal to the required contributions.

4. Net Pension Liability

The City's Net Pension Liability (NPL) was measured as of December 31, 2021, and the Total Pension Liability (TPL) used to calculate the Net Pension Liability was determined by an actuarial valuation as of that date.

Actuarial assumptions

The Total Pension Liability in the December 31, 2021 actuarial valuation was determined using the following actuarial assumptions:

Inflation	2.50% per year
Overall payroll growth	2.75% per year, adjusted down for population declines
Investment Rate of Return	6.75% net of pension plan investment expense, including inflation

Salary increases are based on a service-related table. Mortality rates for active members are based on the PUB(10) mortality tables with the Public Safety table used for males and the General Employee table used for females. Mortality rates for healthy retirees and beneficiaries are based on the Gender-distinct 2019 Municipal Retirees of Texas mortality tables. The rates for actives, healthy retirees and beneficiaries are projected on a fully generational basis by Scale UMP to account for future mortality improvements. For disabled

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

annuitants, the same mortality tables for healthy retirees is used with a 4-year set-forward for males and a 3-year set-forward for females. In addition, a 3.5% and 3.0% minimum mortality rate is applied, for males and females respectively, to reflect the impairment for younger members who become disabled. The rates are projected on a fully generational basis by Scale UMP to account for future mortality improvements subject to the floor.

The actuarial assumptions were developed primarily from the actuarial investigation of the experience of TMRS over the four-year period from December 31, 2014 to December 31, 2018. They were adopted in 2019 and first used in the December 31, 2109 actuarial valuation. The post-retirement mortality assumption for Annuity Purchase Rates (APRs) is based on the Mortality Experience Investigation Study covering 2009 through 2011 and dated December 31, 2013. Plan assets are managed on a total return basis with an emphasis on both capital appreciation as well as the production of income in order to satisfy the short-term and long-term funding needs of TMRS.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. In determining their best estimate of a recommended investment return assumption under the various alternative asset allocation portfolios, GRS focused on the area between (1) arithmetic mean (aggressive) without an adjustment for time (conservative) and (2) the geometric mean (conservative) with an adjustment for time (aggressive). The target allocation and best estimates of real rates of return for each major asset class in fiscal year 2022 are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return (Arithmetic)
Global Public Equity	35.0%	7.55%
Core Fixed Income	6.0%	2.00%
Non-Core Fixed Income	20.0%	5.68%
Other Public/Private Markets	12.0%	7.22%
Real Estate	12.0%	6.85%
Hedge Funds	5.0%	5.35%
Private Equity	10.0%	10.00%
Total	100.0%	

Discount Rate

The discount rate used to measure the Total Pension Liability was 6.75%. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rates specified in statute. Based on that assumption, the

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

pension plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's Fiduciary Net Position is available in a separately-issued TMRS financial report. That report may be obtained on the internet at www.tmr.com.

Changes in the Net Pension Liability

	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) – (b)
Balance at 12/31/20	\$ 35,655,545	\$ 31,672,315	\$ 3,983,230
Changes for the year:			
Service cost	1,544,110	-	1,544,110
Interest	2,401,979	-	2,401,979
Change in benefit terms	-	-	-
Difference between expected and actual experience	217,930	-	217,930
Changes of assumptions	-	-	-
Contributions – employer	-	1,264,770	(1,264,770)
Contributions – employee	-	671,769	(671,769)
Net investment income	-	4,130,252	(4,130,252)
Benefit payments, including refunds of emp. contributions	(1,685,453)	(1,685,453)	-
Administrative expense	-	(19,104)	19,104
Other changes	-	131	(131)
Net changes	2,478,566	4,362,365	(1,883,799)
Balance at 12/31/21	\$ 38,134,111	\$ 36,034,680	\$ 2,099,431

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the City, calculated using the discount rate of 6.75%, as well as what the City's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.75%) or 1-percentage-point higher (7.75%) than the current rate:

1% Decrease 5.75%	Current Single Rate Assumption 6.75%	1% Increase 7.75%
\$ 7,855,734	\$ 2,099,431	\$ (2,577,511)

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

5. Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the year ended September 30, 2022, the City recognized pension expense of \$551,939. At September 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between projected and investment earnings	\$ -	\$ (2,118,655)
Changes in actuarial assumptions	40,475	-
Differences between expected and actual economic experience	33,392	-
Contributions subsequent to the measurement date	982,195	-
Total	\$ 1,056,062	\$ (2,118,655)

The City reported \$982,195 as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability for the year ending September 30, 2022. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended December 31:

2022	\$ (342,581)
2023	(885,360)
2024	(418,380)
2025	(398,467)
2026	-
Thereafter	-
	\$ (2,044,788)

E. Other Post-Employment Benefits

Supplemental Death Benefits Fund

The City also participates in a defined benefit group-term life insurance plan operated by the Texas Municipal Retirement System (TMRS) known as the Supplemental Death Benefits Fund (SDBF). This is a voluntary program in which participating member cities may elect, by ordinance, to provide group-term life insurance coverage for their active members, including or not including retirees. The City elected, by ordinance, to provide group-term life insurance coverage to both current and retired employees. The City may terminate coverage

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

under and discontinue participation in the SDBF by adopting an ordinance before November 1 of any year to be effective the following January 1.

The death benefit for active employees provides a lump-sum payment approximately equal to the employee's annual salary (calculated based on the employee's actual earnings, for the 12-month period preceding the month of death); retired employees are insured for \$7,500; this coverage is an "other postemployment benefit," or OPEB. The SDBF covers both active and retiree benefits with no segregation of assets and, therefore, doesn't meet the definition of a trust under GASB No. 75, paragraph 4b, (i.e., no assets are accumulated for OPEB). As such, the SDBF is considered to be a single-employer unfunded OPEB plan (and not a cost sharing plan) with benefit payments treated as being equal to the employer's yearly contributions for retirees.

The City contributes to the SDBF at a contractually required rate as determined by an annual actuarial valuation. The rate is equal to the cost of providing one-year term life insurance. The funding policy for the SDBF program is to assure that adequate resources are available to meet all death benefit payments for the upcoming year; the intent is not to pre-fund retiree term life insurance during employees' entire careers.

Employees covered by benefit terms

At the December 31, 2021 valuation and measurement date, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	77
Inactive employees entitled to but not yet receiving benefits	29
Active employees	156
Total	262

The City's contributions to the TMRS SDBF for the years ended 2022, 2021 and 2020 were \$15,029, \$14,040, and \$6,251, respectively, which equaled the required contributions each year.

Schedule of Contribution Rates (*RETIREE-only portion of the rate*)

Plan/ Calendar Year	Annual Required Contribution (Rate)	Actual Contribution Made (Rate)	Percentage of ARC Contributed
2021	0.07%	0.07%	100.0%
2022	0.18%	0.18%	100.0%
2023	0.13%	0.13%	100.0%

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Total OPEB Liability

The City's Postemployment Benefits Other Than Pensions Liability (OPEB) was measured as of December 31, 2021, and the Total OPEB Liability was determined by an actuarial valuation as of that date.

Actuarial assumptions:

The Total OPEB Liability in the December 31, 2021 actuarial valuation was determined using the following actuarial assumptions:

Inflation	2.5% per year
Overall payroll growth	3.5% to 11.5%, including inflation per year
Discount rate	1.84%
Retirees' share of benefit-related costs	\$0
Administrative expenses	All administrative expenses are paid through the Pension Trust and accounted for under reporting requirements under GASB Statement No. 68

Salary increases were based on a service-related table. For service retirees and beneficiary mortality rates, the OPEB liability and the OPEB contribution rates utilized the Gender-distinct 2019 Municipal Retirees of Texas mortality tables. The rates are projected on a fully generational basis by Scale UMP to account for future mortality improvements. Based on the size of the city, rates are multiplied by an additional factor of 100.0%. For disabled annuitants mortality rates, the OPEB liability and the OPEB contribution rates utilized the mortality tables for healthy retirees is used with a 4 year set-forward for males and a 3 year set-forward for females. In addition, a 3.5% and 3% minimum mortality rate will be applied to reflect the impairment for younger members who become disabled for males and females, respectively. The rates are projected on a fully generational basis by Scale UMP to account for future mortality improvements subject to the floor.

Discount Rate:

The discount rate used to measure the Total OPEB Liability was 1.84%. The discount rate was based on the Fidelity Index's "20-Year Municipal GO AA Index" rate as of December 31, 2021.

Sensitivity of the Net OPEB Liability (Asset) to Changes in the Discount Rate

The following presents the net OPEB liability of the City, calculated using the discount rate of 1.84%, as well as what the City's net pension liability (asset) would be if it were calculated

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

using a discount rate that is 1-percentage-point lower (0.84%) or 1-percentage-point higher (2.84%) than the current rate:

1% Decrease (0.84%)	Current Single Rate Assumption 1.84%	1% Increase (2.84%)
\$ 813,156	\$ 656,424	\$ 538,307

Changes in the Total OPEB Liability:

	Total OPEB Liability
Balance at 12/31/20	\$ 583,835
Changes for the year:	
Service Cost	38,387
Interest	11,888
Difference between expected and actual experience	18,429
Changes of assumptions	21,159
Benefit payments	(17,274)
Net changes	72,589
Balance at 12/31/21	\$ 656,424

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended September 30, 2022, the City recognized OPEB expense of \$71,918.

At September 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources related to the OPEB liability from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 29,925
Change in assumptions	100,460	-
Contributions subsequent to measurement date	10,062	-
Total	\$ 110,522	\$ 29,925

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

The City reported \$10,062 as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date that will be recognized as a reduction of the net pension liability for the year ending September 30, 2022.

Other amounts reported as deferred outflows of resources related to pensions will be recognized in pension expense as follows:

Year ended December 31:		
2022	\$	19,121
2023		19,194
2024		19,852
2025		9,437
2026		2,931
Thereafter		-
	\$	70,535

Health Care Benefit Provided by Plan

In addition to the contributions made to TMRS, the City provides certain other post-employment benefits to its retirees and dependents. This plan is considered a single-employer defined benefit plan. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75 and the fund is considered to be unfunded. Full time City of Taylor employees who retire from the City under the Texas Municipal Retirement System on or after January 1, 2000, and who are covered by the City of Taylor group hospitalization and medical insurance at the time of retirement, will be eligible to receive current health plan which is an 80/20 HMO insurance plan that includes a \$500 deductible for individual and a \$1,000 deductible for family medical insurance provided by the City to its employees, from the date of retirement until the 5th anniversary date after retirement. The City will pay the full premiums for the HMO insurance coverage for any retiree who retired between January 1, 2000 and August 11, 2005 until the 5th anniversary date after retirement unless anyone of the three events listed below, also pertaining to retirements after August 11, 2005, occurs. Employees retiring after August 11, 2005, shall not receive full premium payment from the City. The City will pay only the premium amount paid by the City for its active employees provided the retiree pays the difference, if any, between the amount paid by the City for active employees and the full premium required for the retiree HMO insurance coverage.

Payments by the City will continue until the 5th anniversary date after retirement unless any one of the following three events occurs:

1. The retiree attains the age of 65 years, or;
2. The retiree becomes eligible for hospitalization and medical insurance coverage by virtue of other employment; or

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

3. The retiree becomes eligible for disability retirement provided by the Federal Government that is paid for less than a 100% disability of the retiree.

Deferred Retirement Benefits

Employees who terminate their employment but do not formally retire under the Texas Municipal Retirement System are not eligible for retiree health care benefits. An employee must be covered by the City of Taylor's health insurance plan at the time of retirement.

Duty Death in Service Retirement Benefits

With the passage of SM 872, the City of Taylor will be required to do the following:

1. To provide health benefit coverage to the surviving spouse of a peace officer or firefighter killed in the line of duty at the same rate paid by current employees;
2. Allows an eligible survivor up to 180 days to apply for health coverage;
3. To provide an eligible surviving spouse coverage until the surviving spouse becomes eligible for federal Medicare benefits;
4. To provide an eligible minor coverage until the minor turns 18.

Non-duty in Service Retirement Benefits

Survivors of employees who die while actively employed are not eligible for retiree health care benefits.

Duty and Non-duty Disabled Retirement Benefits

Employees who retire under a disability retirement are eligible for retiree health care benefits as long as they are covered on the health insurance plan at the time of retirement and meet the criteria as listed under the normal retirement benefits.

Benefits for Spouses of Retired Employees

Retiree may purchase retiree health care coverage for eligible spouses and dependents at their own expense. Surviving spouses and dependents of deceased retired member's insurance coverage will terminate the end of the month the retiree dies.

Non-Medicare and Medicare-Eligible Provisions

City of Taylor coverage ceases when the retiree becomes eligible for Medicare coverage. Retirees are required to enroll in Medicare once they are eligible. Retiree pays full Medicare premiums.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Vision Coverage

Vision coverage is part of the health insurance plan at no extra cost.

Dental Coverage

City of Taylor does not offer dental coverage for retirees or their dependents. This is offered as Cobra insurance. If the retiree is interested then the retiree pays the premium.

Life Insurance Coverage

Life insurance coverage is part of the Pension plan at \$7,500 for retirees and one times the annual salary for active employees.

Retiree Opt-Out

Retirees who decide to opt-out of the retiree health care plan will not be eligible to opt back in when coverage from cobra or another entity ceases. There is no additional premium payment provided for those who opt out of the retiree health care plan.

Benefits Paid By the Plan

Retiree medical coverage is the same coverage provided to active City of Taylor employees in accordance with the term and conditions of the current City's health plan. Employees retiring after August 11, 2005 the City of Taylor will pay only the premium amount paid by the City for its active employees provided the retiree pays the difference.

Discount Rate

The discount rate used to measure the Total OPEB Liability was 2.25%. The discount rate was based on the Bond Buyer GO Bond 20 Year Index rate as of September 30, 2020, date of the actuarial valuation.

Sensitivity of the Net OPEB Liability (Asset) to Changes in the Discount Rate

The following presents the net OPEB liability of the City, calculated using the discount rate of 4.77%, as well as what the City's net OPEB liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (3.77%) or 1-percentage-point higher (5.77%) than the current rate:

1% Decrease (3.77%)	Current Single Rate Assumption 4.77%	1% Increase (5.77%)
\$ 792,352	\$ 734,938	\$ 682,485

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Healthcare Cost Trend

1% Decrease (3.5%)	Current Healthcare Cost Trend (4.5%)	1% Increase (5.5%)
\$ 668,181	\$ 734,938	\$ 812,503

Changes in the Total OPEB Liability

	Total OPEB Liability
Balance at 9/30/2021	\$ 891,528
Changes for the year:	
Service Cost	67,723
Interest	21,094
Difference between expected and actual experience	(47,941)
Changes of assumptions	(153,989)
Benefit payments	(43,477)
Net changes	(156,590)
Balance at 9/30/2022	\$ 734,938

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources
Related to OPEB

For the year ended September 30, 2022, the City recognized OPEB expense of \$103,213.

At September 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources related to the OPEB liability from the following sources:

	Deferred Inflows of Resources
Difference between expected and actual experience	\$ (12,707)
Change in assumptions	(85,775)
Total	\$ (98,482)

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

Amounts reported as deferred outflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year ended September 30:		
2023	\$	(9,953)
2024		(9,953)
2025		(9,953)
2026		(9,953)
2027		(9,953)
Thereafter		(48,719)
	\$	<u>(98,482)</u>

Employees covered by benefit terms

At the September 30, 2022 valuation date, the following employees were covered by the benefit terms:

<u>Status</u>	<u>Employee</u>	<u>Employee & Spouse</u>
Inactive employees or beneficiaries currently receiving benefits	3	2
Active employees	100	44
Total	103	46

Funding Status and Funding Progress

Actuarial valuations of an ongoing program involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the Program and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as RSI following the notes to the financial statements, presents multi-year trend information about whether the actuarial value of Program, assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits. The current valuation dated September 30, 2022 and measured as of September 30, 2022 uses the mortality table: RPH 2014 Total Table with Projection MP-2021 and turnover: rates varying based on genera, age, and select and ultimate at 9 years. Rates based on the TMRS actuarial assumptions from the 2017 retirement plan valuation report.

Actuarial Methods and Assumptions

The discount rate for the current valuation was raised from 2.25% to 4.77%. There have been no other substantive changes in the retiree plan since the last full valuation.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

Projections of benefits for financial reporting purposes are based on the substantive program (the program as understood by the employer and the Program members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and Program members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

The following is a summary of the actuarial assumptions:

Actuarial Cost Method	Entry Age Normal Cost
Amortization Method	Level Percent-of-Payroll
Asset Valuation Method	N/A
Discount Rate	4.77%
Inflation Rate	2.5%
Salary Growth	3.0%
Healthcare Cost Trend Rate (Initial/Ultimate)	4.5% for medical

The amount of OPEB expenses during the year were \$71,918 and \$78,866 for the SDB and Retiree Healthcare plans, respectively, totaling \$150,784.

F. Deferred Compensation Plan

The City has established a deferred compensation plan (the 457 plan) in accordance with Internal Revenue Code, Section 457. The 457 plan, available to all employees, permits them to defer a portion of their salaries until future years. The benefits of the plan are not available to employees until termination, retirement, or unforeseeable emergency. Benefits are available to employee's beneficiaries in case of death.

All amounts of compensation deferred under the 457 plan, all property rights purchased with those amounts, and all income attributable to those amounts, property, or rights are (until paid or made available to the employee or other beneficiary) solely the property and rights of the City (without being restricted to the provisions of benefits under the plan) subject only to the claims of the City's general creditors. Participants' rights under the plan are equal to those of the general creditors of the City in an amount equal to the fair market value of the deferred account for each participant.

It is the opinion of the City that the City has no liability for investment losses under the 457 plan, but does have the duty of due care that would be required of an ordinary prudent investor. The City believes that it is unlikely that it will use the 457 plan assets to satisfy the claims of general creditors in the future.

City of Taylor, Texas

NOTES TO FINANCIAL STATEMENTS, *Continued*

September 30, 2022

The City's deferred compensation plan is administered by a private corporation under contract with the City. Participant and City contributions totaled \$90,153 for the year ended September 30, 2022.

G. Tax Abatement Disclosures

The City of Taylor negotiates property tax abatement agreements on an individual basis. The City has tax abatement agreements with three entities as of September 30, 2022:

<u>Purpose</u>	<u>Percentage of Taxes Abated during the Fiscal Year</u>	<u>Amount of Taxes Abated during the Fiscal Year Property Tax</u>	<u>Amount of Taxes Abated during the Fiscal Year Sales Tax</u>
Construction of a 20,000 data information facility to create positive economic benefits through employment and tax revenue.	75%	\$ 74,222	\$ -
Construction of a 60,000 sf regional manufacturing and retail facility to create positive economic benefits through employment and tax revenue.	50%	-	50,647
Construction and operation of a window manufacturing business create positive economic benefits through employment and tax revenue.	50%	19,282	-
Total		<u><u>\$ 93,504</u></u>	<u><u>\$ 50,647</u></u>

Each agreement was negotiated under Article III, Section 52-a, Texas Constitution, and Chapter 380, Texas Local Gov't Code, stating that the City may establish and provide for the administration of a program for making loans and grants of public money to promote state or local economic development and to stimulate business and commercial activity in the municipality. The agreement is in accordance with Section 501.103, Texas Local Gov't Code. Taxes were abated through a rebate of taxes received. Recipients of the sales tax abatements agree to operate within the City limits through the term of their agreement.

The City has not made any commitments as part of the agreements other than to reduce taxes. The City is not subject to any tax abatement agreements entered into by other governmental entities. The City has chosen to disclose information about its tax abatement agreements individually. It established a quantitative threshold of 100% percent of the total dollar amount of taxes abated during the year.

City of Taylor, Texas
NOTES TO FINANCIAL STATEMENTS, Continued
September 30, 2022

H. Subsequent Events

On March 9, 2023, the City was awarded financial assistance from the Texas Water Development Board consisting of \$5,090,000 in financing at 0% interest for drainage improvements. The City anticipates issuing the long-term debt in August 2023.

There were no other material subsequent events through March 17, 2023, the date the financial statements were issued.

I. New Accounting Pronouncements

The City has adopted the provision of Governmental Accounting Standard Board (GASB) Statement No. 87, entitled *Leases*. Due to the implementation of GASB 87 in the current year, the City recorded right to use assets and lease liabilities.

REQUIRED SUPPLEMENTARY INFORMATION

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL

GENERAL FUND (Page 1 of 2)

For the Year Ended September 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Property tax	\$ 8,182,000	\$ 8,271,821	\$ 8,176,034	\$ (95,787)
Sales tax	4,250,000	5,494,880	6,433,466	938,586
Franchise and local taxes	832,000	698,613	931,861	233,248
License and permits	669,800	1,340,486	1,340,385	(101)
Charges for services	357,400	637,604	665,537	27,933
Fines and forfeitures	231,700	157,413	174,026	16,613
Intergovernmental	78,500	456,928	442,354	(14,574)
Investment income	25,400	87,297	87,296	(1)
Other revenues	377,800	3,136,755	1,748,330	(1,388,425)
Total Revenues	15,004,600	20,281,797	19,999,289	(282,508)
Expenditures				
Current:				
General government				
City council	219,480	197,702	220,240	(22,538)
City management	547,780	581,711	589,257	(7,546)
Public information	197,540	202,028	203,028	(1,000)
Human resources	277,822	268,590	271,731	(3,141)
Financial services	760,815	754,931	763,009	(8,078)
Municipal court	432,079	309,733	316,299	(6,566)
Building maintenance	576,697	711,803	715,830	(4,027)
Information technology	218,834	228,290	228,291	(1)
Nondepartmental	651,285	1,051,987	758,375	293,612
City clerk	157,800	147,519	150,145	(2,626)
Total general government	4,040,132	4,454,294	4,216,205	238,089
Culture and recreation				
Moody museum	10,075	6,546	6,547	(1)
Public library	521,638	504,803	515,382	(10,579)
Parks and recreation	1,085,937	1,409,530	1,415,314	(5,784)
Total culture and recreation	1,617,650	1,920,879	1,937,243	(16,364)

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL

GENERAL FUND (Page 2 of 2)

For the Year Ended September 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Community development				
Planning and development	\$ 1,524,568	\$ 2,827,861	\$ 2,845,925	\$ (18,064)
Main Street program	121,376	118,582	119,696	(1,114)
Total community development	1,645,944	2,946,443	2,965,621	(19,178)
Public safety				
Fire department	2,915,482	2,991,034	3,051,347	(60,313)
Police department	4,348,044	4,313,452	4,371,148	(57,696)
Animal control	244,028	304,751	306,419	(1,668)
Total public safety	7,507,554	7,609,237	7,728,914	(119,677)
Public works				
Maintenance	1,983,854	1,987,362	2,002,674	(15,312)
Engineering and inspection	175,000	426,569	426,569	-
Total public works	2,158,854	2,413,931	2,429,243	(15,312)
Total Expenditures	16,970,134	19,344,784	19,277,226	67,558
Revenues Over (Under) Expenditures	(1,965,534)	937,013	722,063	(214,950)
Other Financing Sources (Uses)				
Transfers in	1,982,732	2,086,931	1,959,200	(127,731)
Transfers (out)	(14,600)	(14,600)	(14,600)	-
Total Other Financing Sources (Uses)	1,968,132	2,072,331	1,944,600	(127,731)
Net Change in Fund Balance	\$ 2,598	\$ 3,009,344	2,666,663	\$ (342,681)
Beginning fund balance			8,302,405	
Ending Fund Balance			<u>\$ 10,969,068</u>	

Notes to Required Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

* Expenditures exceeded appropriations at the legal level of control.

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City of Taylor, Texas
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES
IN FUND BALANCE - BUDGET AND ACTUAL
TRANSPORTATION USER FEE
For the Year Ended September 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
<u>Revenues</u>				
Charges for services	\$ 824,500	\$ 782,701	\$ 857,793	\$ 75,092
Investment income	3,000	4	4	-
Total Revenues	827,500	782,705	857,797	75,092
<u>Expenditures</u>				
Public works	530,300	355,064	355,064	-
Debt service:				
Principal	140,000	140,000	140,000	-
Interest	150,519	150,041	150,041	-
Total Expenditures	820,819	645,105	645,105	-
Excess of Revenues Over (Under) Expenditures	6,681	137,600	212,692	75,092
<u>Other Financing Sources (Uses)</u>				
Transfers (out)	-	(111,131)	(111,131)	-
Total Other Financing Sources (Uses)	-	(111,131)	(111,131)	-
Net Change in Fund Balance	\$ 6,681	\$ 26,469	101,561	\$ 75,092
Beginning fund balance			1,410,906	
Ending Fund Balance			\$ 1,512,467	

Notes to Required Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

City of Taylor, Texas

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS

Years Ended:

	12/31/2021	12/31/2020	12/31/2019
Total pension liability			
Service cost	\$ 1,544,110	\$ 1,445,657	\$ 1,401,414
Interest	2,401,979	2,285,948	2,112,720
Changes in benefit terms	-	-	(645,002)
Differences between expected and actual experience	217,930	(434,362)	368,547
Changes of assumptions	-	-	239,530
Benefit payments, including refunds of participant contributions	(1,685,453)	(1,569,543)	(1,586,423)
Net change in total pension liability	2,478,566	1,727,700	1,890,786
Total pension liability - beginning	35,655,545	33,927,845	32,037,059
Total pension liability - ending (a)	38,134,111	35,655,545	33,927,845
Plan fiduciary net position			
Contributions - employer	\$ 1,264,770	\$ 1,138,244	\$ 1,035,374
Contributions - members	671,769	627,378	610,069
Net investment income	4,130,252	2,222,717	3,916,028
Benefit payments, including refunds of participant contributions	(1,685,453)	(1,569,543)	(1,586,423)
Administrative expenses	(19,104)	(14,376)	(22,115)
Other	129	(561)	(664)
Net change in plan fiduciary net position	4,362,363	2,403,859	3,952,269
Plan fiduciary net position - beginning	31,672,317	29,268,458	25,316,189
Plan fiduciary net position - ending (b)	\$ 36,034,680	\$ 31,672,317	\$ 29,268,458
Fund's net pension liability - ending (a) - (b)	\$ 2,099,431	\$ 3,983,228	\$ 4,659,387
 Plan fiduciary net position as a percentage of the total pension liability	 94.49%	 88.83%	 86.27%
Covered payroll	\$ 9,596,703	\$ 8,962,539	\$ 8,715,264
Fund's net pension liability as a percentage of covered payroll	21.88%	44.44%	53.46%

Notes to schedule:

1) This schedule is presented to illustrate the requirement to show information for ten calendar years. However, until a full ten-year trend is compiled, only available information is shown.

12/31/2018	12/31/2017	12/31/2016	12/31/2015	12/31/2014 ¹
\$ 1,182,552	\$ 1,041,311	\$ 968,428	\$ 969,566	\$ 849,391
2,033,920	1,924,860	1,820,956	1,807,443	1,722,971
-	-	-	-	-
(21,953)	(109,310)	(103,381)	(453,575)	(316,854)
-	-	-	67,202	-
(1,396,663)	(1,226,886)	(1,139,378)	(1,327,734)	(889,978)
1,797,856	1,629,975	1,546,625	1,062,902	1,365,530
30,239,203	28,609,228	27,062,603	25,999,701	24,634,171
32,037,059	30,239,203	28,609,228	27,062,603	25,999,701
\$ 963,711	\$ 865,382	\$ 823,209	\$ 856,984	\$ 816,847
567,366	508,931	472,404	477,619	443,939
(778,480)	3,147,066	1,428,482	31,157	1,123,153
(1,396,663)	(1,226,886)	(1,139,378)	(1,327,734)	(889,978)
(15,038)	(16,304)	(16,128)	(18,976)	(11,725)
(786)	(826)	(867)	(937)	(964)
(659,890)	3,277,363	1,567,722	18,113	1,481,272
25,976,079	22,698,716	21,130,994	21,112,881	19,631,609
\$ 25,316,189	\$ 25,976,079	\$ 22,698,716	\$ 21,130,994	\$ 21,112,881
\$ 6,720,870	\$ 4,263,124	\$ 5,910,512	\$ 5,931,609	\$ 4,886,820
79.02%	85.90%	79.34%	78.08%	81.20%
\$ 8,105,224	\$ 7,246,423	\$ 6,748,626	\$ 6,823,122	\$ 6,341,992
82.92%	58.83%	87.58%	86.93%	77.05%

City of Taylor, Texas

SCHEDULE OF EMPLOYER CONTRIBUTIONS TO PENSION PLAN

Years Ended:

	9/30/2022	9/30/2021	9/30/2020	9/30/2019
Actuarially determined employer contributions	\$ 1,345,915	\$ 1,215,943	\$ 1,113,923	\$ 1,015,485
Contributions in relation to the actuarially determined contribution	\$ 1,345,915	\$ 1,215,943	\$ 1,113,923	\$ 1,015,485
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -
Annual covered payroll	\$ 10,499,551	\$ 9,316,011	\$ 8,711,109	\$ 8,545,927
Employer contributions as a percentage of covered payroll	12.82%	13.05%	12.79%	11.88%

1) This schedule is presented to illustrate the requirement to show information for ten years. However, until a full ten-year trend is compiled, only available information is shown.

NOTES TO SCHEDULE OF EMPLOYER CONTRIBUTIONS TO PENSION PLAN

Valuation Date:

Notes

Actuarially determined contribution rates are calculated as of December 31 and become effective in January 13 months later.

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial Cost Method	Entry Age Normal
Amortization Method	Level Percentage of Payroll, Closed
Remaining Amortization Period	24 years (longest amortization ladder)
Asset Valuation Method	10 Year smoothed market; 12% soft corridor
Inflation	2.5%
Salary Increases	3.50% to 11.5% including inflation
Investment Rate of Return	6.75%
Retirement Age	Experience-based table of rates that are specific to the City's plan of benefits. Last updated for the 2019 valuation pursuant to an experience study of the period 2014 - 2018

Mortality

Post-retirement: 2019 Municipal Retirees of Texas Mortality Tables. The rates are projected on a fully generational basis with scale UMP. Pre-retirement: PUB(10) mortality tables, with the Public Safety table used for males and the General Employee table used for females. The rates are projected on a fully generational basis with scale UMP.

Other Information:

Notes

There were no benefit changes during the year.

<u>9/30/2018</u>	<u>9/30/2017</u>	<u>9/30/2016</u>	<u>9/30/2015</u>	¹
\$ 939,599	\$ 853,691	\$ 812,004	\$ 830,507	
<u>\$ 939,599</u>	<u>\$ 853,691</u>	<u>\$ 812,004</u>	<u>\$ 830,507</u>	
<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	
\$ 7,900,339	\$ 7,124,866	\$ 6,602,710	\$ 6,572,876	
11.89%	11.98%	12.30%	12.64%	

City of Taylor, Texas

SCHEDULE OF CHANGES IN POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB) LIABILITY AND RELATED RATIOS TEXAS MUNICIPAL RETIREMENT SYSTEM SUPPLEMENTAL DEATH BENEFITS PLAN

Year Ended:

	<u>12/31/2021</u>	<u>12/31/2020</u>	<u>12/31/2019</u>	<u>12/31/2018</u>
Total OPEB liability				
Service cost	\$ 38,387	\$ 27,784	\$ 22,660	\$ 24,316
Interest	11,888	14,499	15,985	14,756
Differences between expected and actual experience	18,429	(48,165)	(21,171)	(17,300)
Changes of assumptions	21,159	79,500	82,525	(29,995)
Benefit payments, including refunds of participant contributions	(17,274)	(6,274)	(6,101)	(5,674)
Net change in total OPEB liability	<u>72,589</u>	<u>67,344</u>	<u>93,898</u>	<u>(13,897)</u>
Total OPEB liability - beginning	<u>583,835</u>	<u>516,491</u>	<u>422,593</u>	<u>\$ 436,490</u>
Total OPEB liability - ending	<u><u>656,424</u></u>	<u><u>583,835</u></u>	<u><u>516,491</u></u>	<u><u>\$ 422,593</u></u>
 Covered employee payroll	 \$ 9,596,703	 \$ 8,962,539	 \$ 8,715,264	 \$ 8,105,224
City's total OPEB liability as a percentage of covered employee payroll	 6.84%	 6.51%	 5.93%	 5.21%

Notes to schedule:

¹ This schedule is presented to illustrate the requirement to show information for ten calendar years. However, until a full ten-year trend is compiled, only available information is shown.

² No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB statement No. 75 to pay related benefits.

12/31/2017 ¹

\$ 19,565
14,401

-
33,502

(4,348)
63,120

\$ 373,370

\$ 436,490 ²

\$ 7,246,423

6.02%

City of Taylor, Texas

SCHEDULE OF CHANGES IN POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB) LIABILITY AND RELATED RATIOS RETIREE HEALTHCARE

Year Ended:

	9/30/2022	9/30/2021	9/30/2020	9/30/2019
Total OPEB liability				
Service cost	\$ 67,723	\$ 67,723	\$ 44,401	\$ 44,401
Interest	21,094	20,010	28,470	25,128
Differences between expected and actual experience	(47,941)	-	46,574	-
Changes of assumptions	(153,989)	-	77,880	-
Benefit payments, including refunds of participant contributions	(43,477)	(35,616)	(29,465)	(33,771)
Net change in total OPEB liability	(156,590)	52,117	167,860	35,758
Total OPEB liability - beginning	891,528	839,411	671,551	\$ 635,793
Total OPEB liability - ending (a)	734,938	891,528	839,411	\$ 671,551
 Covered employee payroll	 \$ 9,225,768	 \$ 7,633,382	 \$ 7,206,702	 \$ 6,466,936
City's total OPEB liability as a percentage of covered employee payroll	 7.97%	 11.68%	 11.65%	 10.38%

Notes to schedule:

¹ This schedule is presented to illustrate the requirement to show information for ten calendar years. However, year trend is compiled, only available information is shown.

² No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB statement No. 75 to pay rel

9/30/2018 ¹

\$ 42,669
25,079

-
-

(13,977)
53,771

\$ 582,022

\$ 635,793 ²

\$ 6,466,936

9.83%

until a full ten-

ated benefits.

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***COMBINING AND INDIVIDUAL FUND FINANCIAL
STATEMENTS AND SCHEDULES***

City of Taylor, Texas
COMBINING BALANCE SHEET
NONMAJOR GOVERNMENTAL FUNDS
September 30, 2022

	Hotel/ Motel Tax	Texas Capital	Main Street Revenue	Cemetery Land	Municipal Court Security/Tech
<u>Assets</u>					
Cash and cash equivalents	\$ 123,124	\$ 4,252	\$ 97,272	\$ 57,623	\$ 98,965
Investments	-	-	-	186,000	-
Accounts receivable, net	24,520	-	-	-	-
Total Assets	\$ 147,644	\$ 4,252	\$ 97,272	\$ 243,623	\$ 98,965
<u>Liabilities</u>					
Accounts payable	\$ 58,422	\$ -	\$ 10,726	\$ -	\$ -
Due to other funds	-	-	-	111,849	-
Total Liabilities	58,422	-	10,726	111,849	-
<u>Fund Balances</u>					
Nonspendable	-	-	-	-	-
Restricted	89,222	4,252	86,546	131,774	98,965
Committed	-	-	-	-	-
Total Fund Balances	89,222	4,252	86,546	131,774	98,965
Total Liabilities and Fund Balances	\$ 147,644	\$ 4,252	\$ 97,272	\$ 243,623	\$ 98,965

<u>Drainage</u>	<u>Total Nonmajor Special Revenue</u>	<u>Cemetery Permanent Fund</u>	<u>Total Nonmajor Governmental</u>
\$ 236,723	\$ 617,959	\$ 13,737	\$ 631,696
-	186,000	760,000	946,000
62,012	86,532	-	86,532
<u>\$ 298,735</u>	<u>\$ 890,491</u>	<u>\$ 773,737</u>	<u>\$ 1,664,228</u>
\$ 950	\$ 70,098	\$ -	\$ 70,098
-	111,849	50,683	162,532
<u>950</u>	<u>181,947</u>	<u>50,683</u>	<u>232,630</u>
-	-	723,054	723,054
-	410,759	-	410,759
297,785	297,785	-	297,785
<u>297,785</u>	<u>708,544</u>	<u>723,054</u>	<u>1,431,598</u>
<u>\$ 298,735</u>	<u>\$ 890,491</u>	<u>\$ 773,737</u>	<u>\$ 1,664,228</u>

City of Taylor, Texas

COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES NONMAJOR GOVERNMENTAL FUNDS For the Year Ended September 30, 2022

	Hotel/ Motel Tax	Texas Capital	Main Street Revenue	Cemetery Land	Municipal Court Security/Tech
<u>Revenues</u>					
Hotel occupancy tax	\$ 306,951	\$ -	\$ -	\$ -	\$ -
Charges for services	-	-	-	-	-
Fines and fees	-	-	-	-	12,657
Intergovernmental	-	-	20,000	-	-
Other revenue	13,572	-	65,322	-	-
Investment income	-	-	-	368	-
Total Revenues	320,523	-	85,322	368	12,657
<u>Expenditures</u>					
General government	270,369	-	108,114	-	4,275
Capital outlay	-	-	-	-	-
Total Expenditures	270,369	-	108,114	-	4,275
Revenues Over (Under)					
Expenditures	50,154	-	(22,792)	368	8,382
<u>Other Financing Sources</u>					
<u>(Uses)</u>					
Transfers in	-	-	19,600	-	-
Transfers (out)	(5,000)	-	-	-	-
Total Other Financing					
Sources (Uses)	(5,000)	-	19,600	-	-
Net Change in Fund					
Balances	45,154	-	(3,192)	368	8,382
Beginning fund balances	44,068	4,252	89,738	131,406	90,583
Ending Fund Balances	\$ 89,222	\$ 4,252	\$ 86,546	\$ 131,774	\$ 98,965

Drainage	Total Nonmajor Special Revenue	Cemetery Permanent Fund	Total Nonmajor Governmental
\$ -	\$ 306,951	\$ -	\$ 306,951
529,511	529,511	9,784	539,295
-	12,657	-	12,657
-	20,000	-	20,000
-	78,894	-	78,894
-	368	4,981	5,349
529,511	948,381	14,765	963,146
1,788	384,546	-	384,546
20,399	20,399	-	20,399
22,187	404,945	-	404,945
507,324	543,436	14,765	558,201
-	19,600	-	19,600
(467,364)	(472,364)	(4,979)	(477,343)
(467,364)	(452,764)	(4,979)	(457,743)
39,960	90,672	9,786	100,458
257,825	617,872	713,268	1,331,140
\$ 297,785	\$ 708,544	\$ 723,054	\$ 1,431,598

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL I&S FOR CO BONDS

For the Year Ended September 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues				
Property taxes	\$ 2,818,000	\$ 2,849,629	\$ 2,906,755	\$ 57,126
Investment income	1,500	11,578	11,578	-
Intergovernmental	339,500	339,500	339,500	-
Other revenue	74,000	72,137	72,137	-
Total Revenues	<u>3,233,000</u>	<u>3,272,844</u>	<u>3,329,970</u>	<u>57,126</u>
Expenditures				
Debt service:				
Principal retirement	2,605,000	2,605,000	2,410,000	195,000
Interest and fiscal charges	831,200	579,862	774,862	(195,000)
Total Expenditures	<u>3,436,200</u>	<u>3,184,862</u>	<u>3,184,862</u>	<u>-</u>
Excess of Revenues Over (Under) Expenditures	<u>(203,200)</u>	<u>87,982</u>	<u>145,108</u>	<u>57,126</u>
Other Financing Sources (Uses)				
Transfers in	275,450	275,450	275,450	-
Transfers (out)	(34,600)	(240,750)	(240,750)	-
Total Other Financing Sources (Uses)	<u>240,850</u>	<u>34,700</u>	<u>34,700</u>	<u>-</u>
Net Change in Fund Balance	<u>\$ 37,650</u>	<u>\$ 122,682</u>	<u>179,808</u>	<u>\$ 57,126</u>
Beginning fund balance			952,961	
Ending Fund Balance			<u>\$ 1,132,769</u>	

Notes to Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL HOTEL/MOTEL TAX

For the Year Ended September 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
<u>Revenues</u>				
Hotel occupancy tax	\$ 190,000	\$ 282,430	\$ 306,951	\$ 24,521
Other revenue	-	13,572	13,572	-
Total Revenues	190,000	296,002	320,523	24,521
<u>Expenditures</u>				
General government	199,000	213,916	270,369	(56,453)
Total Expenditures	199,000	213,916	270,369	(56,453) *
Excess of Revenues Over (Under) Expenditures	(9,000)	82,086	50,154	(31,932)
<u>Other Financing Sources (Uses)</u>				
Transfers (out)	(5,000)	(5,000)	(5,000)	-
Total Other Financing Sources (Uses)	(5,000)	(5,000)	(5,000)	-
Net Change in Fund Balance	\$ (14,000)	\$ 77,086	45,154	\$ (31,932)
Beginning fund balance			44,068	
Ending Fund Balance			\$ 89,222	

Notes to Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

* Expenditures exceeded appropriations at the legal level of control.

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL

MAIN STREET REVENUE

For the Year Ended September 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
<u>Revenues</u>				
Intergovernmental	\$ 20,000	\$ 20,000	\$ 20,000	-
Other revenue	68,500	65,322	65,322	\$ -
Total Revenues	<u>88,500</u>	<u>85,322</u>	<u>85,322</u>	<u>-</u>
<u>Expenditures</u>				
General government	108,100	88,493	108,114	(19,621)
Total Expenditures	<u>108,100</u>	<u>88,493</u>	<u>108,114</u>	<u>(19,621) *</u>
Excess of Revenues Over (Under) Expenditures	<u>(19,600)</u>	<u>(3,171)</u>	<u>(22,792)</u>	<u>(19,621)</u>
<u>Other Financing Sources (Uses)</u>				
Transfers in	19,600	19,600	19,600	-
Total Other Financing Sources (Uses)	<u>19,600</u>	<u>19,600</u>	<u>19,600</u>	<u>-</u>
Net Change in Fund Balance	<u>\$ -</u>	<u>\$ 16,429</u>	<u>(3,192)</u>	<u>\$ (19,621)</u>
Beginning fund balance			89,738	
Ending Fund Balance			<u>\$ 86,546</u>	

Notes to Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

* Expenditures exceeded appropriations at the legal level of control.

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL MUNICIPAL COURT SECURITY AND TECHNOLOGY For the Year Ended September 30, 2022

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget Positive (Negative)</u>
<u>Revenues</u>				
Charges for services	\$ 19,000	\$ 12,657	\$ 12,657	\$ -
Total Revenues	<u>19,000</u>	<u>12,657</u>	<u>12,657</u>	<u>-</u>
<u>Expenditures</u>				
General government	9,712	4,275	4,275	-
Total Expenditures	<u>9,712</u>	<u>4,275</u>	<u>4,275</u>	<u>-</u>
Net Change in Fund Balance	<u>\$ 9,288</u>	<u>\$ 8,382</u>	8,382	<u>\$ -</u>
Beginning fund balance			90,583	
Ending Fund Balance			<u>\$ 98,965</u>	

Notes to Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL TAX INCREMENT FINANCING For the Year Ended September 30, 2022

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget Positive (Negative)</u>
<u>Revenues</u>				
Charges for services	\$ 270,000	\$ 276,846	\$ 276,846	\$ -
Intergovernmental	140,000	141,083	141,083	-
Investment income	1,500	1,686	1,686	-
Total Revenues	<u>411,500</u>	<u>419,615</u>	<u>419,615</u>	<u>-</u>
<u>Expenditures</u>				
General government	408,032	383,032	383,032	-
Total Expenditures	<u>408,032</u>	<u>383,032</u>	<u>383,032</u>	<u>-</u>
Net Change in Fund Balance	<u>\$ 3,468</u>	<u>\$ 36,583</u>	36,583	<u>\$ -</u>
Beginning fund balance			231,924	
Ending Fund Balance			<u>\$ 268,507</u>	

Notes to Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

City of Taylor, Texas

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL DRAINAGE

For the Year Ended September 30, 2022

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget Positive (Negative)</u>
<u>Revenues</u>				
Charges for services	\$ 522,500	\$ 482,161	\$ 529,511	\$ 47,350
Total Revenues	<u>522,500</u>	<u>482,161</u>	<u>529,511</u>	<u>47,350</u>
<u>Expenditures</u>				
General government	650	836	1,788	(952)
Capital outlay	57,500	20,399	20,399	-
Total Expenditures	<u>58,150</u>	<u>21,235</u>	<u>22,187</u>	<u>(952) *</u>
Excess of Revenues Over (Under) Expenditures	<u>464,350</u>	<u>460,926</u>	<u>507,324</u>	<u>46,398</u>
<u>Other Financing Sources (Uses)</u>				
Transfers (out)	(455,450)	(467,364)	(467,364)	-
Total Other Financing Sources (Uses)	<u>(455,450)</u>	<u>(467,364)</u>	<u>(467,364)</u>	<u>-</u>
Net Change in Fund Balance	<u>\$ 8,900</u>	<u>\$ (6,438)</u>	<u>39,960</u>	<u>\$ 46,398</u>
Beginning fund balance			257,825	
Ending Fund Balance			<u>\$ 297,785</u>	

Notes to Supplementary Information

1. Annual budgets are adopted on a basis consistent with generally accepted accounting principles (GAAP).

* Expenditures exceeded appropriations at the legal level of control.

City of Taylor, Texas
STATEMENT OF NET POSITION
INTERNAL SERVICE FUNDS
September 30, 2022

	Equipment Services	Equipment Replacement	Total
<u>Assets</u>			
<u>Current Assets</u>			
Cash and cash equivalents	\$ -	\$ 499,129	\$ 499,129
Due from other funds	-	4,623	4,623
Total Current Assets	-	503,752	503,752
<u>Noncurrent Assets</u>			
Capital assets:			
Net depreciable capital assets	-	2,011,794	2,011,794
Total Noncurrent Assets	-	2,011,794	2,011,794
Total Assets	-	2,515,546	2,515,546
<u>Deferred Outflows of Resources</u>			
Pension outflows	16,977	-	16,977
OPEB outflows	1,777	-	1,777
Total Deferred Outflows of Resources	18,754	-	18,754
<u>Liabilities</u>			
<u>Current Liabilities</u>			
Accounts payable and accrued liabilities	18,845	23,525	42,370
Current maturities of long-term debt	-	477,348	477,348
Compensated absences, current	4,451	-	4,451
Due to other funds	4,623	-	4,623
Total Current Liabilities	27,919	500,873	528,792
<u>Noncurrent Liabilities</u>			
Long-term debt	-	2,070,184	2,070,184
Compensated absences, noncurrent	494	-	494
OPEB liability	10,552	-	10,552
Net pension liability	33,750	-	33,750
Total Liabilities	72,715	2,571,057	2,643,772
<u>Deferred Inflows of Resources</u>			
Pension inflows	34,059	-	34,059
OPEB inflows	481	-	481
Total Deferred Inflows of Resources	34,540	-	34,540
<u>Net Position</u>			
Net investment in capital assets	-	(316,278)	(316,278)
Unrestricted	(88,501)	260,767	172,266
Total Net Position	\$ (88,501)	\$ (55,511)	\$ (144,012)

See Notes to Financial Statements.

City of Taylor, Texas

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION INTERNAL SERVICE FUNDS

For the Year Ended September 30, 2022

	Equipment Services	Equipment Replacement	Total
<u>Operating Revenues</u>			
Charges for services	\$ 905,002	\$ 815,640	\$ 1,720,642
Other revenue	1,939	3,349	5,288
Total Operating Revenues	906,941	818,989	1,725,930
<u>Operating Expenses</u>			
Personnel services	172,978	-	172,978
Contractual services	739,583	38,014	777,597
Depreciation	-	946,300	946,300
Total Operating Expenses	912,561	984,314	1,896,875
Operating Income (Loss)	(5,620)	(165,325)	(170,945)
<u>Nonoperating Revenues (Expenses)</u>			
Investment income	-	1,418	1,418
Interest expense	-	(84,722)	(84,722)
Total Nonoperating Revenues (Expenses)	-	(83,304)	(83,304)
<u>Transfers</u>			
Transfers in	-	252,664	252,664
Total Transfers	-	252,664	252,664
Change in Net Position	(5,620)	4,035	(1,585)
Beginning net position	(82,881)	(59,546)	(142,427)
Ending Net Position	\$ (88,501)	\$ (55,511)	\$ (144,012)

See Notes to Financial Statements.

City of Taylor, Texas
STATEMENT OF CASH FLOWS
INTERNAL SERVICE FUNDS (Page 1 of 2)
For the Year Ended September 30, 2022

	Equipment Services	Equipment Replacement	Total
<u>Cash Flows from Operating Activities</u>			
Receipts from customers	\$ 906,941	\$ 818,989	\$ 1,725,930
Payments to suppliers and contractors	(730,896)	(46,089)	(776,985)
Payments to employees for salaries and benefits	(184,830)	-	(184,830)
Net Cash Provided (Used) by Operating Activities	(8,785)	772,900	764,115
<u>Cash Flows from Noncapital Financing Activities</u>			
Transfer in	-	252,664	252,664
Net Cash Provided (Used) by Noncapital Financing Activities	-	252,664	252,664
<u>Cash Flows from Capital and Related Financing Activities</u>			
Purchases of capital assets	-	(104,930)	(104,930)
Principal paid on capital debt	-	(560,235)	(560,235)
Interest paid on capital debt	-	(89,112)	(89,112)
Net Cash Provided (Used) by Capital and Related Financing Activities	-	(754,277)	(754,277)
<u>Cash Flows from Investing Activities</u>			
Interest on investments	-	1,418	1,418
Net Cash Provided by Investing Activities	-	1,418	1,418
Net (Decrease) in Cash and Cash Equivalents	(8,785)	272,705	263,920
Beginning cash and cash equivalents	8,785	226,424	235,209
Ending Cash and Cash Equivalents	\$ -	\$ 499,129	\$ 499,129

See Notes to Financial Statements.

City of Taylor, Texas
STATEMENT OF CASH FLOWS
INTERNAL SERVICE FUNDS (Page 2 of 2)
For the Year Ended September 30, 2022

	<u>Equipment Services</u>	<u>Equipment Replacement</u>	<u>Total</u>
<u>Reconciliation of Operating (Loss)</u>			
<u>to Net Cash Provided by Operating Activities</u>			
Operating Income (Loss)	\$ (5,620)	\$ (165,325)	\$ (170,945)
Adjustments to reconcile operating income to net cash provided (used):			
Depreciation	-	946,300	946,300
Changes in Operating Assets and Liabilities:			
(Increase) Decrease in:			
Due from/to other funds	4,623	(4,623)	-
Deferred Outflows of Resources:			
Pension outflows	(777)	-	(777)
OPEB outflows	244	-	244
Increase (Decrease) in:			
Accounts payable	4,064	(3,452)	612
Net pension liability	(30,283)	-	(30,283)
OPEB liability	1,166	-	1,166
Deferred Inflows of Resources:			
Pension inflows	33,082	-	33,082
OPEB inflows	(15,284)	-	(15,284)
Net Cash Provided (Used) by Operating Activities	<u><u>\$ (8,785)</u></u>	<u><u>\$ 772,900</u></u>	<u><u>\$ 764,115</u></u>

See Notes to Financial Statements.

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STATISTICAL SECTION

This part of the City's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the City's overall financial health.

Contents	Page
Financial Trends	128
<i>These schedules contain trend information to help the reader understand how the City's financial performance and well-being have changed over time.</i>	
Revenue Capacity	138
<i>These schedules contain information to help the reader assess the City's most significant local revenue source, property tax.</i>	
Debt Capacity	144
<i>These schedules present information to help the reader assess the affordability of the City's current levels of outstanding debt and the City's ability to issue additional debt in the future.</i>	
Demographic and Economic Information	151
<i>These schedules offer demographic and economic indicators to help the reader understand the environment within which the City's financial activities take place.</i>	
Operating Information	154
<i>These schedules contain service and infrastructure data to help the reader understand how the information in the City's financial report relates to the services the City provides and the activities it performs.</i>	

City of Taylor, Texas
NET POSITION BY COMPONENT
Last Ten Fiscal Years (Unaudited)
(accrual basis of accounting)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Governmental activities				
Net investment in capital assets	\$ 50,598,045	\$ 49,829,796	\$ 47,078,362	\$ 44,951,472
Restricted	6,845,822	5,609,894	3,514,866	3,241,616
Unrestricted (Deficit)	<u>5,513,599</u>	<u>30,318</u>	<u>378,302</u>	<u>(438,125)</u>
Total governmental activities net position	<u><u>\$ 62,957,466</u></u>	<u><u>\$ 55,470,008</u></u>	<u><u>\$ 50,971,530</u></u>	<u><u>\$ 47,754,963</u></u>
Business-type activities				
Net investment in capital assets	\$ 29,493,133	\$ 20,501,993	\$ 17,661,875	\$ 16,703,213
Restricted	12,233,931	-	-	-
Unrestricted (Deficit)	<u>9,053,518</u>	<u>5,923,180</u>	<u>6,900,236</u>	<u>6,294,388</u>
Total business-type activities net position	<u><u>\$ 50,780,582</u></u>	<u><u>\$ 26,425,173</u></u>	<u><u>\$ 24,562,111</u></u>	<u><u>\$ 22,997,601</u></u>
Primary government				
Net investment in capital assets	\$ 80,091,178	\$ 70,331,789	\$ 64,740,237	\$ 61,654,685
Restricted	19,079,753	5,609,894	3,514,866	3,241,616
Unrestricted	<u>14,567,117</u>	<u>5,953,498</u>	<u>7,278,538</u>	<u>5,856,263</u>
Total primary government net position	<u><u>\$ 113,738,048</u></u>	<u><u>\$ 81,895,181</u></u>	<u><u>\$ 75,533,641</u></u>	<u><u>\$ 70,752,564</u></u>

Source: City Audited Financials.

<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
\$ 45,342,543	\$ 42,810,269	\$ 41,563,836	\$ 41,623,407	\$ 41,768,181	\$ 42,658,990
3,580,816	2,627,354	3,248,859	2,787,325	2,676,573	2,630,586
<u>(1,490,350)</u>	<u>(812,248)</u>	<u>(1,790,067)</u>	<u>(1,155,715)</u>	<u>(1,311,590)</u>	<u>2,842,851</u>
<u><u>\$ 47,433,009</u></u>	<u><u>\$ 44,625,375</u></u>	<u><u>\$ 43,022,628</u></u>	<u><u>\$ 43,255,017</u></u>	<u><u>\$ 43,133,164</u></u>	<u><u>\$ 48,132,427</u></u>
\$ 16,205,762	\$ 13,463,393	\$ 13,597,654	\$ 13,247,923	\$ 12,540,010	\$ 9,092,144
-	-	-	-	-	-
<u>4,248,544</u>	<u>2,719,836</u>	<u>658,527</u>	<u>220,034</u>	<u>1,146,589</u>	<u>5,339,652</u>
<u><u>\$ 20,454,306</u></u>	<u><u>\$ 16,183,229</u></u>	<u><u>\$ 14,256,181</u></u>	<u><u>\$ 13,467,957</u></u>	<u><u>\$ 13,686,599</u></u>	<u><u>\$ 14,431,796</u></u>
\$ 61,548,305	\$ 56,273,662	\$ 55,161,490	\$ 54,871,330	\$ 54,308,191	\$ 51,751,134
3,580,816	2,627,354	3,248,859	2,787,325	2,676,573	2,630,586
<u>2,758,194</u>	<u>1,907,588</u>	<u>(1,131,540)</u>	<u>(935,681)</u>	<u>(165,001)</u>	<u>8,182,503</u>
<u><u>\$ 67,887,315</u></u>	<u><u>\$ 60,808,604</u></u>	<u><u>\$ 57,278,809</u></u>	<u><u>\$ 56,722,974</u></u>	<u><u>\$ 56,819,763</u></u>	<u><u>\$ 62,564,223</u></u>

City of Taylor, Texas

CHANGES IN NET POSITION

Last Ten Fiscal Years (Unaudited)

(accrual basis of accounting)

	2022	2021	2020	2019
Expenses				
Governmental activities:				
General government	\$ 5,318,826	\$ 5,580,982	\$ 4,261,634	\$ 5,012,235
Culture and recreation	1,416,522	1,747,219	1,395,692	1,359,674
Community services	3,650,230	1,694,206	1,831,618	1,371,973
Public safety	6,853,371	7,299,018	6,694,441	6,924,255
Public works	4,413,144	3,932,205	3,611,256	3,915,394
Interest on long-term debt	1,256,670	1,040,215	1,114,377	1,013,513
total governmental activities expenses	22,908,763	21,293,845	18,909,018	19,597,044
Business-type activities:				
Public utilities fund	8,355,013	6,832,860	6,431,671	5,918,157
Airport fund	669,811	494,656	450,818	405,680
Cemetery operating fund	243,933	231,953	156,441	175,801
Sanitation fund	1,597,481	1,478,975	1,429,656	1,427,419
Interest on long-term debt	861,921	873,547	974,782	882,959
total business-type activities expenses	11,728,159	9,911,991	9,443,368	8,810,016
Total primary government expenses	\$ 34,636,922	\$ 31,205,836	\$ 28,352,386	\$ 28,407,060
Program Revenues				
Governmental activities:				
Charges for services:				
General government	\$ 2,873,499	\$ 2,137,115	\$ 1,867,402	\$ 1,589,404
Public safety	186,683	177,717	203,814	335,026
Public works	529,511	511,844	499,559	491,082
Community services	-	-	-	-
Operating grants and contributions	801,854	873,523	608,967	527,698
Capital grants and contributions	3,221,103	3,101,919	1,865,681	1,238,407
Total governmental activities				
program revenues	7,612,650	6,802,118	5,045,423	4,181,617
Business-type activities:				
Charges for services:				
Public utilities fund	12,653,974	10,749,796	10,279,494	10,118,130
Airport fund	611,153	444,814	395,988	419,847
Cemetery fund	249,062	308,766	220,123	197,994
Sanitation fund	1,824,157	1,708,962	1,650,438	1,632,265
Capital grants and contributions	22,351,425	181,985	-	156,197
Total business-type activities				
program revenues	37,689,771	13,394,323	12,546,043	12,524,433
Total primary government program				
revenues	\$ 45,302,421	\$ 20,196,441	\$ 17,591,466	\$ 16,706,050

2018	2017	2016	2015	2014	2013
\$ 3,365,998	\$ 3,903,456	\$ 3,647,370	\$ 4,860,808	\$ 4,862,420	\$ 4,770,073
1,252,029	1,266,740	1,132,102	1,098,786	1,109,876	1,112,269
833,796	854,916	866,779	628,159	661,224	655,822
6,404,119	5,987,519	5,292,525	5,233,324	5,135,384	4,654,499
3,230,070	3,012,792	2,767,401	2,839,114	2,919,795	2,905,400
983,114	931,650	946,971	911,760	970,486	1,009,285
16,069,126	15,957,073	14,653,148	15,571,951	15,659,185	15,107,348
5,418,007	5,036,902	5,287,437	5,167,958	4,865,365	4,696,288
369,772	380,583	386,176	407,521	473,911	480,214
160,970	172,778	178,182	146,682	163,769	133,354
1,403,324	1,378,240	1,362,258	-	-	-
891,073	932,864	861,912	1,067,397	1,107,014	1,202,405
8,243,146	7,901,367	8,075,965	6,789,558	6,610,059	6,512,261
\$ 24,312,272	\$ 23,858,440	\$ 22,729,113	\$ 22,361,509	\$ 22,269,244	\$ 21,619,609
\$ 1,348,310	\$ 1,433,520	\$ 795,794	\$ 1,732,647	\$ 1,740,528	\$ 1,631,501
373,280	279,426	248,042	266,967	319,668	323,928
486,165	332,653	326,121	299,593	330,203	325,698
-	-	-	-	-	-
204,610	126,478	498,965	141,889	129,182	127,201
1,319,107	2,166,109	353,415	470,172	142,440	184,969
3,731,472	4,338,186	2,222,337	2,911,268	2,662,021	2,593,297
9,756,417	9,081,323	7,804,655	6,300,263	6,875,146	6,929,109
413,634	364,728	426,245	450,606	484,048	500,255
158,910	86,733	145,705	117,340	135,458	118,160
1,608,016	1,642,591	1,638,338	-	-	-
2,263,131	-	24,580	530,695	79,326	164,979
14,200,108	11,175,375	10,039,523	7,398,904	7,573,978	7,712,503
\$ 17,931,580	\$ 15,513,561	\$ 12,261,860	\$ 10,310,172	\$ 10,235,999	\$ 10,305,800

City of Taylor, Texas
CHANGES IN NET POSITION (Continued)
Last Ten Fiscal Years (Unaudited)
(accrual basis of accounting)

	<u>2021</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Net (Expenses) Revenue				
Governmental activities	\$ (15,296,113)	\$ (14,491,727)	\$ (13,863,595)	\$ (15,415,427)
Business-type activities	25,961,612	3,482,332	3,102,675	3,714,417
Total primary government net expense	<u>\$ 10,665,499</u>	<u>\$ (11,009,395)</u>	<u>\$ (10,760,920)</u>	<u>\$ (11,701,010)</u>
General Revenues and Other				
Changes in Net Position				
Governmental activities:				
Taxes				
Property taxes	\$ 11,059,357	\$ 10,250,945	\$ 9,918,365	\$ 8,885,991
Sales taxes	6,433,466	4,312,637	3,795,264	3,438,534
Franchise taxes	1,238,812	1,033,733	989,105	958,665
Investment earnings	234,574	20,767	318,116	518,264
Other revenues	1,904,649	1,593,623	306,007	476,896
Transfers	1,912,713	1,778,500	1,753,305	1,437,725
Total governmental activities	<u>22,783,571</u>	<u>18,990,205</u>	<u>17,080,162</u>	<u>15,716,075</u>
Business-type activities:				
Investment earnings	187,444	4,010	93,775	128,330
Miscellaneous	119,066	155,220	121,365	138,273
Transfers	(1,912,713)	(1,778,500)	(1,753,305)	(1,437,725)
Total business-type activities	<u>(1,606,203)</u>	<u>(1,619,270)</u>	<u>(1,538,165)</u>	<u>(1,171,122)</u>
Total primary government	<u>\$ 21,177,368</u>	<u>\$ 17,370,935</u>	<u>\$ 15,541,997</u>	<u>\$ 14,544,953</u>
Change in Net Position				
Governmental activities	\$ 7,487,458	\$ 4,498,478	\$ 3,216,567	\$ 300,648
Business-type activities	24,355,409	1,863,062	1,564,510	2,543,295
Total primary government	<u>\$ 31,842,867</u>	<u>\$ 6,361,540</u>	<u>\$ 4,781,077</u>	<u>\$ 2,843,943</u>

Source: City Audited Financials.

2018	2017	2016	2015	2014	2013
\$ (12,337,654)	\$ (11,618,887)	\$ (12,430,811)	\$ (12,660,683)	\$ (12,997,164)	\$ (12,514,051)
5,956,962	3,274,008	1,963,558	609,346	963,919	1,200,242
<u>\$ (6,380,692)</u>	<u>\$ (8,344,879)</u>	<u>\$ (10,467,253)</u>	<u>\$ (12,051,337)</u>	<u>\$ (12,033,245)</u>	<u>\$ (11,313,809)</u>

\$ 8,270,706	\$ 7,655,907	\$ 7,247,922	\$ 6,858,118	\$ 6,420,308	\$ 6,374,806
3,244,108	2,989,454	2,962,203	2,952,740	2,744,362	2,535,174
1,001,000	938,187	939,301	1,087,771	1,103,835	1,055,651
259,866	110,551	38,666	19,475	31,020	38,322
495,695	603,343	251,452	626,032	212,420	384,719
1,873,913	1,493,201	1,416,323	1,251,871	1,244,003	1,051,670
<u>15,145,288</u>	<u>13,790,643</u>	<u>12,855,867</u>	<u>12,796,007</u>	<u>11,755,948</u>	<u>11,440,342</u>
48,199	24,796	2,825	465	412	3,149
139,829	174,389	208,164	423,418	161,510	203,055
(1,873,913)	(1,493,201)	(1,386,323)	(1,251,871)	(1,244,003)	(1,051,670)
<u>(1,685,885)</u>	<u>(1,294,016)</u>	<u>(1,175,334)</u>	<u>(827,988)</u>	<u>(1,082,081)</u>	<u>(845,466)</u>
<u>\$ 13,459,403</u>	<u>\$ 12,496,627</u>	<u>\$ 11,680,533</u>	<u>\$ 11,968,019</u>	<u>\$ 10,673,867</u>	<u>\$ 10,594,876</u>

\$ 2,807,634	\$ 2,171,756	\$ 425,056	\$ 135,324	\$ (1,241,216)	\$ (1,073,709)
4,271,077	1,979,992	788,224	(218,642)	(118,162)	354,776
<u>\$ 7,078,711</u>	<u>\$ 4,151,748</u>	<u>\$ 1,213,280</u>	<u>\$ (83,318)</u>	<u>\$ (1,359,378)</u>	<u>\$ (718,933)</u>

City of Taylor, Texas
FUND BALANCES OF GOVERNMENTAL FUNDS
Last Ten Fiscal Years (Unaudited)
(modified accrual basis of accounting)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
General Fund				
Restricted	\$ 2,425,608	\$ 1,429,986	\$ 1,668,247	\$ 1,557,807
Committed	-	399,300	379,300	460,085
Assigned	-	-	-	-
Unassigned	8,543,460	6,473,119	5,173,649	3,956,675
Total general fund	<u><u>\$ 10,969,068</u></u>	<u><u>\$ 8,302,405</u></u>	<u><u>\$ 7,221,196</u></u>	<u><u>\$ 5,974,567</u></u>
 All Other Governmental Funds				
Non-spendable	\$ 723,054	\$ 713,268	\$ 697,390	\$ 688,074
Restricted	22,178,696	6,251,959	6,622,430	7,236,120
Committed	1,810,252	1,668,731	4,444,149	5,363,476
Total all other governmental funds	<u><u>\$ 24,712,002</u></u>	<u><u>\$ 8,633,958</u></u>	<u><u>\$ 11,763,969</u></u>	<u><u>\$ 13,287,670</u></u>

Source: City Audited Financials.

<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
\$ 1,955,258	\$ 1,133,876	\$ 1,223,913	\$ 865,526	\$ 778,132	\$ 781,021
10,785	10,785	10,785	10,785	10,785	10,785
-	-	-	-	-	-
3,481,297	3,427,943	3,285,095	3,216,861	3,290,862	3,686,745
<u>\$ 5,447,340</u>	<u>\$ 4,572,604</u>	<u>\$ 4,519,793</u>	<u>\$ 4,093,172</u>	<u>\$ 4,079,779</u>	<u>\$ 4,478,551</u>
\$ 679,385	\$ 670,852	\$ 703,783	\$ 697,882	\$ 701,766	\$ 697,543
4,973,144	3,944,577	4,422,813	5,058,875	7,244,749	7,778,543
884,560	1,388,667	697,454	450,768	462,996	450,114
<u>\$ 6,537,089</u>	<u>\$ 6,004,096</u>	<u>\$ 5,824,050</u>	<u>\$ 6,207,525</u>	<u>\$ 8,409,511</u>	<u>\$ 8,926,200</u>

City of Taylor, Texas

CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS

Last Ten Fiscal Years (Unaudited)

(modified accrual basis of accounting)

	2022	2021	2020	2019
Revenues				
Taxes	\$ 18,755,067	\$ 15,569,103	\$ 14,674,092	\$ 13,283,190
Licenses, permits, and fees	1,340,385	922,614	840,831	492,187
Charges for services	2,062,625	1,726,345	1,526,130	1,588,299
Fines and forfeitures	186,683	177,717	203,814	335,026
Intergovernmental	3,522,957	3,793,457	1,585,353	1,766,105
Investment earnings	233,156	20,631	309,315	476,346
Other revenues	1,899,361	1,568,392	317,886	299,600
Total Revenues	28,000,234	23,778,259	19,457,421	18,240,753
Expenditures				
Current:				
General government	4,600,751	4,476,878	3,860,922	3,605,447
Culture and recreation	1,937,243	1,755,704	1,579,745	1,485,635
Community development	2,965,621	1,315,181	1,190,988	1,097,759
Public safety	7,728,914	7,474,861	6,686,089	7,004,920
Public works	2,784,307	2,482,449	2,155,670	2,629,260
Debt Service:				
Principal retirement	2,550,000	2,115,000	1,845,000	1,655,000
Interest and fiscal changes	924,903	991,187	1,146,154	761,379
Bond issuance costs	300,475	91,158	-	120,931
Capital outlay:	5,834,562	6,747,701	2,787,805	2,840,031
Unrealized loss on investments	-	-	-	-
Total Expenditures	29,626,776	27,450,119	21,252,373	21,200,362
Excess of Revenues Over (Under)				
Expenditures	(1,626,542)	(3,671,860)	(1,794,952)	(2,959,609)
Other financing sources (uses)				
Transfers in	2,503,873	5,230,567	3,563,626	1,964,603
Transfers (out)	(843,824)	(3,698,667)	(2,057,621)	(729,574)
Debt issuance	17,660,000	-	-	8,165,000
Premium on debt issuance	1,051,200	222,178	-	816,082
Refunding debt issuance	-	3,660,000	-	-
Payments to escrow agent	-	(3,791,020)	-	-
Total Other Financing Sources (Uses)	20,371,249	1,623,058	1,506,005	10,216,111
Net Change in Fund Balances	\$ 18,744,707	\$ (2,048,802)	\$ (288,947)	\$ 7,256,502
Debt service as percentage of noncapital expenditures	14.8%	15.3%	16.6%	13.2%

Source: City Audited Financials.

2018	2017	2016	2015	2014	2013
\$ 12,484,783	\$ 11,583,548	\$ 11,297,631	\$ 10,880,953	\$ 10,246,691	\$ 9,940,659
280,039	331,723	282,906	214,560	134,322	101,808
1,554,436	1,434,450	839,009	1,817,680	1,936,409	1,855,391
373,280	279,426	248,042	266,967	319,668	323,928
1,523,717	2,292,587	673,865	612,061	271,622	312,170
253,842	110,548	40,324	19,256	31,020	38,322
798,161	227,976	505,598	601,386	174,181	382,384
17,268,258	16,260,258	13,887,375	14,412,863	13,113,913	12,954,662
3,106,456	3,620,828	3,031,068	4,132,938	4,193,947	4,147,828
1,308,251	1,255,298	1,141,441	1,099,300	1,107,678	1,110,059
829,836	828,646	841,276	632,021	660,441	631,422
6,333,181	5,705,113	5,134,332	5,174,338	4,915,960	4,441,585
1,494,728	1,304,925	1,153,524	1,252,245	1,316,652	1,374,935
1,455,000	1,290,000	1,494,972	1,271,180	1,207,384	1,213,983
689,374	725,728	692,008	861,304	919,438	823,110
112,216	34,807	95,074	-	-	134,800
5,538,230	4,348,143	794,863	3,253,720	775,494	1,883,518
557	35,019	-	-	-	-
20,867,829	19,148,507	14,378,558	17,677,046	15,096,994	15,761,240
(3,599,571)	(2,888,249)	(491,183)	(3,264,183)	(1,983,081)	(2,806,578)
3,576,414	2,441,818	2,029,948	1,822,939	1,633,050	1,126,893
(2,098,750)	(987,462)	(1,054,459)	(747,349)	(565,430)	(578,678)
4,825,000	1,620,000	5,845,000	-	-	6,990,000
249,402	46,750	544,267	-	-	254,070
-	-	-	-	-	-
(1,544,766)	-	(6,152,746)	-	-	(4,132,346)
5,007,300	3,121,106	1,212,010	1,075,590	1,067,620	3,659,939
\$ 1,407,729	\$ 232,857	\$ 720,827	\$ (2,188,593)	\$ (915,461)	\$ 853,361
14.1%	13.6%	16.1%	14.6%	14.7%	14.5%

City of Taylor, Texas

ASSESSED VALUE AND ESTIMATED ACTUAL VALUE OF TAXABLE PROPERTY

Last Ten Fiscal Years (Unaudited)

(amounts expressed in thousands)

Fiscal Year Ended Sept 30	Real Property			Personal Property		Less Exemptions Real Property
	Residential Assessed Value	Commercial Assessed Value	Agriculture	Personal	Other	
2013	\$ 444,424	\$ 229,683	\$ 39,361	\$ 137,607	\$ -	\$ 28,839
2014	482,453	238,861	43,761	133,642	-	31,398
2015	526,702	248,870	44,524	148,777	-	30,906
2016	579,978	264,734	48,240	155,488	-	34,349
2017	678,682	275,597	50,185	156,899	-	37,156
2018	737,483	291,010	52,915	154,804	-	43,906
2019	807,773	316,189	63,127	164,307	-	53,831
2020	814,077	340,511	66,323	161,119	-	60,414
2021	948,520	382,170	96,247	179,810	-	71,891
2022	987,380	283,838	97,900	178,767	-	74,450

Notes: The appraisal of property within the City is the responsibility of the Williamson County Appraisal District. The Appraisal District is required under the Texas Property Tax Code to appraise all property within the Appraisal District on the basis of 100% of its market value and is prohibited from applying any assessment ratios. In determining the market value of property, different methods of appraisal may be used, including the cost method of appraisal, the income method of appraisal, and the market data comparison basis of appraisal, and the method considered most appropriate by the chief appraiser is to be used. The value placed upon property within the Appraisal District is subject to review by a three member Appraisal Review Board.

Source: Williamson County Appraisal District.

Total Assessed Value	Tax Rate	Estimated Tax Value	Ratio of Total Assessed Value to Total Estimated Actual Value
\$ 822,236	\$ 0.81389	\$ 822,236	100.0%
867,319	0.81390	867,319	100.0%
937,967	0.81389	937,967	100.0%
1,014,091	0.81389	1,014,091	100.0%
1,124,207	0.80389	1,124,207	100.0%
1,192,307	0.79800	1,192,307	100.0%
1,297,565	0.78800	1,297,565	100.0%
1,321,616	0.80922	1,321,616	100.0%
1,534,856	0.80922	1,534,856	100.0%
1,473,435	0.76512	1,473,435	100.0%

City of Taylor, Texas
DIRECT AND OVERLAPPING PROPERTY TAX RATES
Last Ten Fiscal Years (Unaudited)

Fiscal Year	CITY OF TAYLOR			WILLIAMSON COUNTY			
	Operating	Debt Service	Total Rate	Operating	Debt Service	RD/FM Operating	Total Rate
2013	\$ 0.57302	\$ 0.24087	\$ 0.81389	\$ 0.28153	\$ 0.16750	\$ 0.04000	\$ 0.48903
2014	0.59069	0.22321	0.81390	0.27903	0.16750	0.04000	0.48653
2015	0.59344	0.22045	0.81389	0.27403	0.16750	0.04000	0.48153
2016	0.59344	0.22045	0.81389	0.26903	0.16750	0.04000	0.47653
2017	0.59949	0.20441	0.80389	0.26903	0.16750	0.04000	0.47653
2018	0.60178	0.19622	0.79800	0.25903	0.16750	0.04000	0.46653
2019	0.59600	0.19200	0.78800	0.25153	0.16750	0.04000	0.45903
2020	0.61155	0.19766	0.80922	0.25153	0.16719	0.04000	0.45872
2021	0.61376	0.19546	0.80922	0.25153	0.16719	0.04000	0.45872
2022	0.56964	0.19548	0.76512	0.23585	0.16500	0.04000	0.44085

The entire City was located in Williamson County and within the Taylor Independent School
Note: District.

Source: Williamson County Tax Collector.

TAYLOR SCHOOL DISTRICT

Operating	Debt Service	Total Rate	Total Direct & Overlapping Rates
\$ 1.17000	\$ 0.28000	\$ 1.45000	\$ 2.75292
1.17000	0.28000	1.45000	2.75043
1.17000	0.28000	1.45000	2.74542
1.17000	0.40000	1.57000	2.86042
1.17000	0.40000	1.57000	2.85042
1.17000	0.40000	1.57000	2.83453
1.17000	0.40000	1.57000	2.81703
1.06830	0.40000	1.46830	2.73623
1.03080	0.37250	1.40330	2.67123
0.96030	0.37250	1.33280	2.53877

City of Taylor, Texas
PRINCIPAL PROPERTY TAX PAYERS
Current and Nine Years Ago (Unaudited)

Taxpayer	2022			2013		
	Assessed Valuation	Rank	Percentage of Total City Assessed Valuation	Assessed Valuation	Rank	Percentage of Total City Assessed Valuation
Samsung Austin Semiconductor LLC	\$ 57,351,707	1	4.42%	\$ -	-	-
Electric Reliability Council of Texas, Inc	\$38,438,841	2	2.96%	-	-	-
Corecivic	16,262,645	3	1.25%	-	-	-
Oncor Electric Delivery Company	15,344,109	4	1.18%	-	-	-
Durcon Laboratory Tops Inc	13,855,517	5	1.07%	-	-	-
HEB Grocery Company LP	12,796,742	6	0.99%	-	-	-
Electric Reliability Council of Texas	12,740,393	7	0.98%	-	-	-
RCR Taylor Rail LP	12,654,741	8	0.98%	-	-	-
Wal-Mart Real Estate Business Trust	12,492,868	9	0.96%	-	-	-
Union Pacific RR Co	11,752,591	10	0.91%	-	-	-
Electric Reliability Council of TX	-	-	-	\$ 28,882,886	1	3.69%
ERCOT	-	-	-	21,863,896	2	2.80%
CCA Properties of Texas	-	-	-	13,100,000	3	1.68%
HEB Grocery Company	-	-	-	10,776,801	4	1.38%
Walmart Real Estate Business Trust	-	-	-	10,706,409	5	1.37%
Oncor Electric Delivery Company	-	-	-	9,396,793	6	1.20%
Union Pacific RR Co.	-	-	-	7,063,313	7	0.90%
Durcon Laboratory Tops Inc	-	-	-	6,810,591	8	0.87%
Clark Travel Charter Bus Service	-	-	-	5,808,178	9	0.74%
Walmart Stores East Inc	-	-	-	5,361,667	10	0.69%
Total	\$ 203,690,154			\$ 119,770,534		

Source: Williamson County Tax Collector.

City of Taylor, Texas
PROPERTY TAX LEVIES AND COLLECTIONS
Last Ten Fiscal Years (Unaudited)

Fiscal Year	Taxes Levied for the Fiscal Year	Collected within the Fiscal year of the Levy		Collections in Subsequent Years	Total Collections to Date	
		Amount	Percentage of Tax Levy		Amount	Percentage of Tax Levy
2013	\$ 6,255,176	\$ 6,197,753	99.1%	\$ 53,601	\$ 6,251,354	99.9%
2014	6,352,505	6,292,672	99.1%	54,531	6,347,203	99.9%
2015	6,797,312	6,723,090	98.9%	67,882	6,790,972	99.9%
2016	7,318,681	7,245,999	99.0%	64,845	7,310,844	99.9%
2017	7,754,442	7,678,073	99.0%	67,215	7,745,288	99.9%
2018	8,377,844	8,274,955	98.8%	88,940	8,363,895	99.8%
2019	8,978,568	8,881,948	98.9%	75,876	8,957,824	99.8%
2020	9,988,936	9,894,518	99.1%	63,822	9,958,340	99.7%
2021	10,453,052	10,342,047	98.9%	52,180	10,394,226	99.4%
2022	11,298,250	11,184,793	99.0%	-	11,184,793	99.0%

Source: Williamson County Appraisal District Reports.

City of Taylor, Texas
RATIOS OF OUTSTANDING DEBT BY TYPE
Last Ten Fiscal Years (Unaudited)

Fiscal Year	Governmental Activities						
	General Obligation Bonds	Certificates of Obligation	Premiums/ Discounts	Contractual Obligation	Limited Tax Note	Lease	Note Payable
2013	\$ 8,739,097	\$ 16,479,268	293,387	\$ 93,267	\$ -	\$ 340,278	\$ -
2014	7,884,431	16,183,943	267,506	68,244	-	582,143	-
2015	7,059,764	15,796,861	241,626	43,221	-	379,215	285,899
2016	11,871,687	10,230,646	737,333	-	-	1,425,252	228,547
2017	10,205,000	11,490,000	710,249	-	-	1,310,951	424,225
2018	10,635,000	15,010,000	929,110	-	-	1,232,192	582,657
2019	9,680,000	22,335,000	1,644,956	-	-	1,181,458	391,289
2020	8,705,000	21,275,000	1,476,711	-	-	1,078,203	210,440
2021	9,275,000	18,265,000	1,446,051	-	-	223,175	1,324,478
2022	7,585,000	29,545,000	2,306,044	-	5,325,000	145,509	1,036,909

Notes: Details regarding the City's outstanding debt can be found in the notes to financial statements.

Business-type Activities			Total Primary Government	Percentage of Personal Income	Per Capita
Combination Tax & Revenue Bonds	General Obligation Bonds	Premiums/ Discounts			
\$ 21,420,022	\$ 5,971,060	\$ 181,061	53,517,440	16.25%	3,349
21,044,132	5,087,051	152,052	51,269,502	14.34%	3,110
20,650,000	4,178,042	123,043	48,757,671	15.01%	3,126
13,280,000	10,759,095	1,004,096	49,536,656	13.73%	3,005
16,690,000	8,685,000	956,162	50,471,587	12.49%	2,851
14,025,000	9,790,000	1,063,146	53,267,105	13.65%	3,137
17,560,000	9,105,000	1,270,965	63,168,668	15.08%	3,680
16,560,000	8,410,000	1,166,509	58,881,863	12.99%	3,387
15,265,000	7,900,000	1,059,941	54,758,645	12.91%	3,366
24,495,000	7,385,000	1,836,936	79,660,398	13.65%	4,677

City of Taylor, Texas
RATIOS OF NET GENERAL BONDED DEBT OUTSTANDING
Last Ten Fiscal Years (Unaudited)

Fiscal Year	General Obligation Bonds	Premiums/ Discounts	Less: Amounts Available in Debt Service Fund	Total	Percentage of Actual Taxable Value¹ of Property	Per Capita²
2013	\$ 14,710,158	\$ 458,021	\$ 236,346	\$ 14,931,833	1.82%	934
2014	12,971,482	412,207	225,505	13,158,184	1.52%	798
2015	11,237,806	366,392	185,697	11,418,502	1.22%	732
2016	22,630,782	1,752,228	276,695	24,106,315	2.38%	1,462
2017	18,890,000	1,609,052	387,965	20,111,087	1.79%	1,136
2018	20,425,000	1,808,742	573,932	21,659,810	1.82%	1,275
2019	18,785,000	1,653,335	645,602	19,792,733	1.53%	1,153
2020	17,115,000	1,435,049	719,638	17,830,411	1.35%	1,026
2021	17,175,000	1,503,315	811,158	17,867,157	1.16%	1,098
2022	14,970,000	1,503,315	922,185	15,551,130	1.06%	913

¹See the Schedule of Assessed and Estimated Actual Value of Taxable Property for property value data.

²Population data can be found in the Schedule of Demographic and Economic Statistics.

Note:

Details regarding the city's outstanding debt can be found in the notes to the financial statements.

City of Taylor, Texas
DIRECT AND OVERLAPPING GOVERNMENTAL ACTIVITIES DEBT
As of September 30, 2021 (Unaudited)

	Debt Outstanding	Estimated Percentage Applicable¹	Estimated Share of Overlapping Debt
Governmental Unit			
Debt repaid with property taxes:			
Williamson County	\$ 1,109,300,000	1.65%	\$ 18,303,450
Taylor ISD	\$ 55,704,916	81.95%	45,650,179
Subtotal, overlapping debt			<u>63,953,629</u>
 City of Taylor	 \$ 45,943,462	 100%	 <u>45,943,462</u>
 Total direct and overlapping debt			 <u><u>\$ 109,897,091</u></u>

Notes: Overlapping governments are those that coincide, at least in part, with the geographic boundaries of the city. This schedule estimates the portion of the outstanding debt of those overlapping by the residents and businesses of Statistical. This process recognizes that, when considering the city's ability governments that is borne to issue and repay long-term debt, the entire debt burden borne by the residents and businesses should be taken into account. However, this does not imply the every taxpayer is a resident--and therefore responsible for repaying the debt--of each overlapping government.

¹ For debt repaid with property taxes, the percentage of overlapping debt applicable is estimated using taxable assessed property values. Applicable percentages were estimated by determining the portion of another governmental unit's taxable assessed value that is within the city's boundaries and dividing it by each unit's total taxable assessed value.

Source: Data from Texas Municipal Advisory Council

City of Taylor, Texas

LEGAL DEBT MARGIN INFORMATION

Last Ten Fiscal Years (Unaudited)

(amounts expressed in thousands)

	2022	2021	2020	2019
Debt limit	\$ 386,971	\$ 401,687	\$ 345,508	\$ 337,849
Total net debt applicable to limit	78,738	53,947	58,162	62,523
Legal debt margin	<u>\$ 308,233</u>	<u>\$ 347,739</u>	<u>\$ 287,345</u>	<u>\$ 275,326</u>

Legal Debt Margin Calculation for Fiscal Year 2022

Assessed value	\$ 1,473,435
Add back: exempt real property	74,450
Total assessed value	<u>1,547,885</u>
Debt limit (10% of total assessed value)	386,971
Debt applicable to limit:	
Total Debt	79,660
Less: Amount set aside for repayment of general obligation debt	(922)
Total net debt applicable to limit	<u>78,738</u>
Legal debt margin	<u>\$ 308,233</u>

Note: There is no direct debt limitation in the City Charter or under state law. The City operates under a Home Rule Charter (Article XI, Section 5, Texas Constitution), that limits the maximum tax rate, for all city purposes, to \$2.50 per \$100 assessed valuation. Administratively, the Attorney General of the State of Texas will permit allocation of \$1.50 of the \$2.50 maximum tax rate for general obligation debt service.

<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
\$ 309,053	\$ 290,341	\$ 262,110	\$ 242,218	\$ 224,679	\$ 212,769
<u>30,850</u>	<u>29,915</u>	<u>25,164</u>	<u>37,137</u>	<u>37,205</u>	<u>37,875</u>
<u><u>\$ 278,203</u></u>	<u><u>\$ 260,426</u></u>	<u><u>\$ 236,946</u></u>	<u><u>\$ 205,082</u></u>	<u><u>\$ 187,474</u></u>	<u><u>\$ 169,148</u></u>

City of Taylor, Texas
PLEDGED-REVENUE COVERAGE
Last Ten Fiscal Years (Unaudited)

Fiscal Year	Water Revenue Bonds						
	Utility	Less:	Net				Coverage
	Service	Operating	Available	Debt Service			
	Charges	Expenses	Revenue	Principal	Interest		
2013	\$ 6,929,109	\$ 3,529,757	\$ 3,399,352	\$ -	\$ -	100.0%	
2014	6,875,146	3,618,109	3,257,037	-	-	100.0%	
2015	6,300,263	3,824,509	2,475,754	-	-	100.0%	
2016	7,804,655	3,917,205	3,887,450	-	-	100.0%	
2017	9,081,323	3,769,347	5,311,976	-	-	100.0%	
2018	9,756,417	4,105,939	5,650,478	-	-	100.0%	
2019	10,118,130	4,617,540	5,500,590	-	-	100.0%	
2020	10,279,494	5,209,488	5,070,006	-	-	100.0%	
2021	10,749,796	5,562,854	5,186,942	-	-	100.0%	
2022	12,653,974	6,747,442	5,906,532	-	-	100.0%	

Note: Details regarding the City's outstanding debt can be found in the notes to the financial statements.
Operating expenses do not include interest or depreciation.

City of Taylor, Texas

DEMOGRAPHIC AND ECONOMIC STATISTICS

Last Ten Fiscal Years (Unaudited)

Fiscal Year	Population¹	Personal Income³	Per Capita⁵ Personal Income	School Enrollment⁴	Unemployment Rate²
2013	15,979	\$ 329,263	\$ 20,606	3,239	5.6%
2014	16,483	337,502	21,691	4,178	4.2%
2015	15,595	324,891	20,833	4,333	3.4%
2016	16,483	360,763	21,887	4,547	3.3%
2017	17,701	404,149	22,832	4,249	2.8%
2018	16,982	390,263	22,981	4,368	2.8%
2019	17,167	418,823	24,397	3,894	2.6%
2020	17,383	453,210	26,072	3,399	5.9%
2021	16,267	424,113	26,072	2,973	4.7%
2022	17,031	583,397	34,255	3,061	2.8%

Data Sources:

- ¹ Texas State Data Center & Office of the State Demographer
- ² State Department of Labor and City-Data.com
- ³ US Census adjusted by CPI for inflation, expressed in thousands
- ⁴ Taylor Independent School District
- ⁵ U. S. Census Bureau American Fact Finder

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City of Taylor, Texas
PRINCIPAL EMPLOYERS
Current and Nine Years Ago (Unaudited)

Employer	2022		2013	
	No. Employees *	Rank	No. Employees **	Rank
Electric Reliability Council of Texas (ERCOT)	600+	1	-	
Taylor ISD	500+	2	-	
Durcon, Inc	400+	3	-	
Baylor Scott & White	200+	4	-	
H.E.B. Grocery Co.	180+	5	-	
Corrections Corp. of America (T. Don Hutto)	160+	6	-	
City of Taylor	160+	7	-	
Wal-Mart	140+	8	-	
Floyd Co. (Floyd's Glass)	125+	9	-	
Burrows Cabinets	100+	10	-	
ERCOT	-		500+	1
Taylor ISD	-		500+	2
Durcon Laboratory Tops	-		200-500	3
Corrections Corp of America	-		200-500	4
Scott & White	-		100-200	5
H.E.B.	-		100-200	6
City of Taylor	-		100-200	7
Floyd Co. (Floyd's Glass)	-		100-200	8
Wal-Mart	-		100-200	9
Burrows Cabinets	-		100-200	10
Total	2,495		3,200	

* Source: www.tayloredc.org

** Source: www.mactexas.com.

City of Taylor, Texas

FUNCTION/PROGRAM

Last Ten Fiscal Years (Unaudited)

Function / Program	2022	2021	2020	2019
General Government				
Management services	5	4	4	5
Public information	1	1	1	1
Human resources	6	2	2	2
Finance	5	5	5	5
Municipal court	10	4	4	5
C D - planning	1	8	8	8
Main street	4	1	1	1
Building	-	3	3	3
General services	-	-	1	1
Information technology	-	1	1	1
Other				-
Police				
Officers	30	30	30	29
Civilians	10	10	10	10
Animal control	2	3	3	3
Fire				
Firefighters and officers	23	23	23	23
Civilians	1	1	1	1
Other Public Works				
Engineering/inspection	0	0	0	1
Street maintenance	16	16	16	16
Grounds	-	-	-	-
Other	-	-	-	-
Parks and recreation	8	8	8	8
Library	8	7	7	8
Water	15	15	15	14
Wastewater	5	4	3	4
Utilities admin.	6	6	6	6
Airport	2	1	1	2
Cemetery	2	2	2	2
Fleet services	2	2	2	2
Total all governmental funds	161	157	157	160

Source: City records.

2018	2017	2016	2015	2014	2013
5	4	4	4	4	4
1	1	1	1		
2	2	2	2	2	2
5	4	4	4	4	4
5	4	3	4	5	5
7	7	6	5	6	6
1	1	1	1	1	1
3	3	3	3	3	3
1	1	1	1	1	1
1	1	1	1	1	1
1	1	1	1	1	1
29	27	27	27	27	27
10	8	9	9	8	8
4	3	2	1	2	2
23	23	23	23	23	23
1	1	1	1	1	1
1	1	1	1	2	2
15	14	14	14	14	13
-	-	-	-	-	-
-	-	-	-	-	1
6	6	6	6	6	6
8	9	8	7	7	7
14	14	14	14	14	14
4	3	3	3	2	2
6	6	6	6	6	6
2	2	2	2	2	2
2	2	2	2	2	2
2	2	2	2	2	2
158	150	147	145	146	146

City of Taylor, Texas

OPERATING INDICATORS BY FUNCTIONS/PROGRAM

Last Ten Fiscal Years (Unaudited)

Function/Program	2022	2021	2020	2019
General government				
Building permits issued	274	222	188	155
Building inspections conducted	8,295	outsourced	outsourced	outsourced
Public Safety				
Police:				
Physical arrests	187	334	394	561
Parking violations	3	18	23	53
Traffic violations	2,083	5,489	3,922	6,073
Fire:				
Emergency responses	2,447	2,498	2,282	2,096
Fires extinguished	134	203	93	78
Inspections	156	134	206	266
Highways and streets				
Street resurfacing (miles)	2	3	n/a	3
Potholes repaired	1,000	1,003	n/a	1,097
Recreation				
Athletic field permits issued	15	22	27	39
Library				
Volumes in collection	59,200	24,330	54,947	57,129
Total volumes borrowed	36,708	55,679	32,937	63,645
Water				
New connections	874	393	300	227
Water main breaks	15	27	85	385
Average daily consumption		2.45		
(millions of gallons)	2	4	2	2
Peak daily consumption				
(millions of gallons)	2	2	3	3
Wastewater				
Average daily treatment				
(millions of gallons)	3	40	2	2
Airport		18		
LL fuel (thousand gallon)	45	20	38	40
Jet A fuel (thousand gallon)	18		9	10
Landings / Take off (thousand)	16	135	19	20
Cemetery				
Lots sold	65	1340	79	65
Municipal Court				
Cases processed	1,121		1,567	2,858
General Services	472	472		
Facilities				
Work orders	786	866	410	708
Fleet				
Work orders	850	185	816	880
Information Technology		331		
Personal computers / laptops	241	186	186	180
Service requests	400	448	448	565

Source: City records.

2018	2017	2016	2015	2014	2013
70 outsourced	95 outsourced	94 outsourced	63 outsourced	129 outsourced	101 outsourced
708	573	813	722	717	669
15	37	36	33	54	67
7,436	4,546	3,429	1,543	1,604	3,615
2,118	2,281	2,127	2,036	1,915	1,069
80	82	44	64	61	56
343	329	361	359	316	137
1	-	15	17	10	-
240	130	741	777	655	461
41	30	32	33	30	37
55,098	54,117	53,011	50,223	47,952	44,850
61,669	74,872	78,368	75,581	78,186	79,187
190	137	160	50	44	96
360	353	222	235	352	437
2	2	2	3	2	2
3	3	3	2	3	3
1	1	2	2	1	2
43	46	59	48	46	45
11	14	27	29	23	32
17	14	12	9	14	14
144	33	77	66.5	80	84
3,393	2,675	1,876	2,113	2,562	4,158
629	577	645	553	538	453
870	941	834	903	816	1,071
180	171	155	152	135	135
629	475	415	407	549	555

City of Taylor, Texas

CAPITAL ASSET STATISTICS BY FUNCTION/PROGRAM

Last Ten Fiscal Years (Unaudited)

Function	2022	2021	2020	2019
Police				
Number of stations	1	1	1	1
Zone Officers	29	29	28	29
Number of patrol units	24	24	25	25
Fire				
Number of stations	2	2	2	2
Streets and Grounds				
Streets (miles)	120	120	114	114
Streetlights	1,119	1,119	1,114	1,114
Traffic signals	14	14	14	14
Recreation				
Acreage	463	463	463	463
Playgrounds	8	8	8	8
Baseball/softball diamonds	22	22	20	20
Swimming pools	1	1	1	1
Splash Pads	2	2	-	-
Skate park	1	1	1	1
Tennis courts	8	8	8	8
Pickleball Courts	3	3	-	-
Community Center	1	1	-	-
Pavilion	4	4	-	-
Water				
Water mains	131	131	130	128
Fire hydrants	725	696	685	652
Storage capacity	5	5	5	5
Wastewater				
Treatment capacity	4	4	4	4
Sanitary sewer (miles)	112	112	110	110
Storm sewers (miles)	21	21	20	18
Airport				
Runway length (ft)	4,000	4,000	4,000	4,000
Hangar spaces	64	64	64	64
Tie-downs	27	27	27	27
Cemetery				
Acreage	135	135	135	135
General Services				
Facilities	23	23	20	19
Fleet vehicles	214	192	176	171
Network servers	7	7	7	7

Source: City records.

2018	2017	2016	2015	2014	2013
1	1	1	1	1	1
29	27	27	27	27	27
23	15	15	15	15	15
2	2	2	2	2	2
114	106	106	106	106	106
1,114	1,114	1,114	1,113	1,102	1,102
14	12	12	12	12	12
463	462	462	462	462	462
8	7	7	7	7	7
20	20	20	20	20	20
1	2	2	2	2	2
-	-	-	-	-	-
1	-	-	-	-	-
8	8	8	8	8	8
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
123	118	125	121	121	120
619	808	808	604	604	598
5	5	5	5	5	5
4	4	4	4	4,000	4,000
91	95	95	90	90	89
6	6	6	5	5	4
4,000	4,000	4,000	4,000	4,000	4,000
64	52	52	52	52	52
27	27	27	27	27	27
135	135	135	135	135	135
19	19	19	19	19	19
171	168	165	164	164	162
7	7	7	7	7	4



March 22, 2023

To the Honorable Mayor,
Members of the City Council
and management
City of Taylor, Texas

We have audited the financial statements of the City of Taylor, Texas as of and for the year ended September 30, 2022, and have issued our report thereon dated March 22, 2023. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit

As communicated in our engagement letter dated July 15, 2022, our responsibility, as described by professional standards, is to form and express an opinion(s) about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the City of Taylor, Texas solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our findings regarding significant control deficiencies over financial reporting material weaknesses and material noncompliance, and other matters noted during our audit in a separate letter to you dated March 22, 2023.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, and as appropriate, our firm have complied with all relevant ethical requirements regarding independence.

Our firm and staff do not have any existing relationships, conflicts of interest, or other conditions or circumstances that would impair our independence with the City under U.S. GAAS or [Government Auditing Standards](#)

For any nonattest service provided by our firm, management of the City maintained responsibility for (a) making all management decisions and performing all management functions; (b) assigning a competent individual to oversee the services; (c) evaluating the adequacy of the services performed; (d) evaluating and accepting responsibility for the results of the services performed; and (e) establishing and maintaining internal controls, including monitoring ongoing activities.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by City of Taylor, Texas is included in Note 1 to the financial statements. The City has adopted GASB Statement No. 87, Leases, during the year; No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements are.

Management's estimate of the useful lives of capital assets is based on industry standards relating to capital assets. We evaluated the key factors and assumptions used to develop the useful lives of capital assets in determining that they are reasonable in relation to the financial statements taken as a whole and in relation to the applicable opinion units.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the City of Taylor, Texas's financial statements relate to the City's disclosure of capital assets and long-term debt.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management or otherwise, relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit.

In addition, professional standards require us to communicate to you all material, audit adjustments that were brought to the attention of management as a result of our audit procedures. See Exhibit 1 for a list of audit adjustments to report during the year.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the City of Taylor, Texas's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Representations Requested from Management

We have requested certain written representations from management, which are included in the attached letter dated March 22, 2023.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the City of Taylor, Texas, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating and regulatory conditions affecting the entity, and operational plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the City of Taylor, Texas's auditors.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information in documents containing the City of Taylor, Texas's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the governing body and management of the City of Taylor, Texas and is not intended to be and should not be used by anyone other than these specified parties.

Respectfully,

A handwritten signature in black ink that reads "Brooks Watson & Co." in a cursive, flowing script.

BrooksWatson & Co., PLLC
Houston, Texas

Exhibit 1

Audit Adjustments

Adjusting Journal Entries

Adjusting Journal Entries JE # 1

To adjust pension balances as of year end.

340-200-205	Pension Liability	247,139.74	
340-210-110	DEFERRED OUTFLOW RESOURCES TMRS	10,666.88	
340-210-118	DEFERRED INFLOW-ACTUAL VS ASSM	23,853.37	
350-200-210	NET PENSION LIABILITY	9,027.31	
350-210-110	DEFERRED OUTFLOW TMRS CONT	389.63	
350-210-118	DEFERRED INFLOW ACT VS ASSMPT	871.30	
370-200-210	NET PENSION LIABILITY	13,203.30	
370-210-110	DEFERRED OUTFLOW CONT TMRS	569.88	
370-210-118	DEFERRED INFLOW ACTUAL VS ASSM	1,274.35	
382-200-210	NET PENSION LIABILITY	30,283.27	
382-210-110	DEFERRED OUTFLOW CONTB TMRS	1,307.06	
382-210-118	DEFERRED INFLOW ACTUAL VS ASSM	2,922.87	
340-210-115	DEFERRED OUTFLOW INVST TMRS		168,769.98
340-210-119	DEFERRED OUTFLOW-CHNG IN ASSUM		8,704.74
340-701-124	RETIREMENT-TMRS		20,576.01
340-706-124	RETIREMENT- TMRS		23,057.79
340-708-124	RETIREMENT- TMRS		60,551.47
350-210-115	DEFERRED OUTFLOW INVST TMRS		6,164.69
350-210-119	DEFERRED OUTFLOW CNGS IN ASSUM		317.96
350-732-124	RETIREMENT-TMRS		3,805.59
370-210-115	DEFERRED OUTFLOW INVST TMRS		9,016.44
370-210-119	DEFERRED OUTFLOW-CHG ASSUMP		465.05
370-761-124	RETIREMENT- TMRS		5,566.04
382-210-115	DEFERRED OUTFLOW INVST TMRS		20,680.23
382-210-119	DEFERRED OUTFLOW-CHNG IN ASSUMP		1,066.64
382-517-124	RETIREMENT-TMRS		12,766.33
Total		341,508.96	341,508.96

Adjusting Journal Entries JE # 2

To record changes in OPEB for current year.

340-210-113	SDBF DEF INFLOW ACT EX VS ASS	4,050.69
340-701-124	RETIREMENT-TMRS	1,473.86
340-706-124	RETIREMENT- TMRS	1,651.63
340-708-124	RETIREMENT- TMRS	4,337.31
350-210-113	SDBF DEF INFLOW ACT EXP VS ASS	147.96
350-732-124	RETIREMENT-TMRS	272.60

370-210-113	SDBF DEF INFLOW ACT EX VS ASSU	216.41	
370-761-124	RETIREMENT- TMRS	398.68	
382-210-113	SDBF DEF INFLOW ACT EXP VS ASS	496.35	
382-517-124	RETIREMENT-TMRS	914.46	
340-200-211	NEW OPED-SDBF LIABILITY		9,523.11
340-210-111	SDBF-DEF OUTFLOW OF RE CONTR		294.08
340-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT		1,696.30
350-200-211	NEW OPED-SDBF LIABILITY		347.85
350-210-111	SDBF DEF OUTFLOW RE CONTRIB		10.74
350-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT		61.96
370-200-211	NEW OPEB-SDBF LIABILITY		508.76
370-210-111	SDBF DEF OUTFLOW RES CONTRIB		15.71
370-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT		90.63
382-200-211	NEW OPEB-SDBF LIABILITY		1,166.91
382-210-111	SDBF DEF OUTFLOW RES CONTRI		36.04
382-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT		207.86
Total		13,959.95	13,959.95

Adjusting Journal Entries JE # 3

To accrue for Utility billings as of 9/30.

320-120-130	ACCTS RECEIVABLE GARBAGE	11,742.30	
320-340-251	REFUSE COLLECTION CHARGES		11,742.30
Total		11,742.30	11,742.30

Adjusting Journal Entries JE # 4

To adjust allowance for doubtful accounts.

210-632-651	BAD DEBT	2,560.04	
320-721-651	BAD DEBT	6,709.79	
340-709-651	BAD DEBT	45,608.05	
210-120-131	ALLOWANCE-TRANSPORTATION		2,560.04
320-120-131	ALLOWANCE-GARBAGE		6,709.79
340-120-130	ALLOWANCE-ACCTS. RECEIVABLE		45,608.05
Total		54,877.88	54,877.88

Adjusting Journal Entries JE # 5

To adjust property tax revenue and receivables.

100-240-100	DEFERRED TAX REVENUE	31,143.81	
100-310-111	CURRENT PROPERTY TAXES	66,989.06	
140-120-350	DUE FROM FUND 100 GENERAL	66,989.06	
140-240-100	DEFERRED REVENUES	10,526.91	
100-120-100	PROPERTY TAXES RECEIVABLE		31,143.81
100-210-111	DUE TO I&S (TAX COLLECTIONS)		66,989.06

140-120-100	PROPERTY TAXES RECEIVABLE		10,526.91
140-310-111	CURRENT PROPERTY TAXES		66,989.06
Total		175,648.84	175,648.84

Adjusting Journal Entries JE # 6

To record retainage payable as of 9/30/22 for Taylor Regional Park& Doak Park.

162-685-519	OTHER PROFESSIONAL SERVICES	145,703.71	
162-200-300	RETAINAGE PAYABLE		145,703.71
Total		145,703.71	145,703.71

Adjusting Journal Entries JE # 7

To record retainage payable as of 9/30 for Mustang Creek WWTP project and reverse PY retainage payable.

340-200-300	RETAINAGE PAYABLE	55,679.00	
600-160-206	FIXED ASSETS: WORK IN PROGRESS	80,423.20	
340-708-539	OTHER CONTRACT SERVICES		55,679.00
600-200-300	Retainage Payable		80,423.20
Total		136,102.20	136,102.20

Adjusting Journal Entries JE # 8

To correctly accrue for franchise tax revenue and receivables.

100-120-141	FRANCHISE TAX RECEIVABLE	29,845.41	
320-120-103	MISC ACCOUNTS RECEIVABLE	24,483.06	
100-310-132	ATMOS GAS FRANCHISE		29,845.41
320-310-136	SOLID WASTE FRANCHISE FEE		24,483.06
Total		54,328.47	54,328.47

Adjusting Journal Entries JE # 9

To accrue for Hotel Occupancy Tax revenue.

BWC 120-120-100	HOTEL TAX RECEIVABLE	24,520.19	
120-310-143	HOTEL OCCUPANCY TAX		24,520.19
Total		24,520.19	24,520.19

Adjusting Journal Entries JE # 10

To amortize premium.

384-210-101	UNAMORT BOND PREMIUM	4,389.00	
384-709-950	BOND DISCOUNT AMORTIZATION		4,389.00
Total		4,389.00	4,389.00

Adjusting Journal Entries JE # 11

To record accrued interest.

340-200-104	ACCRUED INTEREST PAYABLE	49,899.54	
340-709-902	INTEREST EXPENSE	68,081.00	
340-200-104	ACCRUED INTEREST PAYABLE		68,081.00
340-709-922	TRANSFER TO I&S INTEREST		49,899.54
Total		117,980.54	117,980.54

Adjusting Journal Entries JE # 12

To record payables as of 9/30/22.

120-612-818	380-AGREEMENT PAYOUT	49,048.72	
120-200-500	ACCOUNTS PAYABLE PENDING		49,048.72
Total		49,048.72	49,048.72

Adjusting Journal Entries JE # 13

To true up state criminal and court costs as of 9.30.22.

100-200-502	DUE TO STATE/COURT FEES	16,612.82	
100-410-311	MUNICIPAL COURT FINES		16,612.82
Total		16,612.82	16,612.82

Adjusting Journal Entries JE # 14

To adjust accrued interest on capital leases and note payables.

384-240-101	ACCRUED INTEREST PAYABLE	3,451.53	
384-518-912	CAP LEASE INTEREST		3,451.53
Total		3,451.53	3,451.53

Adjusting Journal Entries JE # 15

To record reimburseable amounts to Samsung as liability.

502-330-242	ADVANCED FUNDING	1,402,313.00	
502-200-600	Samsung Reimbursement		1,402,313.00
Total		1,402,313.00	1,402,313.00

Adjusting Journal Entries JE # 16

To true up grant receivable and revenue as of 9.30.22.

100-330-219	OTHER FEDERAL GRANTS	123,132.88	
100-330-219	OTHER FEDERAL GRANTS	376,867.12	
BWC 100-240-101	DEFERRED GRANT RECEIVABLE		500,000.00
Total		500,000.00	500,000.00

Adjusting Journal Entries JE # 17

To record lease activity per GASB 87.

100-120-150	LEASE RECEIVABLE-Kapsch (npv)	44,548.43	
100-220-110	DEFERRED INFLOW OF RESOURCES	22,274.21	

100-440-330	KAPSCH LEASE REVENUE	26,400.00	
340-120-140	LEASE RECEIVABLE-Verizon(npv)	55,007.23	
340-120-141	LEASE RECEIVABLE-AT&T (npv)	80,800.57	
340-220-110	DEFERRED INFLOW OF RESOURCES	18,335.74	
340-220-110	DEFERRED INFLOW OF RESOURCES	16,160.11	
340-440-330	TOWER LEASE REVENUE	25,605.00	
340-440-330	TOWER LEASE REVENUE	18,149.99	
100-120-150	LEASE RECEIVABLE-Kapsch (npv)		25,074.45
100-220-110	DEFERRED INFLOW OF RESOURCES		44,548.43
100-440-330	KAPSCH LEASE REVENUE		22,274.21
100-440-331	INTEREST INCOME-KAPSCH LEASE		1,325.55
340-120-140	LEASE RECEIVABLE-Verizon(npv)		23,838.60
340-120-141	LEASE RECEIVABLE-AT&T (npv)		14,917.97
340-220-110	DEFERRED INFLOW OF RESOURCES		55,007.23
340-220-110	DEFERRED INFLOW OF RESOURCES		80,800.57
340-440-330	TOWER LEASE REVENUE		18,335.74
340-440-330	TOWER LEASE REVENUE		16,160.11
340-440-331	INTEREST INCOME-TOWER LEASE		1,766.40
340-440-331	INTEREST INCOME-TOWER LEASE		3,232.02
Total		307,281.28	307,281.28

Adjusting Journal Entries JE # 18

To reclassify notes and capital lease payables per GASB 87.

384-230-120	CAP LEASE PAYABLE-NONCURRENT	708,750.74	
384-518-910	NOTE PAYABLE INTEREST	30,934.52	
384-230-125	NOTES PAYABLE		708,750.74
384-518-912	CAP LEASE INTEREST		30,934.52
Total		739,685.26	739,685.26
Total Adjusting Journal Entries		4,099,154.65	4,099,154.65

Taylor, Texas

Audit Presentation

Fiscal Year Ending September 30, 2022

Presented By: Mike Brooks, Audit Partner
March 22, 2023



CERTIFIED PUBLIC ACCOUNTANTS



OVERVIEW OF THE AUDIT PROCESS

Audit Standards – The audit was performed in accordance with Generally Accepted Auditing Standards (GAAS).

City processes and controls are evaluated and examined as part of audit assessment procedures.

We use a risk-based approach in which we identified potential areas of risk that could lead to material misstatement of the financial statements.

Performed testing over the City's compliance with provisions with laws, regulations, contracts and grant agreements, including items such as compliance with Public Funds Investment Act (PFIA).

Balances are agreed to underlying reports, and testing is performed to assure those balances are materially accurate.

The results of testing procedures are evaluated. The report is prepared, in addition to the required letters of communication.

- Internal Control Assessment**
Processes and controls are evaluated
- Risk-Based Approach**
Potential areas of risk are identified
- Compliance Testing**
Test compliance with laws and regulations
- Fieldwork**
Test accuracy of financial information
- Conclusion & Reporting**
Evaluation and communication of results



ANNUAL COMPREHENSIVE FINANCIAL REPORT

GFOA Certificate of Achievement for Excellence



- ❖ Certificate of Achievement for Excellence in Financial Reporting.
- ❖ Above and Beyond Standard Reporting Requirements.
- ❖ 14th Consecutive year awarded.

Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**City of Taylor
Texas**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2021



Christopher P. Morrell
Executive Director/CEO

COMPONENTS OF THE COMPREHENSIVE ANNUAL FINANCIAL REPORT



- ❖ Letter of Transmittal
- ❖ Auditor's Opinion (unmodified)
- ❖ Management's Discussion and Analysis
- ❖ Basic Financial Statements
 - Government-Wide Statements
 - Fund Level Statements
 - Notes to the Financial Statements
- ❖ Required Supplementary Information
- ❖ Statistical Section

Opinion Types

-  Unmodified
-  Qualified
-  Disclaimed
-  Adverse



Unmodified/Clean
Highest level of assurance



Financial Highlights

	9/30/2022	9/30/2021	Change
City-wide Cash & Investments	\$ 69,223,479	\$ 27,191,269	\$ 42,032,210 ⁽¹⁾
Capital Assets, net of depreciation	\$ 130,227,057	\$ 115,739,921	\$ 14,487,136 ⁽²⁾
Net Position City-wide	\$ 113,738,048	\$ 81,895,181	\$ 31,842,867 ⁽¹⁾
Governmental Fund Balances	\$ 35,681,070	\$ 16,936,363	\$ 18,744,707 ⁽³⁾
Unassigned General Fund Balance	\$ 8,543,460	\$ 6,473,119	\$ 2,070,341
/ % General Fund expenditures	44%	38%	6%
Utility Fund Change in Net Position	\$ 24,384,345	\$ 1,863,062	\$ 22,521,283
City-wide Outstanding Debt	\$ 79,660,398	\$ 54,758,646	\$ 24,901,752 ⁽³⁾
Net Pension Liability	\$ 2,099,431	\$ 3,983,228	\$ (1,883,797) ⁽⁴⁾

(1) Increase in cash due to debt issuances, contributions from Samsung, and operating surpluses.

(2) Continued investment in the City's water and wastewater infrastructure.

(3) 22.9m in CO's and 5.3m in Tax Notes issued during the year.

(4) TMRS investments performed well during the 2021 calendar year resulting in a decrease in the projected net pension liability



Changes in Revenue

	9/30/2022	9/30/2021	Change
<u>Governmental Funds</u>			
Property Tax	\$ 11,082,789	\$ 10,222,733	\$ 860,056
Sales Tax	\$ 6,433,466	\$ 4,312,637	\$ 2,120,829
Charges for Services	\$ 2,062,625	\$ 2,648,959	\$ (586,334)
Intergovernmental	\$ 3,430,957	\$ 3,793,457	\$ (362,500)
<u>Enterprise Funds</u>			
Charges for services-Utility	\$ 12,653,974	\$ 10,749,796	\$ 1,904,178
Charges for services-Airport	\$ 611,153	\$ 444,814	\$ 166,339
Charges for services-Cemetery	\$ 249,062	\$ 326,146	\$ (77,084)
Charges for services-Sanitation	\$ 1,824,157	\$ 1,708,962	\$ 115,195



Changes in Expenses

	9/30/2022	9/30/2021	Change
<u>Governmental Funds</u>			
General government	\$ 4,600,751	\$ 4,476,878	\$ 123,873
Public safety	\$ 7,728,914	\$ 7,474,861	\$ 254,053
Public works	\$ 2,784,307	\$ 2,482,449	\$ 301,858
<u>Enterprise Funds</u>			
Utility	\$ 9,180,589	\$ 6,823,520	\$ 2,357,069
Airport	\$ 706,156	\$ 494,656	\$ 211,500
Cemetery	\$ 243,933	\$ 231,953	\$ 11,980
Sanitation	\$ 1,597,481	\$ 1,478,975	\$ 118,506



General Fund Results

- POLICY: GFOA recommends governments maintain a minimum unrestricted budgetary fund balance in their general fund of no less than two months of regular general fund operating expenditures (60 days or 16%). City policy is to maintain an unassigned fund balance of at least 25%.
 - Fiscal Year 2022 Unassigned fund balance was \$8,543,460– 44%
 - General fund ended the year with a net increase in fund balance of \$2,666,663
- FY 2022 Budget Results:
 - Original budget projected a slight increase in fund balance of \$2,598.
 - Budget amendments were made to increase revenue by \$5,277,197 for higher than anticipated property tax, sales tax, and advance funding from Samsung.
 - Budget amendments increased expenditures by \$2,374,650 to reflect operating results. The most significant increase was for planning and development.
 - The amended budget projected an increase to fund balance of \$3,009,344 while actual results added \$2,666,663 and represented a net negative budget variance of \$342,681.



Communication Letters

- **Communication with Those Charged with Governance**
 - Audit was conducted in compliance with all ethics requirements regarding independence.
 - No difficulties were encountered in dealing with management
 - Audit Adjustments were identified and corrected by management.

- **Communication Regarding Internal Controls**
 - Several recommendations in internal control were identified and reviewed by management.

Questions?

Contact Info:

Mike Brooks, Audit Partner

Phone 281.907.9223 | Fax 888.875.0587

14950 Heathrow Forest Pkwy | Ste 530

Houston, TX 77032

MBrooks@BrooksWatsonCPA.com



CERTIFIED PUBLIC ACCOUNTANTS

We know your questions don't end when the audit does.

We remain available throughout the year.



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 12

Agenda Title: **Consider approving Resolution R23-10 authorizing the City Manger to act on the City of Taylor's behalf with regard to an electricity procurement contract.**

Council Action to be taken: Approve by Resolution 23-10

Department Submitted: Internal Services

Staff Contact: Nicole Oman, Director

1. PURPOSE/DESCRIPTION

This resolution will allow the City Manager to sign and execute a contract for electricity procurement. The resolution is necessary due to the fact that the electricity market is volatile, and the bids expire in the same afternoon that they are sent and it is critical that the city representative has the authority to sign and execute a contract that same day. The City's current electricity provider is with Reliant Energy Solution and our contract with them expires on May 31, 2023. The current contract was a five- year contract.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City has been a member of the Government Aggregation Project (GAP) since 2003. The GAP is a political subdivision corporation that was formed by a group of cities. GAP negotiates on behalf of its member cities that need to purchase electricity and energy related products for their public facilities.

GAP helps its members get the best possible electricity rates. Below list the activities that the GAP does for its members:

- Request competitive bids and negotiates contracts for power from retail electric providers
- Provides legal support for the bidding and contracting process
- Prepares and executes requests for proposals for energy related services or equipment

Current members of the GAP include the Texas cities of Farmers Branch, West University Place, Wharton, and Taylor.

Paul Smolen is the Executive Director of GAP and is responsible for the management and successful outcome of all projects. He will be present at the Council meeting to answer any questions that Council may have on the GAP and bidding process. Mr. Smolen has been involved in utility regulation since 1977. While at the Public Utility Commission of Texas he was involved in Regulatory Affairs at the State and Federal Level.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
GAP negotiates on behalf of its member cities that need to purchase electricity and energy related products for their public facilities.	

4. RECOMMENDATION

Staff recommends Council approve the Resolution for the procurement of electricity. The actual purchase has a short turnaround time to sign a contract and by approving a resolution the City manager is authorized to sign and execute the contract. If approved, Mr. Smolen will schedule the bids after the passage of this resolution.

5. FUNDING SOURCE

The City of Taylor purchases from Reliant Energy Solutions. From Feb. 2022 – Feb. 2023, the City purchased a total of 4,680,374 kilowatt hours.

The City is currently paying \$0.07835 cents per kWh.

The total electricity FY22-FY 23 budgeted is \$517,900.

6. TIMELINE

Current contract expires May 31, 2023 and a new contract must be negotiated as soon as possible.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

12a. [Resolution R23-10](#)

12b. [PowerPoint Presentation](#)

RESOLUTION NO. R23-10

A RESOLUTION APPOINTING A REPRESENTATIVE TO SERVE ON BEHALF OF THE CITY OF TAYLOR AND APPROVING THE APPOINTMENT OF THE CITY MANAGER TO ACT ON THE CITY'S BEHALF WITH REGARD TO AN ELECTRICITY PROCUREMENT CONTRACT.

WHEREAS, Chapter 303 of the Texas Local Government Code, entitled "Energy Aggregation Measures for Local Governments," allows political subdivisions to form a political subdivision corporation to act as an agent to negotiate the purchase of electricity, or to likewise aid or act on behalf of the political subdivisions for which the corporation is created, with respect to their own electricity use for their respective public facilities; and

WHEREAS, Governmental Aggregation Project, Inc. ("GAP") is a political subdivision corporation organized under said Chapter; and

WHEREAS, the negotiation for electricity by the corporation should result in lower electricity costs to the City and

WHEREAS, the City of Taylor is a Member of GAP; and

WHEREAS, GAP will negotiate a contract that is in the best interest of the City of Taylor, solicit and process bids from Retail Electric Providers and provide related services over the life of any contract secured by GAP.

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

Section 1. The recitals contained in the preamble of this Resolution are determined to be true and correct and are hereby adopted as a part of this Resolution.

Section 2. The City of Taylor hereby appoints the City Manager to serve as the City of Taylor's representative to the corporation and to act on the City of Taylor's behalf and enter into a contract to purchase electricity.

Section 3. All Resolutions and parts thereof in conflict herewith are hereby expressly repealed insofar as they conflict herewith.

Section 4. This Resolution shall take effect immediately from and after its adoption and it is accordingly so resolved.

Signed this 23rd day of March, 2023.

Mayor Brandt Rydell

ATTEST:

City Clerk, Dianna McLean

City of Taylor Electricity Contracting

03/23/2023 City Council Meeting



- Resolution will allow the City Manager to sign and execute a procurement contract for electricity.
- The reason why we need this resolution is due to the fact that the electricity market is volatile and the turn around time to sign the contract does not give us much time. It is usually the same day that the contract has to be signed when we receive the bid.

- Our current contract is with Reliant Energy Solutions, they have been our provider for the past 9 years and the current contract will expire on May 31, 2023.
- The Governmental Aggregation Project, INC. (GAP) was created under Local Government Code and Utility Code for purchasing electricity for multiple political subdivisions' facilities and operations.

- The City has been a member of the Government Aggregation Product (GAP) for over 20 years. This is a political subdivision formed by a group of cities, that acts on behalf of its cities members to negotiate the procurement to get us the best price. GAP first assisted the City of Taylor with the electricity contract in 2006.
- Current members of GAP are the cities of Wharton, West University Place, Farmers Branch and Taylor

Steps to Contracting for Electricity:

- Executing Letter of Authorization to request most recent 12 months of usage data
- Update model for new usage and TDSP charges
- Selection of the Retail Electricity Providers to participate in bidding and procurement process

- Request and review contracts to see if they meet the needs of the City
- Set the date for the 1st of several indicative bids
- Process the bids and provide the City with a Bid Comparison that includes the transmission and distribution charges
- Set the date for the bidding and contracting

- Bids received, processed, and sent to City Manager's designated Signer by 1:30pm
- Telephone conference with designated Signer
- Contract signed and sent to chosen Retail Electricity Provider by 3:30pm

Current Costs

Feb. 2022 – Feb. 2023

*4,680,374 Kilowatt Hours
Cost \$0.07835 per kWh*

Current Budget \$517,900

- Mr. Paul Smolen who is the Executive Director of GAP and he will be facilitating our bid process for procurement of electricity is here. He has been involved with utility regulation since 1977. While he was at the Public Utility Commission of Texas he was involved in Regulatory Affairs at the State and Federal level.

QUESTIONS?



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 13
Agenda Title: Consider Adoption of Water and Wastewater Master Plans

Council Action to be taken: Consider Adoption of Water and Wastewater Master Plans

Department Submitted: Engineering, Development Services

Staff Contact: Jacob Walker, City Engineer (HDR)
Jim Gray, Director of Public Works

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to present the water and wastewater master plans and associated capital improvement project recommendations.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

HDR initially began preparation of the water and wastewater master plans prior to the comprehensive plan development. City staff requested that HDR pause the master plans during the comprehensive plan development, to utilize consistent growth projections. The master plans were also paused when the comprehensive plan was amended to incorporate Samsung.

The master plans included data collection, hydraulic model development and validation, hydraulic model analysis, improvement alternatives for both existing and future conditions.

Analysis of the water model indicates that water pressure and fire flow availability are limited in East and Southeast Taylor. Many of the 5-year water CIP projects focus on improving existing conditions in these areas, along with operational and regulatory compliance recommendations. The 10-year and 20-year CIP projects primarily address projects that are anticipated to serve growth.

Analysis of the wastewater model indicates that the gravity interceptor following Bull Branch is under capacity to convey peak flows during rainfall events. Much of the 5-year wastewater CIP focuses on increasing wastewater conveyance capacity in this area, as well as inflow reduction, and condition assessment and repairs.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Budgeting for the recommended capital improvement projects will improve water and wastewater service for existing and future customers	

4. RECOMMENDATION

Adopt Water and Wastewater Master Plans

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)

Revise Water and Wastewater Master Plans before adoption

8. ATTACHMENTS

13a. [PowerPoint presentation](#)

13b. [Water and Wastewater Master Plan](#)



WATER AND WASTEWATER MASTER PLANS & FLOW METERING

City Council

City of Taylor

March 23, 2023

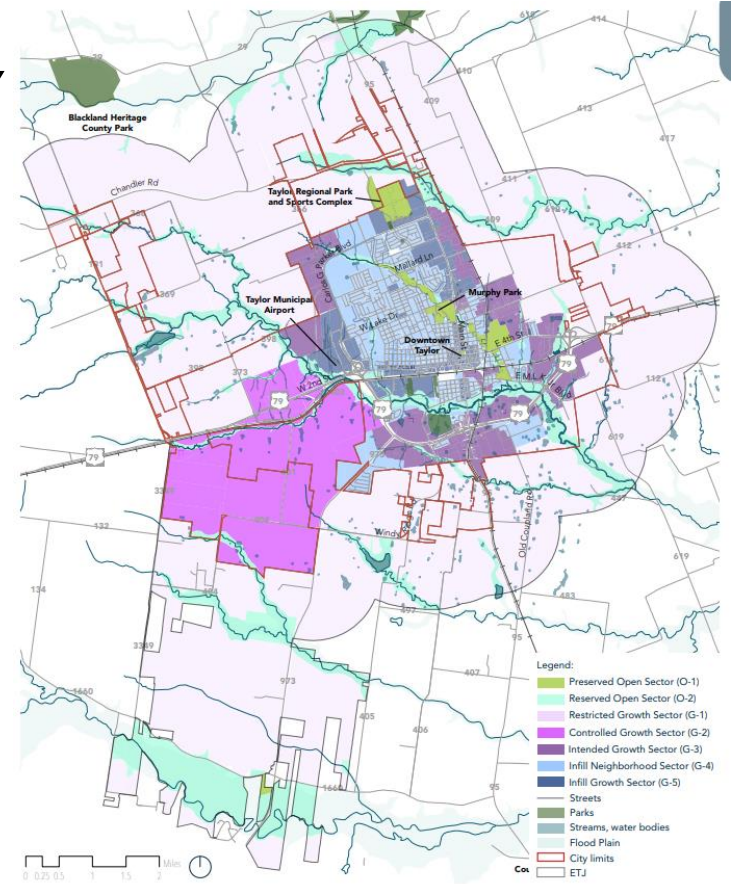


PURPOSE

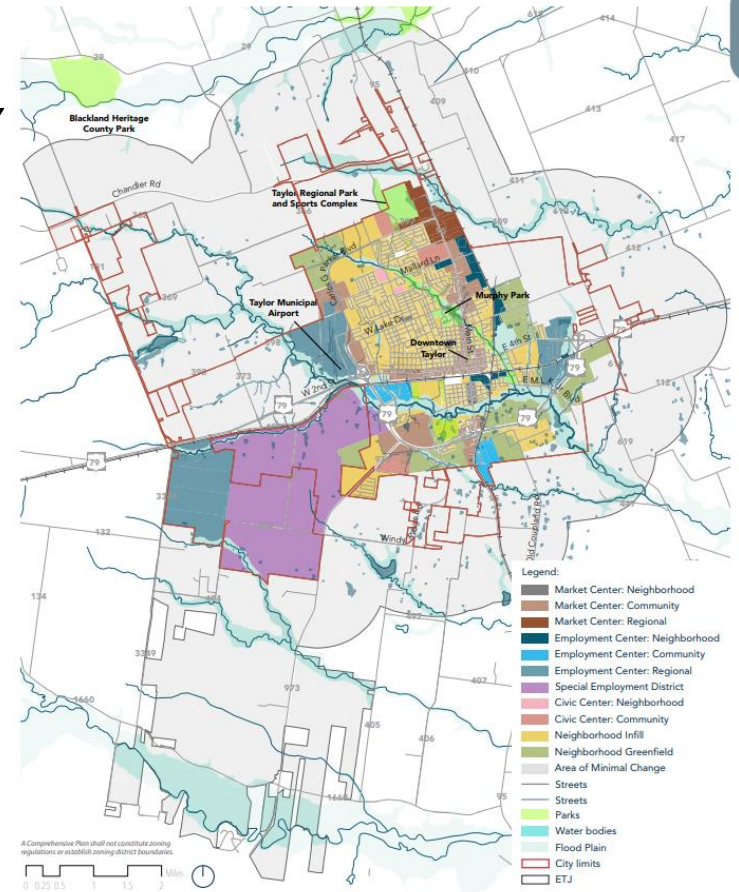
- Present and discuss the water and wastewater master plans
 - Primary needs identified are conveyance
- Present and discuss the Bull Branch flow metering study

COMPRHENESIVE PLAN SUMMARY

- Growth Sectors
- Projected 2040 Population:
39,552
- Established future water demands
and wastewater flows



- Future Land Use
- Determined density and location of projected growth



WATER MASTER PLAN

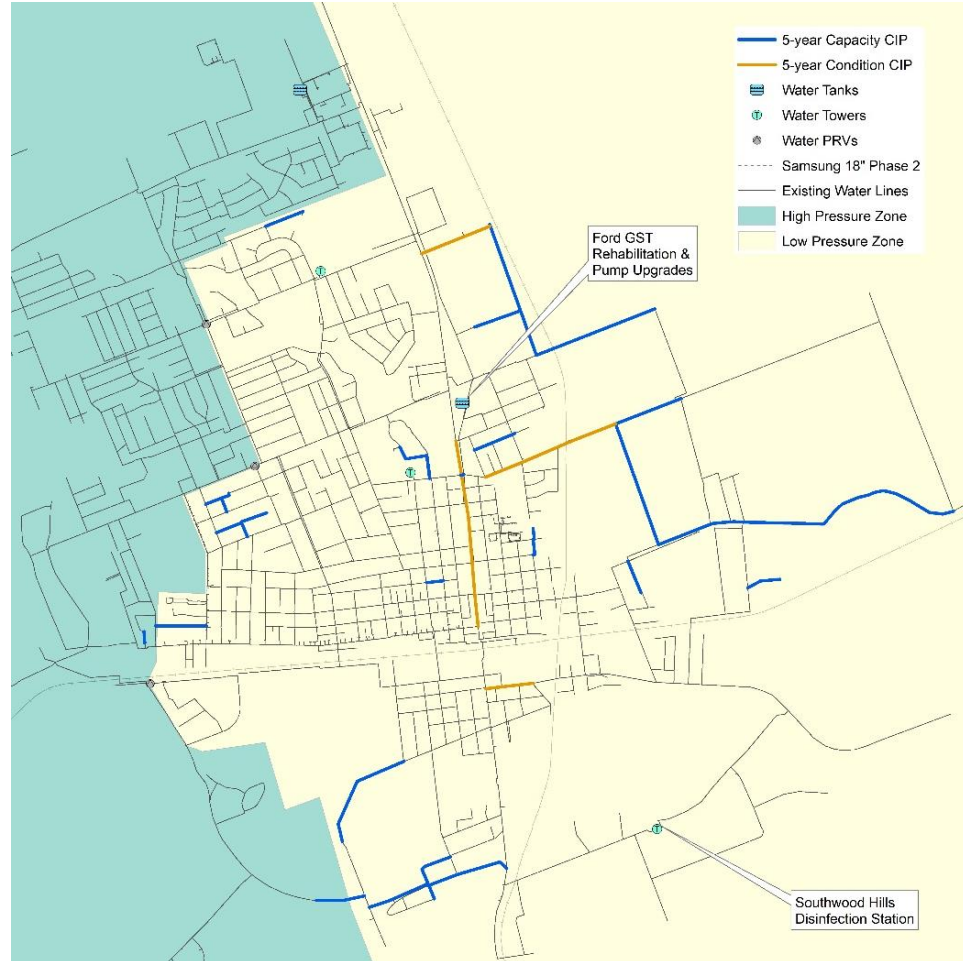
- Developed hydraulic model of existing system
- Analyzed model results to identify problem areas
 - Modeled system improvements
- Modeled future growth to project infrastructure needs
 - Consistent with Comprehensive Plan

OVERVIEW OF WATER SYSTEM



EXISTING SYSTEM WATER IMPROVEMENTS

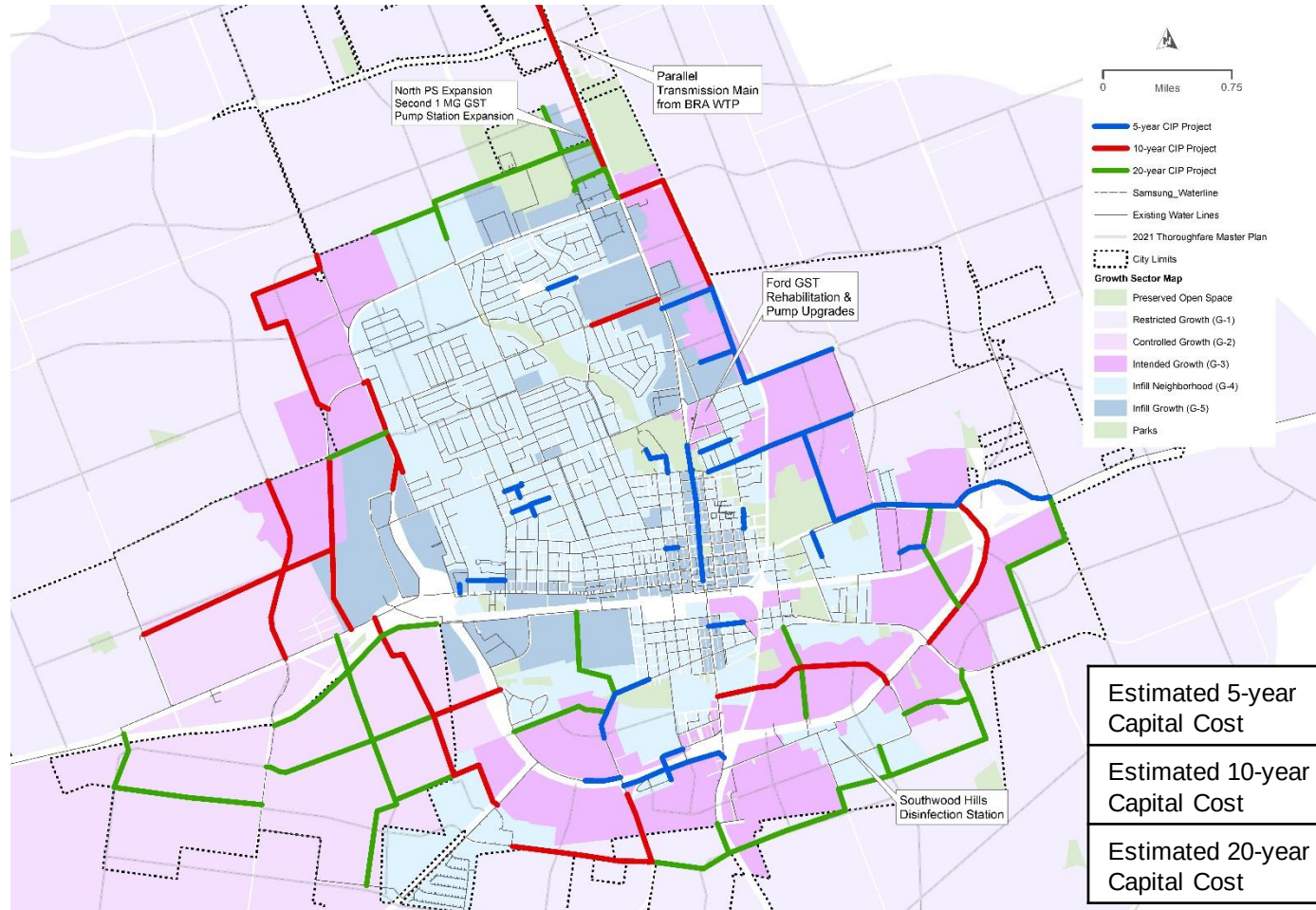
- Estimated Capital Cost (5-year CIP):
\$30,750,000



FUTURE WATER SYSTEM

- Projected 2040 demands
 - Average day: 4.75 MGD
 - Maximum day: 11.4 MGD
 - Peak hour: 14.25 MGD
- Allocated to system based on growth sectors and future land use
- Improvements to serve growth are mostly conveyance projects

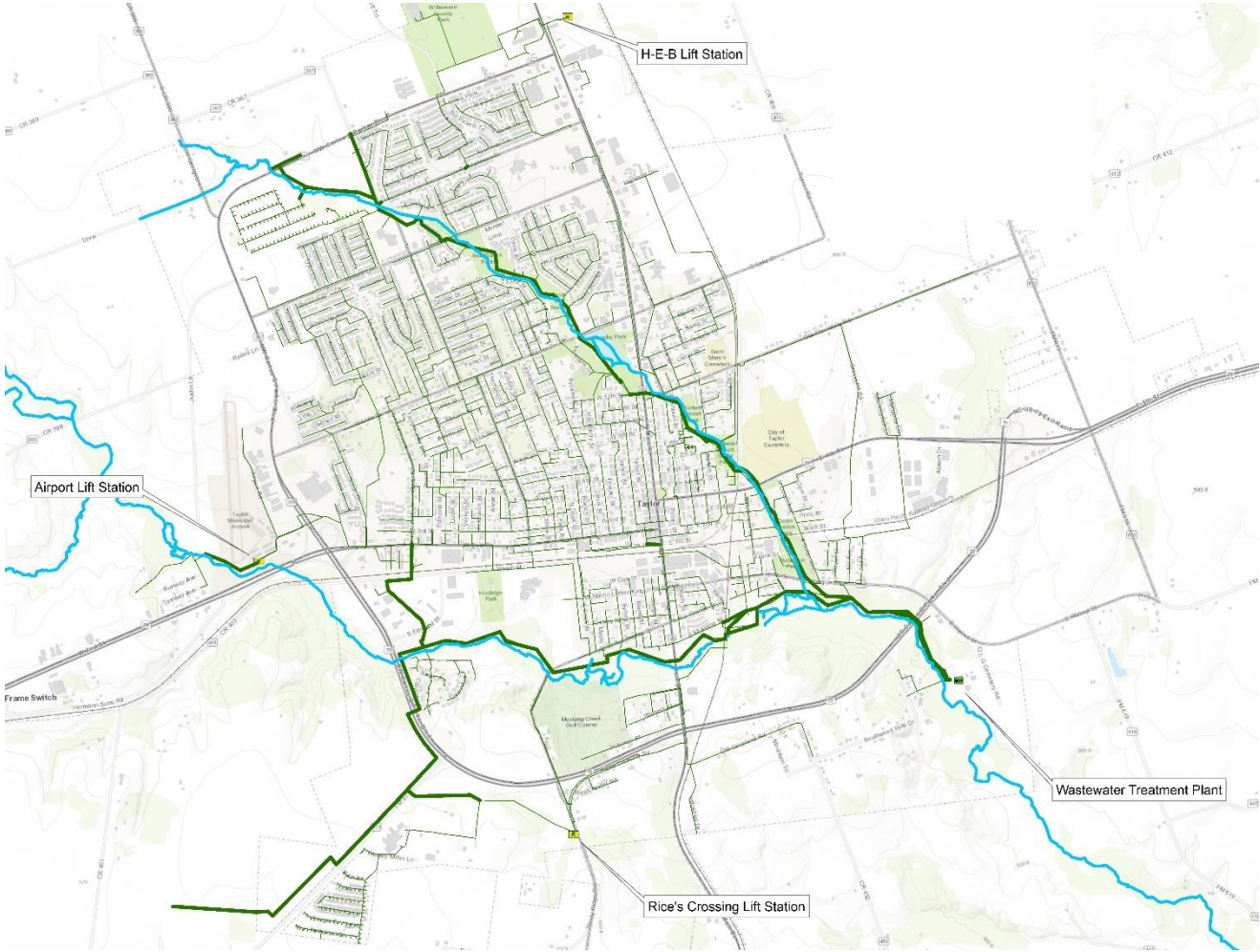
20-YEAR WATER CAPITAL IMPROVEMENT SUMMARY



WASTEWATER MASTER PLAN

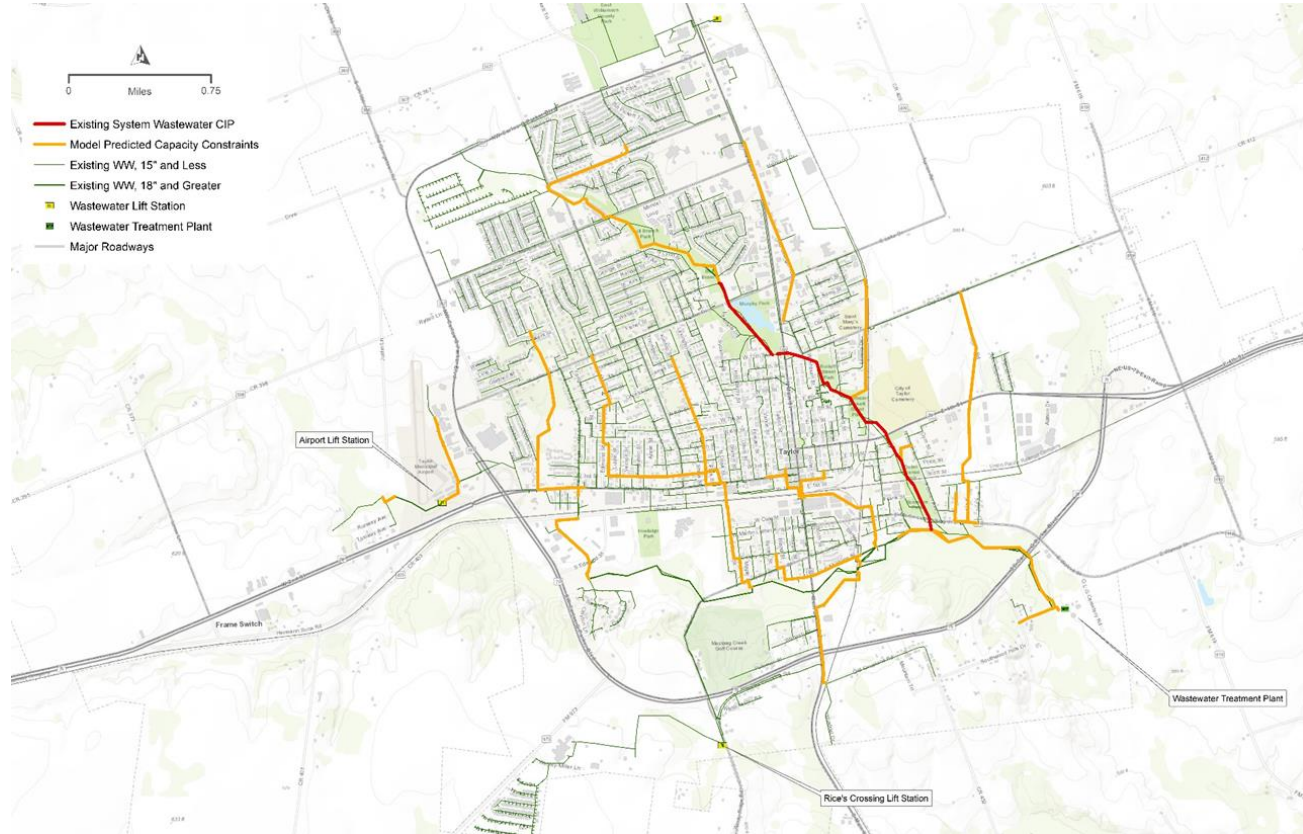
- Developed hydraulic model of existing system
- Analyzed model results to identify problem areas
 - Modeled system improvements
- Modeled future growth to project infrastructure needs
 - Consistent with Comprehensive Plan

OVERVIEW OF WASTEWATER SYSTEM



EXISTING SYSTEM WASTEWATER IMPROVEMENTS

- Estimated Capital Cost (5-year CIP):
\$9,400,000

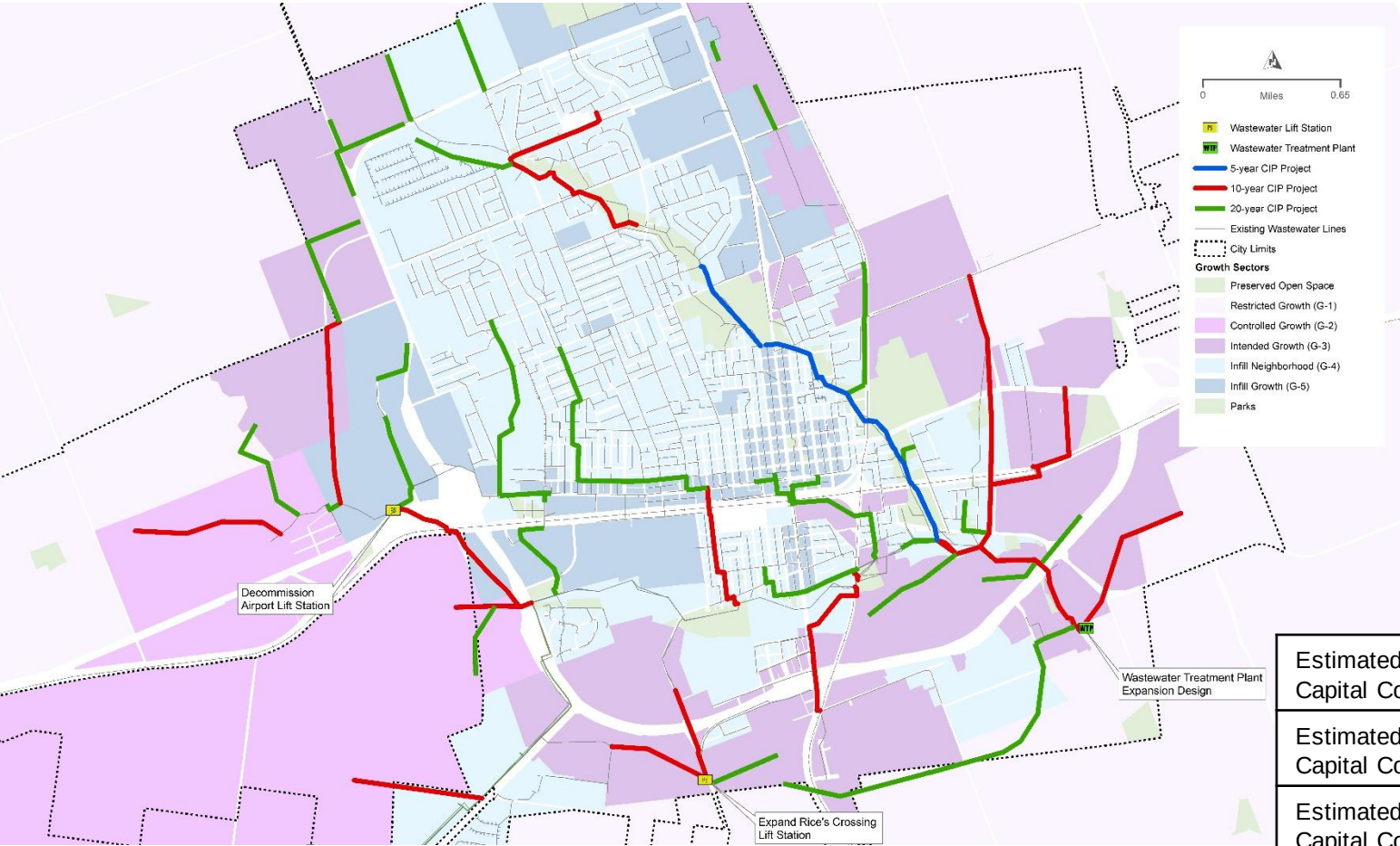


FUTURE WASTEWATER SYSTEM

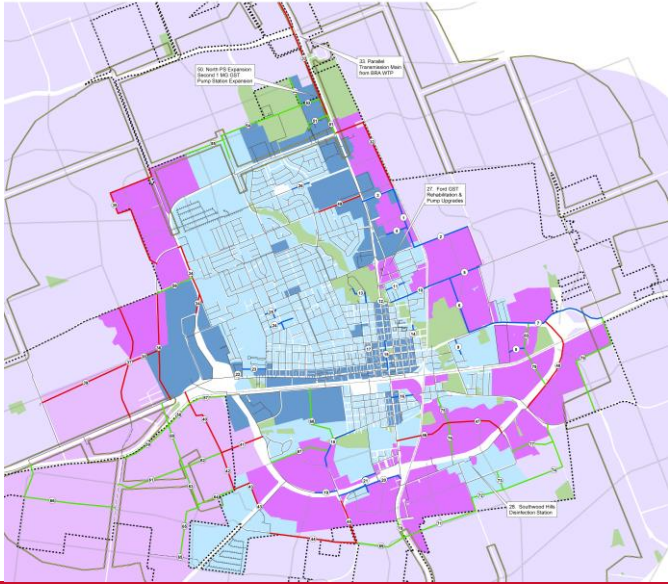
- Projected 2040 wastewater flows:
 - Average dry weather: 3.5 MGD
 - Peak wet weather: 29 MGD
- Allocated to system based on growth sectors and future land use
- Improvements to serve growth are mostly conveyance projects
 - By 2040, begin planning WWTP expansion on current site



20-YEAR WASTEWATER CAPITAL IMPROVEMENT SUMMARY



Estimated 5-year Capital Cost	\$9,400,000
Estimated 10-year Capital Cost	\$51,000,000
Estimated 20-year Capital Cost	\$62,300,000



City of Taylor Water and Wastewater Master Plan

Taylor, Texas
March 16, 2023



Heather Lindner
3.16.2023

Prepared by HDR Engineering, Inc.
Texas Registered Engineering Firm No. F-754

Contents

1	Population and Land Use Projections	1
1.1	Growth Sectors.....	1
1.2	Future Land Use and Density Assumptions	2
1.2.1	Existing Service Area	4
1.2.2	Future Service Area	4
2	Water System	4
2.1	Water Supply	4
2.1.1	Wholesale Water Customers	5
2.2	Water Distribution System.....	5
2.3	Existing Demand Evaluation	7
2.3.1	Storage Capacity	8
2.3.2	Booster Pumping Capacity.....	8
2.4	Existing System Analysis	8
2.4.1	Elevated Storage.....	8
2.4.2	Ground Storage.....	9
2.4.3	Booster Pumping.....	10
2.4.4	TCEQ Requirements.....	10
2.4.5	Hydraulic Model Development	11
2.4.6	Recommended Distribution System Improvements	15
2.4.7	Water Supply Recommendations.....	17
2.5	Water Demand Projections	18
2.6	Future System Analysis.....	18
2.6.1	Elevated Storage.....	18
2.6.2	Ground Storage.....	19
2.6.3	Booster Pumping.....	20
2.6.4	TCEQ Requirements.....	21
2.7	Water System Capital Improvements Plan	22
3	Wastewater Collection System.....	30
3.1	Existing System Analysis	30
3.1.1	Hydraulic Model Development	31
3.2	Wastewater Flow Projections.....	39
3.3	Future System Analysis.....	39
3.4	Wastewater System Capital Improvements Plan.....	40
3.5	Wastewater Operation and Maintenance Recommendations.....	46

Tables

Table 2-1.	Wholesale Water Customer Historical Consumption.....	5
Table 2-2.	Storage Volume Summary.....	8
Table 2-3.	Existing Elevated Storage Evaluation.....	9
Table 2-4.	Existing Ground Storage Evaluation.....	9
Table 2-5.	Existing Booster Pumping Evaluation.....	10
Table 2-6.	TCEQ Requirements Summary	10

Table 2-7. Storage Tank Geometry	11
Table 2-8. Future Elevated Storage Evaluation	19
Table 2-9. Future Ground Storage Evaluation	20
Table 2-10. Future Booster Pumping Evaluation	20
Table 2-11. TCEQ Future Requirements Summary for the Upper Pressure Plane.....	21
Table 2-12. TCEQ Future Requirements Summary for the Lower Pressure Plane.....	21
Table 2-13. Water Distribution System 5-year CIP Summary	25
Table 2-14. Water Distribution System 10-year CIP Summary	26
Table 2-15. Water Distribution System 20-year CIP Summary	27
Table 3-1. Hydraulic Model Element Summary	34
Table 3-2. Wastewater Flow Projections	39
Table 3-3. Wastewater Collection System 5-year CIP Summary	42
Table 3-4. Wastewater Collection System 10-year CIP Summary	43
Table 3-5. Wastewater Collection System 20-year CIP Summary	44

Figures

Figure 1-1. Comprehensive Plan Growth Sectors	2
Figure 1-2. Comprehensive Plan Future Land Use Plan	3
Figure 2-1. Existing Water Distribution System Schematic	6
Figure 2-2. Existing Water Distribution System Map	7
Figure 2-3. Residential Diurnal Pattern	12
Figure 2-4. Non-Residential Diurnal Pattern	13
Figure 2-5. Existing System Peak Hour Pressure	14
Figure 2-6. Existing System Available Fire Flow During Maximum Day Demand	15
Figure 2-7. 5-Year Capital Improvement Projects to Address Existing Water Distribution System Deficiencies	16
Figure 2-8. Available Fire Flow During Maximum Day Demand, with 5-year Capital Improvement Projects to Address Existing System Deficiencies.....	17
Figure 2-9. Water Distribution System 20-year Capital Improvements Plan	23
Figure 2-10. 2040 Peak Hour Pressure with CIP Recommendations Constructed	28
Figure 2-11. 2040 Available Fire Flow with CIP Recommendations Constructed	29
Figure 3-1. Existing Wastewater Collection System	30
Figure 3-2. Existing System Hydraulic Model Network	33
Figure 3-3. Wastewater Flow Meter Basins	36
Figure 3-4. 5-year, 6-hour Assessment Storm Hyetograph	37
Figure 3-5. Model-Predicted Level of Surcharging in Existing System During a 5-year, 6-hour Storm.....	38
Figure 3-6. Wastewater Collection System 20-year Capital Improvements Plan	41
Figure 3-7. Model-Predicted Level of Surcharging in Future System During a 5-year, 6-hour Storm.....	45

Appendices

A – City of Taylor Wastewater Flow Metering and Model Calibration



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1 Population and Land Use Projections

Population and land use projections provide the basis on planning future infrastructure needs. The magnitude and location of growth and specific development patterns can be hard to predict, especially beyond five years. The City of Taylor recently completed a comprehensive plan that included a projected 2040 population of 39,552. Also developed as part of the comprehensive plan were growth sectors and a future land use map. The vision of Taylor's growth plan is to encourage infill growth and increase population density within the City's existing service area.

1.1 Growth Sectors

The growth sectors identified in the Comprehensive Plan are shown in Figure 1-1, and include the categories listed below. These categories and descriptions are based on the currently adopted Comprehensive Plan, and are subject to change as the Comprehensive Plan is updated or amended.

- Preserved and reserved open space (such as parks and floodplains)
- Restricted growth (where increased development is discouraged)
- Controlled growth (where limited development can be supported)
- Intended growth (where development is encouraged and infrastructure exists to support development)
- Infill growth (increasing density in existing areas)

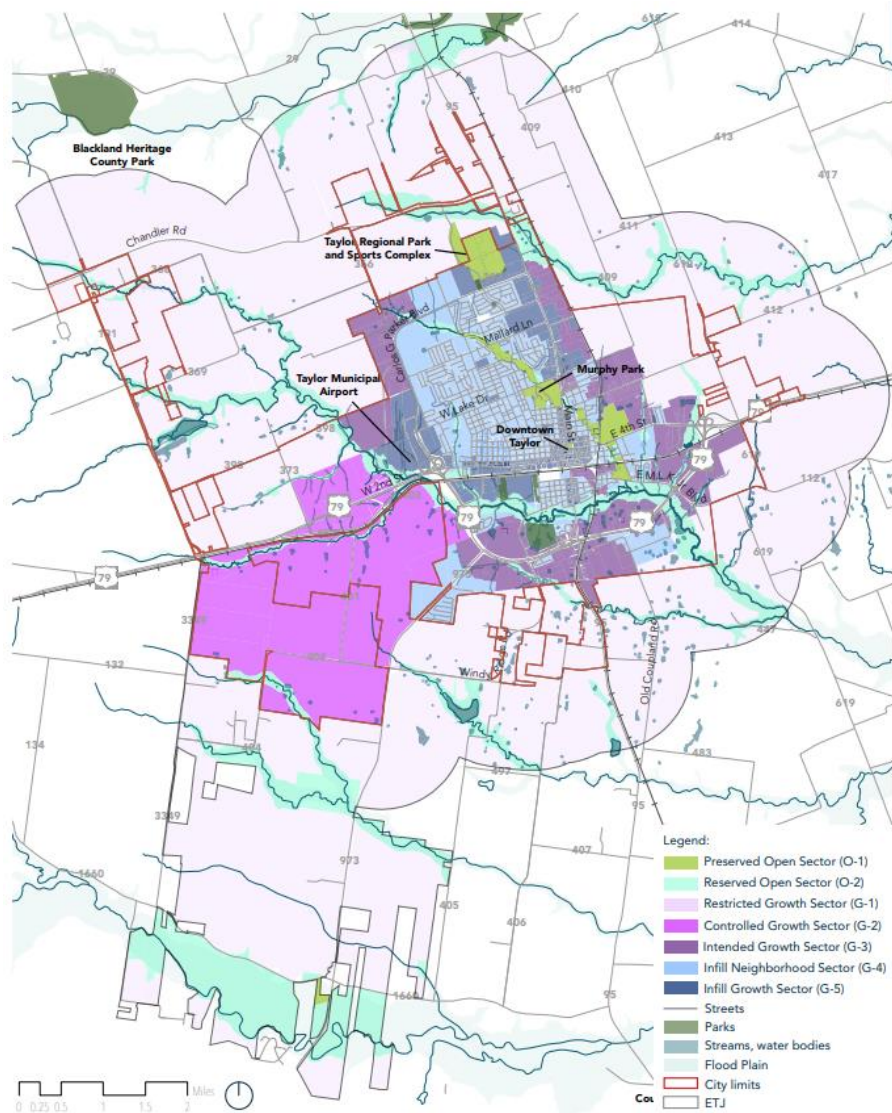


Figure 1-1. Comprehensive Plan Growth Sectors

1.2 Future Land Use and Density Assumptions

The future service area for this water and wastewater master plan was based on serving the 2040 controlled, intended and infill growth sectors. The 2040 population of 39,552 was spatially allocated to the future service area based on the comprehensive plan future land use map. The comprehensive plan future land use map is shown in Figure 1-2 and includes the following categories:

- Neighborhood infill (increasing density in existing developed areas)
- Neighborhood greenfield (new developments outside of existing developed areas)
- Employment Centers (office and industrial areas that support employment)
- Market Centers (mixed use including retail and multi-family residential)

- Civic Centers (civic destinations such as schools and libraries)

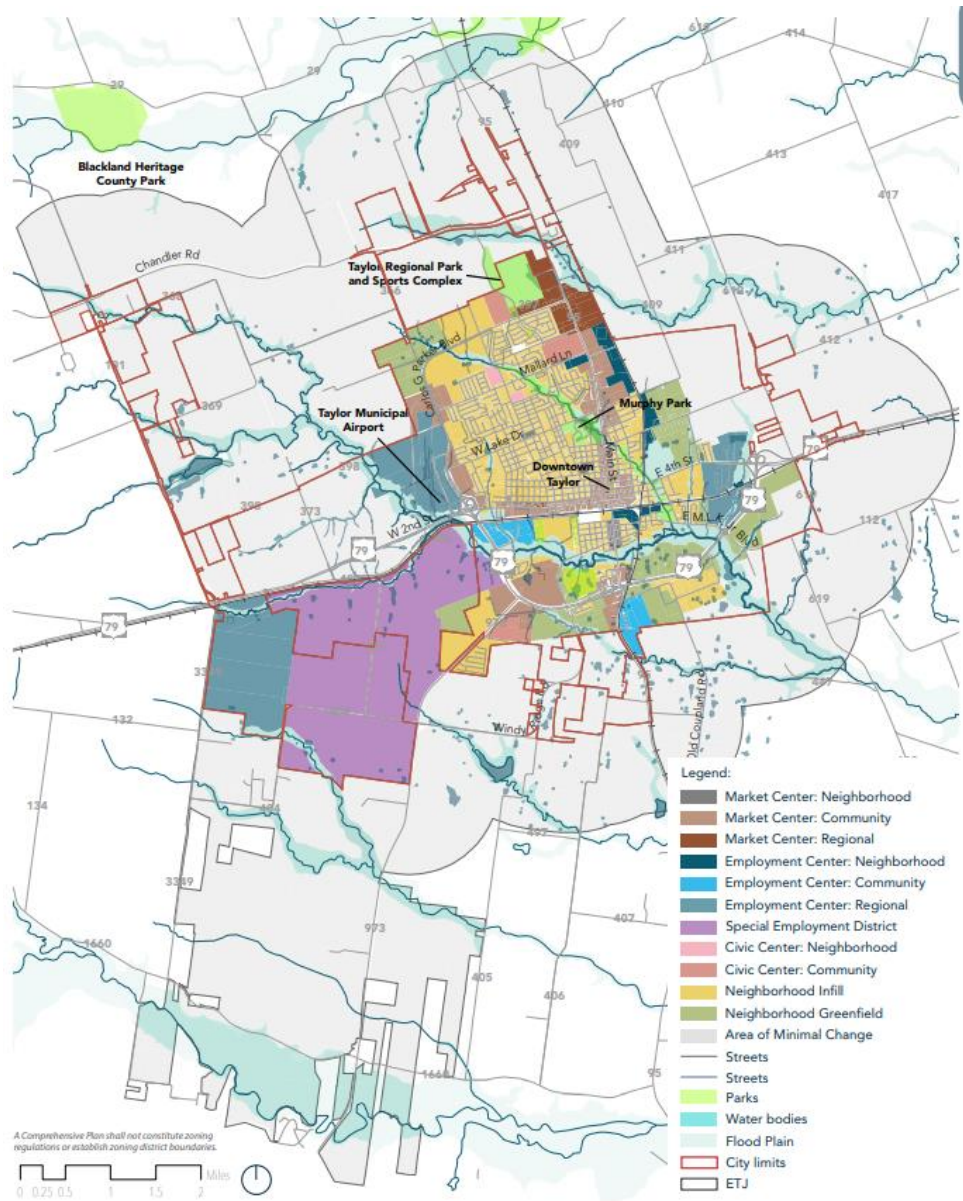


Figure 1-2. Comprehensive Plan Future Land Use Plan

In coordination with the comprehensive plan team, the following residential population densities were applied to the future land use categories:

- Neighborhood infill: 6.75 people per acre
- Neighborhood greenfield: 13 people per acre
- Employment Centers: 0 people per acre
 - Non-residential water demands and wastewater flows were accounted for, based on an assumption of 9 LUEs/acre and 1 LUE/2000 SF of developed space

- Market Centers: 3 people per acre
 - This equates to a multi-family residential population density of 12 people per acre, applied to 25% of the market center acreage
 - Non-residential water demands and wastewater flows were accounted for, based on an assumption of 9 LUEs/acre and 1 LUE/2000 SF of developed space for the remaining 75% of the market center acreage
- Civic Centers: 0 people per acre
 - Non-residential water demands and wastewater flows were accounted for, based on an assumption of 4.5 LUE/acre

1.2.1 Existing Service Area

In some portions of the existing service area, the 2040 population calculated based on these density assumptions yielded a population lower than the existing population estimated by water billing data and GIS data of residential and non-residential building footprints. In these cases, the 2040 population was set to be equal to the current population in areas that appeared to be built-out. This yields a 2040 population in the existing service area of approximately 28,500 people.

1.2.2 Future Service Area

The remaining 11,000 people to reach the 2040 population of 39,552 was distributed to the intended and controlled growth sectors. The 2040 residential population densities assumed for these growth sectors were 13 people per acre; however, this exceeded the total 2040 population of 39,552. A portion of these areas were reduced to a 2040 density of 10.5 people per acre. This is not necessarily the ultimate, build-out population density. As these properties develop and homes are constructed and occupied, the density may increase after 2040.

2 Water System

Taylor's water distribution system consists of two pressure planes, a network of water lines, two pump stations, two ground storage tanks, four elevated storage tanks, and three pressure reducing valves (PRVs).

2.1 Water Supply

Taylor receives treated surface water from the Brazos River Authority (BRA), through a 27-inch transmission main from the East Williamson County Regional Water System (EWCRRWS) water treatment plant (WTP) at Granger Lake. The WTP includes a 2-million-gallon (MG) clearwell where treated water is stored. Water from the clearwell is pumped through a high service pump station that includes four vertical turbine pumps, each with a rated capacity of 3,650 GPM at 280 feet of total dynamic head. The pump station firm capacity (with one pump out of service) is 10,950 GPM, or 15.77 MGD. The BRA high service pump operation is controlled based on the water level of the City's Mallard Elevated Storage Tank (EST), with the Murphy EST as a backup.

There is currently no redundancy in the single 27-inch water transmission main. BRA is working on a project to expand the capacity of the WTP and install a second transmission main along FM 1331, from the WTP and North Highway 95. This second transmission main will be dedicated to serve BRA's other customers, leaving the existing transmission main dedicated to Taylor.

2.1.1 Wholesale Water Customers

Taylor currently provides pass-through wholesale water to the City of Hutto, the City of Thrall, and Manville Water Supply Corporation (WSC). Taylor's 16-inch water main along Highway 79 fills a 0.5 MG ground storage tank owned by the City of Hutto, located just south of Highway 79 along FM 3349. Taylor has a contractual commitment to provide the City of Hutto with 0.3 MGD of water. Between 2019 and 2021, the actual water sold per year for each of these wholesale water customers is as follows:

Table 2-1. Wholesale Water Customer Historical Consumption

Tank	2019 (MGD)	2020 (MGD)	2021 (MGD)
City of Hutto	0.24	0.23	0.19
City of Thrall	0	0.057	0.066
Manville WSC ¹	0	.025	0

1. Formerly Noack Water Service Company.

2.2 Water Distribution System

The water from BRA enters directly into Taylor's lower pressure plane distribution system, and also fills the North ground storage tank. From there, the North pump station provides water to Taylor's upper pressure plane through a 24-inch diameter line along Carlos Parker, between the North pump station and the West elevated storage tank. The North pump station pump operation is based on the water level of the West tank.

Taylor's lower pressure plane is controlled by the water level of the Murphy, Mallard, and Southwood Hills ESTs, which each have an overflow water surface elevation of approximately 709 feet. Low demands in the south and southeast portion of the City create low chlorine residuals. As a temporary measure, the Southwood Hills EST was taken offline to reduce the volume of storage in the system, to reduce the age of the water distributed in this part of the city.

The pressure planes are separated by a series of closed isolation valves, as well as three PRVs. The PRVs are not oriented to allow water from the higher pressure plane to enter the lower pressure plane. Instead, the PRVs are oriented to allow water from the lower pressure plane to enter the upper pressure plane. In the event of a substantial decrease in pressure in the upper pressure plane, these PRVs would allow the entire system to be served from the BRA high service pumps. The Ford pump station is not automatically controlled, but is manually operated when necessary to circulate water in the southeast portion of the City.

Figure 2-1 illustrates a schematic of the existing system, and Figure 2-2 displays the existing distribution system and pressure plane boundary.

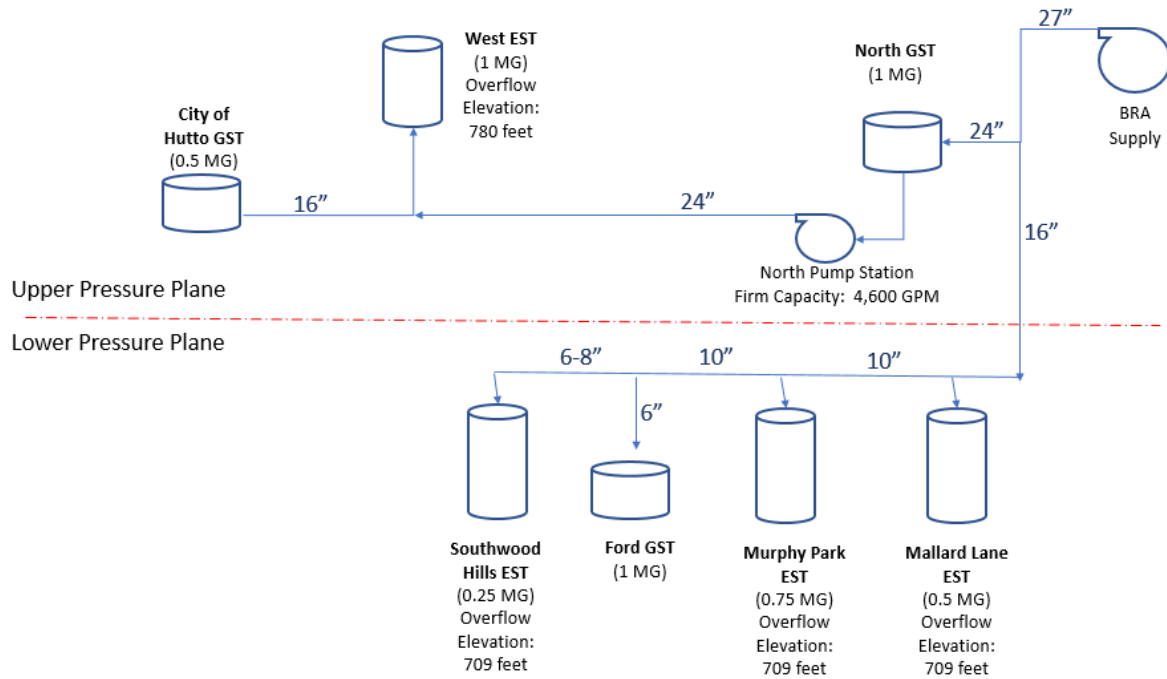


Figure 2-1. Existing Water Distribution System Schematic

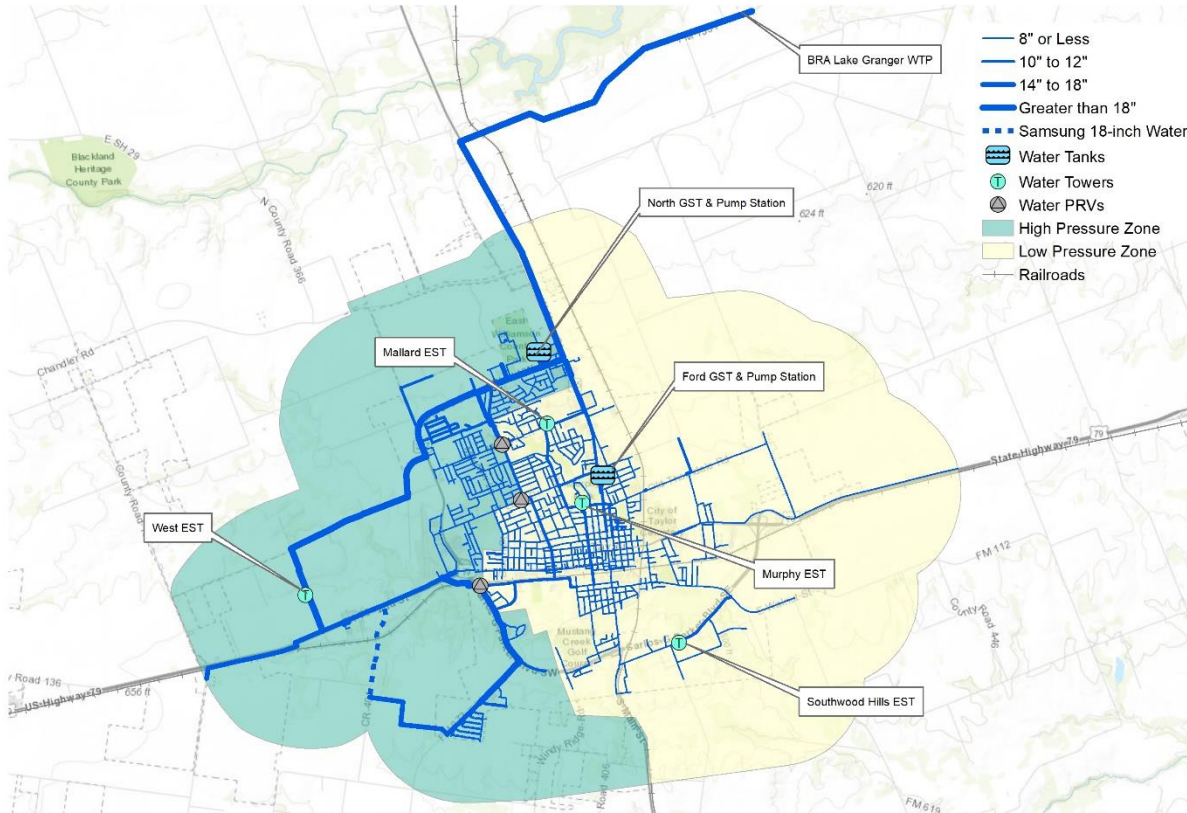


Figure 2-2. Existing Water Distribution System Map

2.3 Existing Demand Evaluation

Taylor's population in the 2020 census was 16,267. Taylor's current population is estimated at 18,000, assuming an average annual growth rate of approximately five percent since 2020. In 2021, Taylor purchased 2.62 MGD from BRA. Of that, 0.26 MGD was provided to Hutto, Thrall and Noack WSC, leaving 2.37 MGD for Taylor. Taylor water billing data indicates that in 2021, Taylor's customers consumed 1.65 MGD. Taylor's aging infrastructure is causing a high rate of water loss. Including both domestic consumption and losses, the average water consumption in Taylor in 2021 was 138 gallons/person/day. However, it should be noted that 2021 included winter storm Uri, which increased water loss. 2020 and 2019 data indicates a more typical value for Taylor is 120 gallons/person/day. Based on the current estimated population of 18,000, Taylor's current average day demand is estimated at approximately 2.2 MGD.

Historical daily and hourly demand data was not available. In these cases, TCEQ Chapter 290 requires the following peaking factors:

- Maximum day demand = 2.4 times average day demand
- Peak hour demand = 1.25 times maximum day demand (when minimum elevated storage requirements of 100 gallons per connection are met)

These peaking factors yield the following demands:

- Maximum day demand: 5.3 MGD
- Peak hour demand: 6.6 MGD (4,580 GPM)

2.3.1 Storage Capacity

Taylor's distribution system includes 2.5 million gallons (MG) of elevated storage and 2 MG of ground storage, as shown in Table 2-2.

Table 2-2. Storage Volume Summary

Pressure Plane	Tank	Volume (MG)
Upper	North (Ground Storage)	1.00
	West (Elevated Storage)	1.00
Lower	Mallard (Elevated Storage)	0.50
	Murphy (Elevated Storage)	0.75
	Southwood Hills (Elevated Storage)	0.25
	Ford (Ground Storage)	1.00

2.3.2 Booster Pumping Capacity

Taylor's distribution system includes two pump stations:

- The North pump station, which includes three pumps with a rated capacity of 2,300 gallons per minute (GPM) each.
 - A current project is underway to add two additional pumps, each with a capacity of approximately 2,300 GPM.
- The Ford pump station. The rated capacity of these pumps is unknown.

2.4 Existing System Analysis

The existing system was evaluated in terms of elevated and ground storage, and booster pumping capacity. The hydraulic model was utilized to evaluate existing pipe velocities, system pressures, and available fire flow.

2.4.1 Elevated Storage

It is assumed that peak hour demands are met by a combination of both booster pumping and elevated storage. Elevated storage is generally considered to include equalization volume that can meet peak hour demands in addition to booster pumping capacity, as well as provide emergency water for emergency fire flow conditions.

Elevated storage volume was evaluated on a basis of meeting 50% of peak hour demands, plus emergency fire flow, for a duration of four hours and is summarized in Table 2-3.

Table 2-3. Existing Elevated Storage Evaluation

Pressure Plane	Total Elevated Storage Volume (MG)	Peak Hour Volume (MG) ¹	Fire Flow Volume (MG) ²	Recommended Elevated Storage (MG)	Elevated Storage Surplus/(Deficit) (MG)
Upper	1.00	0.20	0.60	0.80	0.2
Lower	1.50	0.42	0.60	1.02	0.48

1. Half of peak hour demand for a duration of four hours.
2. Maximum fire flow assumed to be 2,500 GPM for a duration of four hours.

Taylor's existing elevated storage volume is adequate to provide half of peak hour demands plus emergency fire flow of 2,500 GPM for a duration of four hours. 2,500 GPM may not be sufficient fire flow for new large, specialized industrial customers. In these cases, if a new industrial development requires additional fire flow, additional onsite fire flow storage and pumping may be required.

2.4.2 Ground Storage

Ground storage was evaluated on a basis of providing 8-12 hours of maximum day demand.

Table 2-4. Existing Ground Storage Evaluation

Pressure Plane	Total Ground Storage Volume (MG)	8 hours of Maximum Day Demand (MG)	12 hours of Maximum Day Demand (MG)	Recommended Ground Storage (MG)	Ground Storage Surplus/(Deficit) (MG)
Upper	1.00	0.66	1.00	1.00	0.0
Lower	1.00 ¹	1.34	2.00	2.00	(1.00)

1. This volume does not include the clearwell storage at the BRA WTP which supplements the City's ground storage in the lower pressure plane.

For the upper pressure plane, Taylor's existing 1 MG of ground storage volume at the North ground storage tank site is adequate to provide 12 hours of current maximum day demands. As growth occurs in the upper pressure plane, the existing 1 MG North GST will provide less than 12 hours of maximum day demand. A future CIP project is recommended to add additional ground storage as growth occurs in the upper pressure plane.

For the lower pressure plane, the ground storage owned by the City of Taylor is 1.0 MG, which is a deficit of 1.0 MG below the recommended 2.0 MG of storage to hold 12 hours of maximum day demand in the lower pressure plane. However, because the water Taylor purchases from BRA enters directly into Taylor's lower pressure plane, the treated water storage volume at the BRA WTP counts towards the City's system storage for the lower pressure plane.

2.4.3 Booster Pumping

Booster pumping capacity was evaluated on a basis of meeting 50% of peak hour demand with the largest pump out of service. A current project is under way to expand the North pump station to a firm capacity of 9,200 GPM, largely to meet the projected peak Samsung demand from the City in late 2023 and early 2024.

Table 2-5. Existing Booster Pumping Evaluation

Pressure Plane ¹	Firm Capacity (GPM)	50% pf Peak Hour Demand (GPM)	Recommended Firm Pumping Capacity (GPM)
Upper	4,600 ²	860	860

1. Lower pressure plane booster pumping requirements are met by the BRA WTP high service pumps.
2. Existing firm capacity, does not include expansion project currently under construction.

2.4.4 TCEQ Requirements

The Texas Commission on Environmental Quality (TCEQ) has requirements for public drinking water systems described in Chapter 290, Public Drinking Water Systems. These requirements include:

- 100 gallons per connection of elevated storage
- 200 gallons per connection of total storage
- Booster pumping capacity of 0.6 GPM per connection (for systems that provide more than 200 gallons/connection of elevated storage)

The City's current connection count is approximately 6,338, and meets the TCEQ requirements for storage and booster pumping, as shown in Table 2-6.

Table 2-6. TCEQ Requirements Summary

Pressure Plane	Estimated Connections	Description	Required by TCEQ	City of Taylor Facilities	Surplus/ (Deficit)
Upper	2,092	Elevated Storage (MG)	0.21	1.00	0.79
		Total Storage (MG)	0.42	2.00	1.58
		Booster Pumping (GPM)	1,255	4,600 ¹	3,345
Lower	4,246	Elevated Storage (MG)	0.42	1.50	1.08
		Total Storage (MG)	0.85	2.50	2.15
		Booster Pumping (GPM)	2,548	N/A ²	N/A

1. Current firm capacity of the North pump station.
2. Ford pump capacity is unknown. The BRA WTP high service pumps provide booster pumping capacity to the lower pressure plane.

2.4.5 Hydraulic Model Development

A hydraulic model of the distribution system was developed in the Innovyze InfoWater modeling software. A hydraulic model calculates predicted system pressures, velocities and headlosses anticipated during various system demands and conditions. These values are predicted based on model parameters including system demands, pump curves, elevations, and system headloss. Headloss is a function of the projected flow rate, pipe diameter, pipe length, and roughness factor.

Network Development

The pipeline network utilized for the hydraulic model network was developed from the City's geographic information system (GIS) geodatabase:

- Water Lines, including attributes of diameter, material, and date acquired (where available)
- City of Taylor ground and elevated storage tanks
- PRVs, including attributes of valve size

The pipeline network was imported into the model software, and model tools were used to create nodes at endpoints and intersections of pipelines. Limited information is available on pipe materials, installation date, or condition. Generally, it is known that Taylor's distribution system is older, and on average in fair condition. Therefore, conservative roughness values were assigned to pipes, with a Hazen-Williams roughness coefficient (C-value) ranging between 100 and 120.

A terrain model was created from contour data and used to assign an elevation to each modeled node.

Taylor staff provided pump curve information for the pumps at the North pump station. BRA provided pump curve information for the Lake Granger WTP high service pumps. As-built or design drawings for tanks, as well as an inspection report, were used to determine tank floor elevations, as well as minimum and maximum tank levels, as summarized in Table 2-7.

Table 2-7. Storage Tank Geometry

Tank	Diameter (feet)	Floor Elevation (feet)	Overflow Elevation (feet)
North (Ground Storage)	80	616.5	N/A
West (Elevated Storage)	72	674	780
Mallard Lane (Elevated Storage)	54	680	709
Murphy Park (Elevated Storage)	60	674	709
Southwood Hills (Elevated Storage)	38	680	709
Ford (Ground Storage)	70	577	N/A

Demand Allocation

Demands were allocated spatially to the model based on metered monthly billing data. The addresses associated with the accounts were geocoded, to create coordinates based on a street address. A demand allocator tool in the modeling software spatially assigns each meter location to the nearest model node.

Extended Period Simulation

A 24-hour extended period simulation (EPS) was developed, to adjust demands throughout an extended time period based on user-specified diurnal curves. An EPS model allows the model to predict how the system changes during a typical day, including system pressures, pipe velocities and headlosses, tank levels and pump status. Hourly demand data was not available, so industry standard typical curves were utilized, as shown in Figure 2-3 and Figure 2-4.

The hydraulic model was not calibrated; however, fire hydrant testing data provided by Taylor staff was used to validate the model results.

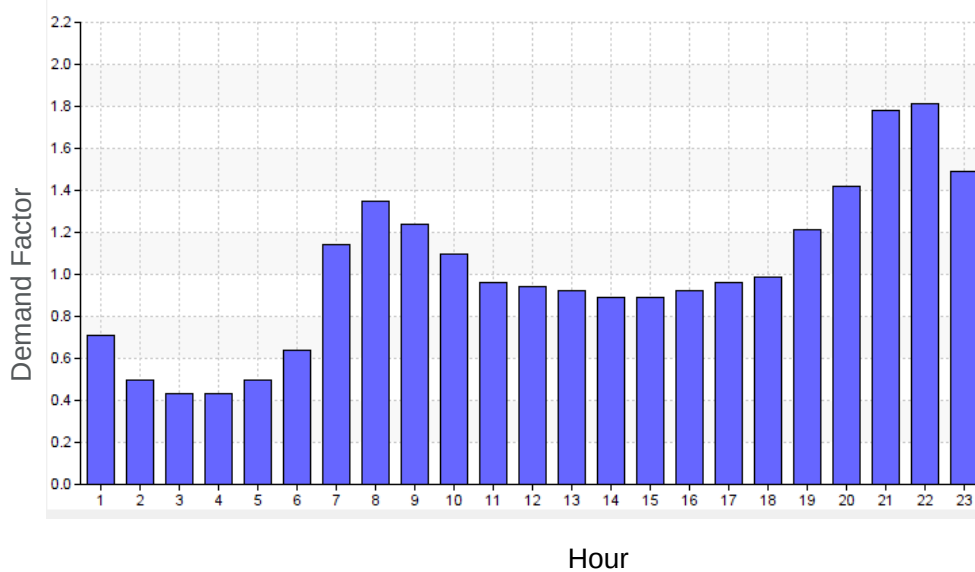


Figure 2-3. Residential Diurnal Pattern

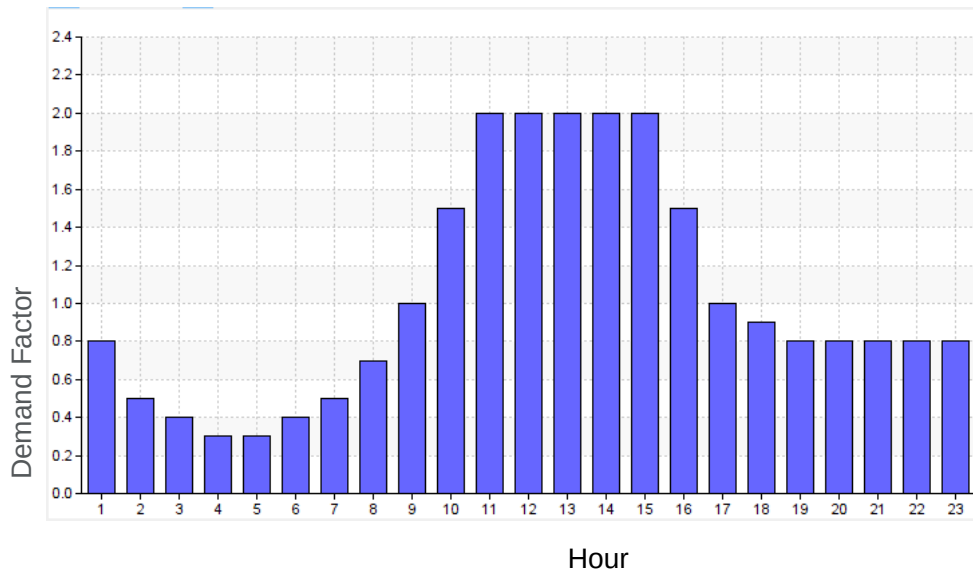


Figure 2-4. Non-Residential Diurnal Pattern

Base average day demands were multiplied by 2.4 to simulate maximum day demand. Theoretical peak hour demands are included as the maximum hourly demand occurring during a maximum day.

Existing System Analysis

A hydraulic analysis was performed to evaluate system conditions during a maximum day demand scenario. Peak hour demands are represented by the time of day during a maximum day with the highest hourly peaking factor in the diurnal demand pattern. Peak hour demand represents the hour of the year with the highest overall system demand, and typically creates the lowest system pressures due to higher-than-normal headlosses.

Figure 2-5 shows the model-predicted pressure during peak hour demand conditions. TCEQ requires that water distribution systems maintain a pressure of 35 pounds per square inch (PSI). The upper pressure plane exceeds 35 PSI during peak hour demand, Areas of the lower pressure plane do drop below 35 PSI. Areas exhibiting the lowest system pressures are generally concentrated in the eastern portion of the system near Old Thorndale and FM 619, with additional lower pressures in areas at higher elevations of the lower pressure plane along North Drive, between Marshall Lane and Kent Street. The hydraulic model predicts this portion of the system is at 33.5 PSI or higher during peak hour demand. This variance of 1.5 PSI is considered within the anticipated realm of accuracy of the model.

It was noted through the EPS modeling that when the BRA high service pumps turn off, and the North GST is filled from hydraulic grade line in the lower pressure plane (determined by the overflow elevation of the Murphy or Mallard EST), the model predicts the area around the North GST is driven by the hydraulic grade line (HGL) of the North GST, causing the distribution system to experience a temporary, but significant, drop in pressure. A pressure sustaining valve at the North GST would prevent this drop in pressure when the tank is filling.

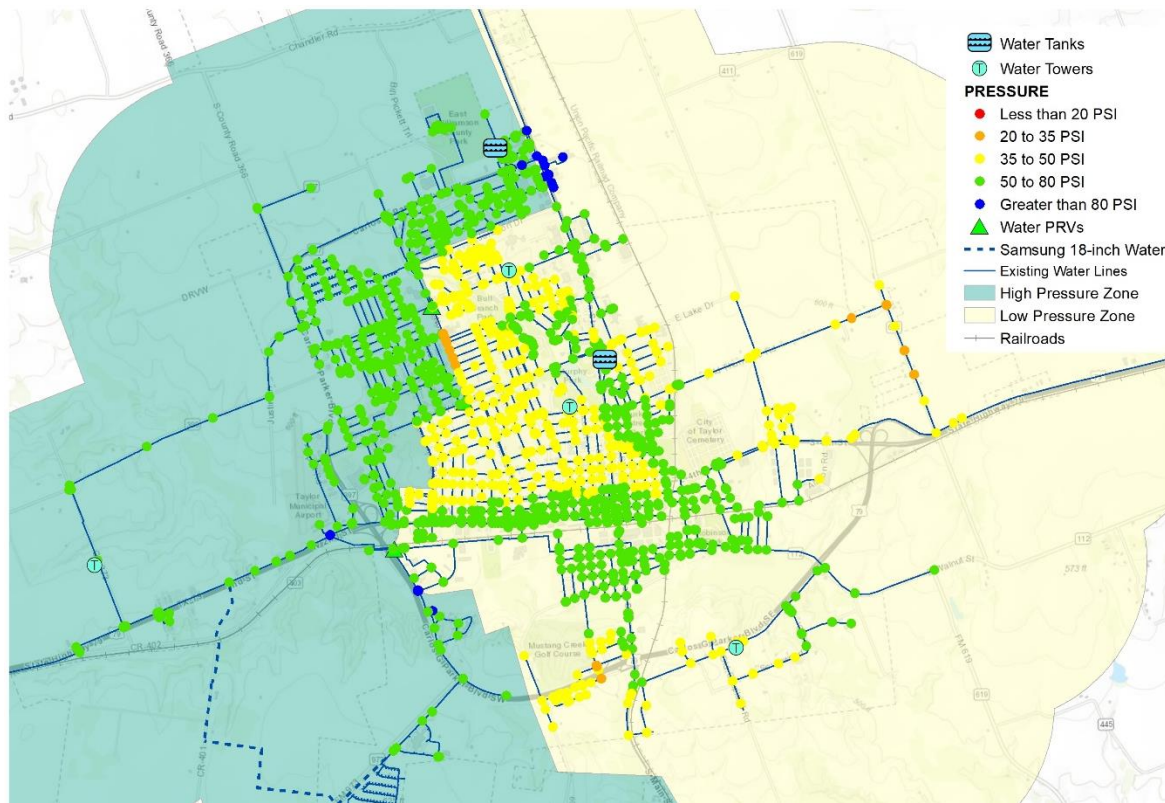


Figure 2-5. Existing System Peak Hour Pressure

To evaluate the system's ability to provide adequate fire suppression, a system-wide fire flow analysis was conducted. TCEQ requires that a minimum residual pressure of 20 PSI be maintained during fire flow conditions. The modeling software includes a fire flow analysis tool that will provide how much fire flow the system can provide to hydrants at a residual pressure of 20 PSI. This analysis of available fire flow was applied to a maximum demand day at model nodes near Taylor's fire hydrants.

The model indicates that the upper pressure plane can generally sustain a fire flow of at least 1,000 GPM, with some areas exceeding 3,000 GPM. The hydraulic model assumes that all system isolation valves are open; inadvertently closed valves could generate different system conditions. A valve inventory and exercising program is recommended to understand the location, status and condition of existing valves.

There are isolated areas in the central portion of Taylor, in the lower pressure plane, that have an available fire flow of less than 1,000 GPM. However, the more widespread issues with fire flow availability are focused on the east side of the City near FM 619, as well as in the south along Carlos Parker and in the Southwood Hills area. Bringing the Southwood Hills EST back online does provide some additional fire flow to this area, but there are still widespread areas the model predicts cannot achieve 1,000 GPM of fire flow, as seen in Figure 2-6.

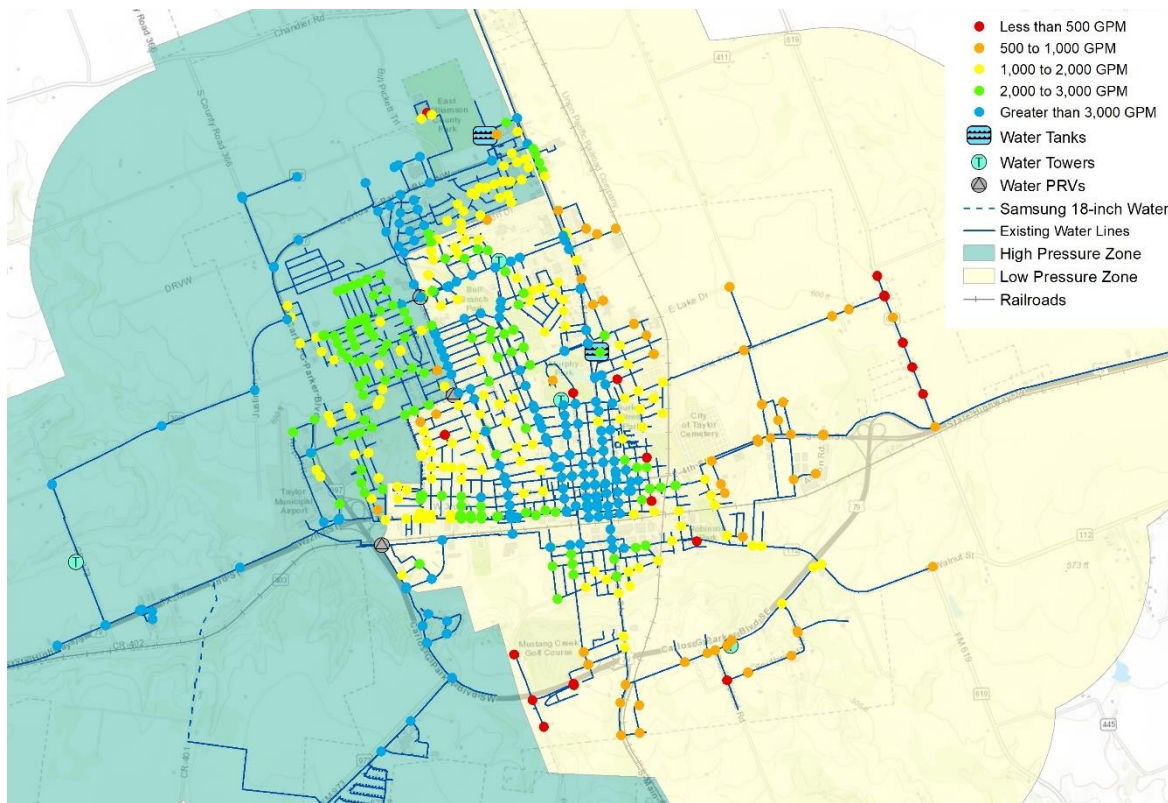


Figure 2-6. Existing System Available Fire Flow During Maximum Day Demand

2.4.6 Recommended Distribution System Improvements

The hydraulic model was used to determine the potential impact of improvements to address apparent deficiencies in the existing system. The recommended distribution system improvements can be generally summarized as:

- Replace pipes with known poor condition, requiring frequent repair
- Additional infrastructure to increase looping on the east side, reducing headlosses and providing more capacity
- Increasing looping on the south side, including a connection between pressure planes along Carlos Parker, east of FM 973. A PRV from the upper plane to the lower plane would keep the pressure planes isolated, but allow the southern portion of the city to receive flow from the upper pressure plane during emergency conditions
- Replacing select small diameter mains where the hydraulic model predicts it will have the greatest impact on available fire flow

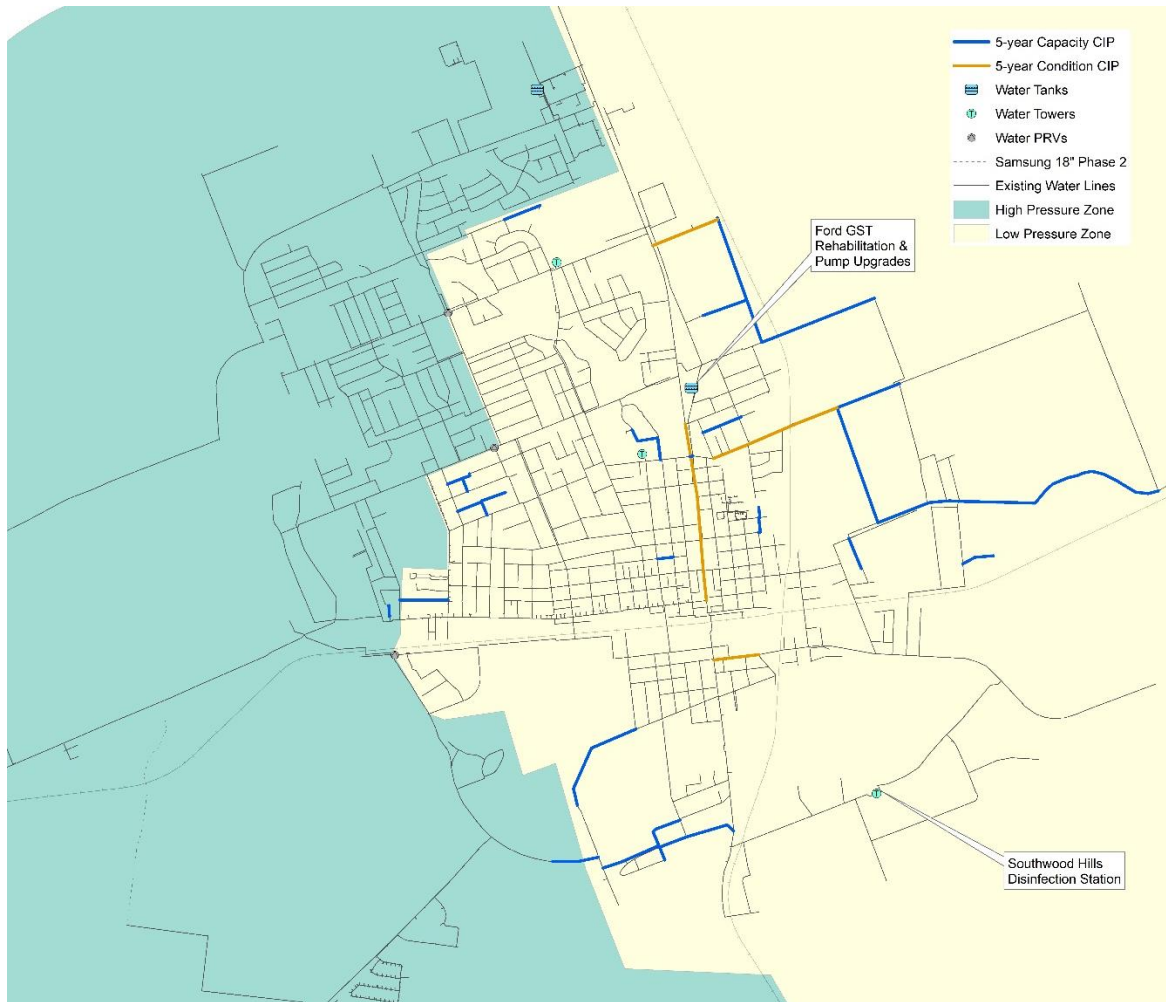


Figure 2-7. 5-Year Capital Improvement Projects to Address Existing Water Distribution System Deficiencies

The hydraulic model predicts that with these CIP projects in place, the water distribution system will generally provide 1,000 GPM of fire flow to all areas of Taylor, as shown in Figure 2-8.

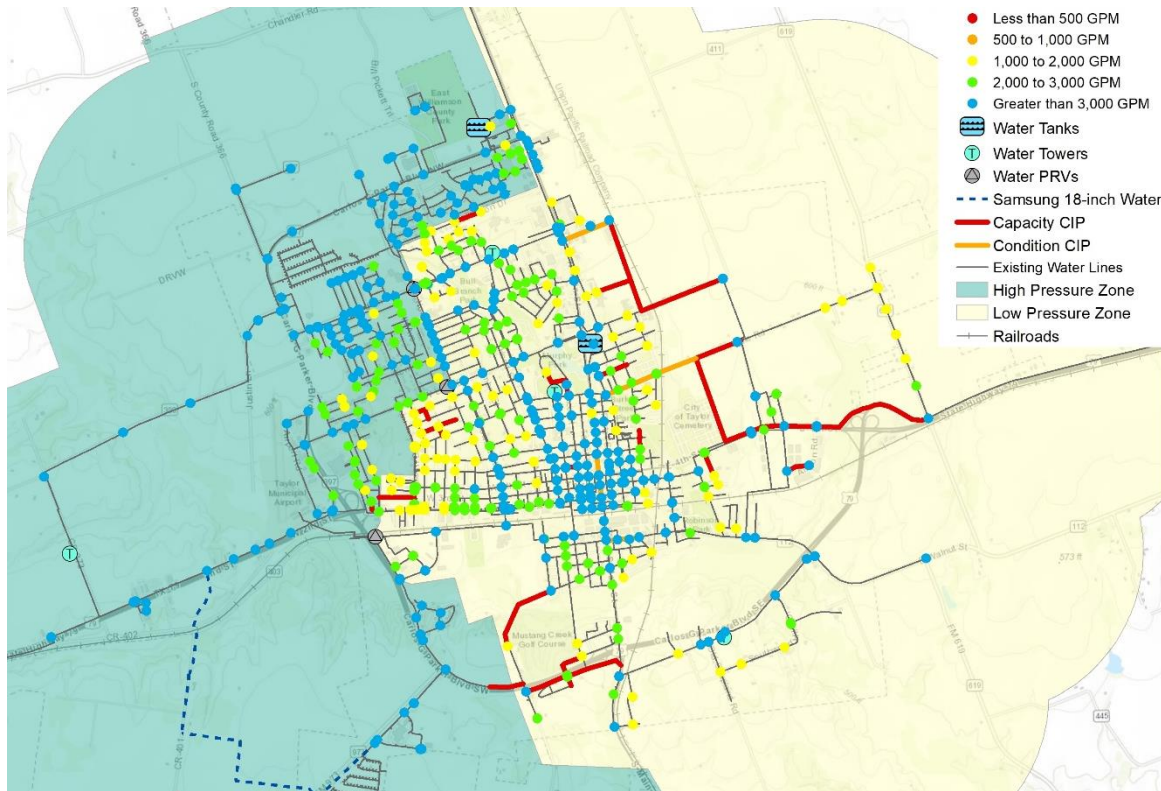


Figure 2-8. Available Fire Flow During Maximum Day Demand, with 5-year Capital Improvement Projects to Address Existing System Deficiencies

2.4.7 Water Supply Recommendations

The City of Taylor is currently dependent on the BRA East Williamson County WTP, as well as an existing 27-inch bar wrapped concrete steel cylinder transmission main for all of its water. The 27-inch transmission main was installed in 1990 and does not have a history of failures; however, it represents a single point of failure for all of Taylor's water supply. The following are recommendations to reduce the risk associated with the transmission main:

- Conduct a condition assessment of the existing 27-inch transmission main to better understand its anticipated remaining useful life.
- Coordinate with BRA on an emergency repair plan, having repair supplies and contractors on-call who could quickly repair a break and minimize downtime.

A second transmission main would provide redundancy in water transmission, but still leaves the WTP as a single point of failure in Taylor's water supply. It is recommended that Taylor coordinate with BRA to study and identify potential redundant or backup water supply alternatives to supplement the Lake Granger WTP. The alternative supply would be intended to provide average day demand for the City in the event of an emergency.

2.5 Water Demand Projections

Maintaining the historical average demand of 120 gallons/person/day, the anticipated demands for the 2040 projected population of 39,552 are listed below. This assumes no average increase in system efficiency. While newer infrastructure will have lower rates of water loss, newer subdivisions will more likely have automatic sprinkler systems, so the system-wide average usage is assumed to stay constant. However, in addition to reduced system loss, water conservation efforts are recommended to further reduce the City's average per capita daily water demand.

- Average day demand: 4.75 MGD
- Maximum day demand: 11.4 MGD
- Peak hour demand: 14.25 MGD

2.6 Future System Analysis

These future demands were loaded into the hydraulic model to evaluate where improvements may be necessary to accommodate the growth that is anticipated by 2030 and 2040. The demands were spatially allocated according to the comprehensive plan growth sectors and assumed population densities listed previously, in addition to increasing population densities in existing service areas to reflect infill growth.

The southeast portion of the City has become an area of high interest for larger, industrial customers. The water usage for this type of customer, including required fire flow, can vary widely depending on the specific industry. The existing system improvement recommendations in the 5-year CIP to improve water pressure and available fire flow to existing customers is not sufficient to accommodate the projected 10-year and 20-year growth, and additional CIP projects are recommended.

The addition of the Samsung plant on the southwest side of the City is expected to spur more industry south of 79 and west of Carlos Parker. Located in the upper pressure plane, the system is able to provide significant water to this area at adequate pressure, but new distribution infrastructure will be required to deliver water to this area.

2.6.1 Elevated Storage

The projected future system demands in 2030 and 2040 were compared to the existing elevated storage volumes in the lower and upper pressure planes, as shown in Table 2-8.

Table 2-8. Future Elevated Storage Evaluation

Year	Pressure Plane	Existing Elevated Storage Volume (MG)	Peak Hour Volume (MG) ¹	Fire Flow Volume (MG) ²	Minimum Elevated Storage Volume (MG)	Surplus/ (Deficit) (MG) ³
2030	Upper	1.00	0.27	0.60	0.87	0.13
	Lower	1.50	0.55	0.60	1.15	0.35
2040	Upper	1.00	0.40	0.60	1.00	0.00
	Lower	1.50	0.79	0.60	1.39	0.11

1. Half of peak hour demand for a duration of four hours.
2. Maximum fire flow assumed to be 2,500 GPM for a duration of four hours.
3. Existing Elevated Storage Volume minus Minimum Elevated Storage Volume.

The City's existing elevated storage is adequate to provide the minimum recommended elevated storage volume of half of projected peak hour demands until 2040, plus fire flow of 2,500 GPM, for a duration of four hours. The Samsung facility will include its own on-site fire protection system.

Faster than anticipated growth, including any new large industrial users, could accelerate the need for additional elevated storage. Large industrial facilities can vary widely on required fire flow, and can exceed what a typical water distribution system can provide and should be evaluated carefully. It is recommended that a proposed facility that will require more than 2,500 GPM of fire flow for four hours include on-site fire flow storage and booster pumping for fire suppression of their facility.

It should also be noted that the project to expand the North pump station firm capacity from 4,600 GPM to 9,200 GPM is underway and projected to be completed by summer of 2023, and can supplement fire flow in the upper pressure plane.

2.6.2 Ground Storage

The projected future system demands in 2030 and 2040 were compared to the existing ground storage volumes in the lower and upper pressure planes, as shown in Table 2-9.

Table 2-9. Future Ground Storage Evaluation

Year	Pressure Plane	Existing Ground Storage Volume (MG)	8 hours of Maximum Day Demand (MG) ¹	12 hours of Maximum Day Demand (MG) ¹	Recommended Ground Storage Volume (MG)	Surplus/ (Deficit) (MG) ²
2030	Upper	1.00	0.87	1.31	2.00	0.69
	Lower	1.00 ³	1.77	2.65	1.00	(1.65)
2040	Upper	1.00	1.25	1.88	2.00	0.12
	Lower	1.00 ³	2.55	3.82	1.00	(2.82)

1. These volumes do not include any demands for the Samsung facility, which will have its own storage at the Taylor delivery point.
2. Recommended Ground Storage Volume minus volume required for 12 hours of Maximum Day Demand.
3. This volume represents only the Ford GST and do not include any storage at the BRA WTP, which supplements the City's ground storage in the lower pressure plane.

For the upper pressure plane, the City's existing 1 MG of ground storage volume at the North GST site is not adequate to provide 12 hours of projected 2030 maximum day demands. The addition of a second 1 MG ground storage tank, for a total of 2 MG of ground storage, will provide 12 hours of projected maximum day demand through 2040.

For the lower pressure plane, the City's existing 1 MG ground storage volume at the Ford GST is not adequate to provide 12 hours of projected maximum day demands in 2030 and 2040. However, because the water Taylor purchases from BRA enters directly into Taylor's lower pressure plane, the treated water storage volume at the BRA WTP counts towards the City's system storage for the lower pressure plane. Therefore, no additional ground storage is required in the City's lower pressure plane.

2.6.3 Booster Pumping

The projected future system demands in 2030 and 2040 were compared to the existing booster pumping firm capacity in the lower and upper pressure planes, as shown in Table 2-10.

Once the North pump station is expanded to meet the peak of Samsung's demands in late 2023 and early 2024, it will provide significant booster pumping capacity to the City once the Samsung demands decrease.

Table 2-10. Future Booster Pumping Evaluation

Year	Pressure Plane ¹	Firm Capacity (GPM)	50% pf Peak Hour Demand (GPM)	Samsung Peak Demand (GPM) ²	Surplus/ (Deficit) (GPM) ³
2030	Upper	9,200 ⁴	1,133 ⁴	604	7,463
2040	Upper	9,200 ⁴	1,632 ⁴	604	6,964

1. Lower pressure plane booster pumping requirements are met by the BRA WTP high service pumps.
2. Projected long-term Samsung peak demand from the City in current agreement.
3. Firm Capacity minus 50% of Peak Hour Demand minus Samsung Peak Demand.
4. Includes projected firm capacity once North pump station expansion is completed.

2.6.4 TCEQ Requirements

The projected future system demands in 2030 and 2040 were compared to the TCEQ requirements for elevated storage, total storage, and booster pumping in the upper pressure plane, as shown in Table 2-11.

Table 2-11. TCEQ Future Requirements Summary for the Upper Pressure Plane

Year	Projected Water Connections	Description	Required by TCEQ	City of Taylor Facilities	Surplus/ (Deficit)
2030	3,026	Elevated Storage (MG)	0.30 ¹	1.00	0.70
		Total Storage (MG)	0.61 ²	3.00 ⁴	2.39
		Booster Pumping (GPM)	1,816 ³	9,200 ⁵	7,384
2040	4,362	Elevated Storage (MG)	0.44 ¹	1.00	0.56
		Total Storage (MG)	0.87 ²	3.00 ⁴	2.13
		Booster Pumping (GPM)	2,618 ³	9,200 ⁵	6,582

1. 100 gallons/connection.
2. 200 gallons/connection.
3. 0.6 gallons/minute/connection.
4. Includes addition of 1 MG GST at existing North GST site.
5. Includes expansion to North pump station currently under construction.

The projected future system demands in 2030 and 2040 were compared to the TCEQ requirements for elevated storage, total storage, and booster pumping in the lower pressure plane, as shown in Table 2-12.

Table 2-12. TCEQ Future Requirements Summary for the Lower Pressure Plane

Year	Projected Water Connections	Description	Required by TCEQ	City of Taylor Facilities ¹	Surplus/ (Deficit)
2030	6,144	Elevated Storage (MG)	0.61 ²	1.50	0.89
		Total Storage (MG)	1.23 ³	2.50 ⁵	2.27
		Booster Pumping (GPM)	3,686 ⁴	N/A ⁶	N/A
2040	8,857	Elevated Storage (MG)	0.89 ²	1.50	0.61
		Total Storage (MG)	1.77 ³	2.50 ⁵	2.13
		Booster Pumping (GPM)	5,314 ⁴	N/A ⁶	N/A

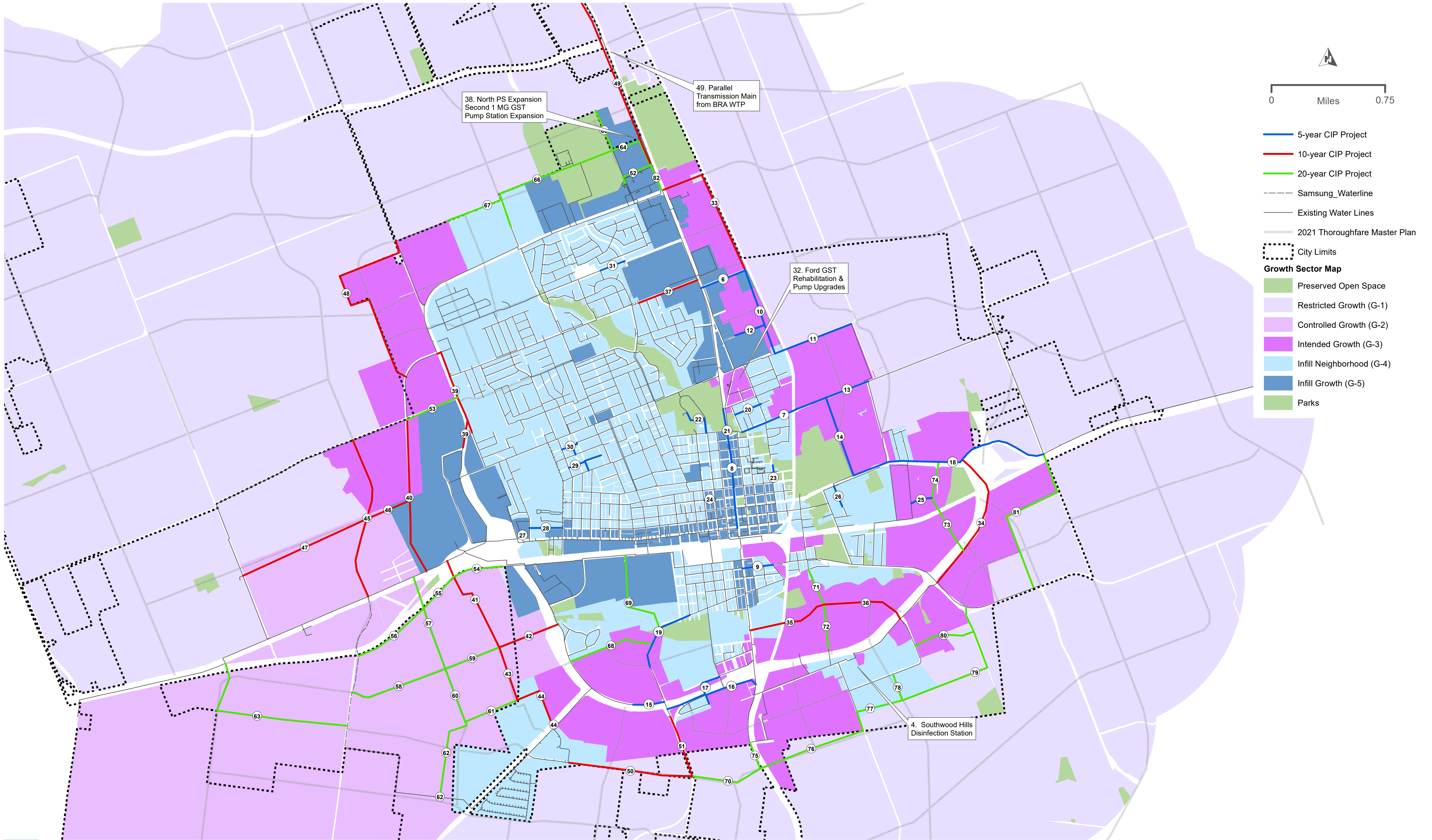
1. Does not include storage or high service pumping at the BRA WTP.
2. 100 gallons/connection.
3. 200 gallons/connection.
4. 0.6 gallons/minute/connection.
5. Does not include treated water storage at the BRA WTP.
6. The lower pressure plane does have one booster pumping station at the Ford GST, of unknown capacity. Because the lower pressure plane is fed directly from the BRA WTP, the capacity of the WTP high service pumps serves as the lower pressure plane booster pumping capacity, and exceeds the capacity required by TCEQ.

2.7 Water System Capital Improvements Plan

Considering existing system improvements, future growth, and the recommended criteria discussed previously, water system improvements were developed to serve the anticipated growth until 2040. These improvements can generally be categorized as:

- Distribution system improvements to increase system pressures and provide adequate fire flow, particularly in southeast and southwest Taylor.
- Water supply redundancy, including a parallel transmission main from BRA and further evaluation of a redundant water supply.

The 5-year, 10-year and 20-year water system CIP projects are shown in Figure 2-9. Generally, capital improvement projects were sized to convey maximum day demand flows at a velocity of 5 feet per second or less, and convey peak hour flows at a velocity 10 feet per second or less. Taylor is currently in the process of updating the engineering manual and associated infrastructure design sizing criteria. A future update to this master plan will consider Taylor's selected design criteria and any associated changes in proposed CIP project sizing.



An opinion of probable construction cost (OPCC) was estimated for each project based upon conservative, planning level unit costs as well as an allowance for professional services (survey, geotechnical investigation and engineering design) and contingency for unknowns.

The OPCCs are for distribution mains and do not include distribution infrastructure within individual subdivision developments. The linear footage for each project is based on an assumed, approximate alignment that will be refined during design.

The summary of the 5-year, 10-year and 20-year Water System CIP OPCC are shown in Table 2-13, Table 2-14, and Table 2-15, respectively. The 5-year CIP includes projects that are generally recommended to address existing system issues, and the 10-year and 20-year CIP includes projects that are recommended to serve the City's projected growth. The 10-year CIP generally includes new or upsized collection mains where the more immediate growth is anticipated.

The projects are generally listed in order of priority. However, as growth patterns change, the CIP should be re-evaluated to determine if the timing for projects should be updated.

The OPCCs presented are considered Class 5 estimates as defined by the Association for the Advancement of Cost Engineering (AACE) Recommended Practice No. 18R. Class 5 estimates are provided at a project definition level of 0 to 2%, with a project accuracy range of -50% to +100%. The costs presented are in 2023 dollars and have not been escalated into the future.

Table 2-13. Water Distribution System 5-year CIP Summary

CIP ID	Description	Total OPCC (2023 \$)
1	Existing Transmission Main Condition Assessment & Emergency Repair Materials	\$250,000
2	Alternate Water Supply Evaluation	\$200,000
3	Valve Inventory and Exercising Program	\$500,000
4	Southwood Hills Disinfection Station	\$700,000
5	Lead Service Line Inventory & Replacements	\$1,500,000
6	Replace existing 8" along Highland Drive, due to poor condition	\$1,000,000
7	Replace existing 6" along Old Thorndale with 8", due to poor condition	\$1,500,000
8	Replace existing 8" along N. Main St, from Hosack St to 6th St, due to poor condition, with a 10" main	\$1,900,000
9	Replace existing 8" along E. MLK St., due to poor condition	\$800,000
10	New 16" line west of RR from Highland Dr to E. Lake Dr	\$1,800,000
11	New 16" line along E. Lake Dr.	\$1,800,000
12	New 8" line between Old Granger Road and RR	\$600,000
13	Upsize existing 8" line along Old Thorndale, west of Gravel Pit Road	\$1,200,000
14	New 12" line between Old Thorndale and E. Lake Dr.	\$1,300,000
15	New 12" line along Carlos Parker with PRV	\$900,000
16	Upsize existing & install new 8" line along Rice's Crossing	\$1,700,000
17	Upsize existing & install new 8" along Potomac Road	\$1,100,000
18	Upsize existing 8" along E. 4th St., from cemetery to FM 619	\$2,900,000
19	New 8" line along W. Rio Grande St	\$900,000
20	Upsize existing 2" line to 8" along Oscar St.	\$600,000
21	New 12" connection under Main St. at West 12th St.	\$400,000
22	Upsize existing & install new 8" line near Murphy Park	\$1,200,000
23	Upsize existing 2" lines along Burkett St.	\$500,000
24	Upsize existing 2" line to 8" along W. 5th St.	\$400,000
25	Upsize existing 6" line to 8" near Allison Road	\$500,000
26	Upsize existing 2" line to 8" along Gym St.	\$500,000
27	New 8" line near Carlos Parker and 79	\$400,000
28	Upsize existing 2" lines along W. 3rd St.	\$700,000
29	Upsize existing 2" line to 8" along Adams St.	\$1,000,000
30	Upsize existing 2" lines to 8" along Grace St. and Prather St.	\$600,000
31	Upsize existing 2" line to 8" along Johnson Dr	\$600,000
32	Ford GST rehabilitation and pump upgrades	\$800,000
Total 5-year CIP		\$30,750,000

Table 2-14. Water Distribution System 10-year CIP Summary

CIP ID	Description	Total OPCC (2023 \$)
33	New 16" line along RR	\$3,300,000
34	New 12" line along Carlos Parker	\$2,800,000
35	New 8" line under RR, near Mustang Creek	\$1,300,000
36	New 8" line connecting to Carlos Parker	\$1,300,000
37	New 16" line along Mallard Lane, to EST	\$1,300,000
38	1 MG GST at North Pump Station	\$7,500,000
39	New 12" line along Carlos Parker	\$2,200,000
40	New 18" line along Justin Lane	\$3,300,000
41	New 12" line southwest of 79 & Carlos Parker	\$2,100,000
42	New 12" line southwest of 79 & Carlos Parker	\$1,300,000
43	New 12" line southwest of 79 & Carlos Parker	\$1,000,000
44	New 12" line connecting to FM 973 waterline	\$1,300,000
45	New 18" line west of Justin Lane	\$3,500,000
46	New 18" line south of CR398	\$1,500,000
47	New 12" line south of CR398	\$2,400,000
48	New 12" line to serve future developments	\$3,700,000
49	Parallel Transmission Main from BRA	\$24,900,000
50	New 12" line west of Wesley Miller Lane	\$2,300,000
51	New 8" line south of Carlos Parker & Windy Ridge	\$900,000
Total 10-year CIP		\$67,900,000

Table 2-15. Water Distribution System 20-year CIP Summary

CIP ID	Description	Total OPCC (2023 \$)
52	New 24" line from Transmission Main to North GST	\$1,400,000
53	New 8" along CR398, east of Justin Lane	\$900,000
54	New 12" line along RR to serve future developments	\$1,400,000
55	New 12" line along RR to serve future developments	\$1,100,000
56	New 12" line along RR to serve future developments	\$1,500,000
57	New 12" line to serve future developments	\$1,900,000
58	New 12" line to serve future developments	\$1,700,000
59	New 12" line to serve future developments	\$1,100,000
60	New 12" line to serve future developments	\$1,000,000
61	New 12" line to serve future developments	\$1,000,000
62	New 12" line to serve future developments	\$1,600,000
63	New 12" line to serve future developments	\$3,300,000
64	New 12" line to serve future developments	\$1,600,000
65	New 8" line to serve future developments	\$900,000
66	New 12" line to serve future developments	\$1,600,000
67	New 12" line to serve future developments	\$1,500,000
68	New 8" line to serve future developments	\$1,300,000
69	New 8" line to serve future developments	\$1,300,000
70	New 12" line to serve future developments	\$1,300,000
71	New 8" line to serve future developments	\$800,000
72	New 8" line to serve future developments	\$1,000,000
73	New 8" line to serve future developments	\$1,100,000
74	New 8" line to serve future developments	\$900,000
75	New 8" line to serve future developments	\$600,000
76	New 12" line to serve future developments	\$2,100,000
77	New 12" line to serve future developments	\$1,300,000
78	New 8" line to serve future developments	\$600,000
79	New 8" line to serve future developments	\$2,200,000
80	New 8" line to serve future developments	\$1,000,000
81	New 8" line to serve future developments	\$2,400,000
82	New 16" connection from Transmission Main to North GST	\$1,000,000
Total 20-year CIP		\$42,400,000

With these improvements in place, the 2040 peak hour pressures predicted by the hydraulic model are shown in Figure 2-10, and Figure 2-11 shows the model predicted available fire flow during 2040 maximum day demand conditions.

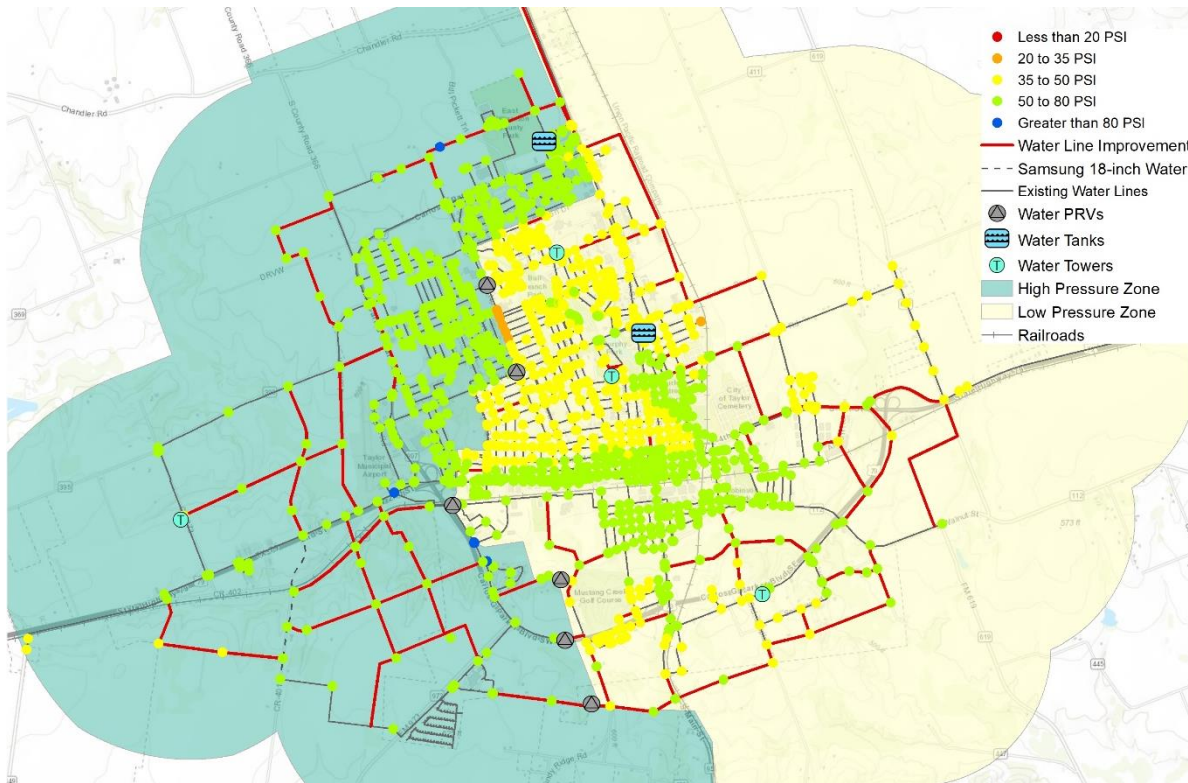


Figure 2-10. 2040 Peak Hour Pressure with CIP Recommendations Constructed

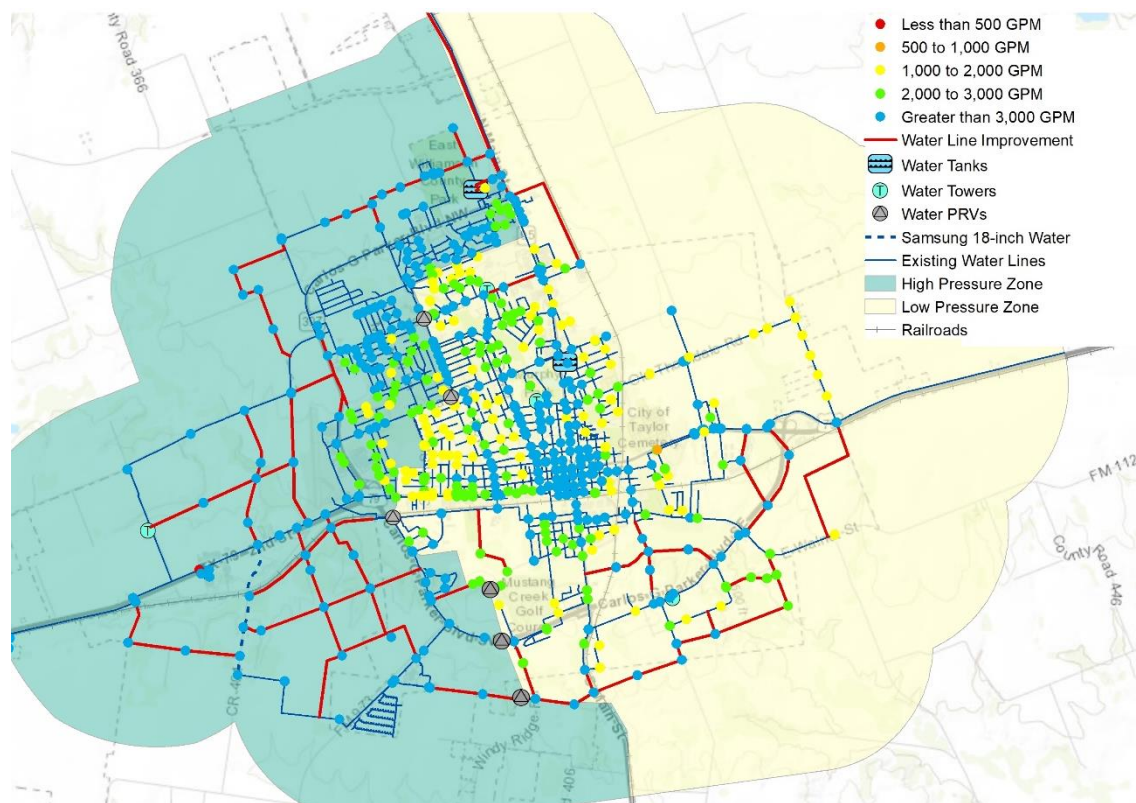


Figure 2-11. 2040 Available Fire Flow with CIP Recommendations Constructed

3 Wastewater Collection System

The City of Taylor's wastewater collection system is comprised of a gravity network generally ranging in size from four inches to 42 inches, and three lift stations with associated force mains that convey wastewater flows to the Mustang Creek wastewater treatment plant (WWTP) owned and operated by the City. Construction projects are currently underway to allow the WWTP to treat the permitted capacity of 4.0 MGD. Current average flows to the WWTP are approximately 1.25 MGD.

The wastewater collection system conveys both dry weather flows, and wet weather flows when inflow and infiltration (I&I) enter the sanitary sewer collection during rainfall events. The existing wastewater collection system is shown in Figure 3-1.



Figure 3-1. Existing Wastewater Collection System

3.1 Existing System Analysis

To gauge the existing system's capacity to convey peak wastewater flows, a hydraulic model of the wastewater collection system was developed. The hydraulic model was based primarily on Taylor's GIS data of the collection system, information from Taylor staff, flow metering data, and field site observation visits after a rainfall event. Future flow projections were included in the model to develop future wastewater system improvements.

3.1.1 Hydraulic Model Development

Network Development

The primary data sources for this project that were used to build the hydraulic model were:

- Water Consumption and Billing data for residential, industrial and commercial users from the City of Taylor
- City of Taylor GIS Data
- City of Taylor Manhole Survey Data, 2018. The survey primarily included an elevation survey of manholes on wastewater lines 12 inches in diameter or larger, where accessible.
- Revenue Requirements, Cost of Service, and Rate Design Study for Water and Sewer Service Report by Black and Veatch
- Water and Wastewater Impact Fee Update from the City of Taylor
- Hach flow metering data (collected in 2022, following the initial model network development)

The main data source used for the hydraulic model network development was the GIS database provided by the City. GIS data is typically maintained by wastewater agencies and cities as a mapping and data management tool for sewer assets, and provides good data for development of the pipe alignments, diameters and manhole locations. Where provided in the GIS database, pipe invert elevations and manhole invert and rim elevations were imported directly into the model network. Surveyed manhole elevations and pipe depths were used to estimate pipe invert elevations in the model. This assumed data was flagged as “Assumed” in the model using InfoWorks data flags.

The following describes the specific GIS data fields utilized in the hydraulic model network:

- Pipe Diameter. This was imported as the modeled pipe diameter.
- Manhole Top Elevation and Surface Elevation. Comparing the values of these fields to terrain data (LiDAR), the Top Elevation value generally appears closest to the terrain data, and was used in the model. Where the Top Elevation field was empty, the Surface Elevation field was used. This data was flagged as “GIS” in the model using InfoWorks data flags.
- Manhole Invert Elevation. This was imported to the model as chamber floor. Where this invert value was higher than an attached pipe invert, the field was changed to the default calculation, which is to match the lowest invert.
- Pipe Material. Where available, the pipe roughness coefficient was set based on the pipe material identified in GIS or during the manhole survey. The Manning’s n roughness coefficient ranges from 0.011 and 0.018 for the sanitary system. Pipe

entrance and exit losses were estimated using the software inference tool based on the angles of pipes connecting at the manhole.

System Connectivity

Capturing the system connectivity in the hydraulic model is crucial to projecting wastewater flows in the system. The connectivity was checked and modified in the hydraulic model, based on the manhole survey data and profiles generated in the modeling software. The manhole survey provided the following data:

- Number of pipes connected to the manhole.
- Azimuth, pipe size, invert and material of each pipe connected to the manhole.

The azimuths and pipe data recorded in the manhole survey were plotted in GIS and compared to the GIS pipe network to evaluate and update the system connectivity. Some discrepancies remained where assumptions were required. This assumed data was flagged as “Assumed” in the model using InfoWorks data flags. Some examples include:

- Azimuth indicated a pipe in a certain direction, but no manhole was identified in that direction.
- Pipe of certain size and material was identified in a certain direction, but the next manhole in that direction identified a different size and material of pipe.

Network Summary

The sanitary system can be categorized as the Mustang Creek Interceptor basin and the Bull Branch Interceptor basin. The Mustang Creek Interceptor is a 36-inch pipe that runs north of Mustang Creek, generally from Carlos Parker to E. Martin Luther King Jr. Blvd. The Bull Branch Interceptor runs along Bull Branch, which is a tributary to Mustang Creek, generally from NW Carlos Parker Blvd. to E. Martin Luther King Jr. Blvd., and ranges in size from 15-inches to 18-inches.

Initially, only pipes 10-inch in diameter and larger were included in the model. Some smaller diameter pipes were included where necessary to maintain model connectivity, or where considered hydraulically significant. Hydraulically significant areas are generally lines that provide a cross link between major lines or allow for possible overflow between lines during wet weather flow. After review of flow metering data collected after the initial model development, and reassessment of the manhole survey data in conjunction with field visits after a wet weather event, it was decided to include all pipes in the model for the purposes of loading sanitary sewer flows to the network. This decision aids in the analysis of development capacity requests that are generally located more upstream in the upper system where they would connect to 8-inch pipes. However, because these small diameter pipes were not surveyed, their slope is assumed, which has a significant impact on the model predicted available capacity and level of surcharging. Therefore, this report largely focuses on the 10-inch and larger network with regard to model results.

The final hydraulic model network and extents are shown in Figure 3-2, with the Mustang Creek basin shown in green and the Bull Branch basin shown in yellow. The green pipe segments and manholes are those included in the 10-inch and larger network.

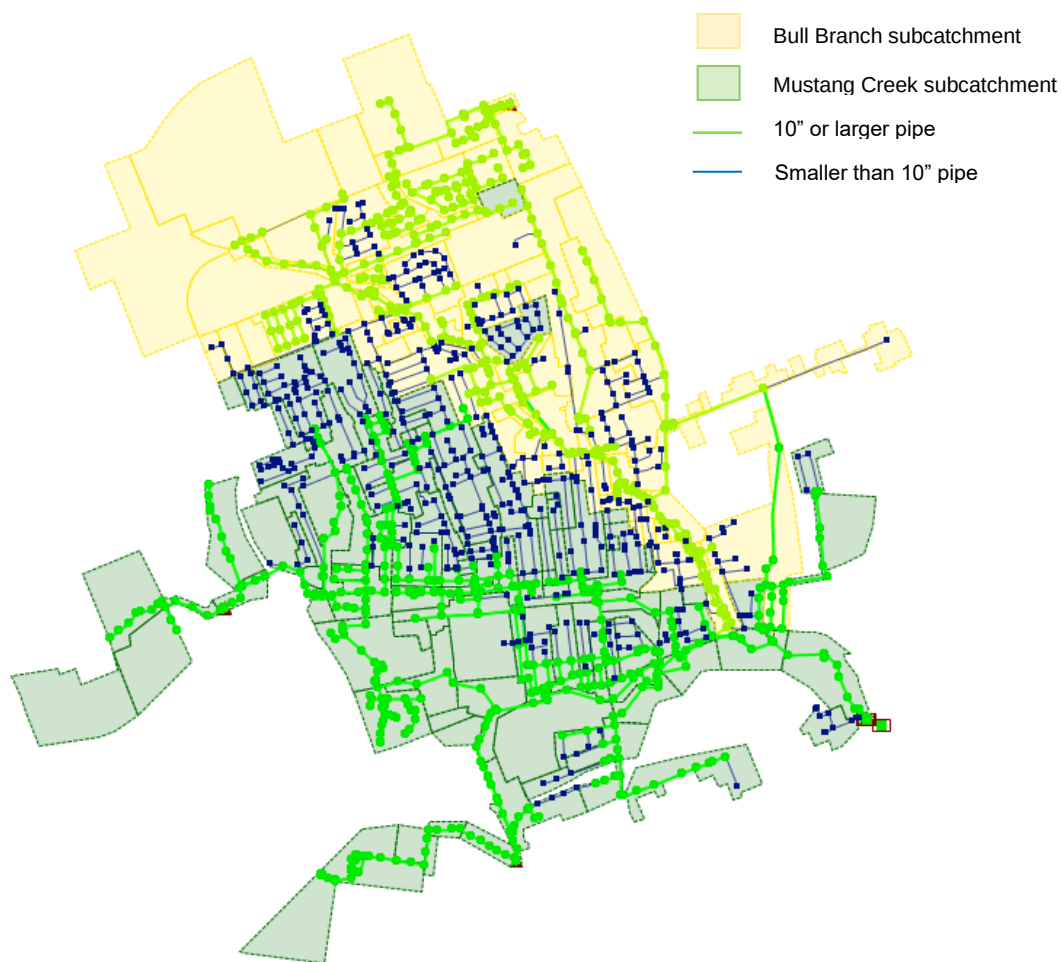


Figure 3-2. Existing System Hydraulic Model Network

The model components included in the entire network, as well as in the 10-inch and larger network, are summarized in Table 3-1.

Table 3-1. Hydraulic Model Element Summary

Model Elements	>= 10-in	Full System
Manholes	859	1412
Pipe Segments	881	1464
Pipe Length (feet)	263,893	475,896
Lift Stations	3	3
Subcatchments	169	169
Subcatchments Total Area (acres)	5809	5809

Lift Stations

The City's three wastewater lift stations were modeled based on information provided by the City regarding pump and wet well capacity, as well as force main diameters. The lift stations below were included in the hydraulic model:

- **Airport Lift Station.** This lift station, located south of the Airport, is comprised of two wet wells in series. The upstream (west) wet well is six feet in diameter, approximately 30 feet deep and includes one pump. This pump pumps into the downstream (east) wet well, that is also six feet in diameter, approximately 20 feet deep and includes two pumps that discharge into a 4-inch force main. Wet well draw down testing indicates these pumps are operating at a capacity of approximately 90 GPM, which is far left of the pump's best efficiency point. Several factors limit the capacity of the pumps, including the small force main diameter and single-phase electricity to the lift station site.
- **Rice's Crossing.** This lift station, located south of Carlos Parker on Windy Ridge Road, includes a 10-foot diameter wet well that is approximately 20 feet deep and includes two pumps that discharge into a 10-inch force main. This lift station includes the same pumps as the downstream (east) wet well at the Airport lift station. The larger force main diameter from the Rice's Crossing lift station allows the Rice's Crossing lift station to operate closer to the pump design point of approximately 600 GPM.

Downstream Boundary Condition

The wastewater treatment plant headworks was set as the system outfall in the hydraulic model, or a place where flow is allowed to leave the collection system. The outfall was not modeled as a free outfall, which would provide for unrestricted flow out of the collection system. Data on the WWTP headworks pump capacity and operation was used to simulate the water level at the WWTP headworks and the associated impacts upstream in the collection system.

Flow Allocation

Flow rate development includes delineation of the service area sub basins, or subcatchments, that are used to load wastewater flows into the collection system model. Population within a subcatchment is the primary source of estimated dry weather flow

(DWF) sanitary sewer loading generated by that subcatchment. Factors such as subcatchment area, percent impervious cover, and soil absorption are used to simulate the wet weather flow (WWF) contribution from a subcatchment.

Subcatchment Delineation

Subcatchment boundaries are generally delineated based on land use data. A subcatchment assigned as residential or commercial indicates that the land use within the boundary of that subcatchment is predominately that designation. Mixed Use is where there is a large mixed proportion of residential and commercial within the subcatchment boundary. During model calibration, this allows model parameters to be adjusted within a subcatchment area, especially for wet weather runoff parameters.

Model loading points are located where smaller, non-modeled lines connect to the collection system. These smaller, non-modeled lines were used to assist in subcatchment delineation along with other factors including land use and floodplain mapping.

Population

The residential population distribution, and equivalent commercial population distribution, throughout the service area was determined for the defined loading subcatchments, primarily based on the following:

- Geolocated water consumption data
- Building footprint and type
- Parcel data
- Aerial photography

100 gallons per capita per day (GPCD) is a typical wastewater value utilized as a starting point to estimate sanitary sewer flow from residential areas. 40 GPCD is a typical wastewater value utilized as a starting point to estimate sanitary sewer flow from commercial areas. During the dry weather calibration, the GPCD value and population of a watershed is adjusted to match observed data.

Model Calibration

Flow metering data was collected for approximately six months in the first half of 2022, for use in calibrating the hydraulic model. Four full (velocity and depth) flow meters were installed, supplemented by six depth-only sensors, as shown in Figure 3-3.

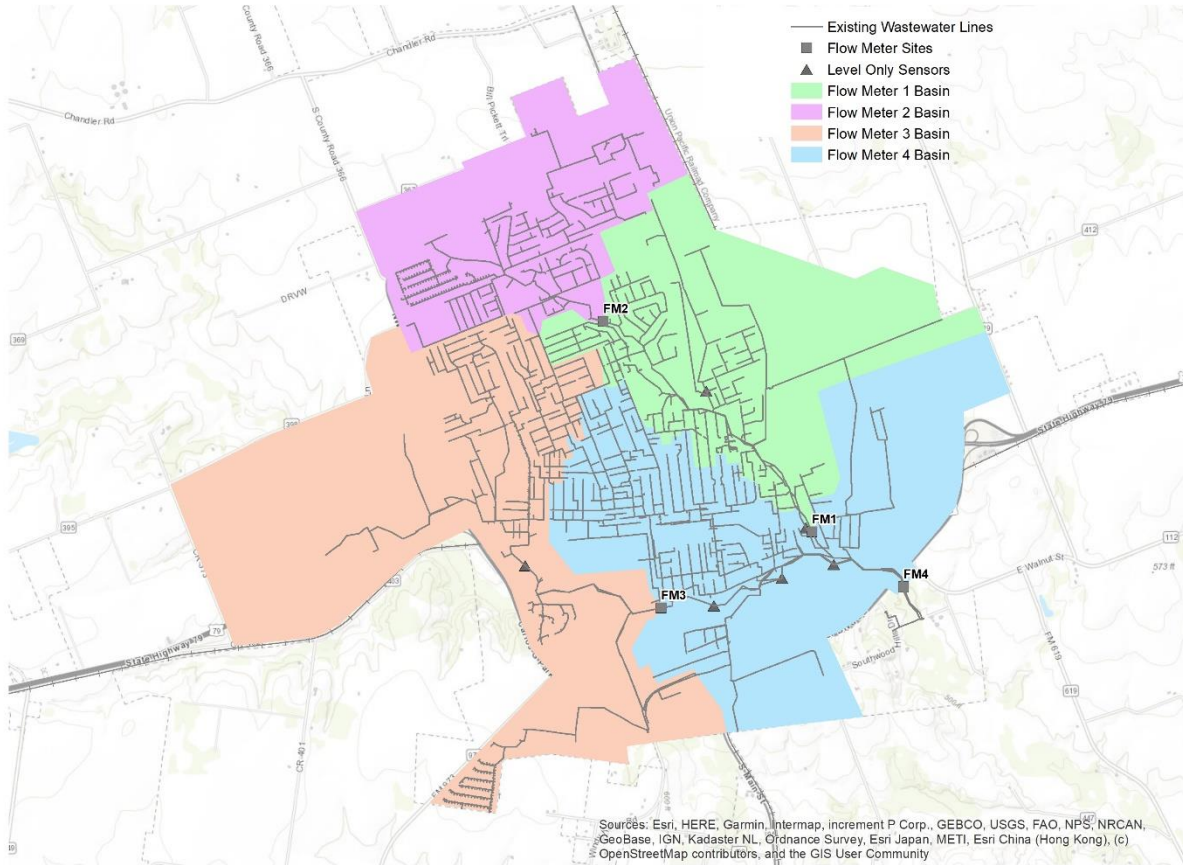


Figure 3-3. Wastewater Flow Meter Basins

Static model parameters adjusted during calibration include system geometry and population, simulating flows through the model network. Variable model parameters adjusted during calibration are primarily those defining where, how much and at what rate flow enters the model.

The process of dry weather model calibration generally includes:

- Adjusting GPCD values to match observed daily wastewater volumes
- Adjusting diurnal profiles to match observed daily variance in wastewater flow
- Adjusting non-residential loadings
- Adjusting baseflow (constant inflow into the system)

Once dry weather calibration is complete, the process of wet weather calibration generally includes adjusting the following parameters to match the peak flows recorded during wet weather events.

- Area contributing to runoff
- Percentage of impervious area and runoff coefficient of impervious surfaces
- Initial rainfall losses

- Runoff routing values
- Surface soil depth for pervious surfaces

A detailed description of the hydraulic model calibration is included in the City of Taylor Wastewater Flow Metering and Model Calibration technical memorandum, which is attached as Appendix A.

Existing System Analysis

The calibrated hydraulic model was utilized to evaluate the existing system and identify any capacity deficiencies in the collection system, to establish a wastewater CIP. The CIP is primarily focused on conveying peak wet weather flows to reduce surcharging and sanitary sewer overflows predicted by the hydraulic model. CIP alternatives considered in the hydraulic model include upsizing existing infrastructure, installing new infrastructure, reducing peak wet weather flows, eliminating lift stations, and repairing poor condition mains. These alternatives were evaluated to determine the model-predicted impact of these improvements on system performance.

A 5-year, 6-hour wet weather assessment storm was applied to the calibrated hydraulic model. A hyetograph of the modeled assessment storm rainfall intensity and duration is shown in Figure 3-4. This storm is used commonly throughout Texas.

An assessment storm is considered the rainfall event that is used to define the sanitary sewer collection system's level of performance during such a rainfall event, commonly referred to as level of service. Typical levels of service range from no sanitary overflows during the rainfall event, to no pipe surcharging during the rainfall event. The desired level of service has a significant impact on the associated capital cost. The assessment storm and level of service criteria are different from the design criteria of a new pipe; existing infrastructure can be allowed to surcharge before a capital project is triggered.

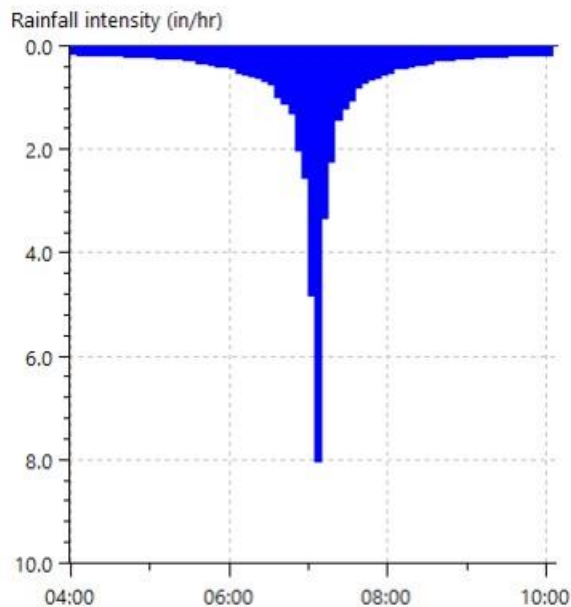


Figure 3-4. 5-year, 6-hour Assessment Storm Hyetograph

To understand the system response to a storm event of this magnitude, the model determines the peak flow that enters the collection system. The 5-year, 6-hour storm is applied to the system to coincide with the time of day the system is also conveying peak dry weather flows. This predicts the theoretical flow condition that would be most taxing on the collection system, and conveying these flows without any sanitary sewer overflows was established as the minimum desired level of service for the collection system.

Figure 3-5 displays a color-coded map representing the level of surcharging and sanitary sewer overflows predicted by the wastewater collection system during the 5-year, 6-hour assessment storm event. Surcharging can occur when a pipe diameter is too small to convey the upstream peak flows, or when a downstream system capacity constriction causes backwater. The main area of concern in the existing collection system identified through the hydraulic modeling is in the Bull Branch interceptor. This interceptor ranges in size from 15-inches to 18-inches, including some intermediate bottlenecks where the diameter decreases, and conveys flow from a significant portion of the City. The hydraulic model indicates that the Bull Branch interceptor is significantly surcharged during rainfall events.

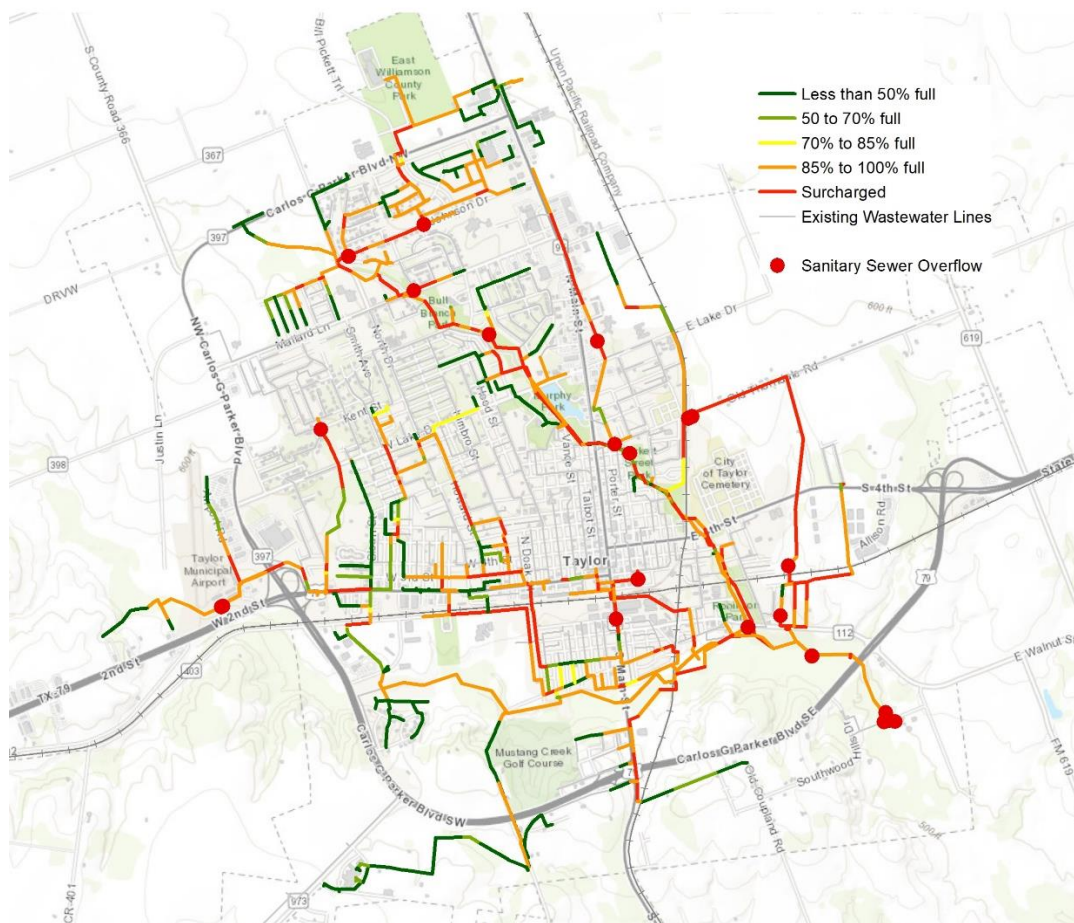


Figure 3-5. Model-Predicted Level of Surcharging in Existing System During a 5-year, 6-hour Storm

The hydraulic model was used to determine the potential impact of improvements to address apparent deficiencies in the existing system. The hydraulic model was also utilized to evaluate the existing collection system under future 2040 flows, to size the CIP to convey future flows. The 2040 wastewater flow projections and resultant CIP are discussed further in the following sections.

3.2 Wastewater Flow Projections

The anticipated wastewater flows to the WWTP through the 2040 projected population of 39,552 are listed below. These do include the contractual wastewater flows from Samsung through 2026, but no other additional flows from a similarly large user or future Samsung phases.

Table 3-2. Wastewater Flow Projections

Year	Projected Population	Average Dry Weather Flow (MGD)	Peak Wet Weather Flow (MGD)
2030	25,400	2.3	20
2040	39,552	3.5	29

These projections indicate the City's 4.0 MGD WWTP will be adequate to serve the annual average dry weather flow from the City's population through 2040. In Chapter 305.126 of the Texas Administrative Code, in what is commonly known as the 75/90 rule, TCEQ requires that a WWTP permit holder begin planning an expansion to a WWTP when the annual average daily flow to a WWTP reaches 75% of the permitted capacity for three months in a row. Similarly, the rule requires that the permit holder begin construction on this expansion when the annual average daily flow to a WWTP reaches 90% of the permitted capacity for three months in a row.

Based on the comprehensive plan projections and future land use, it is anticipated that by 2040, the City should be under way in actively designing a wastewater treatment plant expansion, and begin construction shortly after 2040. It is anticipated that the City's existing WWTP site will provide adequate space for a 1-2 MGD expansion; further expansions would likely require additional land.

3.3 Future System Analysis

These future flows were loaded into the hydraulic model to evaluate where improvements in the existing system may be necessary to accommodate the growth that is anticipated by 2040. The flows were spatially allocated according to the comprehensive plan growth sectors and assumed population densities listed previously, in addition to increasing population densities in existing service areas to reflect infill growth.

The hydraulic model was utilized to identify what new wastewater projects would be required to accommodate the projected growth in areas not currently served with wastewater.

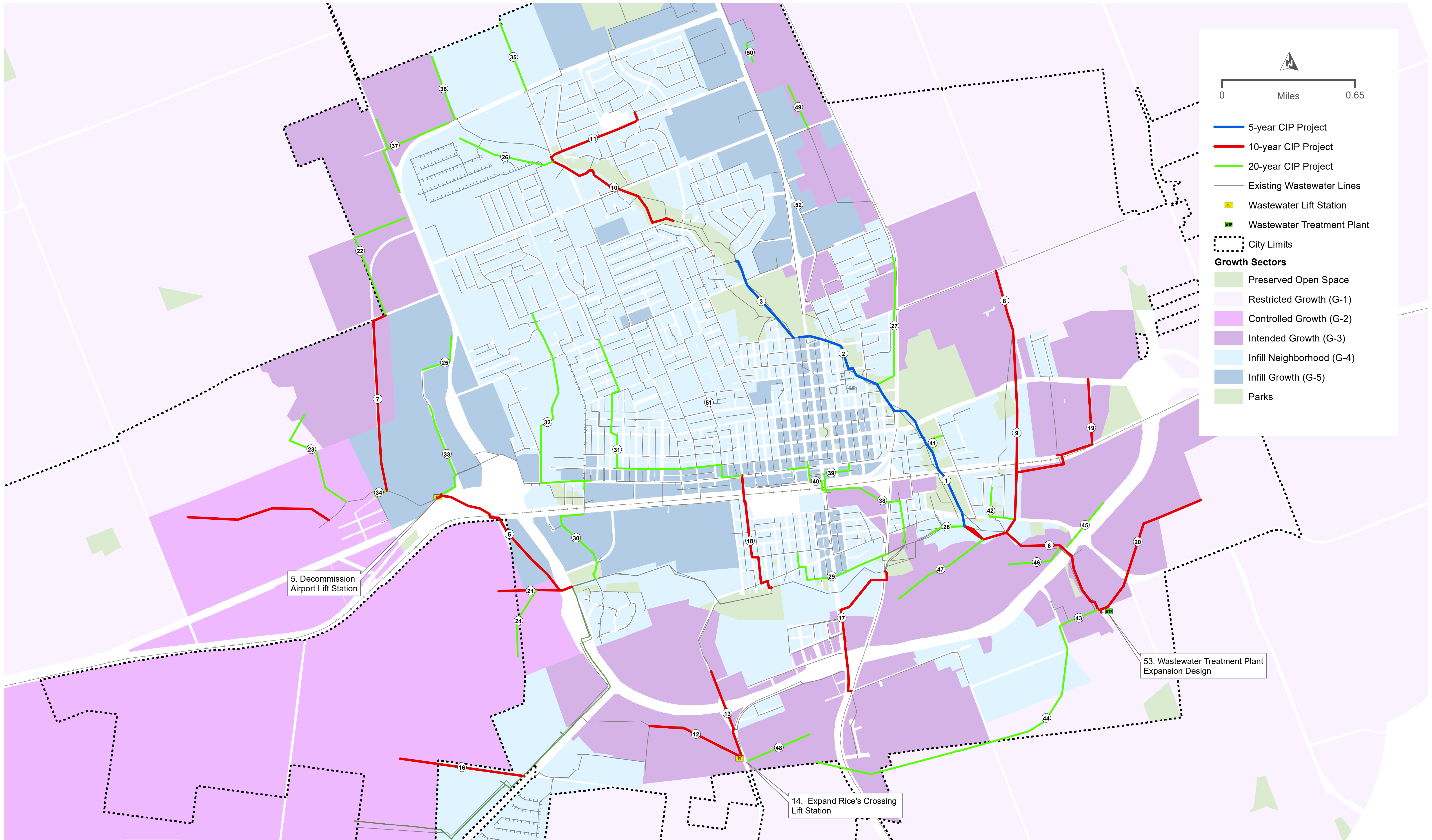
3.4 Wastewater System Capital Improvements Plan

Considering existing system improvements, future growth, and the selected level of service discussed previously, wastewater system improvements were developed to serve the anticipated growth until 2040. These improvements can generally be categorized as:

- Sanitary sewer upsizing, particularly in the Bull Branch interceptor.
- Condition assessment and inflow reduction.
- Installation of new wastewater gravity mains to serve growth.

The wastewater system capital improvements plan is shown in Figure 3-6. Generally, capital improvement projects were sized to fully convey peak wet weather flows from a 5-year, 6-hour storm event with no inflow reduction. The hydraulic model indicates that significant reductions in inflow and infiltration could potentially reduce the diameter and/or limits of the recommended projects. A potential inflow reduction strategy and associated modifications to the existing system capital improvements plan are described in the City of Taylor Wastewater Flow Metering and Model Calibration technical memorandum, which is attached as Appendix A.

In addition, Taylor is currently in the process of updating the engineering manual and associated infrastructure design sizing criteria. A future update to this master plan will consider Taylor's selected design criteria and any associated changes in proposed CIP project sizing.



An opinion of probable construction cost (OPCC) was estimated for each project based upon conservative, planning level unit costs as well as an allowance for professional services (survey, geotechnical investigation and engineering design) and contingency for unknowns.

The OPCCs are for collection mains and do not include collection infrastructure within individual subdivision developments. The linear footage for each project is based on an assumed, approximate alignment that will be refined during design. The total length and/or diameter of some projects could potentially be reduced with successful inflow reduction. This is discussed further in the City of Taylor Wastewater Flow Metering and Model Calibration technical memorandum, which is attached as Appendix A

The summary of the Wastewater System 5-year CIP, 10-year CIP and 20-year CIP OPCCs are shown in Table 3-3, Table 3-4 and Table 3-5, respectively. Generally, the projects are listed in order of priority.

The 5-year CIP includes projects that are generally recommended to address existing system issues, and the 10-year and 20-year CIP include projects that are recommended to serve the City's projected growth. The initial I&I investigation and reduction program shown in the 5-year CIP includes more extensive field monitoring and testing, as well as additional hydraulic modeling and remediation measures to reduce I&I. In addition, including an annual operating cost to continue I&I reduction efforts, such as the City's ongoing smoke testing program, is also recommended. This could be in the range of \$100,000 to \$200,000 per year, with the scope of these efforts determined through data gathered during the initial detailed investigation.

The 10-year CIP generally includes new or upsized mains where the more immediate growth is anticipated. However, as growth patterns change, the CIP should be re-evaluated to determine if the timing for projects should be updated. In addition, the 10-year CIP projects are generally located near flow meter locations. While the flow metering provides greater confidence in the hydraulic model results of the entire collection system, it is most accurate near the monitoring locations. In addition to monitoring growth patterns, monitoring flows in locations near the 20-year CIP projects would allow the model accuracy to be improved in these locations, to re-evaluate their priority.

Table 3-3. Wastewater Collection System 5-year CIP Summary

CIP ID	Description	Total OPCC (2023 \$)
1	Upsize existing 15" and 18" along Bull Branch to 24", from Main St. to E 7th St.	\$4,900,000
2	Upsize existing 15" and 18" along Bull Branch to 30", from E 7th St. to Robinson Park	\$2,800,000
3	Upsize existing 12" and 15" along Bull Branch to 18", From W. Lake Dr. to W. 12th St.	\$1,700,000
4	I&I Investigation and Reduction & Condition Repairs	\$2,000,000
Total 5-year CIP		\$11,400,000

Table 3-4. Wastewater Collection System 10-year CIP Summary

CIP ID	Description	Total OPCC (2023 \$)
5	Decommission Airport Lift Station & install new gravity 24" main	\$7,700,000
6	Upsize interceptor to WWTP to 48"	\$8,800,000
7	New 10" gravity main along Justin Lane	\$1,900,000
8	Upsize gravity main along Gravel Pit Road to 12"	\$1,200,000
9	New 12"-18" gravity main along Gravel Pit Road	\$3,900,000
10	Upsize upstream portion of Bull Branch interceptor to 18"	\$3,500,000
11	Upsize main along T.H. Johnson to 18"	\$2,000,000
12	Upsize gravity main to Rice's Crossing Lift Station to 18"	\$2,000,000
13	Upsize force main from Rice's Crossing Lift Station to 12"	\$1,200,000
14	Expand Rice's Crossing Lift Station	\$3,500,000
15	New 10" gravity main to serve development in West Taylor	\$1,500,000
16	New 10" gravity main to serve development in Southwest Taylor	\$1,300,000
17	Upsize gravity main near E. Rio Grande St. to 18"	\$3,700,000
18	Upsize gravity main near S. Doak St. to 15"	\$3,500,000
19	New 8"-12" gravity main near Mariposa St. & E. 4th St.	\$2,400,000
20	New 10" gravity main to serve development in Southeast Taylor	\$1,800,000
21	New 10" gravity main to serve development in Southwest Taylor	\$1,100,000
Total 10-year CIP		\$51,000,000

Table 3-5. Wastewater Collection System 20-year CIP Summary

CIP ID	Description	Total OPCC (2023 \$)
22	New 10" gravity main to serve development in northwest Taylor	\$1,500,000
23	New 12" gravity main to serve development in west Taylor	\$1,600,000
24	New 10" gravity main to serve development in southwest Taylor	\$1,200,000
25	New 10" gravity main to serve development in west Taylor	\$900,000
26	New 10" gravity main to serve development in northwest Taylor	\$1,100,000
27	Upsize gravity main near RR & Old Thorndale to 12"-15"	\$2,000,000
28	Upsize gravity main to 18"	\$1,900,000
29	Upsize gravity main near W. Rio Grande St. to 18"-24"	\$2,900,000
30	Upsize gravity main near S. Edmond St. to 24"	\$2,700,000
31	Upsize gravity mains along Mills, Edmond and W. 3rd St. to 12"-24"	\$9,800,000
32	Upsize gravity main along Sloan St. and W. 2nd St. to 15"-18"	\$5,000,000
33	Upsize gravity main along Airport Rd. to 10"	\$1,100,000
34	Upsize gravity main along south of Justin Lane to 18"	\$600,000
35	New 10" gravity main to serve development in north Taylor	\$800,000
36	New 10" gravity main to serve development in northwest Taylor	\$1,100,000
37	New 10" gravity main to serve development in northwest Taylor	\$1,600,000
38	Upsize gravity main near FM 112 to 24"	\$3,400,000
39	Upsize gravity main near E. 2nd St. to 15"	\$2,200,000
40	Upsize gravity main near W. 2nd St. to 18"-24"	\$2,600,000
41	Upsize gravity main south of City Cemetery to 18"	\$900,000
42	Upsize gravity main near Royal St. to 12"	\$1,100,000
43	Upsize gravity main to 10"	\$700,000
44	New 10" gravity main to serve development in Southeast Taylor	\$3,800,000
45	New 10" gravity main to serve development in Southeast Taylor	\$1,100,000
46	New 12" gravity main to serve development in Southeast Taylor	\$1,100,000
47	New 10" gravity main to serve development in Southeast Taylor	\$1,100,000
48	New 10" gravity main to serve development in south Taylor	\$1,100,000
49	New 10" gravity main to serve development in northeast Taylor	\$800,000
50	New 10" gravity main to serve development in northeast Taylor	\$400,000
51	Upsize gravity main near Howard St. to 15"	\$2,100,000
52	Upsize gravity main near Old Granger Rd. to 10"	\$2,100,000
53	Wastewater Treatment Plant Expansion Design	\$2,000,000
Total 20-year CIP		\$62,300,000

The OPCCs presented are considered Class 5 estimates as defined by the Association for the Advancement of Cost Engineering (AACE) Recommended Practice No. 18R. Class 5 estimates are provided at a project definition level of 0 to 2%, with a project accuracy range of -50% to +100%. The costs presented are in 2023 dollars and have not been escalated into the future.

With these improvements in place, the level of surcharging predicted by the hydraulic during 2040 peak wet weather flows are shown in Figure 3-7. With these improvements, no sanitary sewer overflows are predicted. The level of surcharging in the interceptor to the WWTP is highly dependent on the operation of the WWTP influent pumps, and the amount of backwater created. The results in Figure 3-7 are based on the current WWTP pumps and operation. Modifications to the pump operation could reduce the backwater and resultant surcharging in the interceptor.

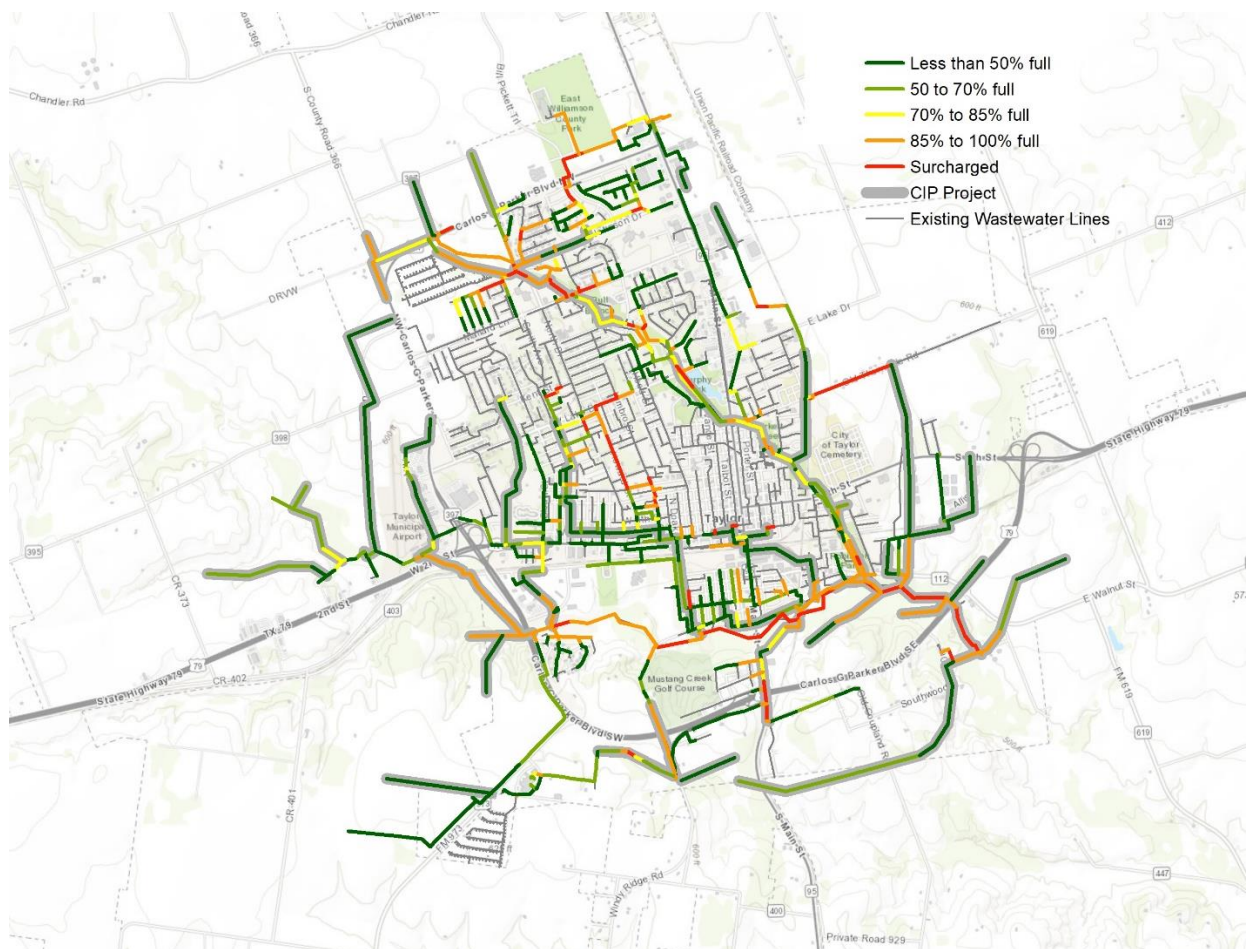


Figure 3-7. Model-Predicted Level of Surcharging in Future System During a 5-year, 6-hour Storm

3.5 Wastewater Operation and Maintenance Recommendations

In addition to the CIP recommended to improve the wastewater system performance, continued enhancements to the ongoing operation and maintenance of the collection system can further improve performance.

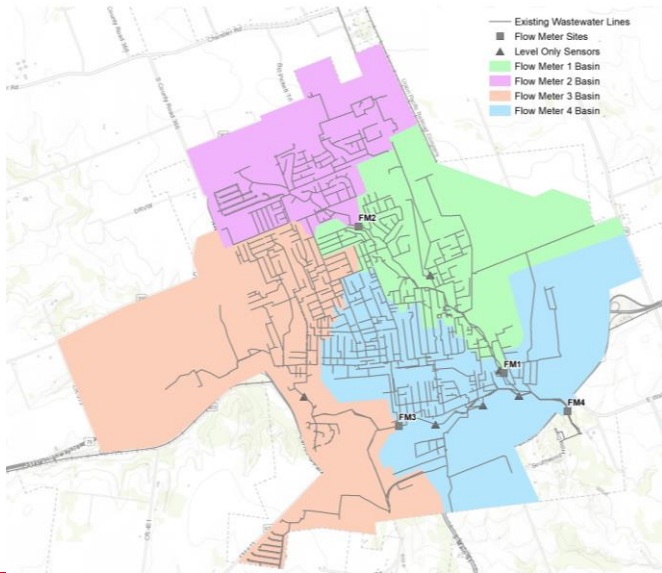
Categorizing the collection system into smaller, distinct, geographic maintenance areas would allow for future development of a Capacity Management, Operation and Maintenance (CMOM) program. These maintenance areas could be prioritized according to likelihood of failure (LoF), based on available data such as pipe age and material, and any prior inspections. They can also be prioritized according to consequence of failure (CoF), based on location and potential impacts to the environment and the public.

This LoF and CoF prioritization would help identify portions of the system with the highest risk associated with a failure, that can be used to prioritize where further field inspection and cleaning efforts would be most beneficial to improve system performance. Many of these condition assessment efforts would also dovetail with ongoing inflow & infiltration reduction efforts.

Potential recommendations to assess and improve the condition and performance of the wastewater system include:

- Conducting visual field inspections of manholes in creek beds, especially after a major rain event, to observe and repair any signs of damage from flooding.
- Conducting CCTV inspections with crews certified in pipe and manhole inspections from the National Association of Sewer Service Companies (NASSCO). Planning for ongoing pipe and manhole repair and rehabilitation based on the CCTV inspection findings.
- Continuing to perform annual smoke testing to identify pipe defects.
- Standardizing documentation of sanitary sewer cleaning frequency and cleaning findings, to optimize planned cleaning schedules.
- Append manhole survey to continue to obtain information on pipe invert elevation, pipe material and condition to continually update the City's GIS data and hydraulic model.

Appendix A.



City of Taylor Wastewater Flow Metering and Model Calibration

Taylor, Texas
March 16, 2023



Heather Lindner
3.16.2023

Prepared by HDR Engineering, Inc.
Texas Registered Engineering Firm No. F-754

Contents

1	Executive Summary	1
1.1	Rainfall Derived Inflow and Infiltration Investigation and Reduction	2
1.2	Next Steps	4
2	Introduction	5
3	Data Collection	5
3.1	Rain Gauge Location	6
3.2	Flow Metering Locations	6
3.3	Model Network Updates	7
4	Hydraulic Model Calibration	8
4.1	Dry Weather Flow	8
4.1.1	Dry Weather Flow Calibration Goals	9
4.2	Wet Weather Flow	12
4.2.1	Wet Weather Flow Calibration Goals	13
4.2.2	Wet Weather Flow Calibration Events	14
5	Conclusions and Recommended Next Steps	17
5.1	RDII Reduction	18
5.1.1	RDII Investigation	19
5.1.2	Inflow Reduction	20
5.2	Summary and Conclusions	28

Tables

Table 4-1.	Dry Weather Calibration Summary (Peak Flow and Volume)	11
Table 4-2.	Dry Weather Calibration Summary (Flow Depth)	11
Table 4-3.	WWF Calibration Summary (Peak Flow and Volume) for January 31, 2022 Event	14
Table 4-4.	Wet Weather Calibration Summary (Flow Depth) for January 31, 2022 Event	15
Table 4-5.	WWF Calibration Summary (Peak Flow and Volume) for February 2, 2022 Event	16
Table 4-6.	WWF Calibration Summary (Flow Depth) for February 2, 2022 Event	16
Table 5-1.	Opinion of Probable Construction Costs for Capital Improvement Project Recommendations (Existing System)	26
Table 5-2.	Opinion of Probable Construction Costs for Capital Improvement Project Recommendations (with Future Growth)	28

Figures

Figure 1-1.	Flow Meter Locations	1
Figure 1-2.	Possible Inflow Investigation Strategy	3
Figure 3-1.	Rain Gauge Location	6
Figure 3-2.	Flow Meter Locations	7
Figure 4-1.	Modeled Diurnal Profiles	9

Figure 4-2. Calibrated GPCDs	10
Figure 4-3. Sample DWF Calibration Plot (Flow Meter 2)	12
Figure 4-4. Sample WWF Calibration Plot (Flow Meter 2).....	17
Figure 5-1. Flow Data Collected at Flow Meter 1 During Wet Weather Events.....	18
Figure 5-2. Flow Data Collected at Flow Meter 2 During Wet Weather Events.....	18
Figure 5-3. Possible Inflow Investigation Strategy	20
Figure 5-4. Existing System Performance with no Inflow Reduction	21
Figure 5-5. Existing System Performance with 10% Inflow Reduction	22
Figure 5-6. Existing System Performance with 20% Inflow Reduction	23
Figure 5-7. Existing System Performance with 30% Inflow Reduction	24
Figure 5-8. Capital Improvement Project Recommendations, in addition to 30% Inflow Reduction	25
Figure 5-9. Capital Improvement Project Recommendations, in addition to 30% Inflow Reduction, and Projected 2040 Sanitary Sewer Loading	27

Appendices

- A – Network Connectivity Assumptions
- B – Dry Weather Calibration Plots
- C – Wet Weather Calibration Plots



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1 Executive Summary

A hydraulic model of the City of Taylor's wastewater collection system was developed based on the City's GIS information on pipe location and diameter, as well as an elevation survey of selected manholes on larger diameter mains. The hydraulic model indicated potential capacity constraints, especially along the Bull Branch interceptor, that could potentially create sanitary sewer overflows during rain events.

To verify these conditions along Bull Branch, as well as update and calibrate the City's hydraulic model, the City worked with HDR and Hach Flow to install a series of rain gauges, flow meters, and level only sensors in selected areas of the wastewater collection system, as shown in Figure 1-1.

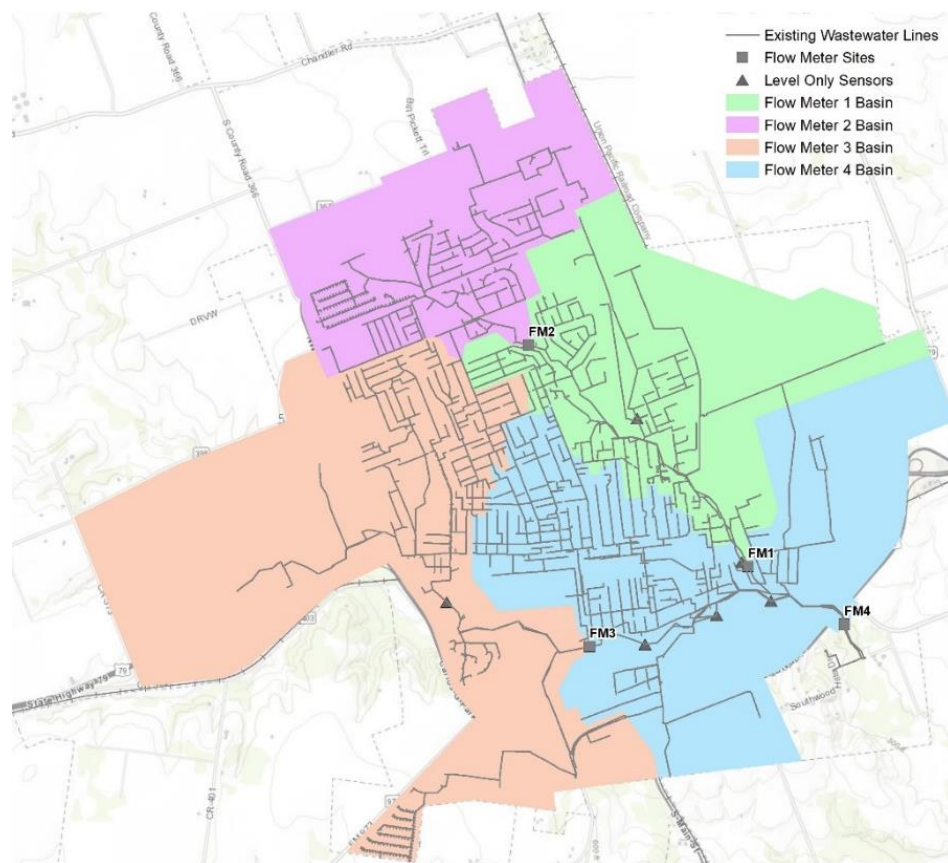


Figure 1-1. Flow Meter Locations

The flow metering data was used to adjust parameters in the hydraulic model to better simulate observed flows. For dry weather flows, this involves adjusting populations, gallons per person per day, and the diurnal patterns that show the variation in flows over a typical day. For wet weather flows, this involves adjusting parameters that allow rainfall derived inflow and infiltration (RDII) into the sanitary sewer system. The dry weather calibration involved numerous challenges with a complex network of parallel pipes, suspected cross connections, conflicting data, and flow meter data quality. Overall, the model is well calibrated and errs on the conservative side for system

capacity analysis and capital improvement planning. The results of the adjustments made during the model calibration are detailed in Section 4 of this report.

1.1 Rainfall Derived Inflow and Infiltration Investigation and Reduction

The flow meter data indicates the presence of RDII into Taylor's wastewater collection system. RDII is an increase in sanitary sewer flows that occur during and after a rainfall event:

- Inflow is generally from point sources, such as manhole covers or damaged manhole walls above grade, that creates a fast, sharp increase in peak flows that quickly recedes after the rainfall event.
- Infiltration is generally from pipe or manhole defects and cracks, that creates a slow increase in sanitary sewer flow that can remain elevated for days following a rainfall event.

RDII, and particularly inflow, can take up a majority of the sanitary sewer capacity, and is therefore often attributed as a major cause of capacity-driven sanitary sewer overflows (SSO).

The calibrated hydraulic model indicates the Bull Branch interceptor is significantly surcharged and possibly overflowing during rainfall events. The flow meters in the Bull Branch basin indicate rates of high RDII, and that inflow specifically is contributing to the increase in peak flows. If the interceptor capacity is increased by installing larger pipes, without any reduction in RDII, the larger pipes will fill up with RDII and not actually increase capacity for conveying wastewater. This requires not only larger, cost-prohibitive infrastructure to convey both the wastewater and RDII, but can also have a significant impact to the downstream WWTP. Increased flows to the WWTP are costly to treat, can overwhelm the hydraulic capacity of the WWTP and can make treatment less effective. Therefore, the recommended solution is a combination of reducing inflow and increasing interceptor capacity.

For inflow reduction to be most effective, an investigation to identify the sources of inflow is recommended. A potential strategy to further investigate the sources of RDII, and particularly inflow, is shown in Figure 1-2. An RDII study and reduction effort, including some associated pipe and manhole condition repair, is a project in the City's water and wastewater master plan, budgeted at a total of \$2,000,000. Of this \$2,000,000, the investment in an RDII study and reduction effort is estimated at up to \$1,500,000.

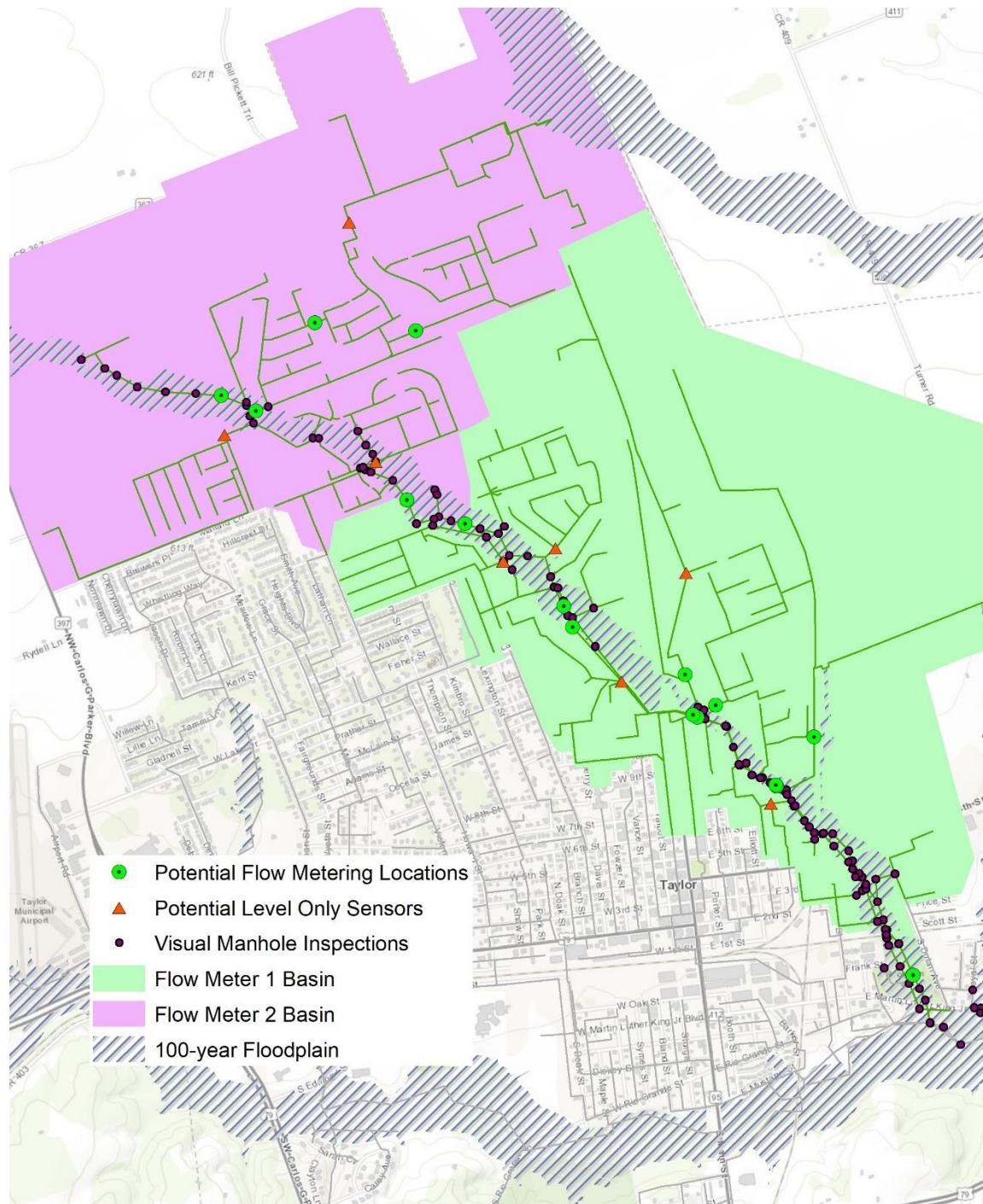


Figure 1-2. Possible Inflow Investigation Strategy

The sources and locations of inflow discovered during the investigation will provide information on the most effective remediation method to reduce inflow. However, potential strategies to reduce inflow include:

- Replacing manhole covers that become submerged with more watertight manholes, or elevating manholes

- Visually inspecting the manholes along interceptor frequently, especially manholes adjacent to the creek, for missing covers or creek inflow and repairing defects
- Eliminating any inadvertent connections with storm sewers or downspouts discovered through dye testing or smoke testing
- Public education regarding open sanitary sewer cleanout caps

The level of inflow reduction achieved will have an impact on the required capital improvement project to increase pipe capacity. Section 5 of this report includes maps that show the model predicted improvement in system performance with various levels of inflow reduction, as well as what capital improvements would be required if the targeted inflow reduction is achieved.

If 30% inflow reduction can be achieved with a \$1,500,000 investment, the resultant capital improvement projects to address existing system capacity constraints are estimated to cost approximately \$4,000,000 to design and construct. Without any inflow reduction, this cost was estimated at approximately \$9,400,000. Therefore, it is estimated that the inflow reduction efforts could result in a savings of nearly \$4,000,000 in capital improvement projects.

To serve future growth, in addition to the cost of inflow reduction, approximately \$9,100,000 of capital improvement projects were identified. \$6,800,000 of these costs are additional projects required to serve growth, and \$1,200,000 is attributed to oversizing to serve growth, making these costs impact fee eligible.

1.2 Next Steps

The first recommended next step is further investigation to find the source of the RDII and reduce inflow. This will not only provide information on how to best reduce the amount of RDII in the sanitary sewer system, but also valuable information that can also be used to improve the model calibration and refine the capital improvement projects. Therefore, it is recommended to proceed with the RDII investigation prior to constructing any capital improvement projects.

The RDII investigation and reduction efforts will both demonstrate the City is actively addressing the Bull Branch interceptor capacity issue, while also allowing for a refined capital improvement plan to ensure budgeted funds are allocated where they are most needed.

Preliminary design efforts can also begin on upsizing approximately 2,550 linear feet of the most downstream section of the Bull Branch interceptor to 24 inches in diameter. This would include a topographic survey, geotechnical investigation, and definition of horizontal and vertical pipe alignments. If the results of the RDII investigation and inflow reduction efforts and subsequent model update, change the recommended pipe diameter, this can be adjusted prior to final design and construction.

The City has budgeted approximately \$3,300,000 to improve the Bull Branch interceptor. It is recommended that these funds be used to investigate and reduce inflow, with the remaining funds used to proceed with increasing this diameter of the downstream portion of the interceptor.

2 Introduction

A hydraulic model of the City of Taylor's wastewater collection system was developed based on the City's GIS information on pipe location and diameter, as well as an elevation survey of selected manholes on larger diameter mains. The hydraulic model indicated potential capacity constraints, especially along the Bull Branch interceptor, that could potentially create sanitary sewer overflows during rain events. To verify these conditions along Bull Branch, as well as update and calibrate the City's hydraulic model, the City worked with HDR and Hach Flow to install a series of rain gauges, flow meters, and level only sensors in selected areas of the wastewater collection system.

The flow metering data and the updated hydraulic model were used to investigate potential areas and the scale of inflow and infiltration into the collection system. The model results were used to estimate system capacity and identify potential capacity constraints. The existing system flows and projected 2040 flows, both for dry weather and wet weather conditions, were simulated throughout the collection system to identify infrastructure improvements that may be required to meet flow projections. These improvements were summarized in a wastewater capital improvements plan as part of the City's water and wastewater master plan.

The purpose of this report is to summarize the flow metering data and document the update and calibration of the hydraulic model used to prepare the City's wastewater CIP recommendations. The initial model development, flow allocation and system analysis are documented in the City's Water and Wastewater Master Plan technical memorandum.

3 Data Collection

Four flow meters (measuring both flow depth and velocity), six meters measuring only flow depth, and one rain gauge were installed in the City of Taylor's collection system for approximately six months, from January to July of 2022. The rainfall and flow meter data collected were evaluated and determined to be sufficient for model calibration.

The flow meter data does indicate the presence of rainfall derived inflow and infiltration (RDII) into Taylor's wastewater collection system. RDII is an increase in sanitary sewer flows that occur during and after a rainfall event:

- Inflow is generally from point sources, such as manholes, that creates a fast, sharp increase in peak flows that quickly recedes after the rainfall event.
- Infiltration is generally from pipe or manhole cracks, that creates a slow increase in sanitary sewer flow that can remain elevated for days following a rainfall event.

RDII, and particularly inflow, is often attributed as a major cause of capacity-driven sanitary sewer overflows (SSO). Additional flow meters are suggested as a result of these analyses for further, more detailed RDII analysis that could pin-point the sources of RDII and evaluate potential reduction strategies. It is often more cost effective to reduce

inflow than infiltration, and also has a greater impact on peak flow reduction. This RDII study and reduction plan is a budgeted project in the City's water and wastewater master plan.

3.1 Rain Gauge Location

One rain gauge was installed near the Public Works Department, as shown in Figure 3-1.

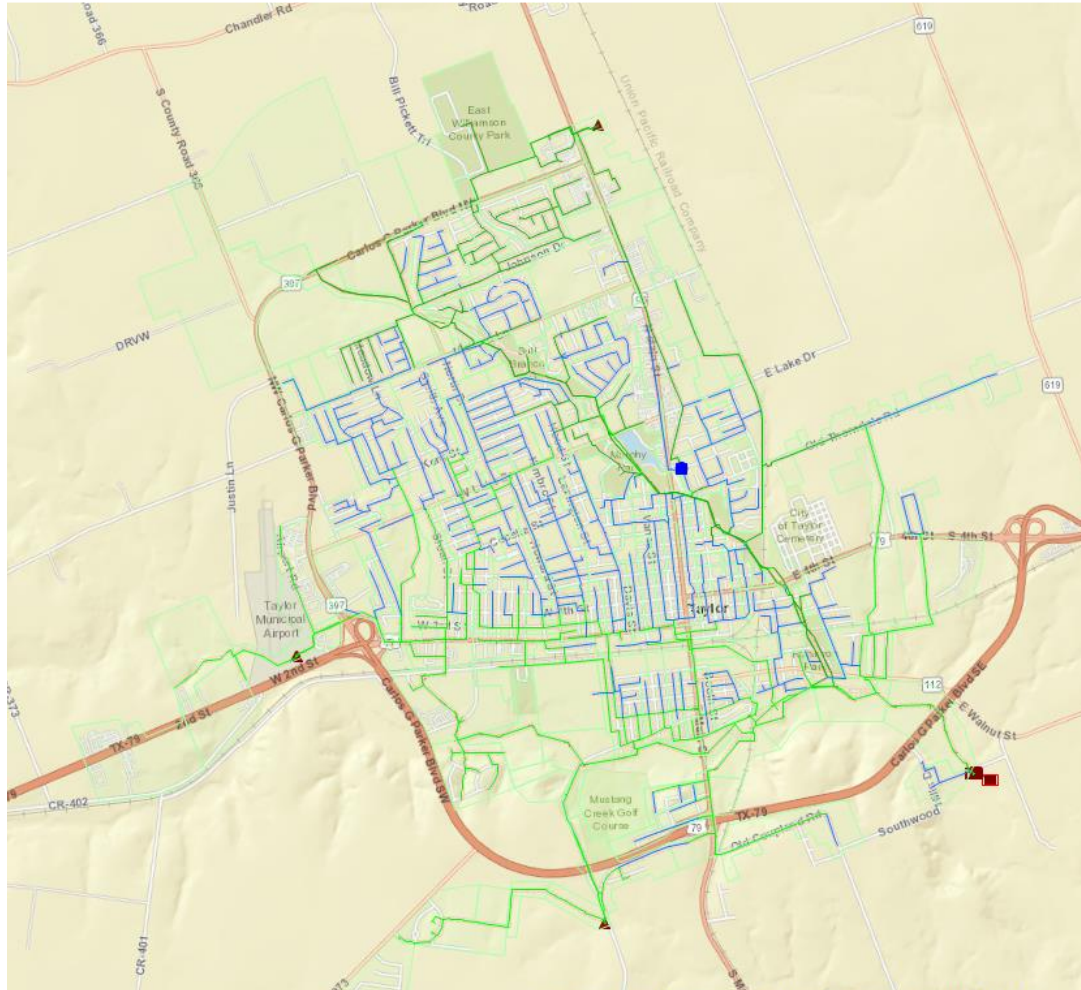


Figure 3-1. Rain Gauge Location

The quality of the rainfall data does have some influence on the results, as storms are not spatially uniform across the project basin. Rain gauge data was supplemented with radar data to understand how rainfall events may have varied across the collection system basin.

3.2 Flow Metering Locations

Four full flow meters measuring both flow depth and velocity, as well as six additional meters measuring only flow depth, were installed at the locations shown in Figure 3-2.

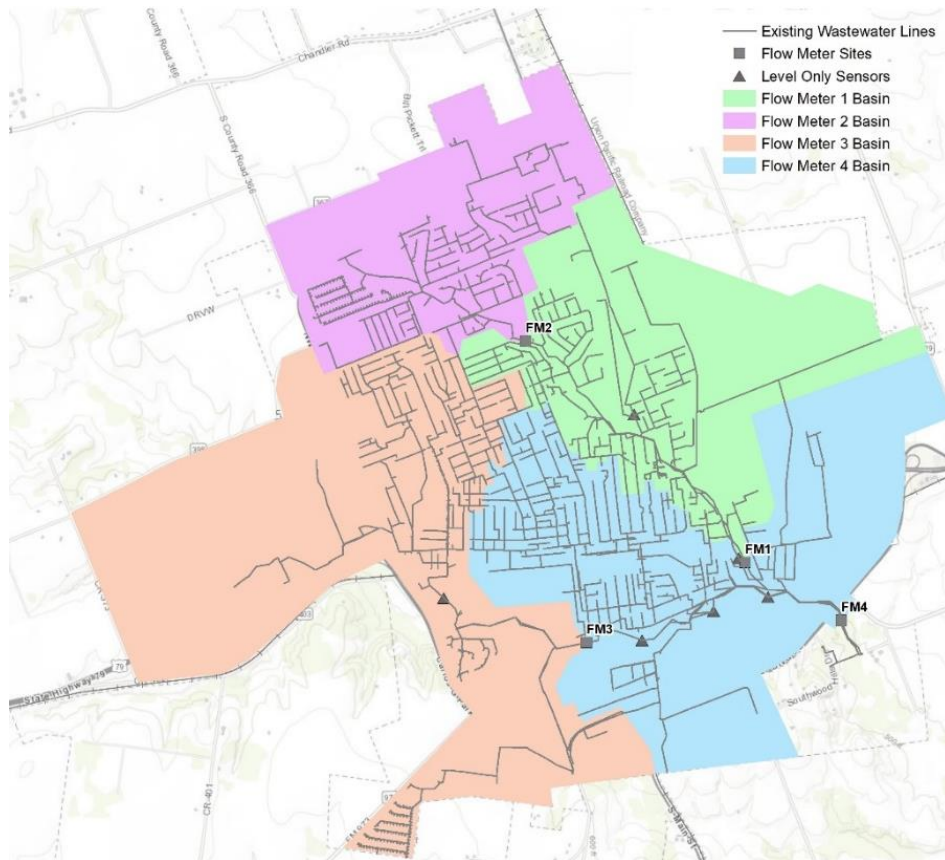


Figure 3-2. Flow Meter Locations

3.3 Model Network Updates

The partial manhole survey data that was conducted before the initial hydraulic model was developed included azimuths of the pipes entering survey manholes. This information, along with careful review of aerial photography, the flow metering data provided information that was used to update the network of gravity mains in the Bull Branch basin. The downstream portion of the Bull Branch interceptor includes parallel lines with some cross connections between the lines. Some assumptions were made to fill in gaps where uncertainty remains between GIS, the manhole survey, and flow metering data. These assumptions on the network are shown in more detail in Appendix A. Additional field investigations to locate sources of inflow, described further in this report, would also provide information that can reduce remaining uncertainty in the model network.

4 Hydraulic Model Calibration

The model calibration process creates a representative indication of system performance and begins with dry weather calibration. The original development of the hydraulic model network and flow allocation is described in more detail in the City of Taylor Water and Wastewater Master Plan Technical Memorandum.

This technical memorandum describes the process to update and calibrate the model based on the observed flow metering data. The model was calibrated against the observed flow data collected at all flow metering locations, during dry and wet weather conditions.

4.1 Dry Weather Flow

Dry weather flow (DWF) represents the flow in the system during dry periods, when the majority of the flow contribution is from the system's customers. The DWF at a given time is generally determined by the following formula:

$$Q_{DWF} = (Population * GPCD) * Diurnal Profile Factor + Baseflow$$

The population was determined as described in Section 3 of the Water and Wastewater Master Plan Report. The remaining three parameters are the factors that are adjusted during DWF calibration:

- GPCD (average customer loading rate, in gallons per capita per day)
- Trade Flow (commercial and industrial loading)
- Diurnal Profile Factor (normalized diurnal loading variation)
- Baseflow (constant inflow into the system)

To determine the dry weather diurnal profiles, flow meter data was analyzed for each metershed. These profiles were normalized to make them dimensionless and were then used to represent the flow peaking factors for each area. A typical diurnal profile for residential and commercial was created from the metershed profiles for each metershed. The profiles were assigned to each subcatchment based on the subcatchment land use and the area's general flow meter characteristics. A subcatchment's land use was designated as residential if the majority of the parcels within the subcatchment are residential. A subcatchment's land use was designated as commercial if the majority of the parcels within the subcatchment are residential.

During the dry weather calibration process, the diurnal profiles in each metershed were adjusted in two ways:

- Adjusting the shape and timing of peaks, to account for attenuation of peak flows in the metersheds further downstream
- Adjusting the diurnal factor during peak flow to match observed peak flows

The dimensionless diurnal profiles were applied to average day flows to mimic daily flow variations observed in the sewer system. The initial average daily flow loading in GPCD

was determined for each diurnal profile, and then adjusted to match the flow meter data over the dry weather calibration period. The residential and commercial diurnal profiles used, for both weekday and weekend conditions, are shown in Figure 4-1. The top row represents the residential diurnal pattern, and the bottom row represents the commercial diurnal pattern.

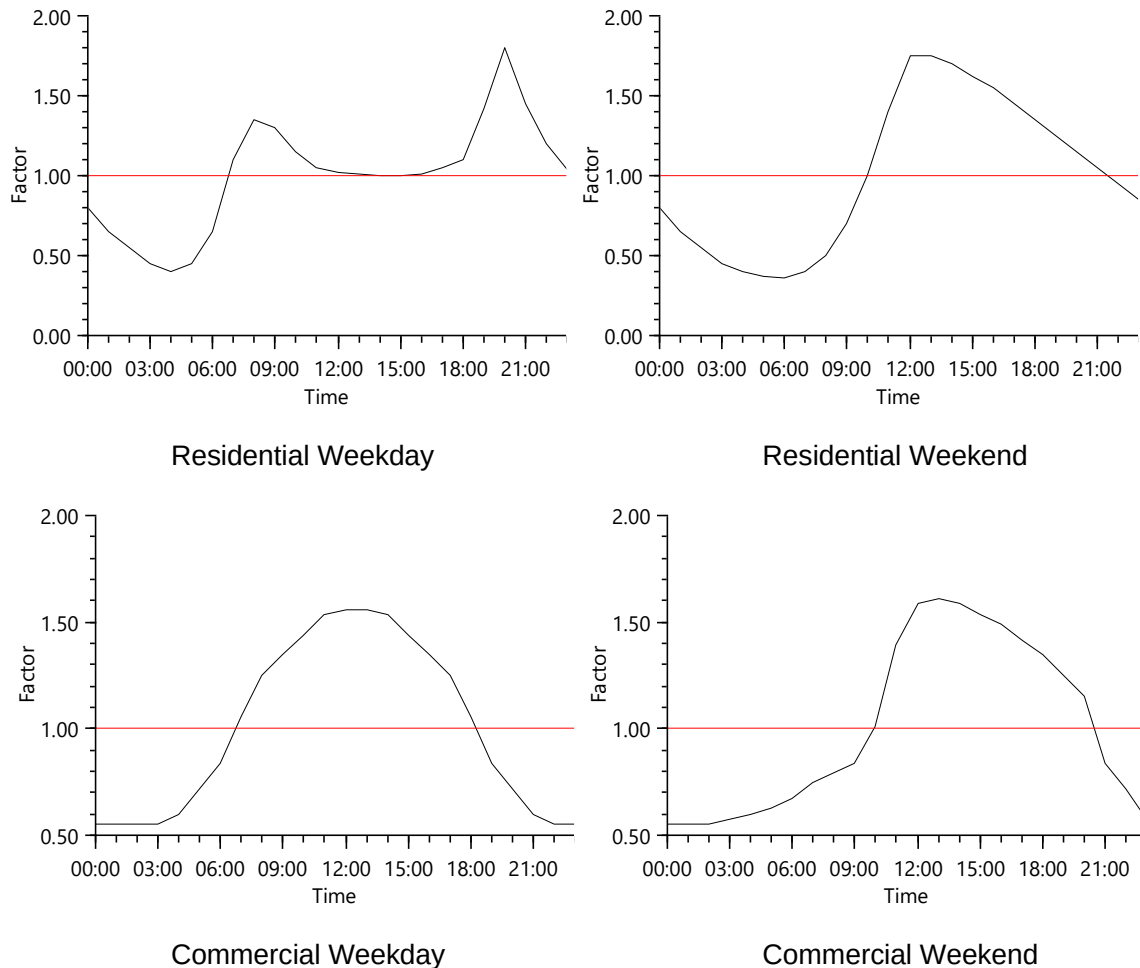


Figure 4-1. Modeled Diurnal Profiles

4.1.1 Dry Weather Flow Calibration Goals

To consider a model calibrated to DWF, the following calibration guidelines were considered. These tolerances are industry standards, based on guidelines from the Chartered Institution of Water and Environmental Management (CIWEM), formerly known as the Wastewater Planning Users Group (WaPUG).

- The model-predicted and observed DWF hydrographs should be similar in shape and magnitude.
- The difference between the model-predicted and observed peak flow should be within $\pm 10\%$.

- The difference between the model-predicted and observed total volume of flow should be within $\pm 10\%$.

A typical calibrated hydraulic model is expected to represent DWF for an average dry day across a large range of dates. Because observed days typically vary from the average day, even a well-calibrated model may not accurately represent every dry day in the observed period.

March 13-19, 2022 was chosen as the dry weather flow calibration period, as it was a consistently dry period with good flow meter data capture. The final GPCDs following the dry weather calibration process are shown in Figure 4-2.

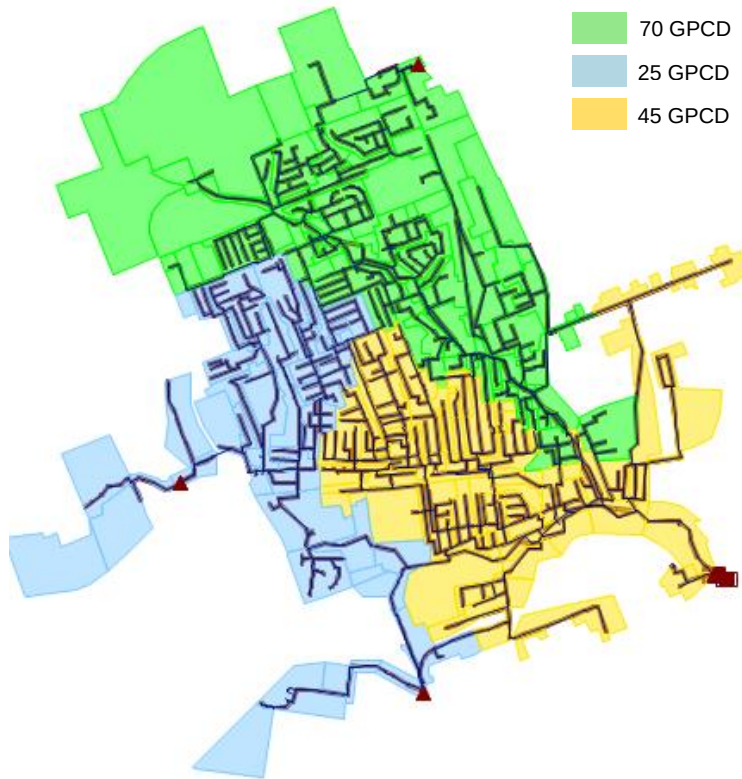


Figure 4-2. Calibrated GPCDs

A summary of the DWF calibration and statistics are shown in Table 4-1 and Table 4-2. The observed peak flow values are based on an average of the maximum flow during the dry weather weeks of January 26-31, March 11-21 and May 11-21. The tables are followed by an explanation of the meters that are not calibrated to dry weather calibration tolerance goals.

Table 4-1. Dry Weather Calibration Summary (Peak Flow and Volume)

Flow Meter (FM) ID	Peak Flow (MGD)			Volume (MGD)		
	Observed	Modeled	Difference (Modeled - Observed)	Observed	Modeled	Difference (Observed - Modeled)
FM1	1.19	1.33	+4.6%	0.76	0.81	+6.5%
FM2	0.71	0.67	+11.6%	0.41	0.40	+1.6%
FM3	0.37	0.78	+113.2% ¹	0.21	0.23	+9.1%
FM4	1.88	2.34	+24.3% ²	1.23	1.42	+15.6% ²

Notes:

1. The flow meter appears to be attenuating the variation in flow from the upstream lift stations (Airport and Rice's Crossing). At these low dry weather flows, the model is showing a higher variation in peak flow when the upstream lift stations are discharging.
2. The flow meter is influenced by backwater from the WWTP headworks operation. The dry weather model utilized the more conservative potential operation of the WWTP headworks.

Table 4-2. Dry Weather Calibration Summary (Flow Depth)

Flow Meter (FM) or Level Meter (LM) ID	Flow Depth (feet)		
	Observed	Modeled	Difference (Modeled - Observed)
FM1	0.92	0.60	-0.32
FM2	0.73	0.94	+0.21
FM3	0.30	0.38	+0.08
FM4	0.56	0.81	+0.25
LM1	0.27	0.20	-0.07
LM2	0.36	0.39	+0.03
LM3 ¹	1.16	0.26	-0.90
LM4 ²	0.60	0.80	+0.21
LM5 ³	0.39	0.51	+0.13
LM6 ⁴	0.41	0.57	+0.16

Notes:

1. Level meter readings are erratic. A manual estimate of the maximum depth was taken.
2. The maximum level recorded was about 7.8 to 8.0 feet, likely due to the depth at which the sensor was mounted in the manhole.
3. The maximum level recorded was about 6.9 to 7.1 feet, likely due to the depth at which the sensor was mounted in the manhole.
4. The maximum level recorded was about 7.8 feet, likely due to the depth at which the sensor was mounted in the manhole.

Calibration plots were developed to show the full comparison between model and observed dry weather flows to demonstrate how the model is predicting the observed flows. A sample DWF calibration plot for Flow Meter 2 is shown in Figure 4-3, which

compares the observed data (green) to model predicted data (orange). Appendix B includes the DWF calibration plots for all metersheds. The representative dry weather time period selected for the plots was March 13-19, 2022.

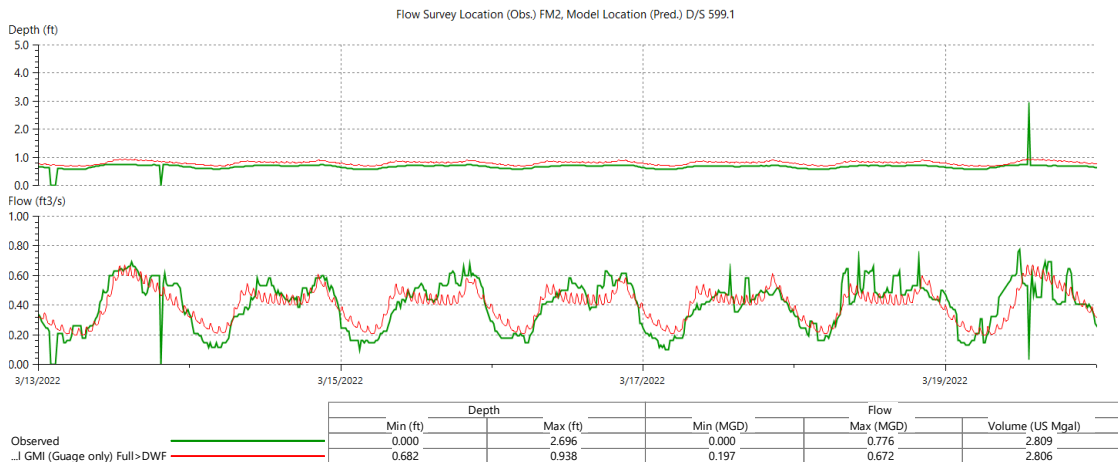


Figure 4-3. Sample DWF Calibration Plot (Flow Meter 2)

4.2 Wet Weather Flow

Wet weather flow (WWF) represents the additional flow in the sewer system caused by rainfall. Modeling WWF involves using a hydrology method to transform rainfall into system inflow. The hydrology method selected for this model is the Wallingford Variable Percentage Runoff method. This method uses three types of surfaces – fast impervious, slow impervious and pervious – to represent the RDII. This method takes into account the changing antecedent moisture conditions of the subcatchments and modifies the rainfall contribution at pervious surfaces accordingly. As the catchment gets wetter, more flow is contributed to the system as the capacity of the pervious surface to soak up the water diminishes.

The surface model parameters modified for WWF calibration include:

- Contributing Area
- Percentage of Impervious Area
- Land Use Surface Type
- Initial Rainfall Losses
- Runoff Routing Value
- Runoff Coefficient for Impervious Surfaces
- Surface Soil Depth for Pervious Surfaces

To account for inflow and infiltration into the system, the selected RDII method combines three unit hydrographs into a composite unit hydrograph to define the amount of runoff and travel time to get into the system. Each of the three unit hydrographs is defined by parameters that were adjusted during model calibration until observed and model-predicted flows matched within a desired tolerance. The three hydrographs correspond to the following major components:

- Fast response: stormwater that has a direct path to get into the system over impervious surfaces, such as roads and driveways. This hydrograph creates the initial peak observed in the flow meter data.
- Medium response: stormwater that has an indirect path to get into the system such as parking lots and roofs and have to travel overland to a sewer access point. These flows do not arrive as quickly as the fast response sources and are somewhat attenuated.
- Slow response: stormwater that has an indirect path to get into the system, usually across permeable areas increasing the time of concentration. Flows from these sources can take several hours or more to reach the sanitary sewer system after the rainfall event subsides and are typically significantly attenuated.

Total subcatchment areas are variable in size, land use and percentage utilized or developed. To account for the inherent differences in contributing area, the WWF contributing area was set to include a 50-foot buffer along every pipe in the GIS. This buffered area was then used with the impervious cover to estimate the percentage of fast and slow impervious area, with the remainder of the buffered area set to pervious area. The percentage of fast and slow impervious areas within the buffered area were primarily determined based on aerial photography, to estimate the amount of paved area. In this way, the contributing area was standardized, effectively removing it as a calibration parameter. The resulting primary variables used were the runoff coefficients for each area, which enables a comparison of runoff coefficients across subcatchments.

The RDII volume was estimated using the combined runoff from the three surfaces. With volume determined, the range of the routing values for the surface parameters was developed to match peaks and then best capture the tail of the RDII response. Initial loss and the above parameters were modified to produce the desired response in the system for each calibration and then verified using the verification event.

4.2.1 Wet Weather Flow Calibration Goals

Overall, the goal of WWF calibration is to have confidence that the resulting model will represent the observed data over a large range of events. This target is not always fully achievable because a single RDII response cannot always represent the variety of observed storms and system conditions. Therefore, to calibrate the model for WWF, the following calibration guidelines were used. These tolerances are industry standards, based on guidelines from the Chartered Institution of Water and Environmental Management (CIWEM), formerly known as the Wastewater Planning Users Group (WaPUG).

- The model-predicted and observed WWF hydrographs should be similar in shape and magnitude.
- The difference between the model-predicted and observed peak flow rate should be within -15% and +25%
- The difference between the model-predicted and observed volume of flow should be within -10% and +20%

- The difference between the model-predicted and observed depth should be within $\pm 10\%$ or ± 0.33 ft if not surcharged or -0.33 ft to $+1.64$ ft if surcharging.

If a metershed approximates these tolerances for two out of the three calibration and verification events, it is considered well calibrated. This is because data is much more limited for wet weather, and meters often drop out or provide data that is not of ideal quality.

4.2.2 Wet Weather Flow Calibration Events

Wet weather flow calibration focuses on rainfall events and the RDII these exert on the sanitary system. While a number of wet weather events occurred during the flow monitoring period, the two rainfall events used for calibration occurred from January 31, 2022 to February 2, 2022. The rainfall depth from the January 31 event was approximately 2.4 inches, with an intensity of approximately one inch per hour. The rainfall depth from the February 2 event was approximately 3.0 inches, with an intensity of approximately 1.25 inch per hour. These were two individual storms, but the second one occurred only two days after the first. This created wetter antecedent moisture conditions during the second event, which increased both inflow and infiltration, as well as producing a longer infiltration. It can be challenging to replicate different antecedent moisture conditions in a wet weather calibration. The model's groundwater infiltration module was utilized to help model that observed impact from two back to back rain events.

Table 4-3 and Table 4-4 present the January 31, 2022 WWF calibration statistics for the calibration and verification rainfall events, for the peak flow and total volume conditions, as well as flow depth.

Table 4-3. WWF Calibration Summary (Peak Flow and Volume) for January 31, 2022 Event

Flow Meter (FM) ID	Peak Flow (MGD)			Volume (MGD)		
	Observed	Modeled	Difference (Modeled - Observed)	Observed	Modeled	Difference (Modeled - Observed)
FM1	3.56	3.70	+4.1%	3.36	3.28	-2.6%
FM2	1.49	1.35	-7.5%	1.45	1.39	-4.2%
FM3	3.98	1.83	-54.0% ¹	1.06	1.04	-1.4%
FM4	10.24	8.81	-14.0%	7.08	8.51	+20.2%

Notes:

1. The flow meter appears to be picking up intermittent backwater conditions which is released in a flush. This higher depth is generating a higher calculated flow, causing erratic readings and indicating an artificially high peak flow.

Table 4-4. Wet Weather Calibration Summary (Flow Depth) for January 31, 2022 Event

Flow Meter (FM) or Level Meter (LM) ID	Flow Depth (feet)		
	Observed	Modeled	Difference (Modeled - Observed)
FM1	4.91	1.53	-3.38
FM2	1.03	2.25	+1.22
FM3	3.03 ¹	0.94	-2.10
FM4	19.93	15.86	-4.07 ²
LM1	0.33	0.30	-0.02
LM2	0.38	0.59	+0.21
LM3 ³	0.41	0.39	-0.02
LM4 ⁴	7.86	12.54	+4.68
LM5 ⁵	6.91	7.53	+0.63
LM6 ⁶	6.42	4.57	-1.84

Notes:

1. The flow meter appears to be picking up intermittent backwater conditions which is released in a flush. This higher depth is generating a higher calculated flow, causing erratic readings and indicating an artificially high peak flow.
2. The flow meter is influenced by backwater from the WWTP headworks operation. Backwater from the WWTP is not being fully represented in the model for this event.
3. Level readings are erratic. A manual estimate of the maximum depth taken.
4. The maximum level recorded was about 7.8 to 8.0 feet, likely due to the depth at which the sensor was mounted in the manhole, and not capturing the true level of surcharging.
5. The maximum level recorded was about 6.9 to 7.1 feet, likely due to the depth at which the sensor was mounted in the manhole.
6. The maximum level recorded was about 7.8 feet, likely due to the depth at which the sensor was mounted in the manhole.

Table 4-5 and Table 4-6 present the February 2, 2022 WWF calibration statistics for the calibration and verification rainfall events, for the peak flow and total volume conditions, as well as flow depth.

Table 4-5. WWF Calibration Summary (Peak Flow and Volume) for February 2, 2022 Event

Flow Meter (FM) ID	Peak Flow (MGD)			Volume (MGD)		
	Observed	Modeled	Difference (Modeled – Observed)	Observed	Modeled	Difference (Modeled – Observed)
FM1	3.96	5.32	+34.3% ¹	5.22	5.38	+3.0%
FM2	2.15	2.26	+4.9%	1.92	2.17	+13.1%
FM3	6.11	3.01	-50.7% ²	2.63	2.06	-21.7%
FM4	13.99	14.06	+0.4%	12.58	14.13	+12.3%

Notes:

1. The flow meter data indicates there may be something in the pipes downstream of the meter, reducing velocities and restricting the calculated flow to about 4 MGD. This could be a blockage of some kind, or a difference in the downstream modeled pipe alignment. Field survey for the area was inconclusive.
2. There is suspected to be a large inflow point to the sanitary sewer from the creek upstream of the flow meter, generating large spikes in the observed peak flow.

Table 4-6. WWF Calibration Summary (Flow Depth) for February 2, 2022 Event

Flow Meter (FM) or Level Meter (LM) ID	Flow Depth (feet)		
	Observed	Modeled	Difference (Modeled – Observed)
FM1	5.22	5.75	+0.53
FM2	10.10	6.53	-3.57
FM3	8.12	7.91	-0.21
FM4	19.92	19.82	-0.10
LM1	0.46	0.37	-0.10
LM2	0.39	5.23	+4.85
LM3 ¹	0.70	0.51	-0.19
LM4 ²	8.08	17.81	+9.73
LM5 ³	7.06	13.89	+6.84
LM6 ⁴	7.72	11.23	+3.51

Notes:

1. Level readings are erratic. A manual estimate of the maximum depth taken.
2. The maximum level recorded was about 7.8 to 8.0 feet, likely due to the depth at which the sensor was mounted in the manhole, and not capturing the true level of surcharging.
3. The maximum level recorded was about 6.9 to 7.1 feet, likely due to the depth at which the sensor was mounted in the manhole, and not capturing the true level of surcharging.
4. The maximum level recorded was about 7.8 feet, likely due to the depth at which the sensor was mounted in the manhole, and not capturing the true level of surcharging.

WWF calibration plots were developed to show the full comparison between model and observed wet weather flows to demonstrate how the model is predicting the observed flows. A sample WWF calibration plot for Flow Meter 2 is shown in Figure 4-3, which compares the observed data (green) to model predicted wet weather flows (blue) and dry weather flows (red). Rainfall is shown as dark blue lines at the top of the plots. Appendix C includes the WWF calibration plots for all metersheds.

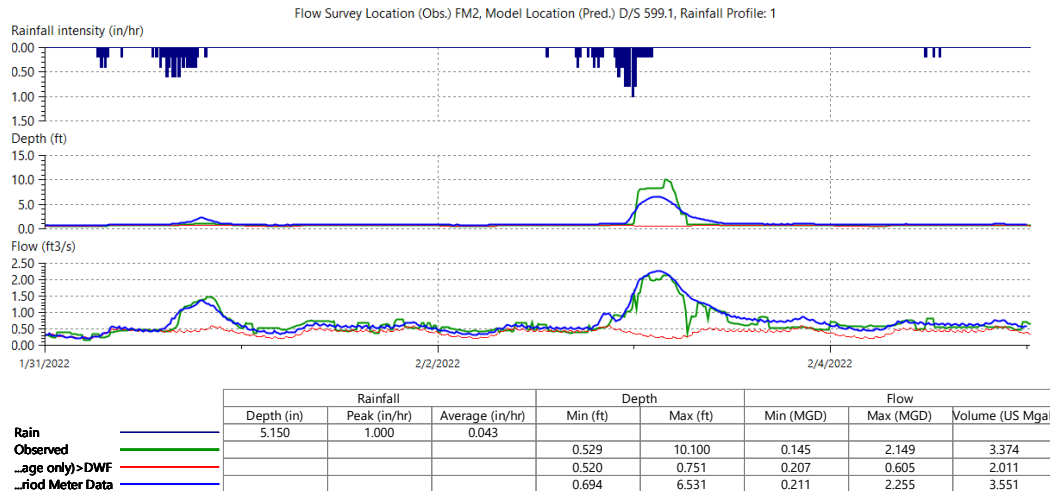


Figure 4-4. Sample WWF Calibration Plot (Flow Meter 2)

The model can be used for further insight into system RDII by analyzing the WWF calibration parameters. These values should be reviewed with caution as they are somewhat subjective to the modeler's application of the calibration parameters in the model. Calibration can be achieved with a range of parameters; however, the number of wet weather events to which the model has been calibrated usually lowers this variability in the parameters and care has been taken to have this model to function across a broad range of events.

5 Conclusions and Recommended Next Steps

The main area of concern in the existing collection system identified through the flow metering and hydraulic modeling is in the Bull Branch interceptor. This interceptor ranges in size from 15-inches to 18-inches, including some intermediate bottlenecks where the diameter decreases as flow proceeds downstream. The interceptor conveys flow from a significant portion of the City, and the calibrated hydraulic model indicates it is significantly surcharged and possibly overflowing during rainfall events.

The flow metering data and model calibration indicate areas within the Bull Branch basin are exhibiting rates of high rainfall derived inflow and infiltration (RDII) entering the City's wastewater collection system. The metering data indicates that inflow specifically is contributing to the increase in peak flows. As seen in Figure 5-1 and Figure 5-2, the total flow in the wastewater lines increases sharply when rainfall begins and drops sharply after rainfall ends, which is indicative of inflow from point sources, such as manholes. The total flows do stay somewhat elevated after rainfall ends, which indicates that pipes

and manhole structures in poor condition may also be causing some infiltration. However, inflow is what increases peak flows and takes up the majority of the pipe capacity.

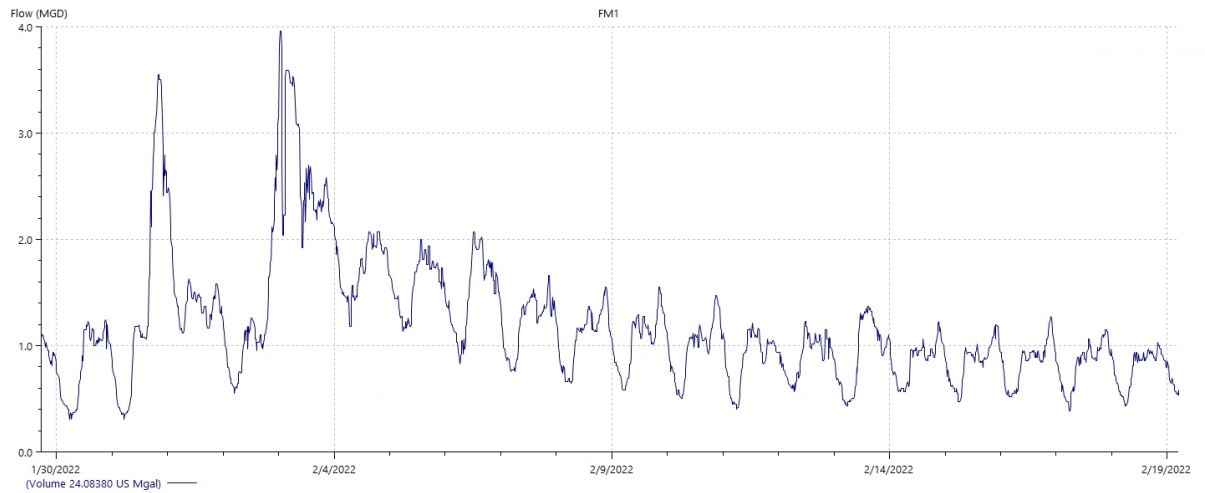


Figure 5-1. Flow Data Collected at Flow Meter 1 During Wet Weather Events

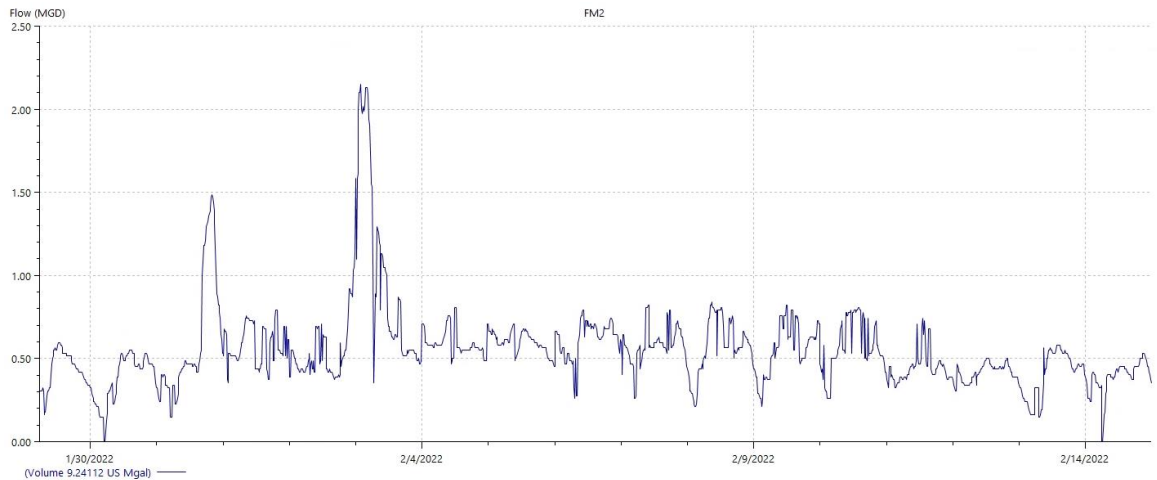


Figure 5-2. Flow Data Collected at Flow Meter 2 During Wet Weather Events

5.1 RDII Reduction

If the interceptor capacity is increased by installing larger pipes, without any reduction in RDII, the larger pipes will fill up with RDII and not actually increase capacity for conveying wastewater. This requires not only larger, cost-prohibitive infrastructure to convey both the wastewater and RDII, but can also have a large impact to the downstream WWTP. Increased flows to the WWTP are costly to treat, can overwhelm the hydraulic capacity of the WWTP and can make treatment less effective. Therefore, the recommended solution is a combination of reducing inflow and increasing interceptor capacity. For inflow reduction to be most effective, an investigation to identify the sources of inflow is recommended.

5.1.1 RDII Investigation

An investigation to locate potential sources of RDII would likely include a combination of the following strategies. Some strategies are focused on finding inflow sources, while others are focused on infiltration. A reduction in inflow will have the greatest impact on a reduction in sanitary sewer peak flow, and is often the higher priority from a wastewater capacity standpoint.

- Additional flow monitoring and level only manhole sensors to further pinpoint the source of the RDII already identified in meters FM1 and FM2.
- Visual inspection of approximately 150 manhole covers in the Bull Branch floodplain, and any that become submerged during any localized street flooding. Manhole covers and manhole walls above grade can leak substantial amounts of storm water into the sanitary sewer, depending on the type, or can often be missing. Deteriorated or damaged manhole walls that sit above grade can also allow direct storm water inflow into the system. This strategy would primarily locate inflow.
- Dye testing for any inadvertent cross connections with storm sewers at locations where storm sewers run parallel to, or above, sanitary sewers. This would involve flooding a storm sewer inlet with water dyed with a non-toxic solution, and observing the downstream sanitary sewer flow for presence of the dye. This strategy would primarily locate inflow.
- Continuing the City's ongoing smoke testing program to locate sanitary sewer defects, open cleanouts, or inadvertent cross connections. Non-toxic smoke is blown into the sanitary sewer system, and smoke will escape the system and appear above ground at potential defect or cross connection locations. This strategy would primarily locate infiltration.

Figure 5-3 illustrates a potential strategy to begin a further investigation into the sources of inflow in the Bull Branch basin. Exact monitoring locations would be further evaluated to identify locations with optimal hydraulic conditions to capture data. Additional flow meters would allow the collection system to be further divided into smaller basins, to observe which smaller basins exhibit signs of RDII. Data from additional level only sensors would further supplement this information in locations where hydraulic conditions are not favorable to in-pipe flow metering (such as at bends or pipe intersections). This information could pinpoint where additional strategies such as smoke testing or dye testing are warranted.

There are approximately 150 manholes located within the 100-year floodplain boundary along Bull Branch. Visual inspection of these manholes would provide information on the manhole cover type and how much it may potentially leak, manholes with missing manhole covers, or manholes that may have significant wall damage that allows substantial water from the creek to enter the manhole.

Data from additional metering and visual field inspections will yield valuable information with which to further improve the hydraulic model in areas where some uncertainty remains. This would provide additional confidence to decisions regarding where to upsize the Bull Branch interceptor with capital improvement projects, and to what size, to ensure budgeted funds are allocated where they are most needed.

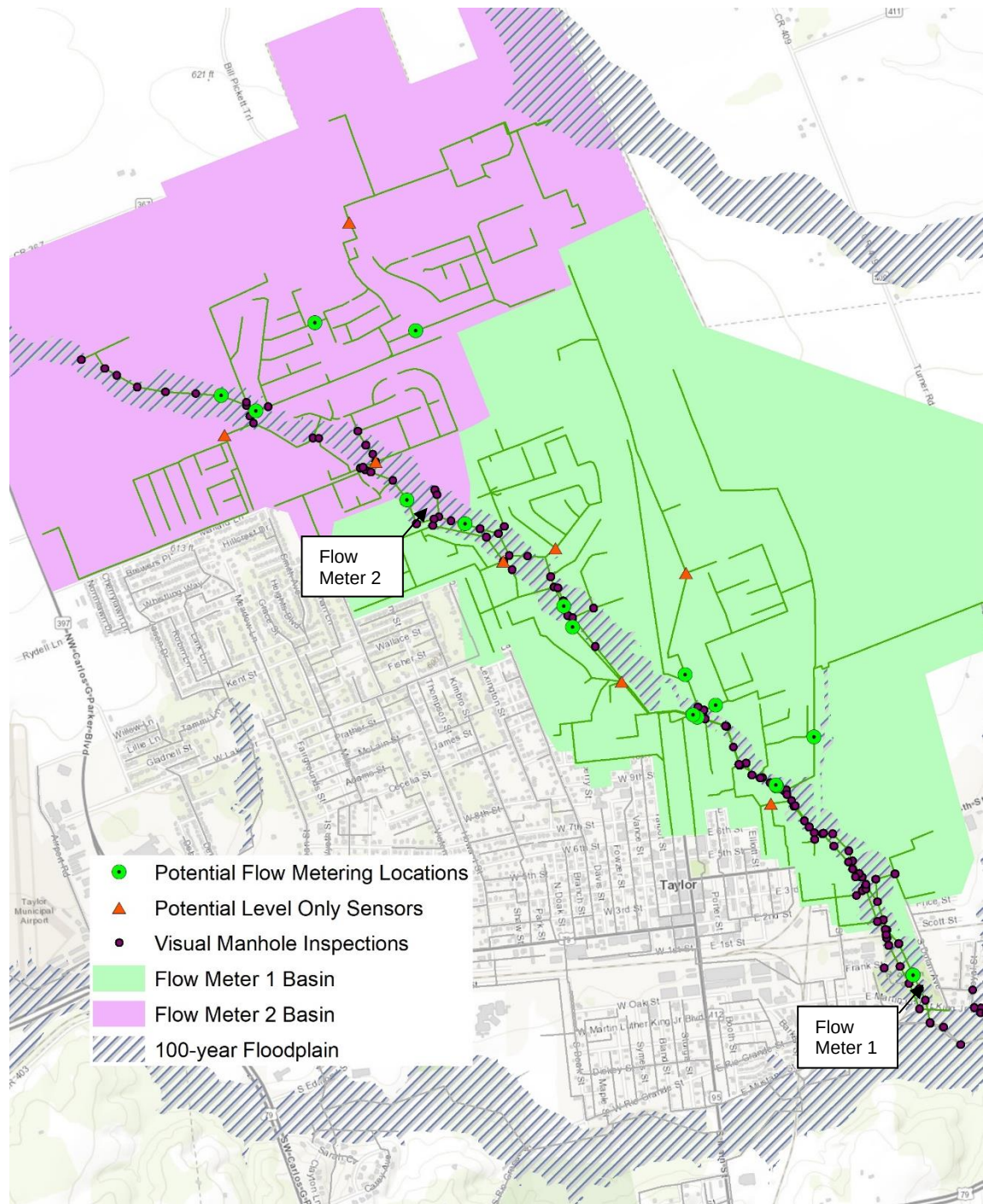


Figure 5-3. Possible Inflow Investigation Strategy

5.1.2 Inflow Reduction

The calibrated hydraulic model was used to simulate reductions in inflow. During wet weather calibration, certain parameters are established for each metershed that dictate how much RDII is generated in the metershed, and how much of that RDII enters the collection system. To simulate a reduction in inflow, the area contributing inflow to the

collection system is reduced by the amount of desired inflow reduction. For example, to simulate a 10% reduction in inflow, the contributing area is reduced by 10%. This effort did focus on reducing inflow, and not infiltration, as a reduction in inflow has the greatest impact in reducing overall peak flow in the sanitary sewer.

This method was utilized to gauge the impact of various levels of inflow reduction on the interceptor performance, without any upsizing. The levels of inflow considered ranged from 5 to 35%. This value represents an average reduction over the metershed, meaning some smaller isolated areas within the metershed will be higher or lower. Therefore, a reduction greater than 35% was not evaluated, as it is unrealistic that adequate inflow reduction could occur in a metershed to achieve that average.

The following maps illustrate the improvement in system performance during a 5-year, 6-hour storm with 10%, 20% and 30% levels of inflow reduction in the existing system. These maps do not include any capital improvement projects to upsize the diameter of the Bull Branch interceptor, only inflow reduction.

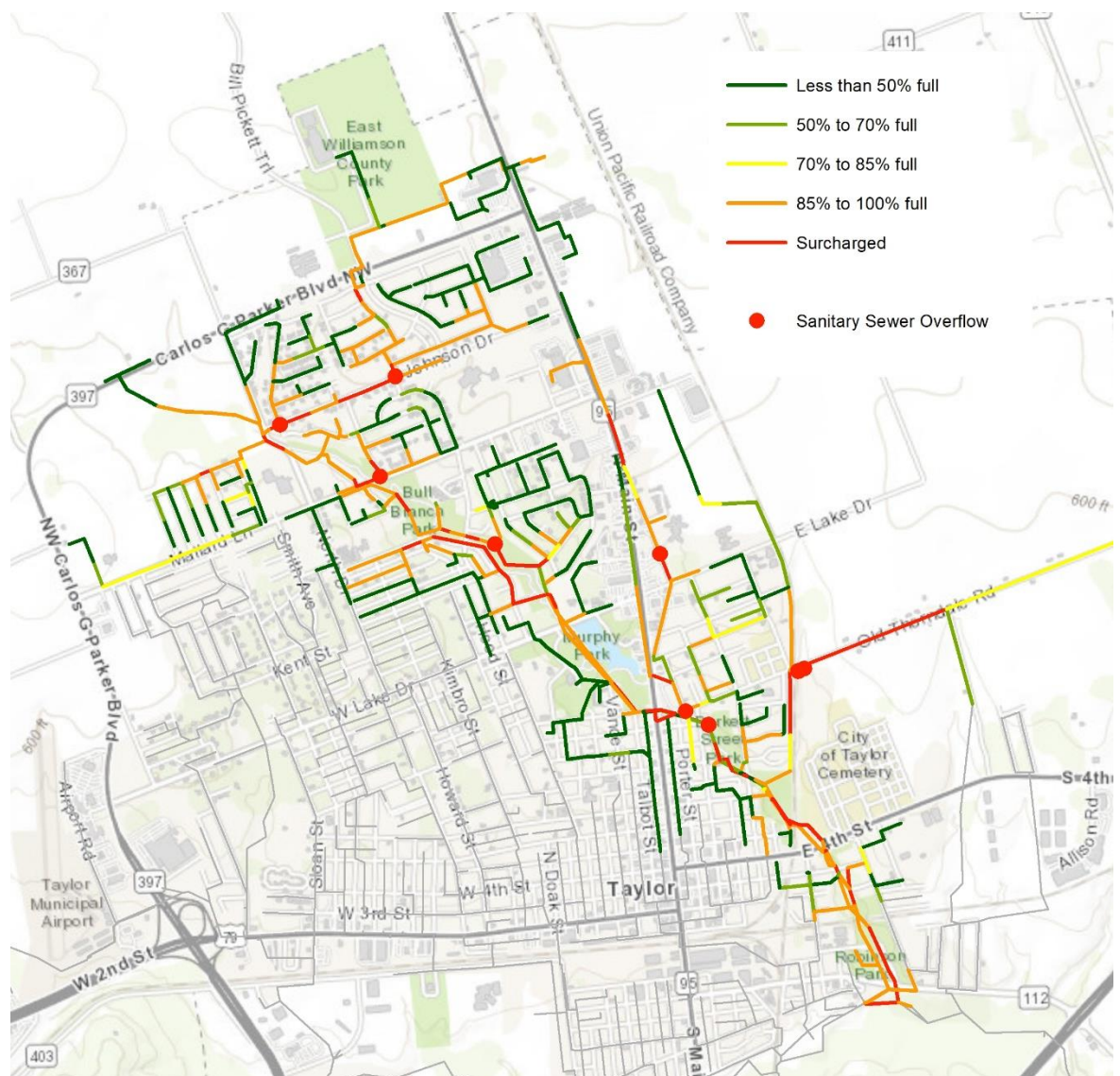


Figure 5-4. Existing System Performance with no Inflow Reduction



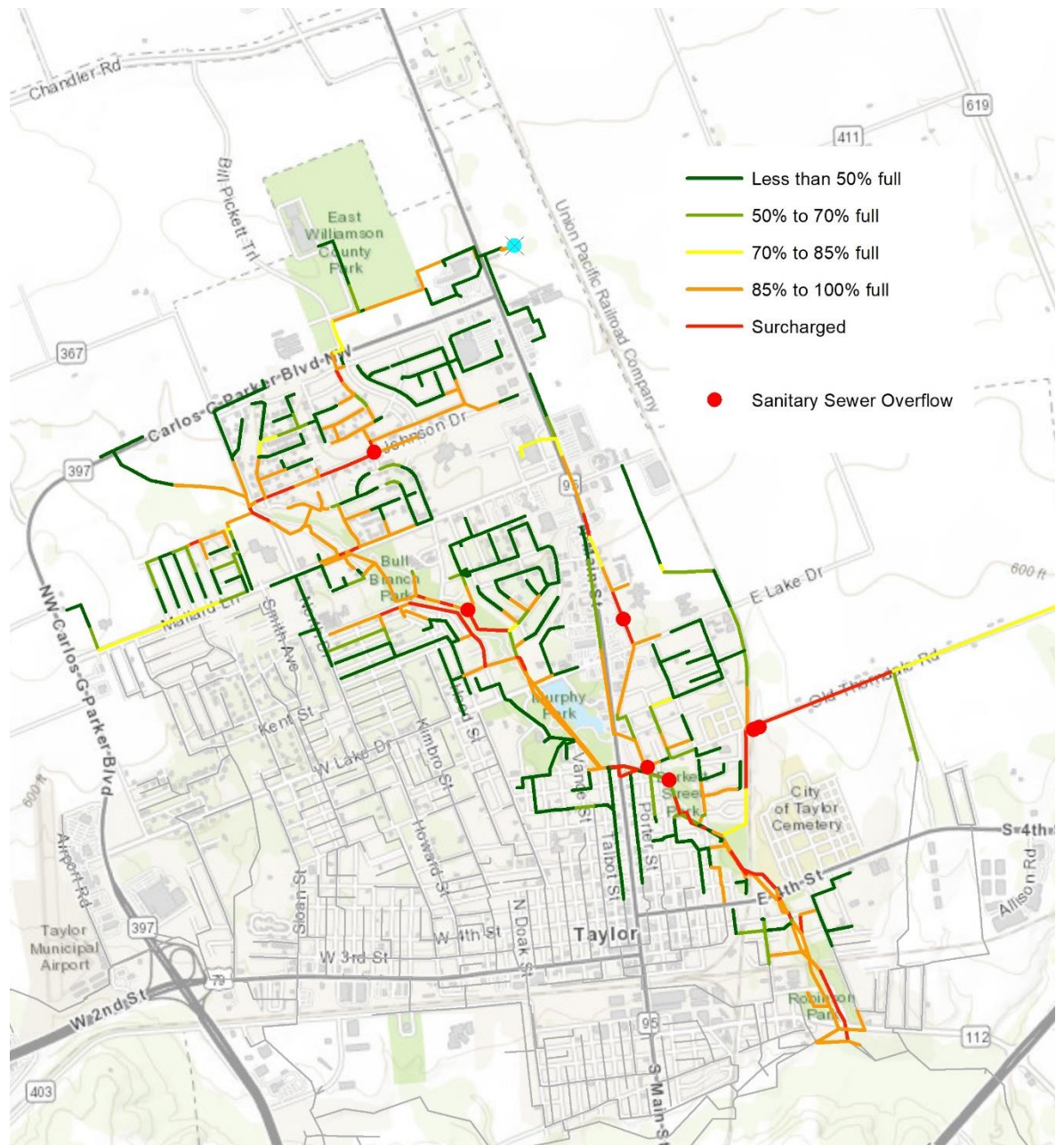


Figure 5-6. Existing System Performance with 20% Inflow Reduction

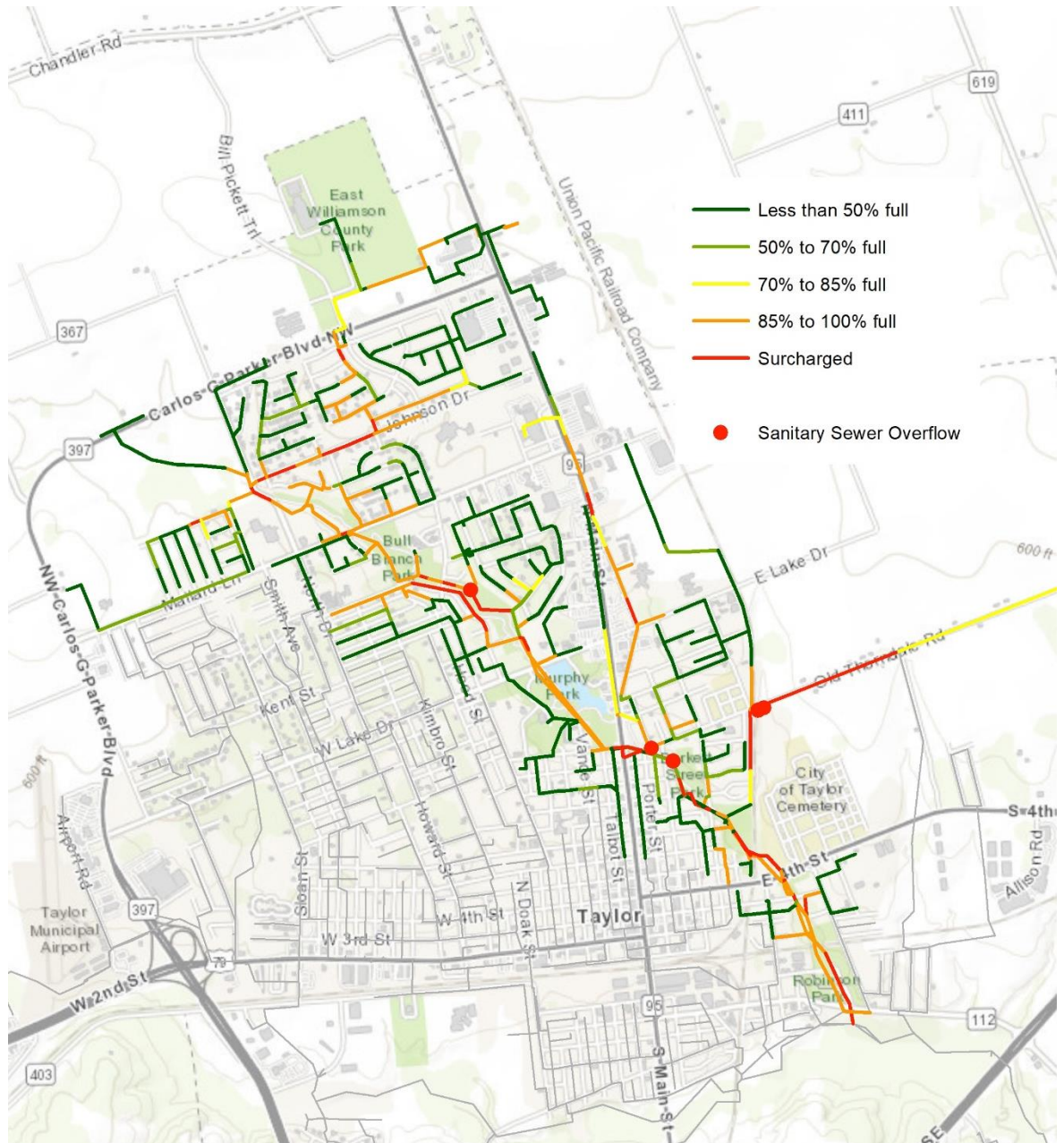


Figure 5-7. Existing System Performance with 30% Inflow Reduction

As seen in Figure 5-7, if 30% reduction in inflow can be achieved, with no other improvements to the interceptor capacity, the model predicted SSOs would be reduced to three locations along the Bull Branch interceptor, as well as a location along Old Thorndale Road.

In addition to 30% inflow reduction, to achieve a level of service that would eliminate all SSOs during a 5-year, 6-hour storm, capital improvements to upsize select portions of the Bull Branch interceptor were modeled. These improvements are shown in Figure 5-8.

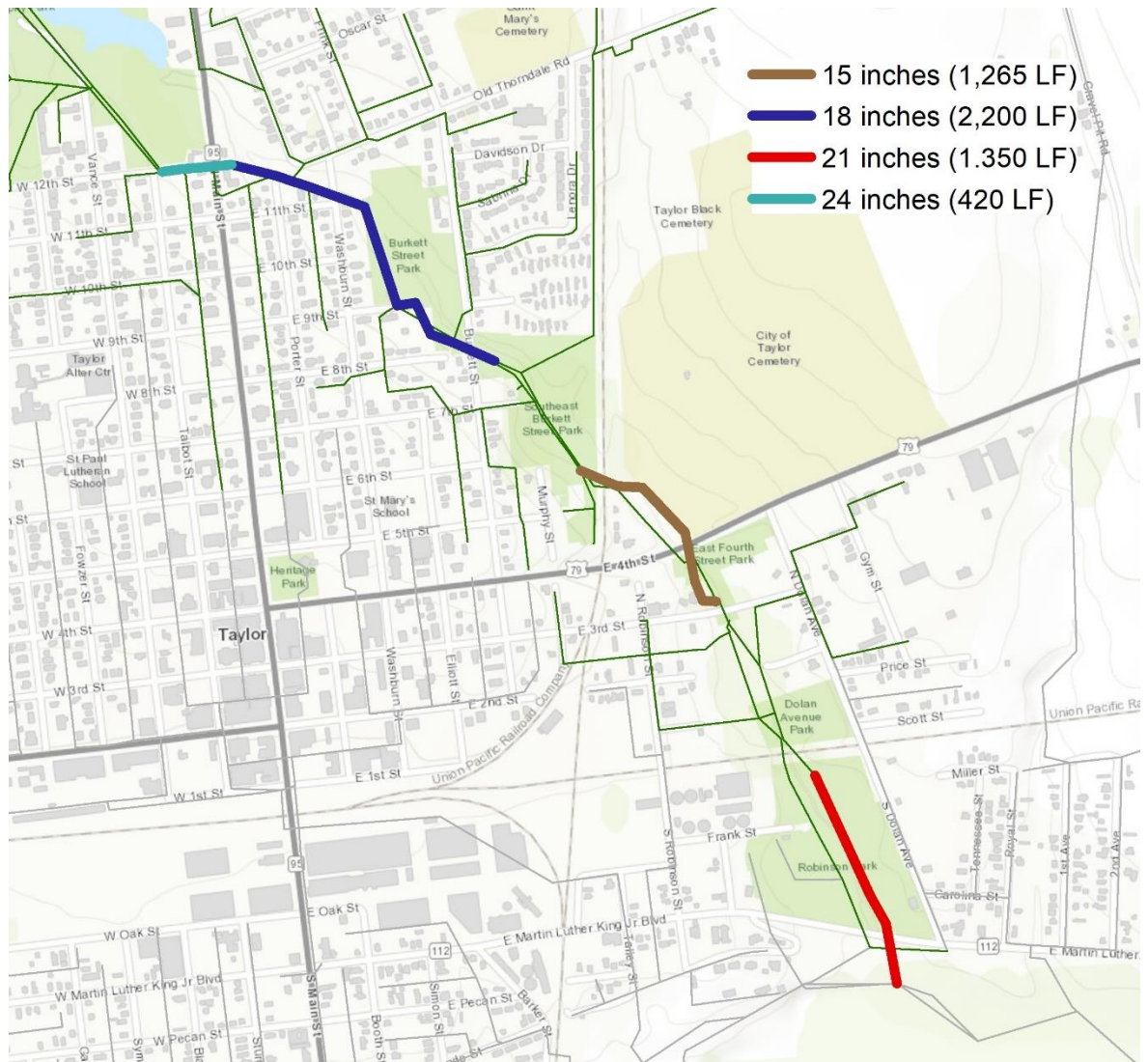


Figure 5-8. Capital Improvement Project Recommendations, in addition to 30% Inflow Reduction

Design and construction of the CIP projects shown in Figure 5-8 are estimated to cost approximately \$4,000,000 as shown in Table 5-1. This is in addition to approximately \$1,500,000 anticipated for inflow reduction investigation and reduction, for a total of \$5,500,000. Without any inflow reduction, the master plan identified \$9,400,000 in existing system capital improvements along the Bull Branch interceptor. Therefore, it is estimated that if successful, the inflow reduction effort could potentially save up to \$4,000,000.

Table 5-1. Opinion of Probable Construction Costs for Capital Improvement Project Recommendations (Existing System)

Pipe Diameter	Length (LF)	OPCC (2023 \$)
15	1,265	\$800,000
18	2,200	\$1,600,000
21	1,350	\$1,100,000
24	420	\$500,000
Total		\$4,000,000

The sources and locations of inflow discovered during the investigation will provide information on the most effective remediation method. However, strategies to reduce inflow by 30% include:

- Replacing manhole covers that become submerged with more watertight manholes, or elevating manholes, if visual inspections indicate manhole covers are a significant source of inflow
- Visually inspecting the manholes along interceptor frequently, especially manholes adjacent to the creek, for missing covers or creek inflow and repairing defects
- Eliminating any inadvertent connections with storm sewers or downspouts discovered through dye testing or smoke testing
- Coordination with the public information office to educate the public about open sanitary sewer cleanout caps, through a social media campaign or door hangers

The calibrated hydraulic model indicates that the capital improvements shown in Figure 5-8, in addition to an average 30% RDII reduction, would be sufficient to eliminate SSOs during a 5-year, 6-hour storm with the existing system flows. However, any capital improvement project should be sized to address not only current system flows, but future growth as well. The projected 2040 dry weather flows developed in the master plan, in coordination with the comprehensive plan population projections, were added to the hydraulic model to determine if any additional improvements would be required for the projected 2040 sanitary sewer loading. These improvements are shown in Figure 5-9. The future flows primarily require additional upstream projects, as well as increasing the pipe diameter at the bottom of the interceptor from 21 inches to 24 inches.

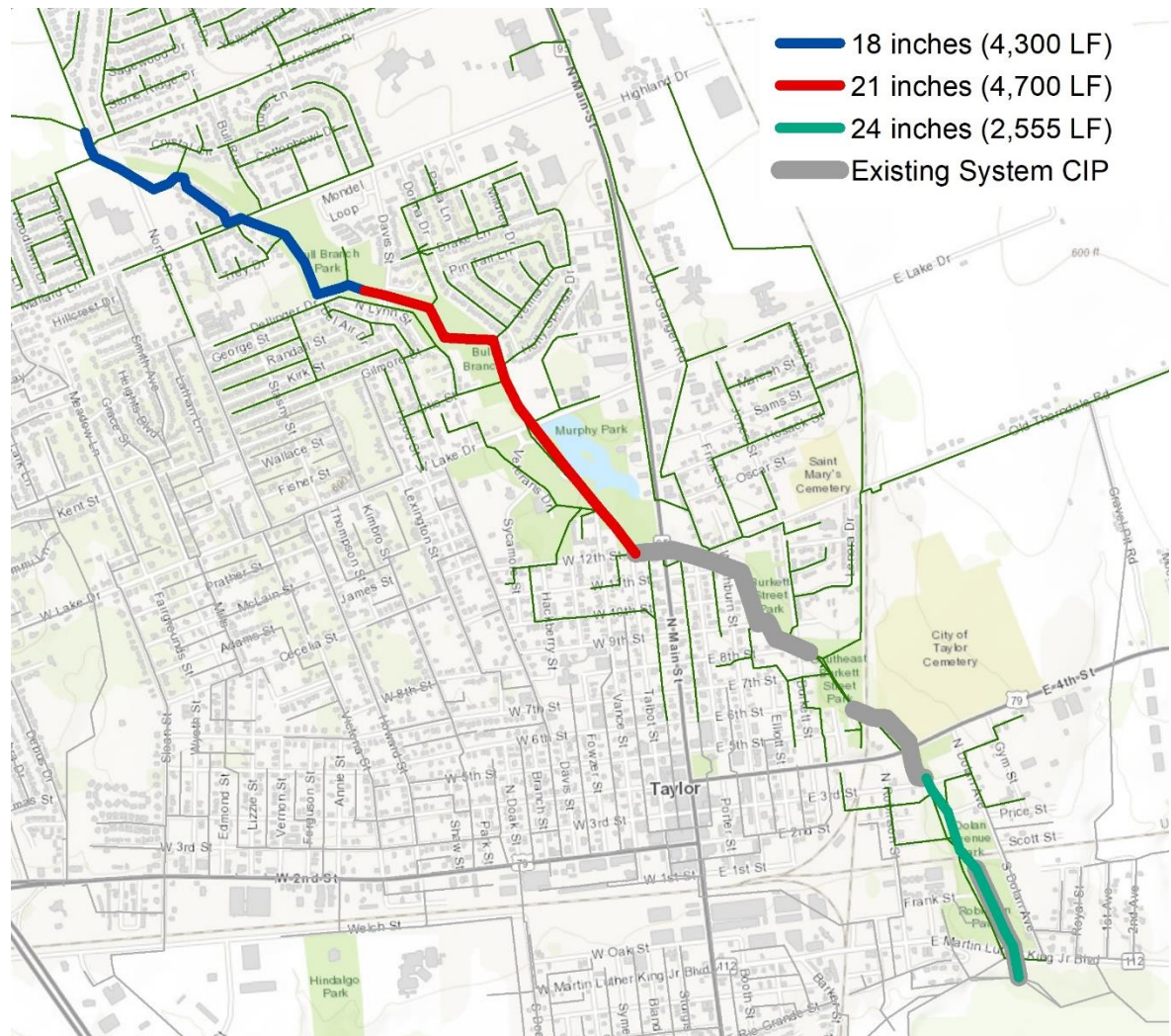


Figure 5-9. Capital Improvement Project Recommendations, in addition to 30% Inflow Reduction, and Projected 2040 Sanitary Sewer Loading

Design and construction of the CIP projects shown in Figure 5-8 are estimated to cost approximately \$9,100,000, as shown in Table 5-2.

Table 5-2. Opinion of Probable Construction Costs for Capital Improvement Project Recommendations (with Future Growth)

Pipe Diameter	Length (LF)	OPCC (2023 \$)
18	4,300	\$3,000,000
21	4,700	\$3,800,000
24	2,555	\$2,300,000
Total		\$9,100,000

\$6,800,000 of that \$9,100,000 are additional projects needed to serve growth, and are eligible for funding through impact fees. The \$2,300,000 for the 24-inch line at the bottom includes some oversizing for growth. A shorter and smaller segment would be required to convey existing flows (1,350 linear feet of 21-inch pipe, estimated at \$1,100,000). Therefore, this oversizing of \$1,200,000 could be attributed to growth and eligible for funding through impact fees.

5.2 Summary and Conclusions

Prior to calibration, the hydraulic model indicated potential capacity constraints and SSOs along the Bull Branch interceptor. The flow metering and subsequent model calibration confirm these constraints. The dry weather and wet weather calibration involved numerous challenges with a complex network of parallel pipes, suspected cross connections, conflicting data, and flow meter data quality. Overall, the model is well calibrated and errs on the conservative side where optimal calibration tolerances could not be achieved with standard calibration methods. The model is well calibrated and errs on the conservative side for system capacity analysis and capital improvement planning.

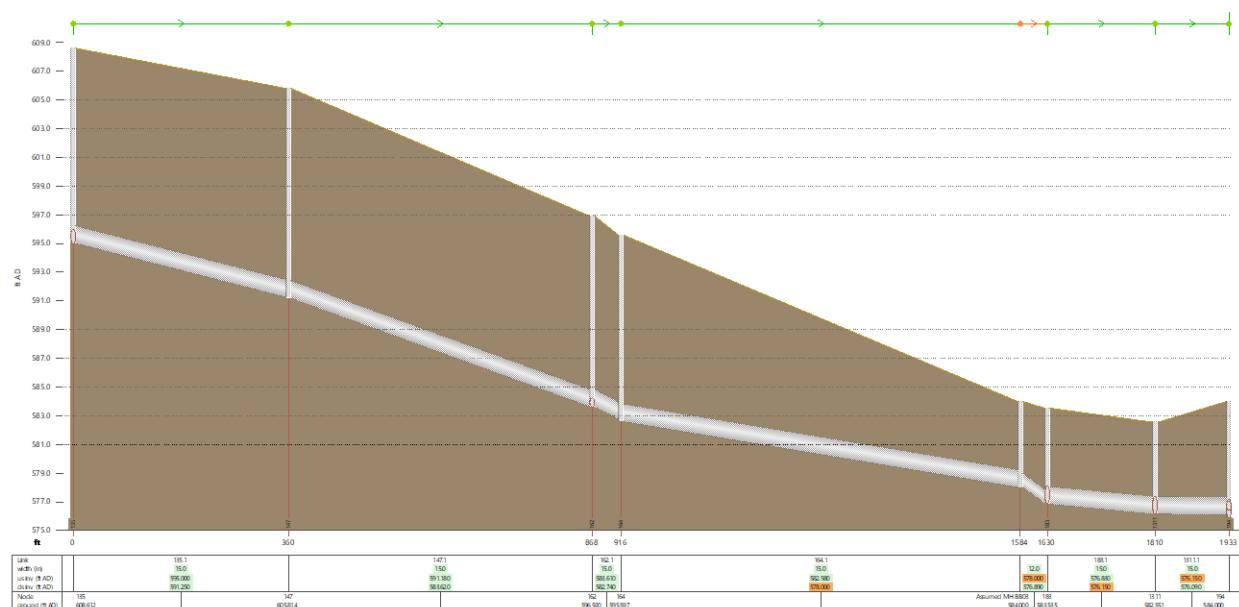
The flow metering also confirms the presence of RDII, and particularly inflow, in the Bull Branch interceptor. Further investigation to find the source of the RDII will not only provide information on how to best reduce the amount of RDII in the sanitary sewer system, but also valuable information on the system pipe network and flows that can also be used to reduce uncertainty in the model and improve the calibration. Therefore, it is recommended to proceed with the RDII investigation prior to constructing any capital improvement projects. The RDII investigation and reduction efforts will both demonstrate the City is actively addressing the Bull Branch interceptor capacity issue, while also allowing for a refined capital improvement plan to ensure budgeted funds are allocated where they are most needed.

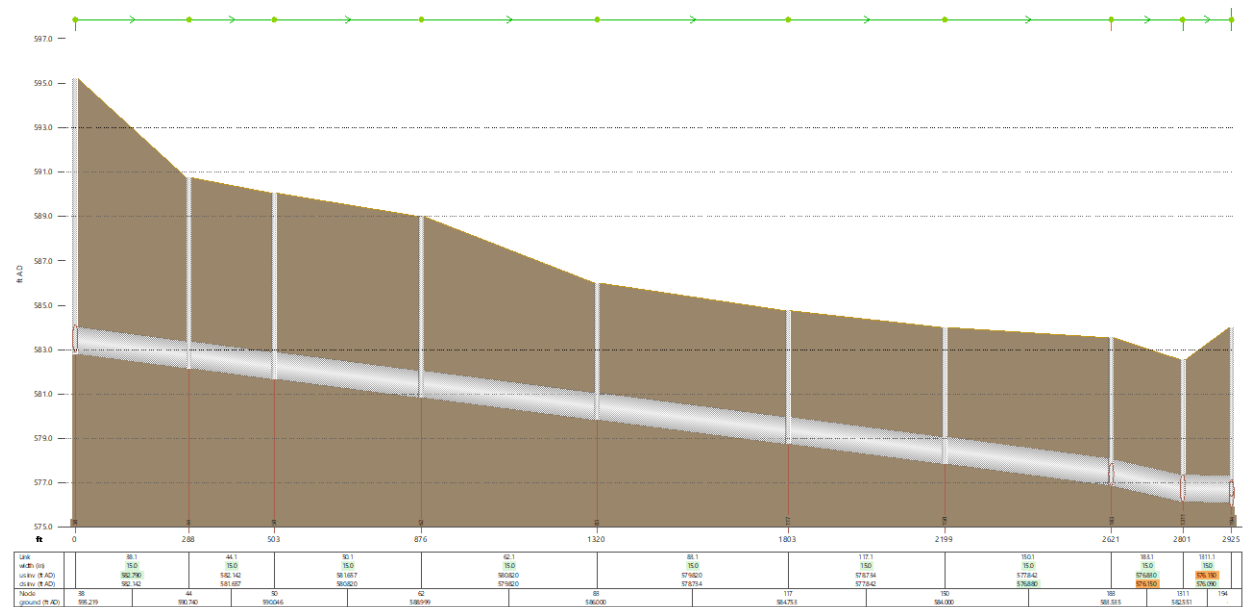
Preliminary design efforts can also begin on upsizing the 2,555 linear feet of the Bull Branch interceptor to 24 inches in diameter, as shown in Figure 5-9. This would include a topographic survey, geotechnical investigation, and definition of horizontal and vertical pipe alignments. If the results of the RDII investigation and inflow reduction efforts and subsequent model update, change the recommended pipe diameter, this can be adjusted prior to final design and construction.

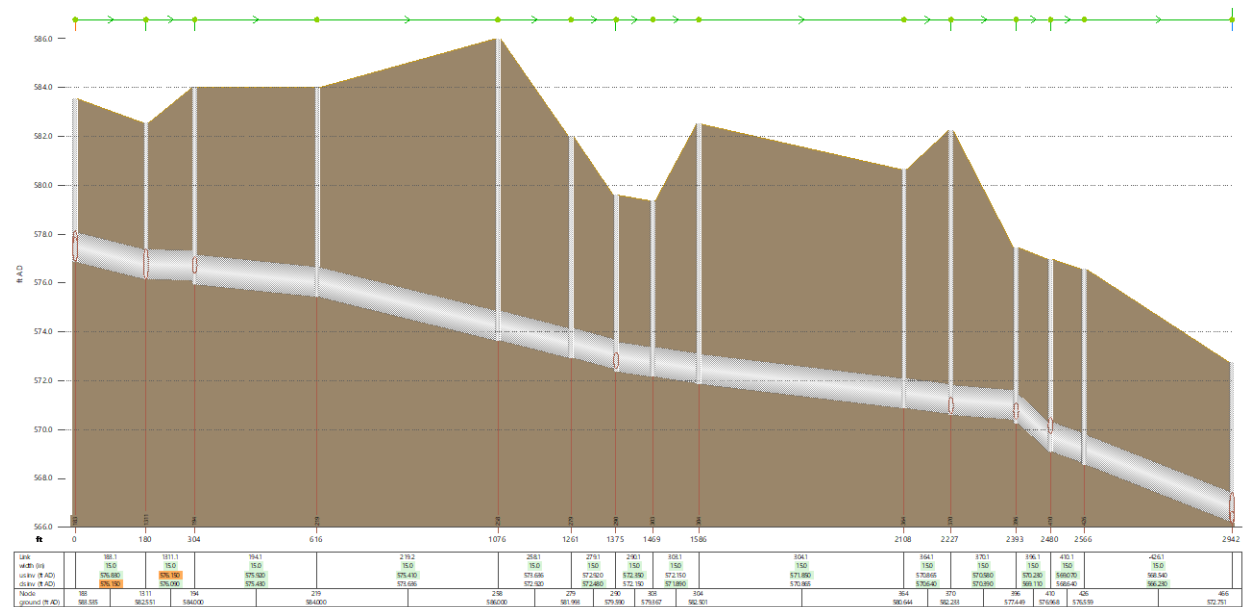
The estimated cost to design and construct this project is approximately \$2,300,000. However, \$1,200,000 of that project cost is to oversize and extend the project limits for future growth and is impact fee eligible, with the remaining \$1,100,000 representing what is required to address existing system flows.

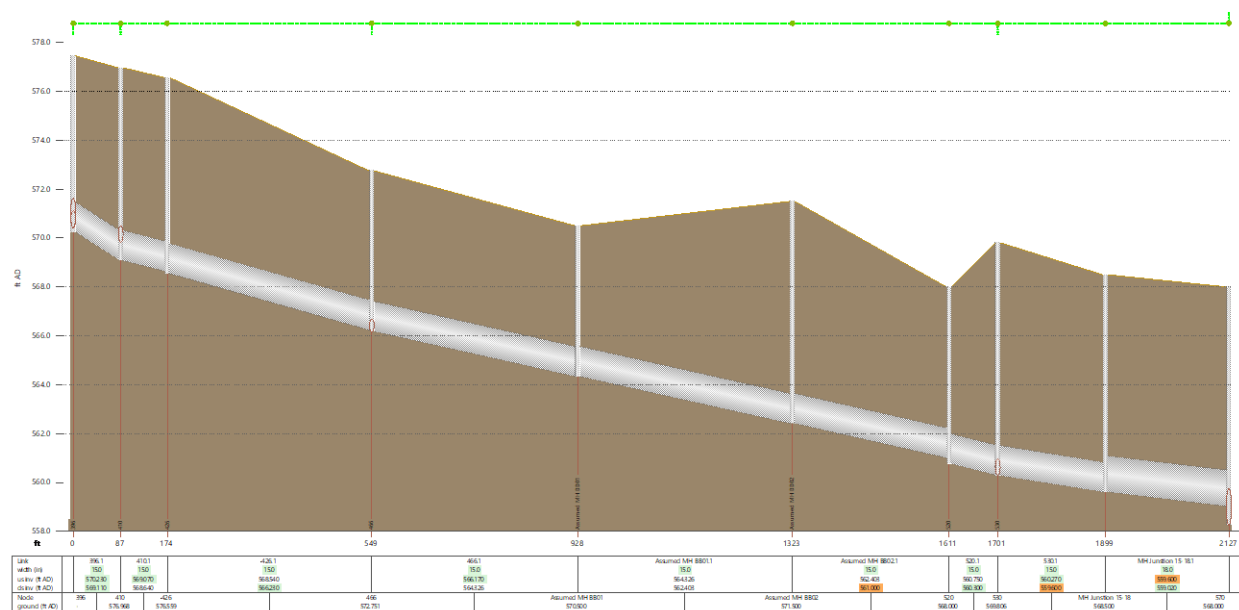
The City has budgeted approximately \$3,300,000 to improve the Bull Branch interceptor. It is recommended that these funds be used to investigate and reduce inflow, with the remaining funds used to proceed with increasing the diameter of the downstream portion of the interceptor.

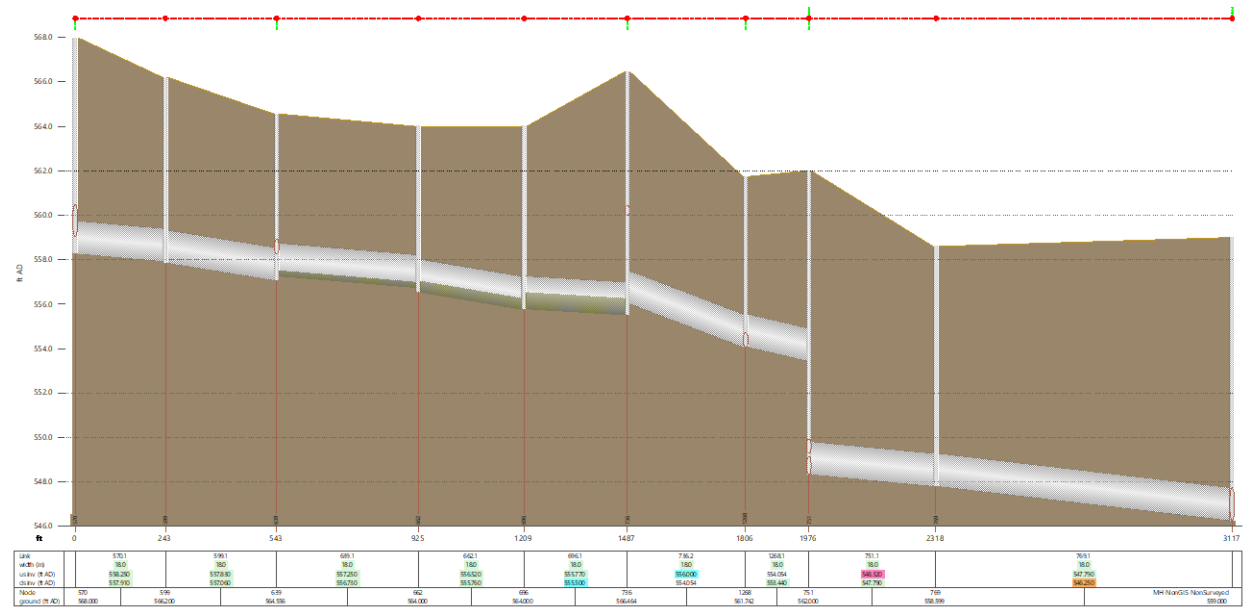
Appendix A. Network Connectivity Assumptions

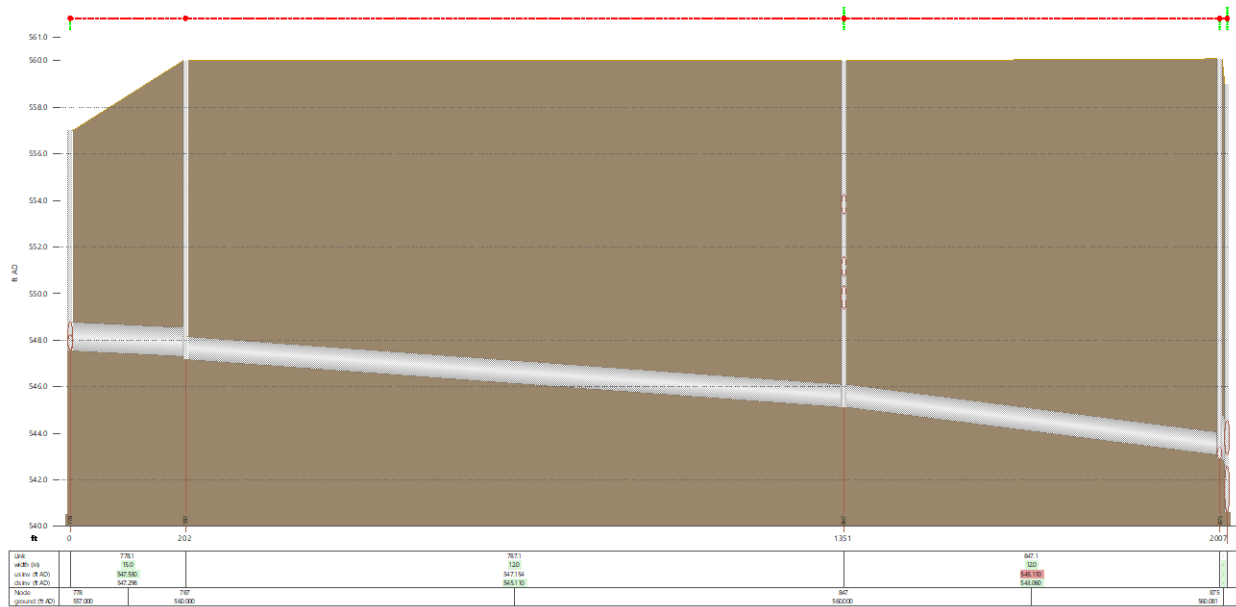


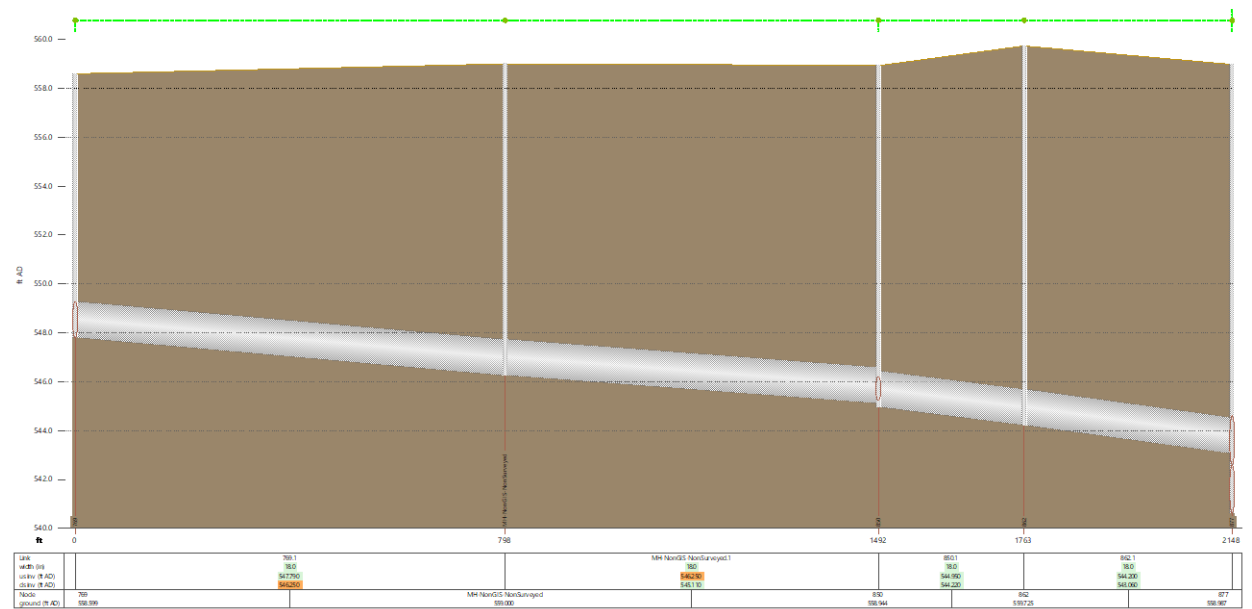
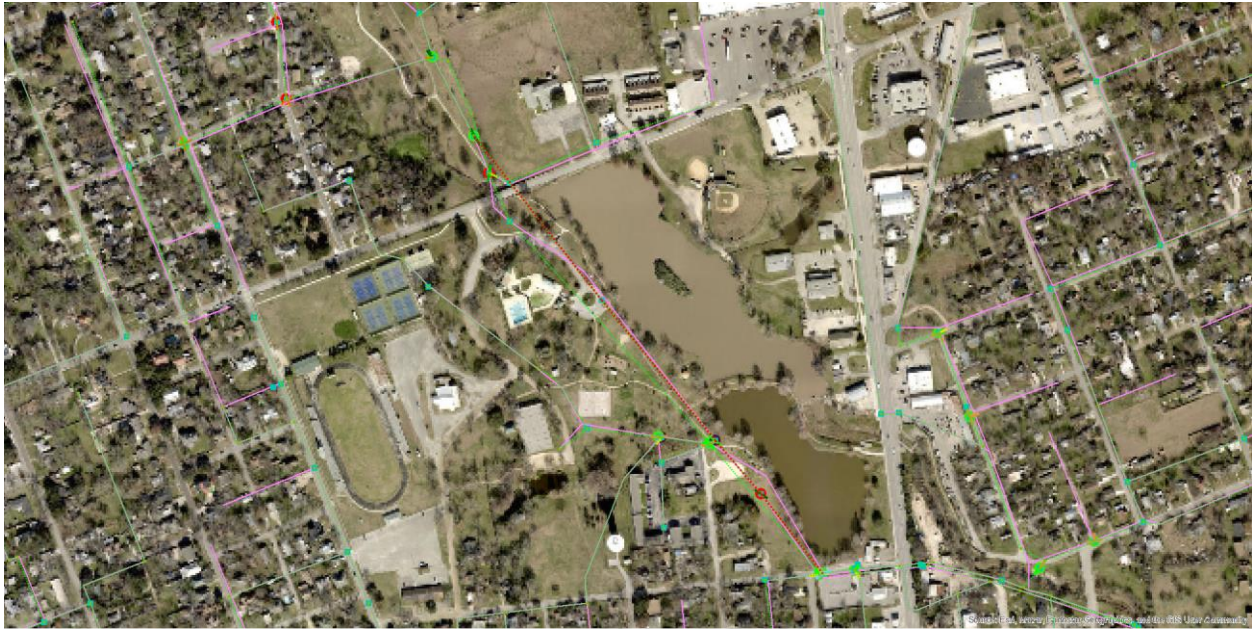


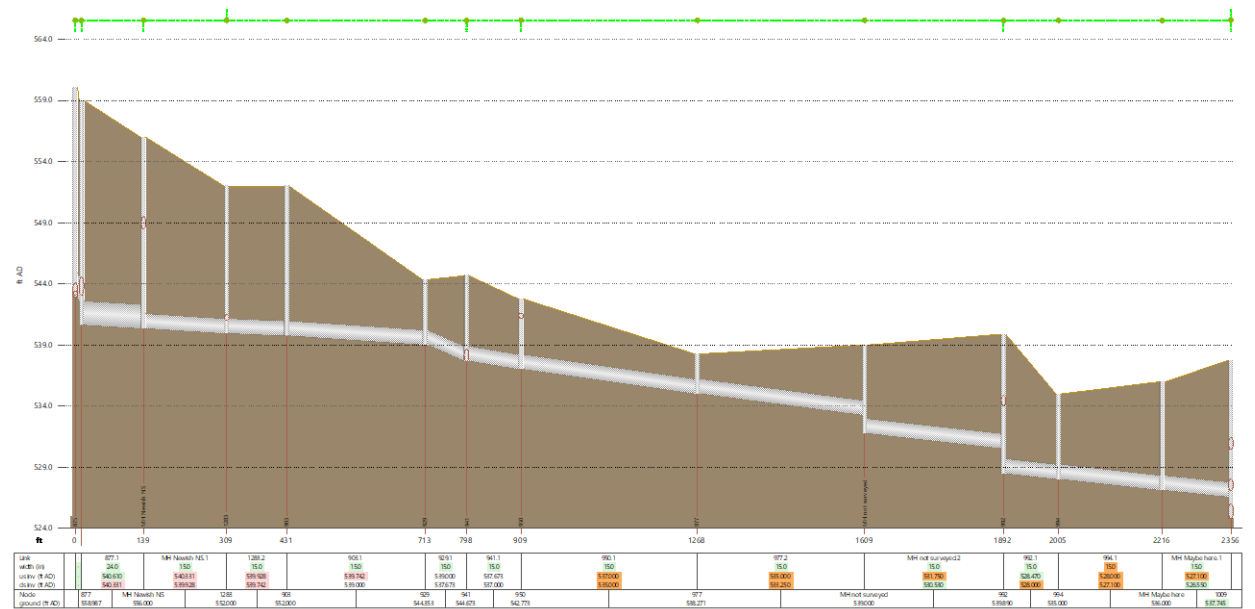


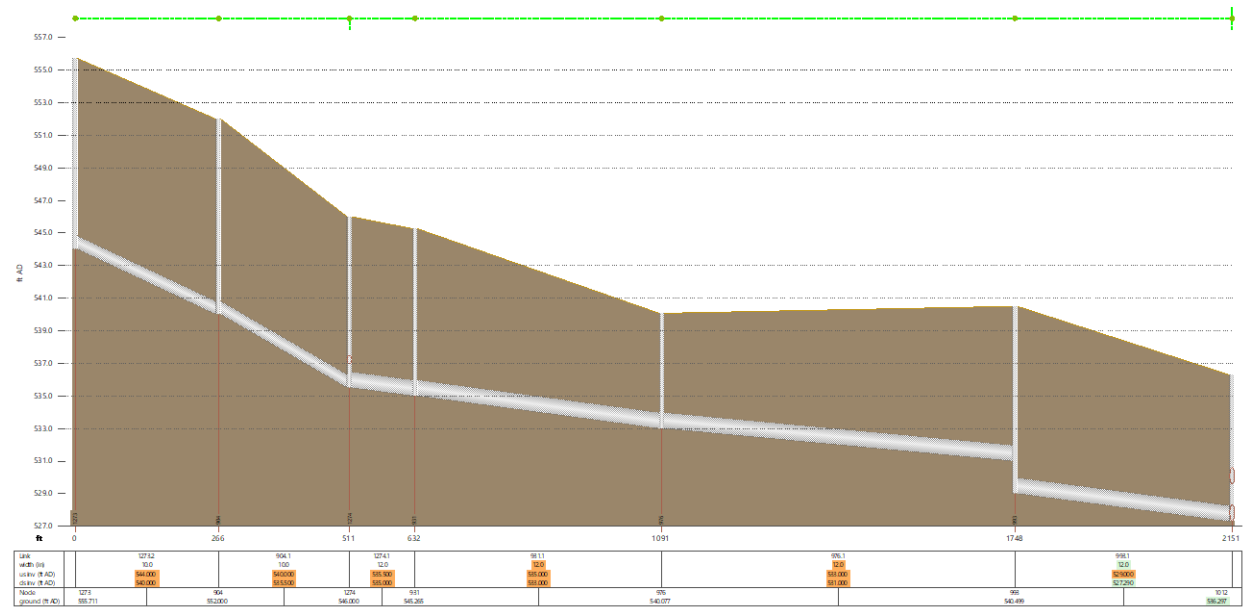
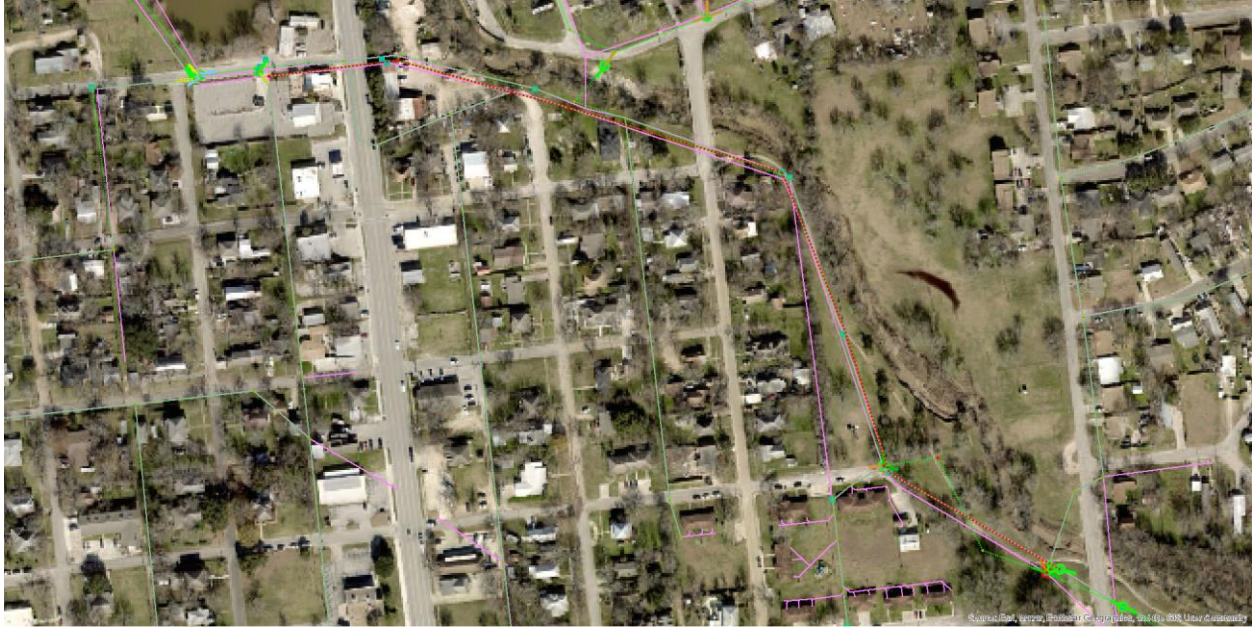


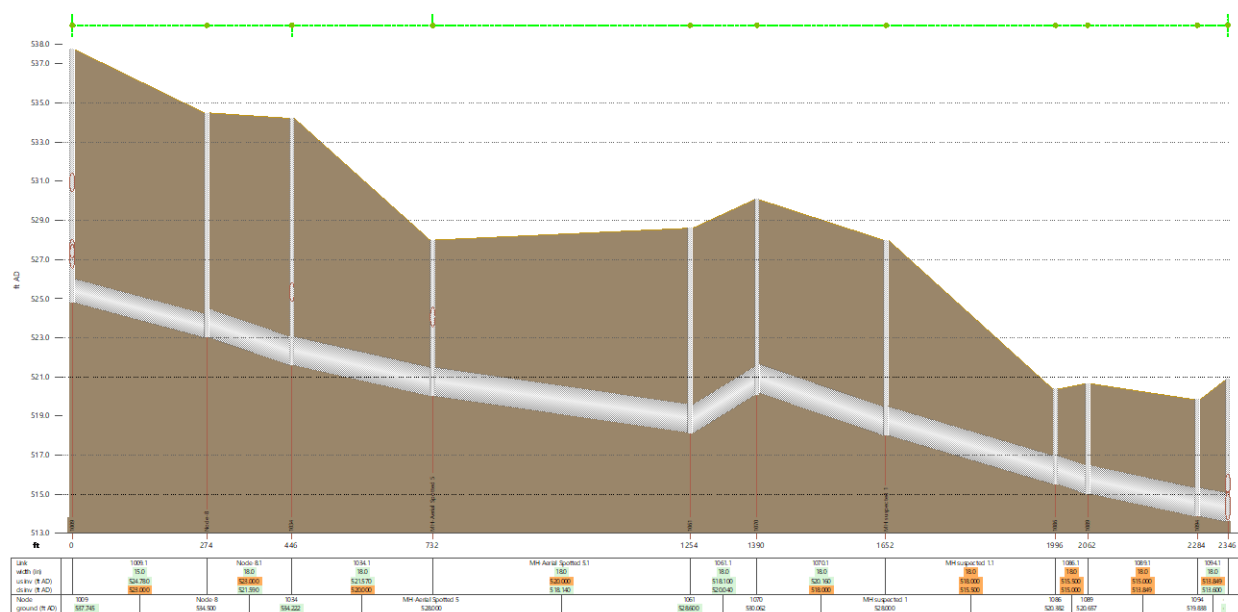


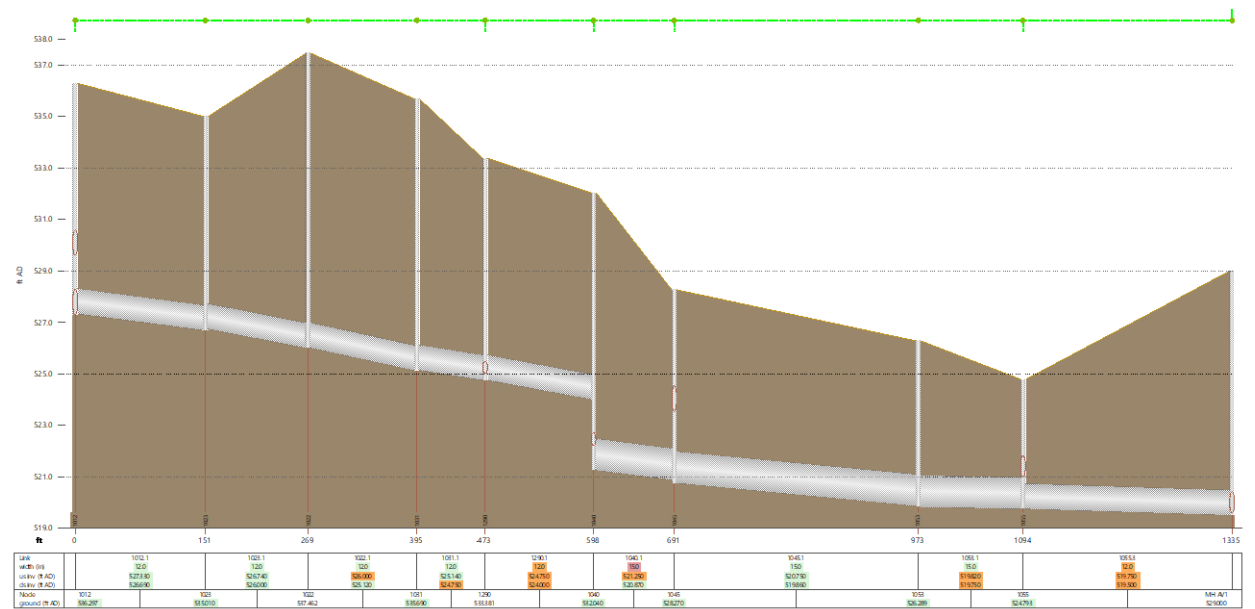


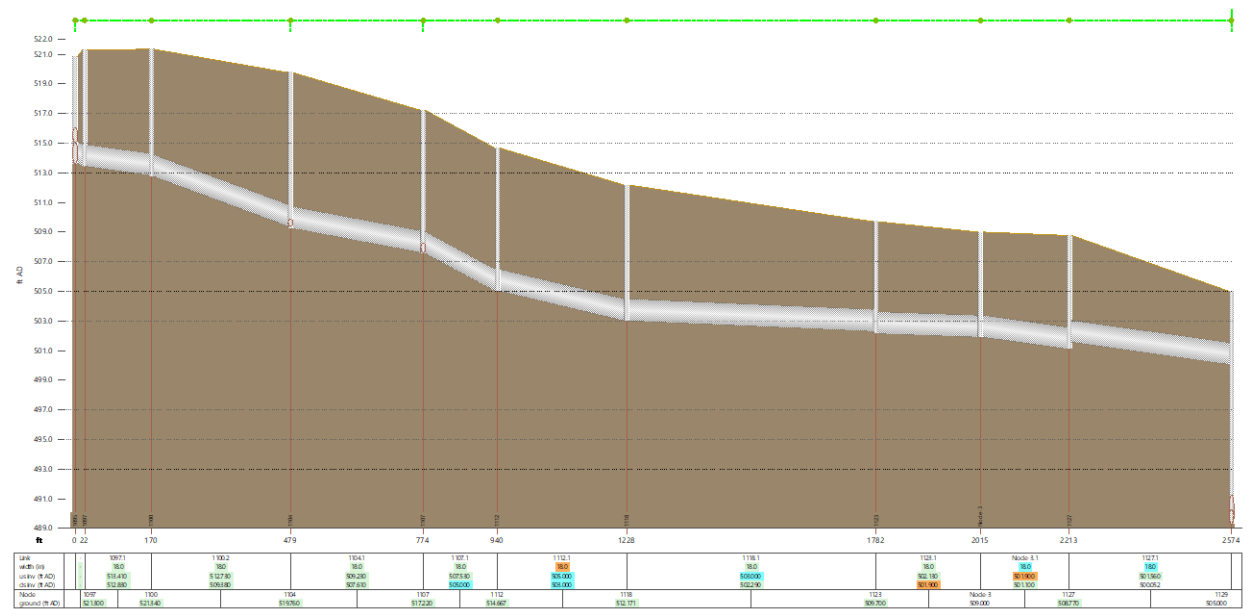


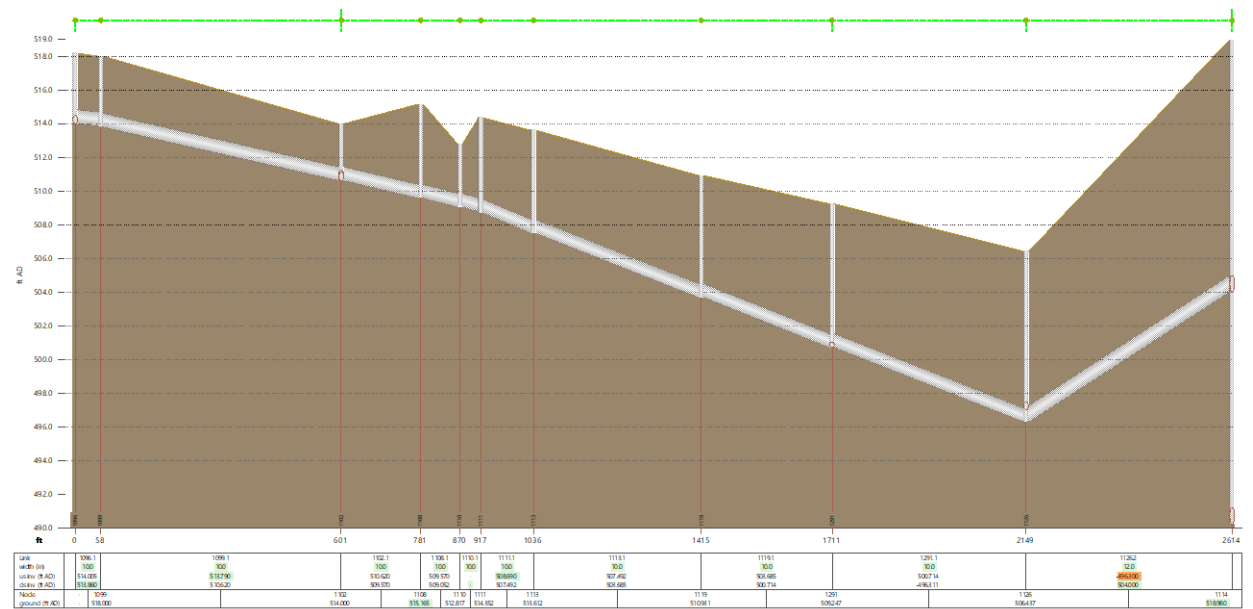








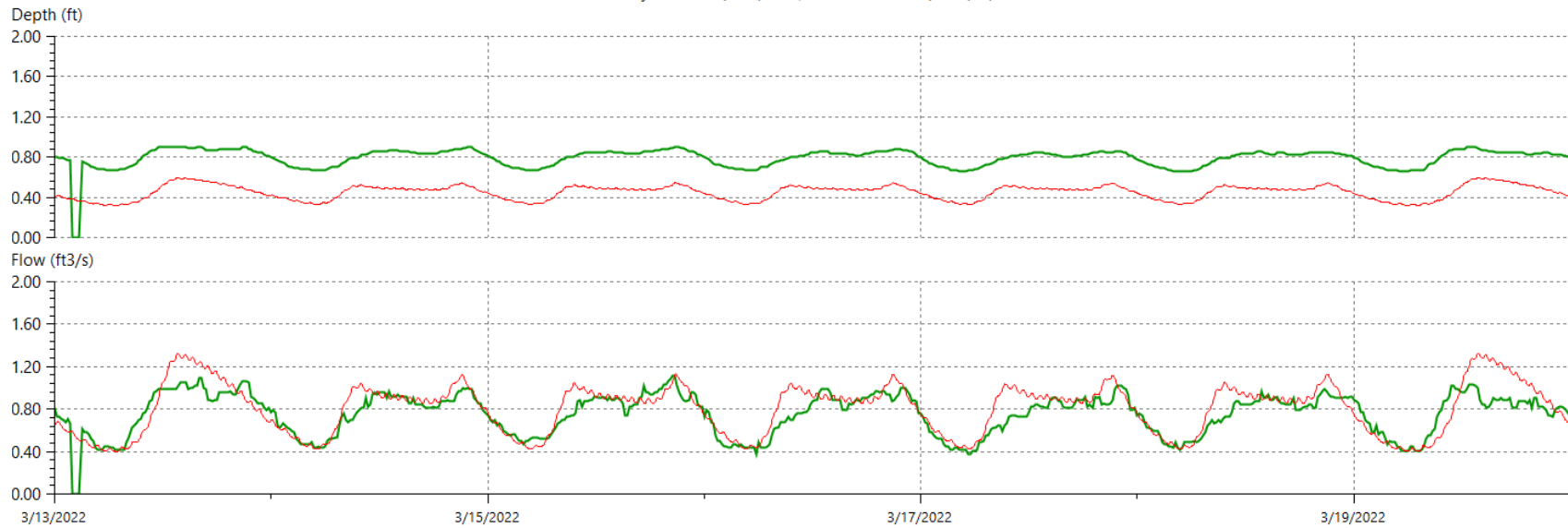




Appendix B. Dry Weather Calibration Plots

Flow Meter 1 Dry Weather Calibration Plot

Flow Survey Location (Obs.) FM1, Model Location (Pred.) D/S 1123.1



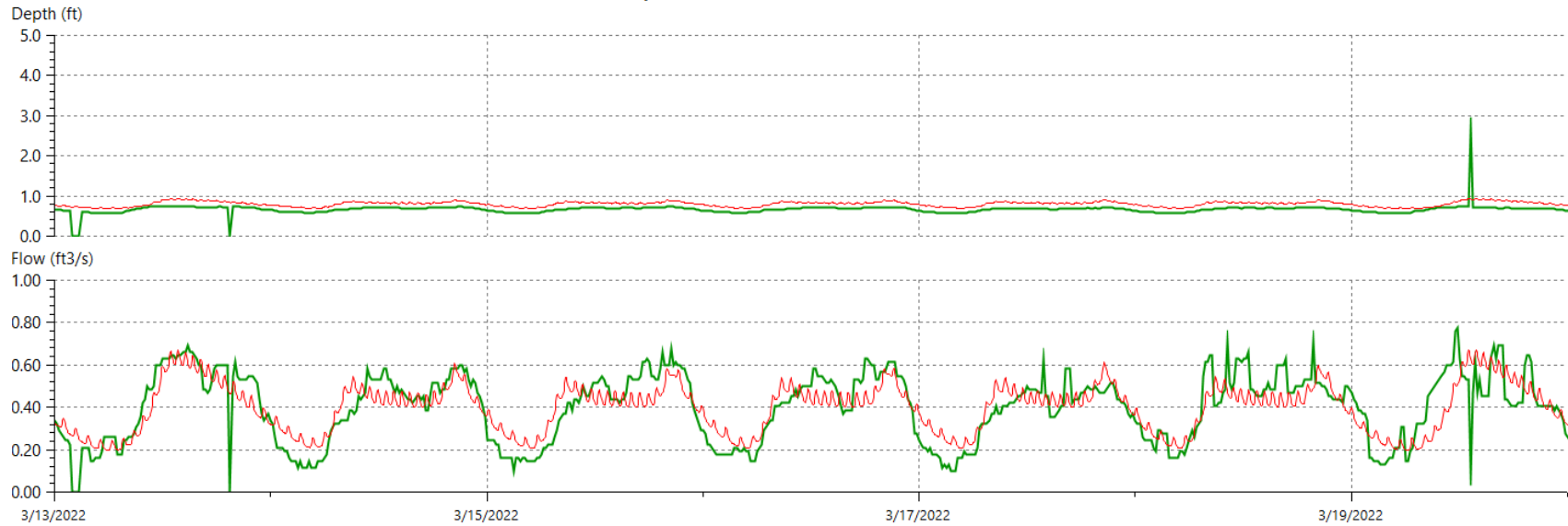
Observed

...I GMI (Guage only) Full>DWF

Depth		Flow		
Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	Volume (US Mgal)
0.000	0.904	0.000	1.115	5.281
0.320	0.595	0.399	1.325	5.651

Flow Meter 2 Dry Weather Calibration Plot

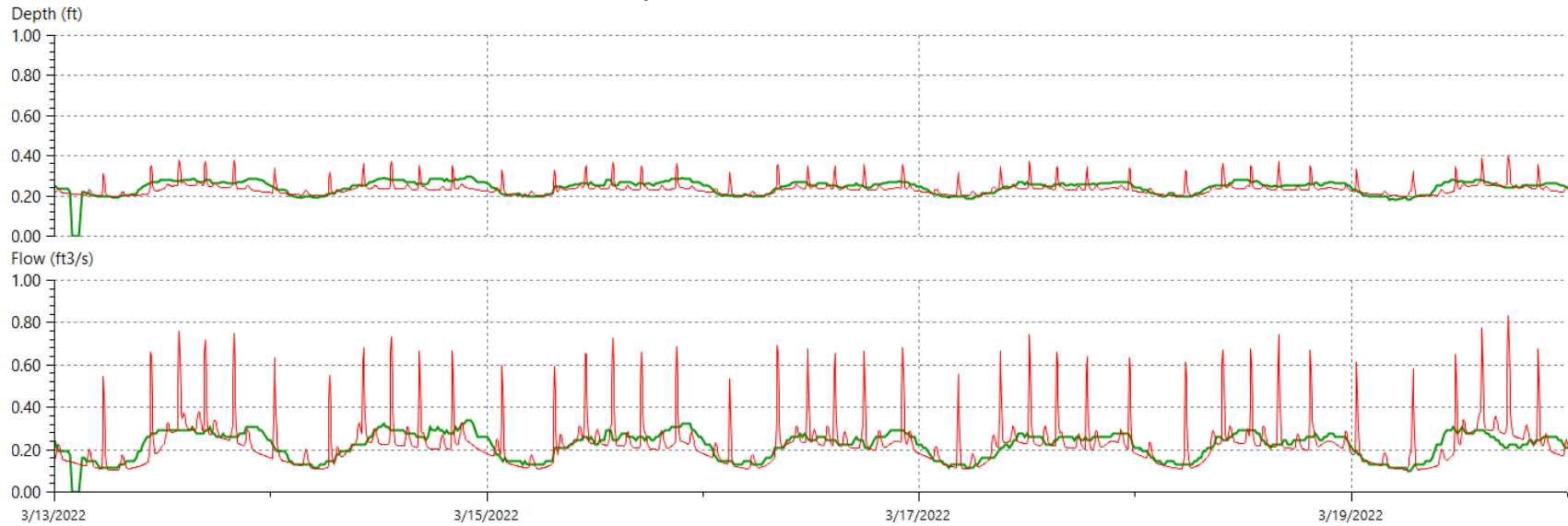
Flow Survey Location (Obs.) FM2, Model Location (Pred.) D/S 599.1



	Depth		Flow		Volume (US Mgal)
	Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	
Observed	0.000	2.696	0.000	0.776	2.809
...I GMI (Guage only) Full>DWF	0.682	0.938	0.197	0.672	2.806

Flow Meter 3 Dry Weather Calibration Plot

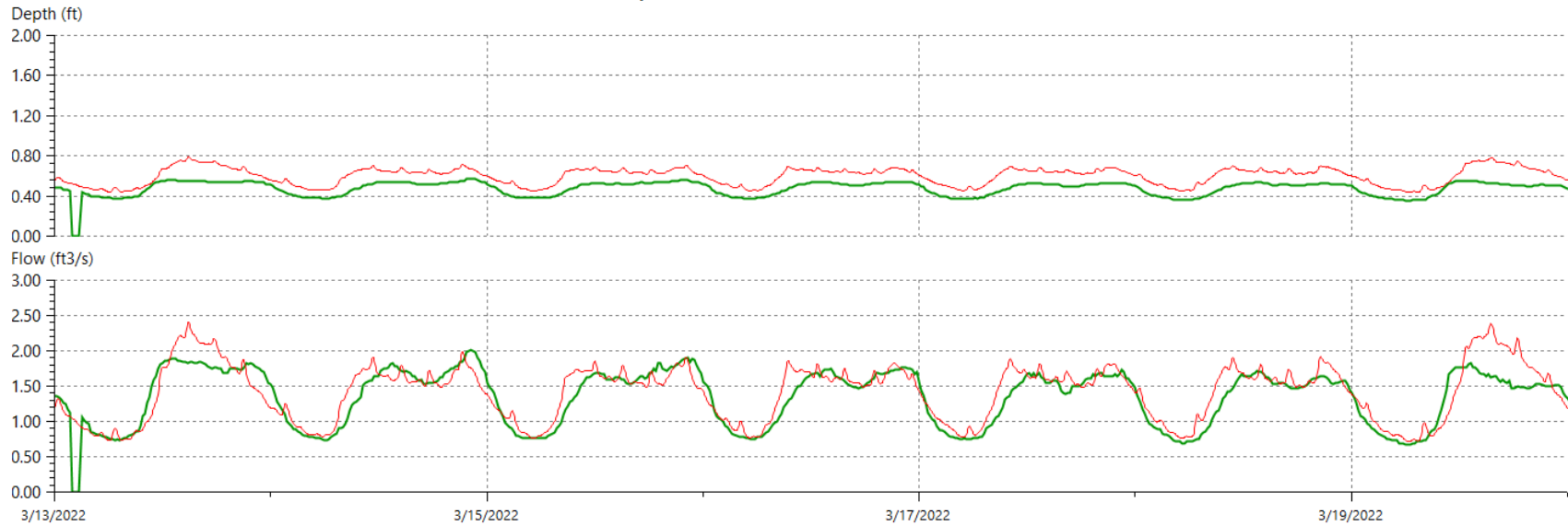
Flow Survey Location (Obs.) FM3, Model Location (Pred.) D/S 793.1



	Depth		Flow		Volume (US Mgal)
	Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	
Observed	0.000	0.296	0.000	0.339	1.544
...I GMI (Guage only) Full>DWF	0.199	0.399	0.105	0.832	1.597

Flow Meter 4 Dry Weather Calibration Plot

Flow Survey Location (Obs.) FM4, Model Location (Pred.) D/S 1184.1



Observed

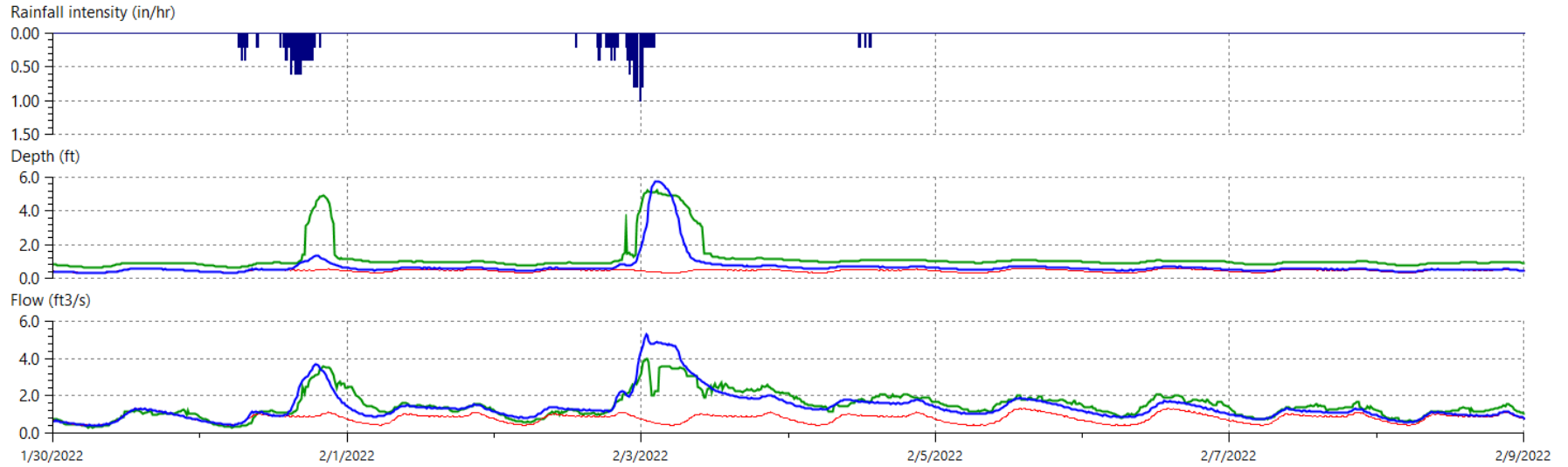
...I GMI (Guage only) Full>DWF

Depth		Flow		
Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	Volume (US Mgal)
0.000	0.571	0.000	2.020	9.424
0.439	0.786	0.720	2.412	9.932

Appendix C. Wet Weather Calibration Plots

Flow Meter 1 Wet Weather Calibration Plot

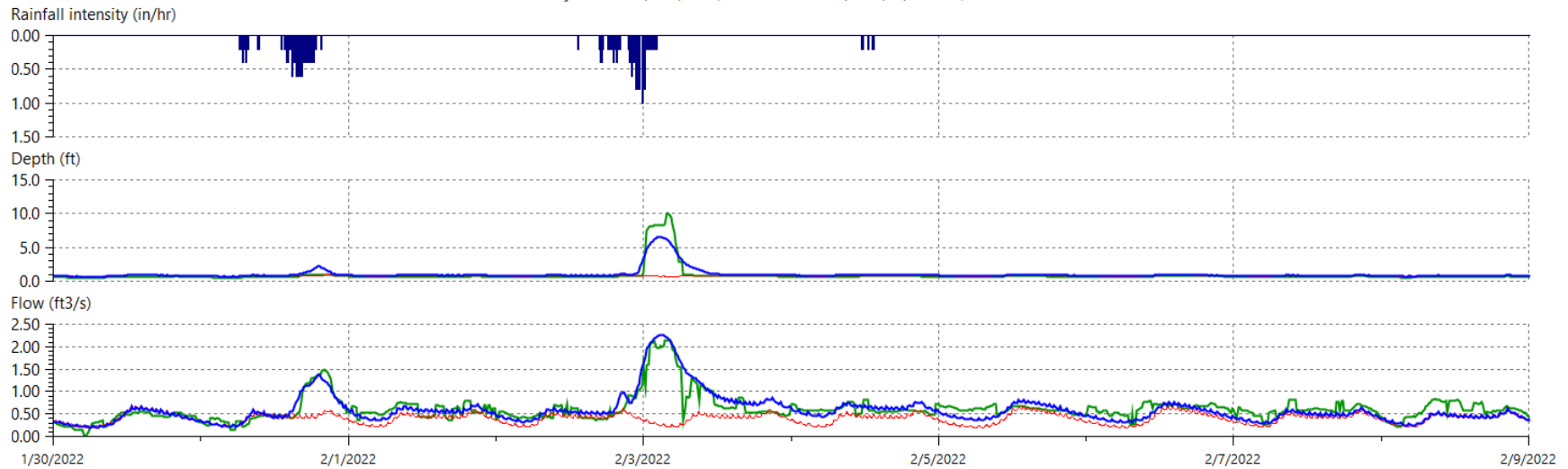
Flow Survey Location (Obs.) FM1, Model Location (Pred.) D/S 1123.1, Rainfall Profile: 1



	Rainfall			Depth		Flow		
	Depth (in)	Peak (in/hr)	Average (in/hr)	Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	Volume (US Mgal)
Rain	5.150	1.000	0.021					
Observed				0.654	5.217	0.307	3.959	14.790
...age only) Full>DWF				0.320	0.595	0.398	1.326	8.077
...I Period Meter Data				0.320	5.769	0.399	5.299	14.034

Flow Meter 2 Wet Weather Calibration Plot

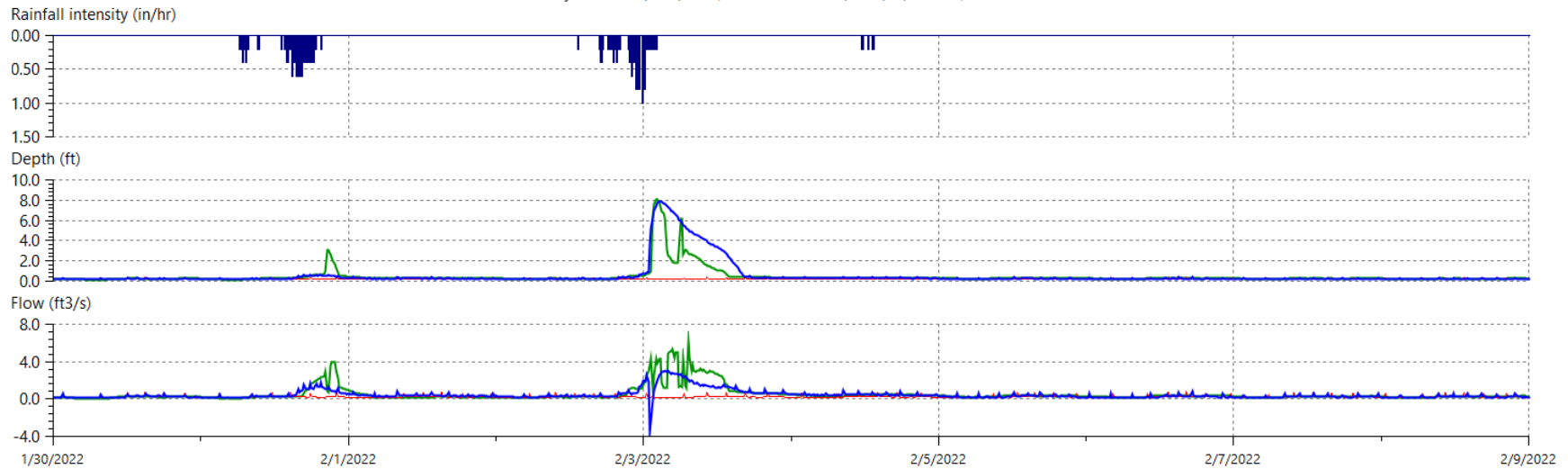
Flow Survey Location (Obs.) FM2, Model Location (Pred.) D/S 599.1, Rainfall Profile: 1



	Rainfall			Depth		Flow		
	Depth (in)	Peak (in/hr)	Average (in/hr)	Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	Volume (US Mgal)
Rain	5.150	1.000	0.021					
Observed				0.517	10.100	0.000	2.149	6.116
...age only) Full>DWF				0.683	0.940	0.197	0.674	4.012
...l Period Meter Data				0.683	6.531	0.198	2.254	5.896

Flow Meter 3 Wet Weather Calibration Plot

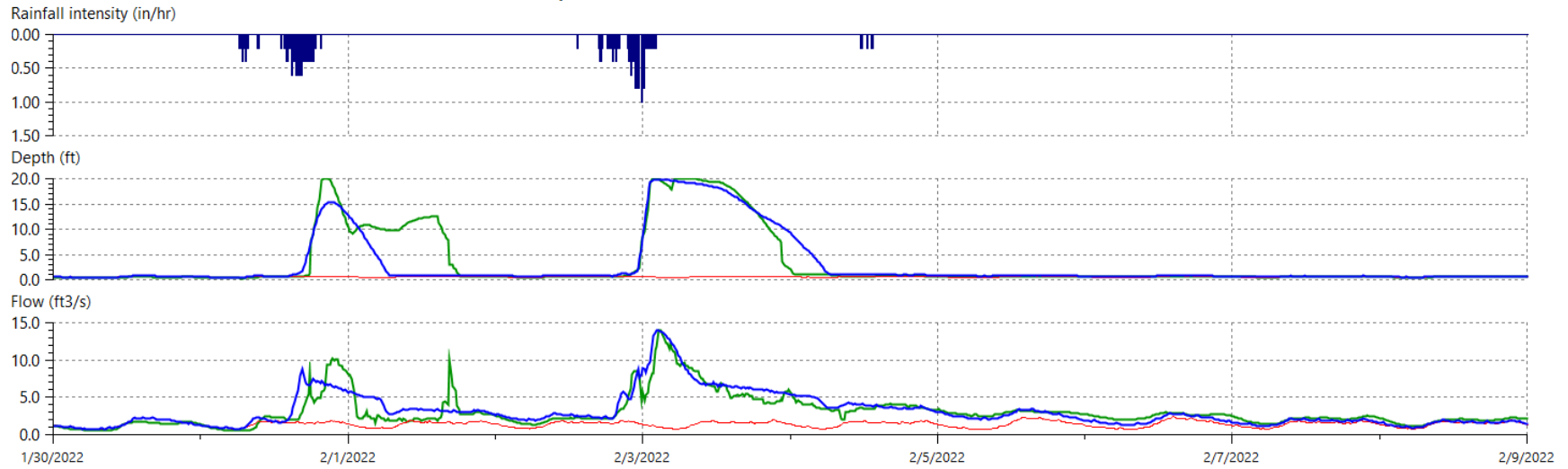
Flow Survey Location (Obs.) FM3, Model Location (Pred.) D/S 793.1, Rainfall Profile: 1



	Rainfall			Depth		Flow		
	Depth (in)	Peak (in/hr)	Average (in/hr)	Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	Volume (US Mgal)
Rain	5.150	1.000	0.021					
Observed				0.133	8.121	0.048	6.108	4.965
...age only) Full>DWF				0.199	0.391	0.105	0.792	2.284
...l Period Meter Data				0.199	7.877	-3.536	2.998	4.345

Flow Meter 4 Wet Weather Calibration Plot

Flow Survey Location (Obs.) FM4, Model Location (Pred.) D/S 1184.1, Rainfall Profile: 1



	Rainfall			Depth		Flow		
	Depth (in)	Peak (in/hr)	Average (in/hr)	Min (ft)	Max (ft)	Min (MGD)	Max (MGD)	Volume (US Mgal)
Rain	5.150	1.000	0.021					
Observed				0.317	19.933	0.517	13.993	30.126
...age only) Full>DWF				0.438	0.790	0.716	2.428	14.189
...l Period Meter Data				0.438	19.814	0.717	14.005	31.363



City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 14

Agenda Title: **Update on Bull Branch Wastewater
Interceptor, Flow Metering and Model Calibration
Presentation**

Council Action to be taken: Receive update

Department Submitted: Engineering, Development Services

Staff Contact: Jacob Walker, City Engineer (HDR)
Jim Gray, Director of Public Works

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to present the findings of the wastewater flow metering, wastewater model calibration, and recommended next steps to address capacity constraints in the Bull Branch gravity interceptor.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

HDR developed a hydraulic model of the wastewater system. In 2022, the City entered into a contract with HDR to obtain flow metering data in the wastewater system and utilize that data to calibrate the wastewater system model. The calibration involves adjustment of various model parameters to yield model results that more closely match the field measured values.

The flow metering data confirmed the model predictions that the Bull Branch interceptor was significantly surcharged during rainfall events. The data indicates significant inflow and infiltration into the wastewater collection system. This inflow and infiltration is taking up a majority of the sewer capacity, and not leaving adequate capacity to convey wastewater flows.

The recommendation of the study is to find and address the sources of inflow and infiltration, as well as proceed with design of upsizing a southern portion of the Bull Branch interceptor. Modeling indicates that an investment in reducing inflow could reduce the scale of required capital projects and save the City money.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Successful inflow reduction could reduce the scale of required capital projects, saving the city money • Efforts to find and reduce inflow will allow the city to spend money where it is most needed	

4. RECOMMENDATION

Receive update

5. FUNDING SOURCE

2022 Bond Issuance

6. TIMELINE

12 months of field investigations and repairs to find and reduce inflow. At the same time, proceed with preliminary design of upsizing. Six months for final design of upsizing, followed by 12-18 months for construction of upsizing.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

14a. [PowerPoint presentation](#)



WASTEWATER FLOW METERING AND MODEL CALIBRATION

City Council

City of Taylor

March 23, 2023

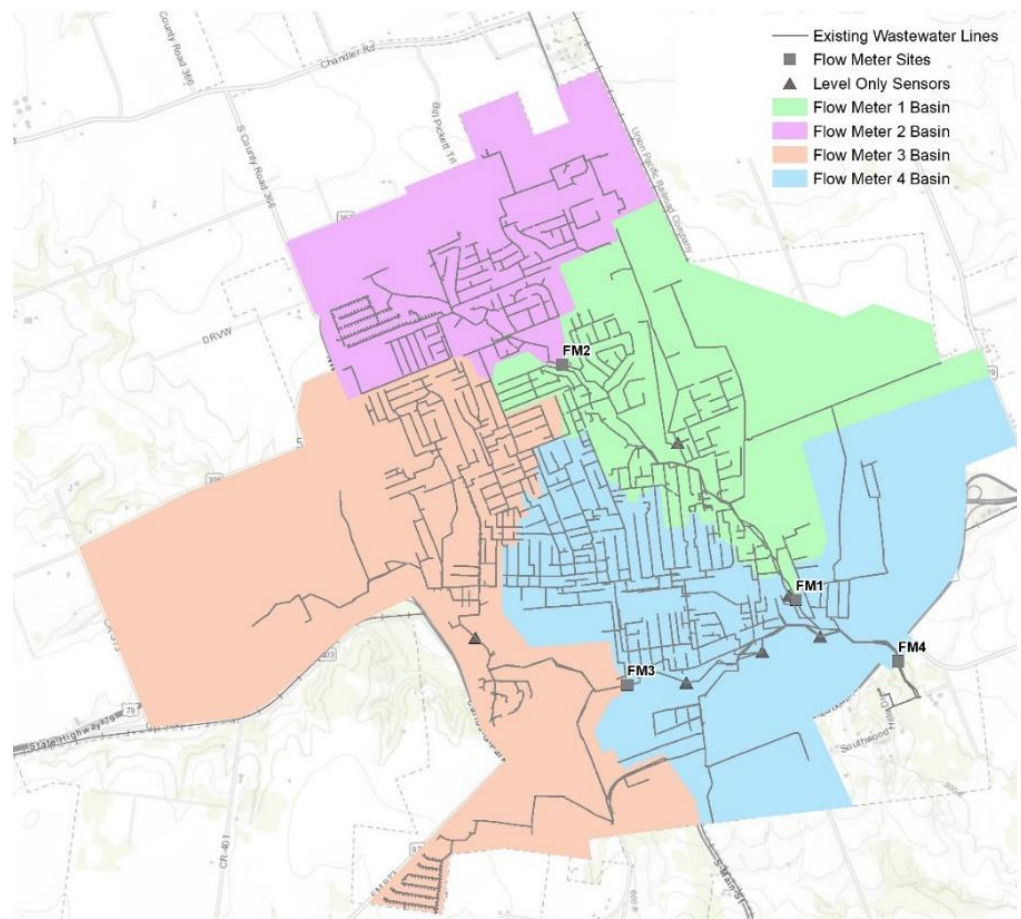


PURPOSE

- Present and discuss the Bull Branch flow metering study and next steps

FLOW METERING

- Six months of flow metering in 2022
 - Model Calibration
 - Plan to address Bull Branch capacity issues



FLOW METERING

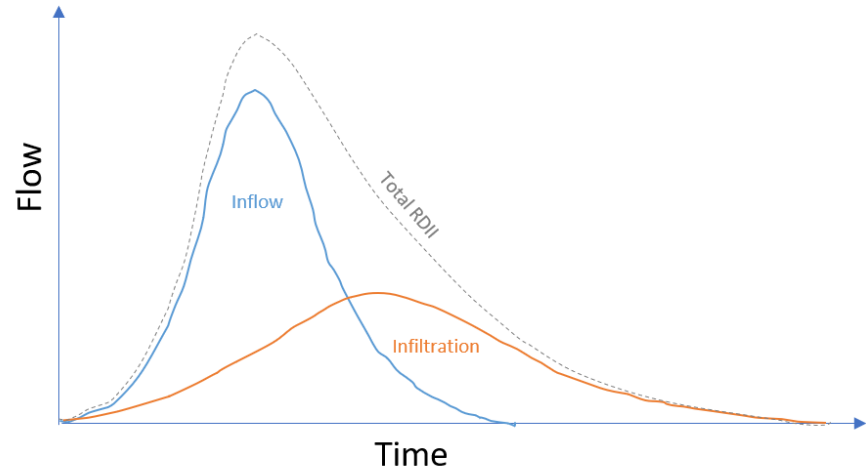
- Rainfall derived inflow & infiltration (RDII)
- Inflow – from point sources, sharp increase in flow
- Infiltration – from defects, slow but more prolonged increase in flow



Inflow (manhole damage)

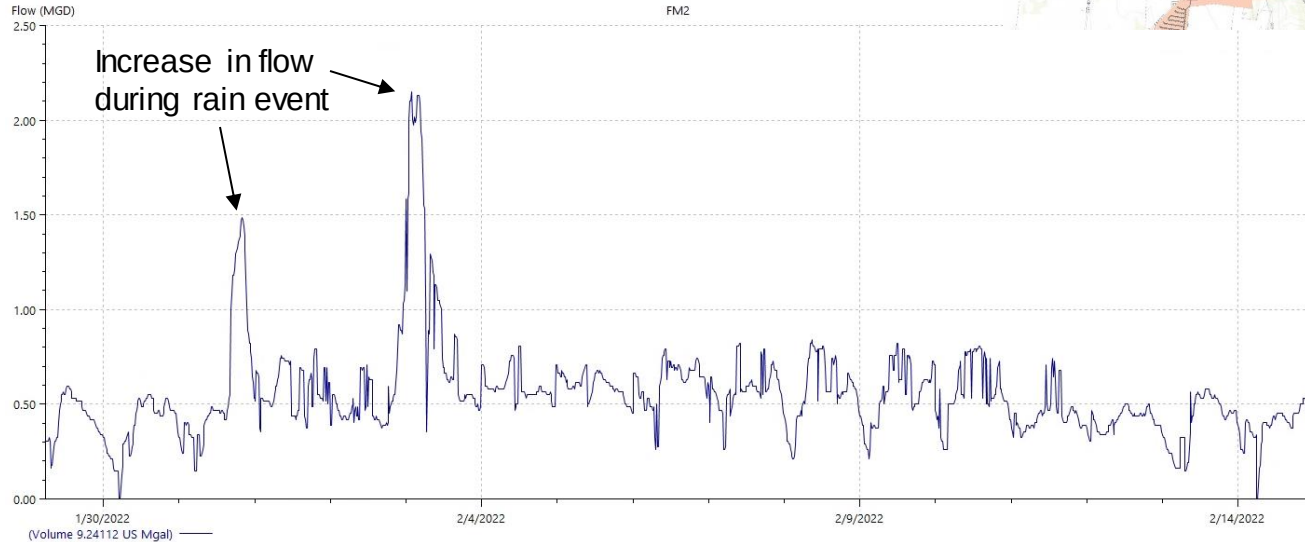
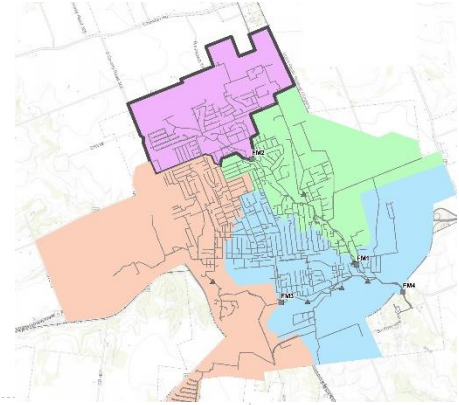


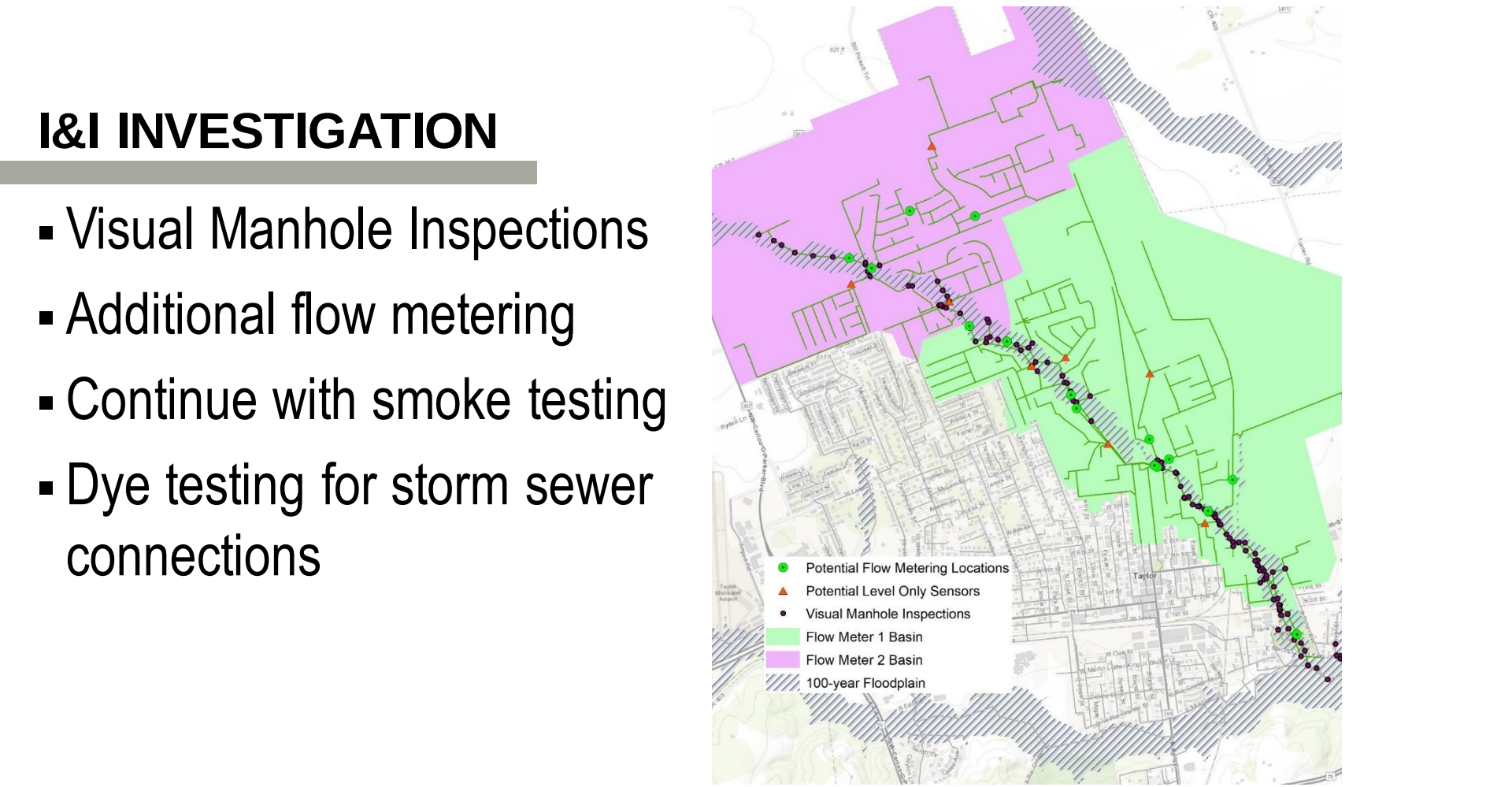
Infiltration (cracked pipe)



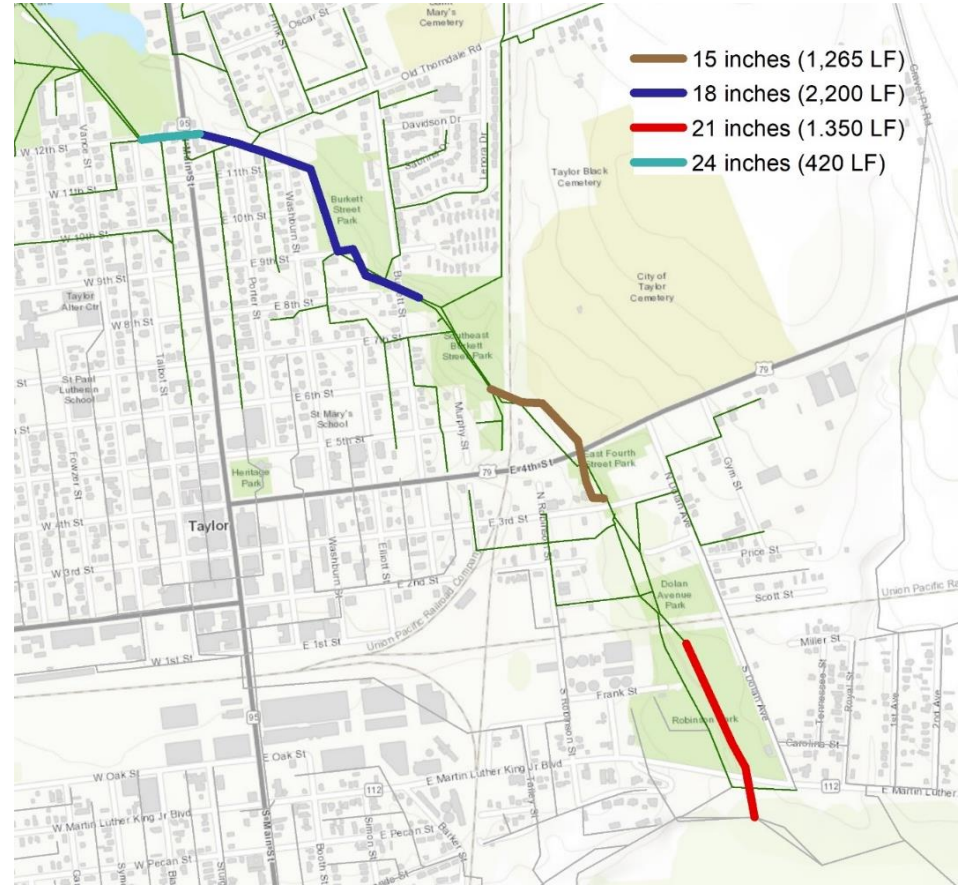
FLOW METERING

- Data confirms inflow at both meters along Bull Branch





- Investing in inflow reduction could reduce the required 5-year CIP by millions





City Council Meeting March 23, 2023 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 15

Agenda Title: **Consider recommendation from the Impact Fee Advisory Committee for updated roadway impact fees and authorize publication of notice of a public hearing.**

Council Action to be taken: Authorize publication of public hearing date

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager and Grady Reed, HDR

1. PURPOSE/DESCRIPTION

The City is in the process of updating its water, sewer and transportation impact fees. Council appointed a capital improvements advisory committee on August 25, 2022 to review and advise the City Council on the proposed capital improvements to be funded by the impact fees. The committee has completed its review of the roadway impact fees and has recommended that City Council begin the adoption process of the updated fees.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council approved a contract with Lionheart Places to update the City's comprehensive plan and the water, sewer, and transportation impact fees. Lionheart selected HDR as their sub-consultant to prepare the impact fee updates.

Following the completion of the Envision Taylor comprehensive plan which includes the Future Land Use plan, HDR began updating the City's water, sewer and transportation master plans and recommended capital improvements necessary to support the projected growth and land use assumptions in the comprehensive plan.

The adoption and update of impact fees is governed by Texas Local Government Code Chapter 395. This statute requires the City Council to appoint a capital improvements advisory committee. The statute allows the City to use the Planning and Zoning Commission as the advisory committee. If the impact fees will apply in the ETJ, which they will, the committee must also include a representative from the ETJ.

City Council appointed the Planning and Zoning Commission as the capital improvements advisory committee and added Ed Komandosky as the ETJ representative.

Water and Sewer Impact Fees:

The committee met in September, October, and November to review the proposed capital improvement plans and the associated impact fees. The committee met on January 10, 2023 to recommend approval of the water and sewer capital improvements plan and impact fees and to begin the formal adoption process of the updated water and sewer impact fees. City Council authorized the publication of a public hearing on January 12, 2023, and held a public hearing on February 23, 2023.

Roadway Impact Fees:

The committee met in November, January, February and March to review the proposed capital improvement plans and associated roadway impact fees. The committee met on March 14, 2023 to recommend approval of the roadway impact fees and begin the formal adoption process of the update roadway impact fees.

Council is required to publish notice of the public hearing on the adoption of the updated fees 30 days prior to the public hearing date. Staff is recommending that Council authorize the publication of the public hearing and conduct the public hearing on April 27, 2023.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Required by statute.	N/A

4. RECOMMENDATION

Receive the presentation from HDR including the recommendation from the Impact Fee Advisory Committee and authorize staff to publish notice of the public hearing.

5. FUNDING SOURCE

The impact fee update consulting services is funded by the impact fee funds.

6. TIMELINE

Envision Taylor comprehensive plan was adopted November 18, 2021
Amendments to comprehensive plan adopted May 12, 2022 and March 9, 2023
HDR completed water, sewer, and transportation master plan drafts summer 2022
Council appointed the Impact Fee Advisory Committee on August 25, 2022
The Impact Fee Advisory Committee met September 2022, October 2022 and November 2022, January 2023, February 2023 and March 2023
City Council to authorize publication of public hearing on the adoption of the water and sewer impact fees January 12, 2023
Public hearing on adoption of water and sewer impact fees February 23, 2023
City Council to authorize publication of public hearing on the adoption of the roadway impact fees on March 23, 2023
Public hearing on adoption of roadway impact fees on April 27, 2023

7. OTHER OPTIONS (In order of preference)
--

N/A

8. ATTACHMENTS

- 15a. [Presentation from HDR regarding roadway impact fees](#)
- 15b. [Impact Fee Appendix](#)
- 15c. [PowerPoint Presentation](#)



2023 Update of the Roadway Impact Fees

City of Taylor

Taylor, Texas
March 15, 2023



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2023 Update of the Roadway Impact Fees

City of Taylor

Taylor, Texas
March 15, 2023

Prepared for

City of Taylor

Prepared by

HDR Engineering, Inc.

Texas P.E. Firm Registration No. F-754

504 Lavaca Street, Suite 900

Austin, Texas 78701 USA

Telephone: 512 904-3700

Website: hdrinc.com

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Contents

1.0	Introduction and Summary	1
2.0	Impact Fee Service Areas	2
3.0	Land Use Assumptions.....	4
4.0	Identified Major Capital Improvement Needs and Costs	4
5.0	Roadway Impact Fee Methodology and Calculations.....	11
6.0	Advisory Committee Actions and Recommendations.....	17

Tables

Table 1.	Current and Projected Land Use	4
Table 2.	10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 1	6
Table 3.	10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2	7
Table 4.	10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 3	10
Table 5.	10-Year (2022-2032) Growth Projection ¹	11
Table 6.	10-Year (2022-2032) Growth Projection – Vehicle-Miles.....	11
Table 7.	Maximum Assessable Roadway Impact Fee	13
Table 8.	Roadway Impact Fee Comparison	16
Table 9.	Maximum and Adopted/Recommended Assessable Roadway Impact Fee Per Service Unit	17

Figures

Figure 1.	Roadway Impact Fee Service Area.....	3
Figure 2.	10-Year Roadway CIP	5

Appendices

Appendix A.	Land Use / Vehicle-Mile of Travel Equivalency
Appendix B.	Land Use Maps
Appendix C.	Summary of 10-Year Roadway CIP Projects
Appendix D.	CIP Cost Estimates
	<i>Roadway Cost Estimates</i>
	<i>Turn Lane Cost Estimates</i>
	<i>Sidewalk Cost Estimates</i>
Appendix E.	Roadway Impact Fee CIP Service Units of Supply
Appendix F.	Existing Roadway Facilities Inventory
Appendix G.	Intersection Impact Fee CIP Service Units of Supply
Appendix H.	Plan for Awarding the Roadway Impact Fee Credit

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1.0 Introduction and Summary

The City of Taylor (City) is in the process of updating its roadway impact fees to keep the fee current with anticipated growth and an updated Capital Improvements Plan (CIP). This report presents HDR Engineering, Inc.'s (HDR) maximum impact fee determination for consideration by the City's Capital Improvements Advisory Committee and the Taylor City Council.

Chapter 395 of the Texas Local Government Code requires an impact fee analysis before impact fees can be created or updated and assessed. Chapter 395 defines an impact fee as “a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development” (Chapter 395 2011). Chapter 395 identifies the following items as impact fee eligible costs:

- Construction contract price;
- Surveying and engineering fees;
- Land acquisition costs;
- Fees paid to the consultant preparing or updating the capital improvements plan (CIP); and
- Projected interest charges and other financing costs for projects identified in the CIP.

Chapter 395 also identified items that impact fees cannot be used to pay for, such as:

- Construction, acquisition, or expansion of public facilities or assets other than those identified in the capital improvements plan;
- Repair, operation, or maintenance of existing or new capital improvements;
- Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;
- Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;
- Administrative and operating costs of the political subdivision;
- Principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed above.

The methodology to determine the maximum fee amount considers two options. Consistent with State law, each fee component is calculated with either: (1) consideration of a credit for other methods of payments for utility capital by a new customer, such as through taxes, or alternatively, (2) a reduction of the maximum fee amount equal to 50% of the unit capital cost of providing new service. By maximum amounts, this means that the determined fee amount was calculated as the highest that can be lawfully levied by the City, given the prospective land uses and capital improvements plan, the cost of existing and new utility capacity, and consideration of a credit to new customers for capital contributions made through rate payments. The City Council can decide to enact fees less than the maximum amounts shown in this report. The

maximum fee amounts do not include capital costs for facilities required to be provided by developers at their own expense.

Data on current roadway demand, existing roadway capacity, needed future roadway improvements, outstanding debt, and prospective cash versus debt financing were obtained from or coordinated with the City of Taylor staff. HDR combined these elements into the maximum impact fee calculations presented in this report.

2.0 Impact Fee Service Areas

The City limits and impact fee service areas for transportation facilities are shown in Figure 1. The City was divided into three (3) service areas. For the roadway impact fee, the services areas are restricted to the city limits and the extraterritorial jurisdiction (ETJ) is excluded. Service areas were defined based on the city limits, transportation boundaries, and planned growth areas as defined in the Envision Taylor Comprehensive Plan. The services areas are limited to a six (6) mile maximum.

The fee application areas in its city limits would be the locations in which Taylor may levy the impact fees in-part or in-full.

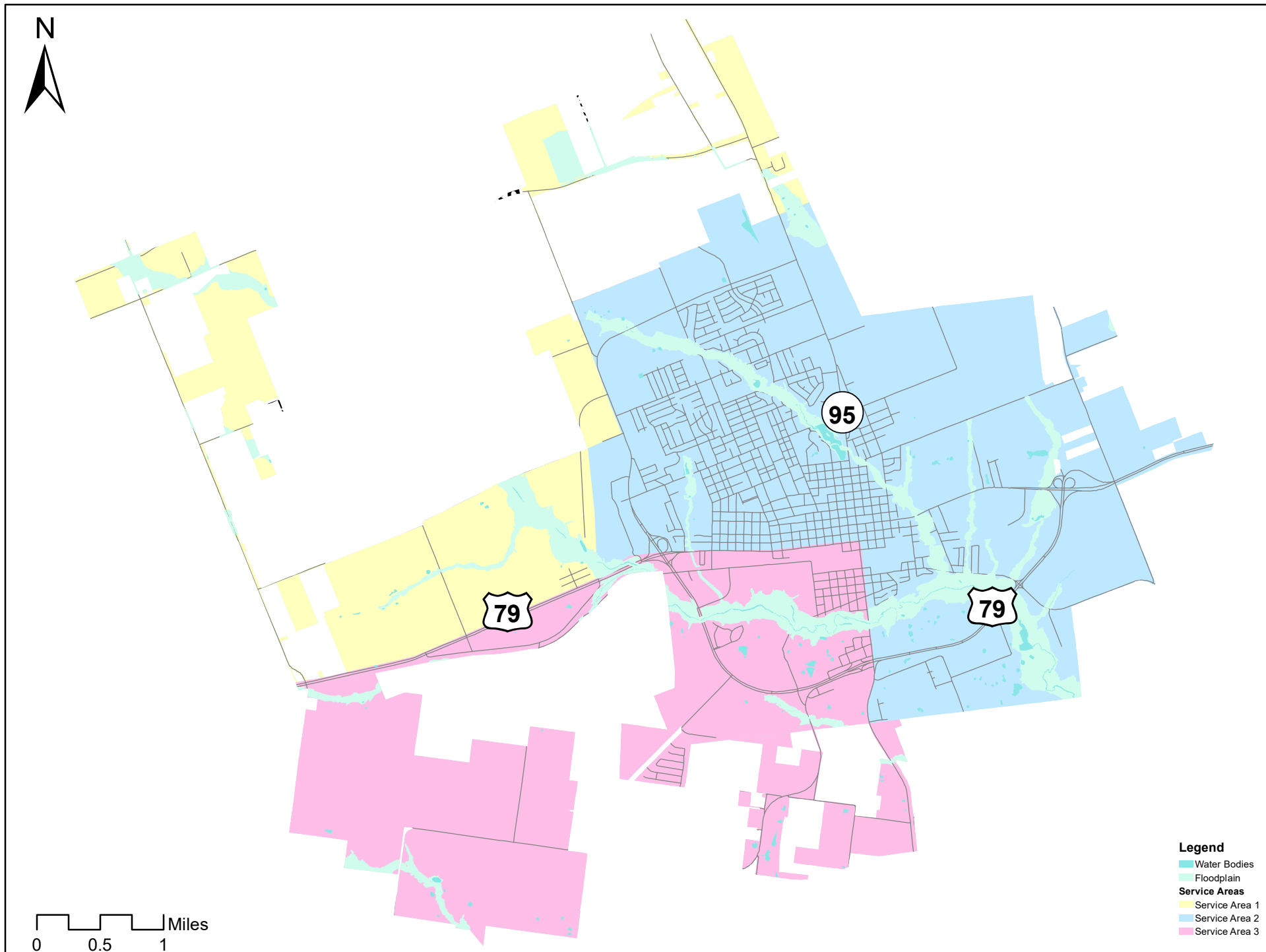


Figure 1. Taylor Roadway Impact Fee Service Areas

3.0 Land Use Assumptions

Table 1 provides an estimate of the current and future land use within city limits. Existing land use data was obtained from a comparison of the City's Existing Zoning Map and Capital Area Metropolitan Planning Organization's (CAMPO) 2015 and 2025 Travel Demand Models.

CAMPO's Travel Demand Models were modified to show potential changes in land use over a 10-year period consistent with the pattern in the Future Land Use Map (FLUM) approved in the Envision Taylor Comprehensive Plan. Maps of the current and future land uses are included in Appendix B.

Table 1. Current and Projected Land Use

Land Use	2022	2032	10 Year Increment
Residential (DUs ¹)	7,081	10,484	3,403
Basic (KSF ²)	2,216	11,951	9,735
Retail (KSF)	1,131	1,668	537
Service (KSF)	1,244	2,554	1,309

¹ Dwelling Units

² 1,000 Square Feet

4.0 Identified Major Capital Improvement Needs and Costs

Given the projected growth in transportation demands, existing capacity, and the modeling of infrastructure needs, various additional facilities have been identified to meet the needs for the next 10 years. In the years of anticipated construction, the City's 10-year capital need for new capacity totals \$150 million for transportation (see Appendix C for a Summary of 10-Year Roadway CIP Projects and Appendix D for Cost Estimates). These are planning-level estimates of future project costs recoverable by the impact fee. Actual project cost will vary. It is important to note that not all of this cost is assigned to new customers in the 10-year planning period. The 10-year Roadway CIP is shown in Figure 2. Table 2 through Table 4 show conceptual level cost projections of the Roadway Impact Fees in the CIP by service area.

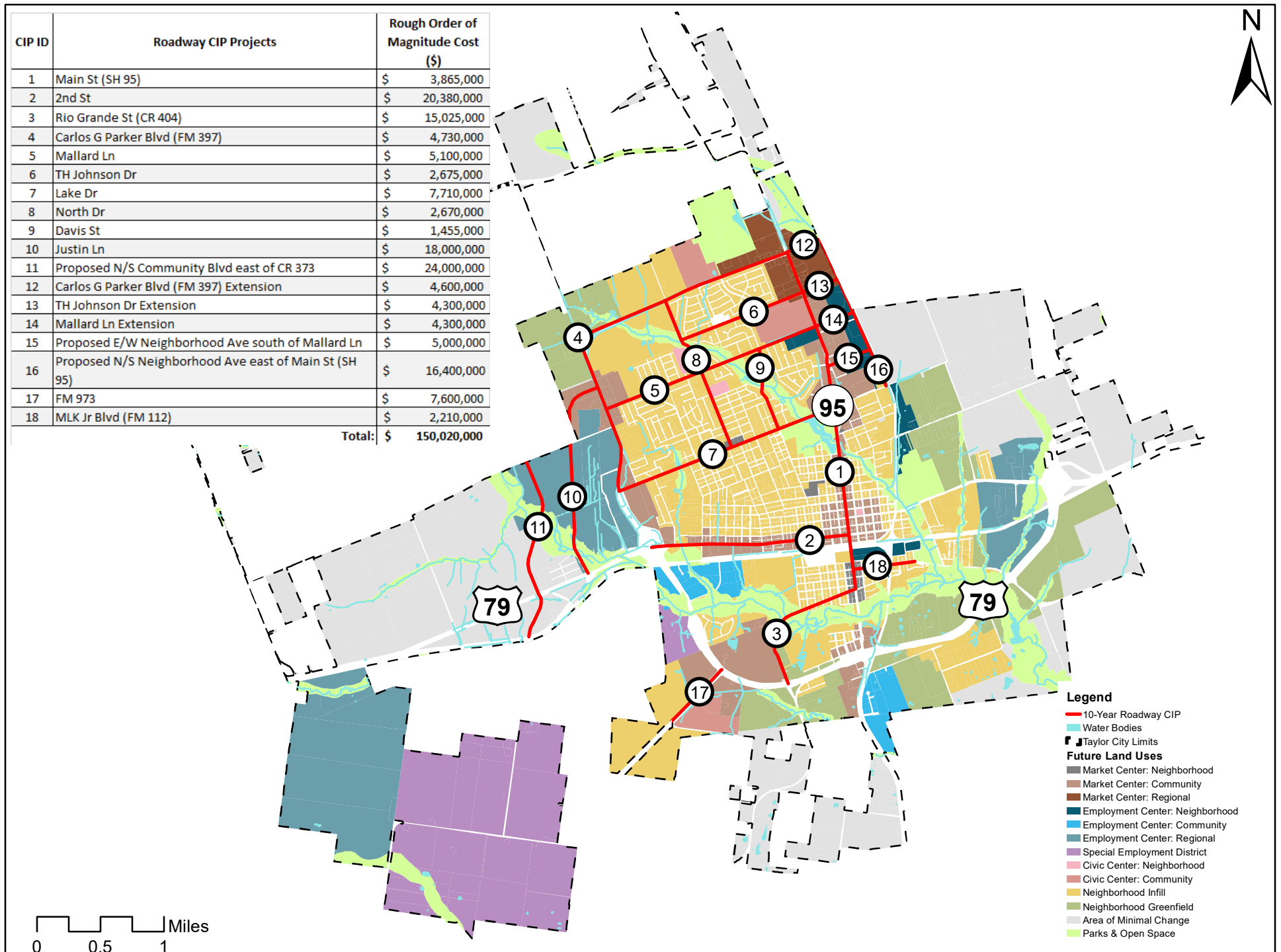


Figure 2. 10-Year Roadway CIP

Table 2. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 1

Project ID	Roadway	Limits	Improvement	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
Roadway Improvements							
R1-A	Justin Ln	from Carlos G Parker Blvd (FM 397) to CR 398	Upgrade roadway to Community Boulevard cross-section	0.379	100%	\$5,300,000	\$5,300,000
R1-B	Justin Ln	from CR 398 to south of CR 398	Upgrade roadway to Neighborhood Avenue cross section	0.682	100%	\$7,800,000	\$7,800,000
R1-C	Justin Ln	from south of CR 398 to US 79	Construction of roadway as Neighborhood Avenue	0.379	100%	\$4,900,000	\$4,900,000
R1-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	Construction of roadway as Community Boulevard	1.460	75%	\$24,000,000	\$18,082,192
Project ID	Location		Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements							
I1-A	Carlos G Parker Blvd (FM 397) & Justin Ln		Construction of an eastbound left-turn lane	0.045	100%	\$135,000	\$135,000
Service Area 1 Total Costs							
Service Area Roadway Project Cost Subtotal						\$36,082,192	
Service Area Sidewalk Project Cost Subtotal						\$0	
Service Area Intersection Project Cost Subtotal						\$135,000	
Total Cost in Service Area 1						\$36,217,192	

¹ Length for signalization improvements corresponds to the intersection turn-lane improvement length of the highest demand minor-street approach

Table 3. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2

Project ID	Roadway	Limits	Improvement	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
Roadway and Sidewalk Improvements							
R2-A	Carlos G Parker Blvd (FM 397) Extension	from Main St (SH 95) to RR track	Construction of roadway as Community Boulevard	0.284	100%	\$4,600,000	\$4,600,000
R2-B	TH Johnson Dr Extension	from Main St (SH 95) to RR track	Construction of roadway as Neighborhood Avenue	0.303	100%	\$4,300,000	\$4,300,000
R2-C	Mallard Ln Extension	from Main St (SH 95) to RR track	Construction of roadway as Neighborhood Avenue	0.303	100%	\$4,300,000	\$4,300,000
R2-D	Proposed N/S Neighborhood Ave east of Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Lake Dr	Construction of roadway as Neighborhood Avenue	1.288	100%	\$16,400,000	\$16,400,000
R2-E	Proposed E/W Neighborhood Ave south of Mallard Ln	from Main St (SH 95) to RR track	Construction of roadway as Neighborhood Avenue	0.360	100%	\$5,000,000	\$5,000,000
S2-A	Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Rio Grande St (CR 404)	Installation of missing sidewalk	1.450	98%	\$2,800,000	\$2,756,113
S2-B	Carlos G Parker Blvd (FM 397)	from Proposed Trail (West of North Dr) to Main St (SH 95)	Installation of missing sidewalk	1.820	100%	\$3,000,000	\$3,000,000
S2-C	Mallard Ln	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	Installation of missing sidewalk and restriping	2.320	100%	\$4,500,000	\$4,500,000
S2-D	TH Johnson Dr	from North Dr to Main St (SH 95)	Installation of missing sidewalk	0.900	100%	\$1,400,000	\$1,400,000
S2-E	North Dr	from Carlos G Parker Blvd (FM 397) to Lake Dr	Installation of missing sidewalk	1.330	100%	\$1,900,000	\$1,900,000
S2-F	Lake Dr	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	Installation of missing sidewalk	2.870	100%	\$5,900,000	\$5,900,000
S2-G	Davis St	from Mallard Ln to Lake Dr	Installation of missing sidewalk	0.650	100%	\$1,200,000	\$1,200,000
S2-H	MLK Jr Blvd (FM 112)	From Main St (SH 95) to Threadgill St	Installation of missing sidewalk	0.920	100%	\$1,900,000	\$1,900,000
Project ID	Location		Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements							
I2-A	Main St (SH 95) and Carlos G Parker Blvd (FM 397)		Construction of a southbound right-turn lane	0.095	100%	\$510,000	\$510,000
I2-B	Carlos G Parker Blvd (FM 937) and Justin Ln		Construction of a northbound left-turn lane	0.104	100%	\$440,000	\$440,000
I2-C	Carlos G Parker Blvd (FM 937) and Pivot Dr		Construction of a southbound left-turn lane	0.076	100%	\$415,000	\$415,000
I2-D	Carlos G Parker Blvd (FM 937) and Pivot Dr		Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-E	Carlos G Parker Blvd (FM 937) and CR 366 (Old Georgetown Rd)		Construction of an eastbound left-turn lane	0.094	100%	\$320,000	\$320,000
I2-F	Mallard Ln and Meadow Ln		Signalization once warrants are met	0.038	100%	\$500,000	\$500,000
I2-G	Mallard Ln and Meadow Ln		Construction of an eastbound left-turn lane	0.033	100%	\$25,000	\$25,000

Table 3. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2 (Continued)

Project ID	Location	Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements (Continued)						
I2-H	Mallard Ln and Meadow Ln	Construction of a southbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-I	Mallard Ln and Meadow Ln	Construction of a westbound left-turn lane	0.038	100%	\$25,000	\$25,000
I2-J	Mallard Ln and Meadow Ln	Construction of a northbound left-turn lane	0.022	100%	\$25,000	\$25,000
I2-K	TH Johnson Dr and North Dr	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-L	TH Johnson Dr and North Dr	Construction of a northbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-M	TH Johnson Dr and North Dr	Construction of an eastbound left-turn lane	0.034	100%	\$145,000	\$145,000
I2-N	TH Johnson Dr and North Dr	Construction of a southbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-O	TH Johnson Dr and North Dr	Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-P	TH Johnson Dr and Bill Pickett Tr	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-Q	TH Johnson Dr and Bill Pickett Tr	Construction of an eastbound left-turn lane	0.047	100%	\$30,000	\$30,000
I2-R	TH Johnson Dr and Bill Pickett Tr	Construction of a southbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-S	North Dr and Mallard Ln	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-T	North Dr and Mallard Ln	Construction of a northbound left-turn lane	0.033	100%	\$220,000	\$220,000
I2-U	North Dr and Mallard Ln	Construction of an eastbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-V	North Dr and Mallard Ln	Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-W	Davis St and Mallard Ln	Construction of a northbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-X	Davis St and Mallard Ln	Construction of an eastbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-Y	Davis St and Mallard Ln	Construction of a southbound left-turn lane	0.033	100%	\$180,000	\$180,000
I2-Z	Davis St and Mallard Ln	Construction of a westbound left-turn lane	0.028	100%	\$25,000	\$25,000
I2-AA	Main St (SH 95) and Lake Dr	Construction of an eastbound left-turn lane	0.028	100%	\$220,000	\$220,000
I2-AB	Main St (SH 95) and Lake Dr	Construction of a westbound left-turn lane	0.009	100%	\$115,000	\$115,000
I2-AC	Main St (SH 95) and 7th St	Construction of an eastbound left-turn lane	0.027	100%	\$110,000	\$110,000

Table 3. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 2 (Continued)

Project ID	Location	Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements (Continued)						
I2-AD	Main St (SH 95) and 7th St	Construction of a westbound left-turn lane	0.023	100%	\$110,000	\$110,000
I2-AE	Carlos G Parker Blvd (FM 937) and Lake Dr	Construction of a westbound right-turn lane	0.038	100%	\$395,000	\$395,000
I2-AF	Lake Dr and North Dr	Signalization once warrants are met	0.028	100%	\$500,000	\$500,000
I2-AG	Lake Dr and North Dr	Construction of an eastbound left-turn lane	0.028	100%	\$165,000	\$165,000
I2-AH	Lake Dr and Davis St	Signalization once warrants are met	0.030	100%	\$500,000	\$500,000
I2-AI	Lake Dr and Davis St	Construction of a northbound left-turn lane	0.037	100%	\$150,000	\$150,000
I2-AJ	Lake Dr and Davis St	Construction of an eastbound left-turn lane	0.026	100%	\$170,000	\$170,000
I2-AK	Lake Dr and Davis St	Construction of a southbound left-turn lane	0.030	100%	\$205,000	\$205,000
I2-AL	Lake Dr and Davis St	Construction of a westbound left-turn lane	0.026	100%	\$120,000	\$120,000
I2-AM	Rio Grande St (CR 404) and Main St (SH 95)	Construction of a westbound left-turn lane	0.026	100%	\$160,000	\$160,000
I2-AN	MLK Jr Blvd (FM 112) and Main St (SH 95)	Construction of a westbound left-turn lane	0.057	100%	\$115,000	\$115,000
Service Area 2 Total Costs						
Service Area Roadway Project Cost Subtotal						\$34,600,000
Service Area Sidewalk Project Cost Subtotal						\$22,556,113
Service Area Intersection Project Cost Subtotal						\$7,645,000
Total Cost in Service Area 2						\$64,801,113

¹ Length for signalization improvements corresponds to the intersection turn-lane improvement length of the highest demand minor-street approach

Table 4. 10-Year RIF CIP with Conceptual Level Cost Projections - Service Area 3

Project ID	Roadway	Limits	Improvement	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
Roadway and Sidewalk Improvements							
R3-A	Rio Grande St (CR 404)	from Main St (SH 95) to US 79	Upgrade roadway to Neighborhood Avenue cross section	1.136	100%	\$14,400,000	\$14,400,000
R3-B	FM 973	from US 79 to north of Wesley Miller Ln	Upgrade roadway to Community Boulevard cross section	0.554	100%	\$7,600,000	\$7,600,000
R3-C	2 nd St	from US 79 to Main St (SH 95)	Upgrade roadway to Community Boulevard cross section	1.56	100%	\$19,300,000	\$19,300,000
R3-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	Construction of roadway as Community Boulevard	1.460	25%	\$24,000,000	\$5,917,808
S3-A	Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Rio Grande St (CR 404)	Installation of missing sidewalk	1.450	2%	\$2,800,000	\$43,887
Project ID	Location		Improvement	Length (mi) ¹	% In Service Area	Total Project Cost	Cost in Service Area
Intersection Improvements							
I3-A	Rio Grande St (CR 404) and Main St (SH 95)		Construction of an eastbound left-turn lane	0.031	100%	\$145,000	\$145,000
I3-B	Rio Grande St (CR 404) and US 79		Construction of a northbound left-turn lane	0.044	100%	\$155,000	\$155,000
I3-C	Rio Grande St (CR 404) and US 79		Construction of a southbound left-turn lane	0.044	100%	\$165,000	\$165,000
I3-D	MLK Jr Blvd (FM 112) and Main St (SH 95)		Construction of an eastbound left-turn lane	0.038	100%	\$195,000	\$195,000
I3-E	2 nd St and Sloan St		Construction of a northbound left-turn lane	0.011	100%	\$260,000	\$260,000
I3-F	2 nd St and Sloan St		Construction of a southbound left-turn lane	0.028	100%	\$115,000	\$115,000
I3-G	2 nd St and Howard St		Signalization once warrants are met	0.019	100%	\$500,000	\$500,000
I3-H	2 nd St and Howard St		Construction of a southbound left-turn lane	0.019	100%	\$205,000	\$205,000
Service Area 3 Total Costs							
Service Area Roadway Project Cost Subtotal						\$47,217,808	
Service Area Sidewalk Project Cost Subtotal						\$43,887	
Service Area Intersection Project Cost Subtotal						\$1,740,000	
Total Cost in Service Area 3						\$49,001,695	

¹ Length for signalization improvements corresponds to the intersection turn-lane improvement length of the highest demand minor-street approach

5.0 Roadway Impact Fee Methodology and Calculations

Service units are the measure used to calculate the use of the roadway network by new development. For the roadway impact fee, the service units are established as vehicle-miles of travel. A vehicle-mile is the capacity of a single lane of travel in the PM peak hour by a vehicle. The impact fee will establish a maximum cost per vehicle-mile of travel.

The increase in vehicle-miles of travel is based on the projected increase in residential dwelling units, basic employment, retail, and service employment, as shown in Table 1. The growth in vehicle-miles of travel for each service area is calculated in Table 5 and summarized in Table 6.

Table 5. 10-Year (2022-2032) Growth Projection¹

Service Area	Residential			Non-Residential										Total Vehicle -Miles ⁹
	Dwelling Units	Transportation Demand Factor ²	Vehicle -Miles ³	Area (KSF)			Transportation Demand Factor ⁴			Vehicle-Miles ⁸				
				Basic	Retail	Service	Basic ⁵	Retail ⁶	Service ⁷	Basic	Retail	Service	Total	
1	101	4.38	443	223	13	24	3.90	7.71	8.64	872	99	206	1,177	1,620
2	2,941		12,884	666	479	1,157				2,598	3,692	9,993	16,282	29,166
3	361		1,579	8,846	45	129				34,498	347	1,113	35,959	37,538
Totals	3,403		14,907	9,735	537	1,309				37,967	4,138	11,312	53,418	68,324

Notes:

1. Based on Linear Interpolation from Capital Area Metropolitan Planning Organization (CAMPO) 2015 - 2045 Travel Demand Models
2. Transportation Demand Factor (TDF) for each Service Area (from Appendix A: Land Use/Vehicle-Mile of Travel Equivalency Table (LUVMET)) using Single-Family Detached Housing land use
3. Calculated by multiplying TDF by the number of dwelling units
4. TDFs from LUVMET for each land use
5. "Basic" corresponds to General Light Industrial land use
6. "Retail" corresponds to Shopping Center land use
7. "Service" corresponds to General Office land use
8. Calculated by multiplying TDF by the number of thousand square feet for each land use
9. Residential plus non-residential vehicle-mile totals for each Service Area

Table 6. 10-Year (2022-2032) Growth Projection – Vehicle-Miles

Service Area	Vehicle-Miles
1	1,620
2	29,166
3	37,538
Total	68,324

A maximum assessable roadway impact fee is calculated for each service area. Table 7 documents the calculations and presents the maximum fee for each service unit within each service area. Appendix E through Appendix H provide further documentation of calculations shown in Table 7.

Table 7. Maximum Assessable Roadway Impact Fee

Calculations		Service Area		
Cost of Roadway Impact Fee CIP Attributable to New Growth		1	2	3
R1	Total Vehicle-Miles of Roadway Capacity Added by the Roadway Impact Fee CIP (Appendix E: Roadway CIP Service Units of Supply)	3,861	3,959	9,387
R2	Total Vehicle-Miles of Existing Roadway Demand (Appendix E: Roadway CIP Service Units of Supply)	450	0	3,481
R3	Total Vehicle-Miles of Existing Deficiencies (Appendix F: Existing Roadway Facilities Inventory)	0	0	0
R4	Net Amount of Vehicle-Miles of Roadway Capacity Added (Line R1 - Line R2 - Line R3)	3,411	3,959	5,906
R5	Total Cost of the Roadway & Sidewalk Impact Fee CIP within the Service Area (10-Year RIF CIP with Conceptual Level Cost Projections Tables)	\$36,082,192	\$57,156,113	\$47,261,695
R6	Cost of Net Roadway Capacity Supplied (Line R4 / Line R1) * (Line R5)	\$31,874,695	\$57,156,113	\$29,734,642
R7	Cost to Meet Existing Roadway Needs and Usage (Line R5 - Line R6)	\$4,207,497	\$0	\$17,527,053
R8	Total Vehicle-Miles of New Demand Over Ten Years (Table 7. 10-Year (2022-2032) Growth Projection – Vehicle-Miles)	1,620	29,166	37,538
R9	Percent of Roadway Capacity Added Attributable to New Growth (Line R8 / Line R4)	47.5%	736.7%	635.6%
R10	Chapter 395 Check (If Line R8 > Line R4, Reduce Line R9 To 100%)	47.5%	100.0%	100.0%
R11	Cost of Roadway Impact Fee CIP Attributable to New Growth (Line R6 * Line R10)	\$15,138,749	\$57,156,113	\$29,734,642
Cost of Intersection Impact Fee CIP Attributable to New Growth		1	2	3
I1	Total Vehicle-Miles of Intersection Capacity Added by the Roadway Impact Fee CIP (Appendix G: Intersection CIP Service Units of Supply)	101	2,897	485
I2	Total Vehicle-Miles of Existing Intersection Demand (Appendix G: Intersection CIP Service Units of Supply)	28	522	19
I3	Total Vehicle-Miles of Existing Deficiencies (Appendix F: Existing Roadway Facilities Inventory)	0	0	0
I4	Net Amount of Vehicle-Miles of Intersection Capacity Added (Line I1 - Line I2 - Line I3)	74	2,375	466
I5	Total Cost of the Intersection Impact Fee CIP within the Service Area (10-Year RIF CIP with Conceptual Level Cost Projections Tables)	\$135,000	\$7,645,000	\$1,740,000
I6	Cost of Net Intersection Capacity Supplied (Line I4 / Line I1) * (Line I5)	\$98,125	\$6,267,096	\$1,670,094
I7	Cost to Meet Existing Intersection Needs and Usage (Line I5 - Line I6)	\$36,875	\$1,377,904	\$69,906
I8	Total Vehicle-Miles of New Demand Over Ten Years (Table 7. 10-Year (2022-2032) Growth Projection – Vehicle-Miles)	1,620	29,166	37,538
I9	Percent of Intersection Capacity Added Attributable to New Growth (Line I8 / Line I4)	2196.1%	1228.1%	8063.4%
I10	Chapter 395 Check (If Line I8 > Line I4, Reduce Line I9 To 100%)	100.0%	100.0%	100.0%
I11	Cost of Intersection Impact Fee CIP Attributable to New Growth (Line I6 * Line I10)	\$98,125	\$6,267,096	\$1,670,094

Table 7. Maximum Assessable Roadway Impact Fee (Continued)

Calculations		Service Area		
Maximum Assessable Fee Per Service Unit Fee		1	2	3
12	Cost of Total Roadway Impact Fee CIP Attributable to New Growth (Line R11 + Line I11)	\$15,236,873	\$63,423,209	\$31,404,736
13	Financing Costs (Appendix H: Plan for Awarding the Roadway Impact Fee Credit)	\$5,068,263	\$21,096,551	\$10,446,202
14	Interest Earnings (Appendix H: Plan for Awarding the Roadway Impact Fee Credit)	\$ (1,199,904)	\$ (4,994,578)	\$ (2,473,123)
15	Cost of the Total Roadway Impact Fee CIP and Financing Attributable to New Growth (Line 12 + Line 13 + Line 14)	\$19,105,232	\$79,525,183	\$39,377,815
16	Pre-Credit Maximum Fee Per Service Unit (Line 15 / Line 8 ')	\$11,794	\$2,727	\$1,049
17	Credit For Ad Valorem Taxes (Section 395.014 of Local Government Code) (Appendix H: Plan for Awarding the Roadway Impact Fee Credit)	\$ (6,166,357)	\$ (25,667,349)	\$ (12,709,485)
18	Recoverable Cost of the Total Roadway Impact Fee CIP and Financing (Line 15 + Line 17)	\$12,938,875	\$53,857,834	\$26,668,330
19	Maximum Assessable Fee Per Service Unit (Line 18 / Line 8')	\$7,988	\$1,847	\$710

The resulting maximum impact fee ranges between \$710 to \$7,988 per vehicle-mile of travel. To calculate the roadway impact fee for new development, the Land Use / Vehicle-Mile of Travel Equivalency Table (LUVMET), in Appendix A must be utilized. This table presents vehicle-mile per development unit factors (TDFs) for each land use type contained in the Institute of Transportation Engineer's Trip Generation, 11th Edition. These factors can be multiplied by the number of development units and the maximum assessable fee per service unit to calculate a maximum assessable impact fee for any given land use in any given service area. For example, one Single-Family Detached Housing dwelling unit could be assessed a maximum impact fee of \$34,989.35 in Service Area 1, \$8,088.70 in Service Area 2, and \$3,111.99 in Service Area 3.

For comparison purposes, the current impact fees of other near-by cities are listed in Table 8. City of Taylor has currently adopted an impact fee of \$480.32 per Single-Family Detached Housing dwelling unit.

Table 8. Roadway Impact Fee Comparison

City	Maximum Assessable Roadway Impact Fee (Per Service Unit)		Adopted Roadway Impact Fee (Per Service Unit)		
	Per Service Area	Average	Per Service Area	Average	
Hutto	\$2,396	\$2,396	\$784.31 ^b	\$784.31 ^b	
Pflugerville	\$1,590	\$2,554 ^a	\$1,192 ^b (1/1/2021–12/31/2022)	\$1,192 ^b (1/1/2021–12/31/2022)	
	\$2,916		\$1,590 ^b (From 1/1/2023)	\$1,590 ^b (From 1/1/2023)	
	\$3,516				
Leander	\$2,179	\$1,093 ^a	\$1,089.50	\$546.60 ^{a, b}	
	\$842		\$421		
	\$929		\$464.50		
	\$1,229		\$614.50		
	\$287		\$143.50		
Austin (Inside Loop)	\$1,604	\$2,184 ^a	\$850 ^b	\$850 ^b	
	\$1,712				
	\$3,724				
	\$1,361				
	\$2,520				
Austin (Outside Loop)	\$1,472	\$2,923 ^a	\$850 ^b	\$850 ^b	
	\$4,479				
	\$3,642				
	\$2,218				
	\$2,043				
	\$3,071				
	\$1,543				
	\$5,752				
	\$2,415				
	\$1,507				
	\$3,921				
	\$3,011				
Georgetown	\$1,699	\$2,499 ^a	\$849.43	\$925.52 ^{a, b} (3/1/2023–2/28/2026)	
	\$2,152		\$1,075.87		
			\$1,075.87		
			\$702.41		
	\$3,315		\$1,075.87		1,388.30 ^{a, b} (From 3/1/2026)
	\$1,405		\$1,075.87		
			\$623.29		
	\$3,101		\$1,274.15		
			\$1,613.81		
			\$1,613.81		
	\$4,577		\$1,053.61		
	\$1,247		\$1,613.81		
\$935.08					
Round Rock		\$2,678	\$2,707 ^a	\$753 ^b (Before 1/1/2022)	\$753 ^b (Before 1/1/2022)
	\$2,933	1,130 ^b (1/1/2022–12/31/2023)		1,130 ^b (1/1/2022–12/31/2023)	
	\$2,511	\$1,507 ^b (From 1/1/2024)		\$1,507 ^b (From 1/1/2024)	
Taylor – New	\$7,988 (SA 1)	\$3,515 ^a	\$1,500 (SA 1) ^c	\$973.62 ^{a, c}	
	\$1,847 (SA 2)		\$710 (SA 2) ^c		
	\$710 (SA 3)		\$710 (SA 3) ^c		

^a Averaged across Service Areas, ^b Impact Fee/Service Unit for Residential, ^c **Recommended Roadway Impact Fee**

6.0 Advisory Committee Actions and Recommendations

The following summarizes the Capital Improvements Advisory Committee activities during the impact fee updating process:

- On September 13, 2022, the Committee met to:
 - Review Chapter 395 Impact Fee process and requirements.
- On November 8, 2022, the Committee met to:
 - Review population and land use information; and
 - Review CIP information.
- On December 13, 2022, the Committee met to:
 - Review methodology for maximum fee calculation;
 - Review unit cost calculations and maximum fee calculation; and
- On February 14, 2023, the Committee met to:
 - Receive and review the Impact Fee Report and found the following:
 - The land use assumptions used in the report are reasonable;
 - The CIP used in the report is reasonable; and
 - The method used to calculate the maximum impact fee is reasonable.
- On March 14, 2023, the Committee met to:
 - Approve the Impact Fee Report.
 - Recommend to City Council that the maximum impact fee amount calculated in this document and summarized in Table 9 be capped as follows.

Table 9. Maximum and Adopted/Recommended Assessable Roadway Impact Fee Per Service Unit

Service Area	Maximum Assessable Roadway Impact Fee		Recommended Roadway Impact Fee	
	Per Service Unit (per Vehicle-Mile)	Per Single-Family Dwelling Unit	Per Service Unit (per Vehicle-Mile)	Per Single-Family Dwelling Unit
1	\$7,988	\$34,989.35	\$1,500	\$6,570.60
2	\$1,847	\$8,088.70	\$710	\$3,111.99
3	\$710	\$3,111.99	\$710	\$3,111.99

Literature Cited

Chapter 395, Texas Local Government Code, Section 395.001. (2011). Available online at <https://statutes.capitol.texas.gov/Docs/LG/htm/LG.395.htm>, accessed December 1, 2022.



Appendix A

Land Use / Vehicle-Mile of Travel Equivalency (LUVMET)

**City of Taylor - 2023 Update of the Roadway Impact Fees
Land Use/Vehicle-Mile of Travel Equivalency (LUVMET) Table**

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-By Rate	Pass-By Source	Trip Rate ¹	Trip Length (mi.) ²	Adj. For O-D ³	Adj. Trip Length (mi.) ⁴	Max Trip Length (mi.) ⁵	Veh-MI Per Dev-Unit (TDF) ⁶
PORT AND TERMINAL											
Intermodal Truck Terminal	030	1,000 SF GFA	1.87			1.87	12.89	50%	6.45	6.00	11.22
Park-and-Ride with Bus Service	090	Parking Spaces	0.49			0.49	12.89	50%	6.45	6.00	2.94
INDUSTRIAL											
General Light Industrial (Default Industrial)	110	1,000 SF GFA	0.65			0.65	12.89	50%	6.45	6.00	3.90
Industrial Park	130	1,000 SF GFA	0.34			0.34	12.89	50%	6.45	6.00	2.04
Manufacturing	140	1,000 SF GFA	0.74			0.74	12.89	50%	6.45	6.00	4.44
Warehousing	150	1,000 SF GFA	0.18			0.18	12.89	50%	6.45	6.00	1.08
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	12.89	50%	6.45	6.00	0.90
Utilities	170	1,000 SF GFA	2.16			2.16	12.89	50%	6.45	6.00	12.96
RESIDENTIAL											
Single-Family Detached Housing (Default Residential)	210	Dwelling Unit	0.94			0.94	9.32	50%	4.66	4.66	4.38
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	9.32	50%	4.66	4.66	2.38
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	9.32	50%	4.66	4.66	1.82
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	9.32	50%	4.66	4.66	1.49
Mobile Home Park	240	Dwelling Unit	0.58			0.58	9.32	50%	4.66	4.66	2.70
Senior Adult Housing-Detached - Multifamily	251	Dwelling Unit	0.30			0.30	9.32	50%	4.66	4.66	1.40
Senior Adult Housing-Attached - Single Family	252	Dwelling Unit	0.25			0.25	9.32	50%	4.66	4.66	1.17
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	9.32	50%	4.66	4.66	0.84
Assisted Living	254	Beds	0.24			0.24	9.32	50%	4.66	4.66	1.12
Timeshare	265	Dwelling Unit	0.63			0.63	9.32	50%	4.66	4.66	2.94
LODGING											
Hotel	310	Room	0.59			0.59	16.56	50%	8.28	6.00	3.54
All Suites Hotel	311	Room	0.36			0.36	16.56	50%	8.28	6.00	2.16
Motel	320	Room	0.36			0.36	16.56	50%	8.28	6.00	2.16
Resort Hotel	330	Room	0.41			0.41	16.56	50%	8.28	6.00	2.46
RECREATIONAL											
Public Park	411	Acres	0.11			0.11	16.56	50%	8.28	6.00	0.66
Golf Course	430	Holes	2.91			2.91	16.56	50%	8.28	6.00	17.46
Miniature Golf Course	431	Holes	0.33			0.33	16.56	50%	8.28	6.00	1.98
Golf Driving Range	432	Driving Positions	1.25			1.25	16.56	50%	8.28	6.00	7.50
Batting Cages	433	Cages	2.22			2.22	16.56	50%	8.28	6.00	13.32
Multipurpose Recreational Facility	435	1,000 SF GFA	3.58			3.58	16.56	50%	8.28	6.00	21.48
Movie Theater	445	Screens	13.96			13.96	16.56	50%	8.28	6.00	83.76
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	16.56	50%	8.28	6.00	7.98
Soccer Complex	488	Fields	16.43			16.43	16.56	50%	8.28	6.00	98.58
Tennis Courts	490	Courts	4.21			4.21	16.56	50%	8.28	6.00	25.26
Racquet / Tennis Club	491	Courts	3.82			3.82	16.56	50%	8.28	6.00	22.92
Health/Fitness Club	492	1,000 SF GFA	3.45			3.45	16.56	50%	8.28	6.00	20.70
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	16.56	50%	8.28	6.00	15.00
INSTITUTIONAL											
Elementary School	520	Students	0.16			0.16	5.63	50%	2.82	2.82	0.45
Middle School/Junior High School	522	Students	0.15			0.15	5.63	50%	2.82	2.82	0.42
High School	525	Students	0.14			0.14	5.63	50%	2.82	2.82	0.39
Private School (K-8)	530	Students	0.26			0.26	5.63	50%	2.82	2.82	0.73
Private School (K-12)	532	Students	0.17			0.17	5.63	50%	2.82	2.82	0.48
Junior/Community College	540	Students	0.11			0.11	5.63	50%	2.82	2.82	0.31
University / College	550	Students	0.15			0.15	5.63	50%	2.82	2.82	0.42
Church	560	1,000 SF GFA	0.49			0.49	7.66	50%	3.83	3.83	1.88
Day Care Center	565	1,000 SF GFA	11.12	44%	A	6.23	3.17	50%	1.59	1.59	9.87
Library	590	1,000 SF GFA	8.16			8.16	5.63	50%	2.82	2.82	22.97
MEDICAL											
Hospital	610	Beds	1.69			1.69	10.00	50%	5.00	5.00	8.45
Nursing Home	620	Beds	0.14			0.14	10.00	50%	5.00	5.00	0.70
Clinic	630	1,000 SF GFA	3.69			3.69	10.00	50%	5.00	5.00	18.45
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	10.00	50%	5.00	5.00	12.36
OFFICE											
General Office Building (Default Office)	710	1,000 SF GFA	1.44			1.44	12.93	50%	6.47	6.00	8.64
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	12.93	50%	6.47	6.00	7.80
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	12.93	50%	6.47	6.00	10.56
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	12.93	50%	6.47	6.00	23.58
State Motor Vehicles Department	731	1,000 SF GFA	5.20			5.20	12.93	50%	6.47	6.00	31.20
United States Post Office	732	1,000 SF GFA	11.21			11.21	12.92	50%	6.46	6.00	67.26
Office Park	750	1,000 SF GFA	1.30			1.30	12.93	50%	6.47	6.00	7.80
Research and Development Center	760	1,000 SF GFA	0.98			0.98	12.93	50%	6.47	6.00	5.88
Business Park	770	1,000 SF GFA	1.22			1.22	12.93	50%	6.47	6.00	7.32
RETAIL											
Building Materials and Lumber Store	812	1,000 SF GFA	2.25	26%	B	1.67	6.39	50%	3.20	3.20	5.32
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	A	3.89	6.39	50%	3.20	3.20	12.42
Hardware/Paint Store	816	1,000 SF GFA	2.98	26%	A	2.21	6.39	50%	3.20	3.20	7.05
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	6.39	50%	3.20	3.20	15.52
Nursery (Wholesale)	818	1,000 SF GFA	5.24	30%	B	3.67	6.39	50%	3.20	3.20	11.72
Shopping Center (Default Commercial)	820	1,000 SF GFA	3.40	29%	A	2.41	6.39	50%	3.20	3.20	7.71
Factory Outlet Center	823	1,000 SF GFA	2.29	30%	B	1.60	6.39	50%	3.20	3.20	5.12
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	5.46	50%	2.73	2.73	5.29

**City of Taylor - 2023 Update of the Roadway Impact Fees
Land Use/Vehicle-Mile of Travel Equivalency (LUVMET) Table**

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-By Rate	Pass-By Source	Trip Rate ¹	Trip Length (mi.) ²	Adj. For O-D ³	Adj. Trip Length (mi.) ⁴	Max Trip Length (mi.) ⁵	Veh-Mi Per Dev-Unit (TDF) ⁶
Automobile Sales (Used)	841	1,000 SF GFA	3.75	20%	B	3.00	5.46	50%	2.73	2.73	8.19
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	5.46	50%	2.73	2.73	7.62
Tire Store	848	1,000 SF GFA	3.75	25%	A	2.81	5.46	50%	2.73	2.73	7.68
Supermarket	850	1,000 SF GFA	8.95	24%	A	6.80	6.39	50%	3.20	3.20	21.73
Convenience Market	851	1,000 SF GFA	49.11	51%	B	24.06	1.20	50%	0.60	0.60	14.44
Discount Club	857	1,000 SF GFA	4.19	34%	A	2.77	6.39	50%	3.20	3.20	8.84
Sporting Goods Superstore	861	1,000 SF GFA	2.14	30%	B	1.50	6.39	50%	3.20	3.20	4.79
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	6.39	50%	3.20	3.20	4.24
Electronics Superstore	863	1,000 SF GFA	4.25	40%	A	2.55	6.39	50%	3.20	3.20	8.15
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	6.39	50%	3.20	3.20	11.18
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	6.39	50%	3.20	3.20	4.36
Pharmacy/Drugstore without Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	1.20	50%	0.60	0.60	2.40
Pharmacy/Drugstore with Drive-Thru Window	881	1,000 SF GFA	10.25	49%	A	5.23	1.20	50%	0.60	0.60	3.14
Furniture Store	890	1,000 SF GFA	0.52	53%	A	0.24	6.39	50%	3.20	3.20	0.78
SERVICES											
Walk-In Bank	911	1,000 SF GLA	12.13	40%	B	7.28	5.46	50%	2.73	2.73	19.87
Drive-in Bank	912	Drive-in Lanes	27.07	35%	A	17.60	5.46	50%	2.73	2.73	48.04
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	5.46	50%	2.73	2.73	2.77
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	6.83	50%	3.42	3.42	14.92
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	6.83	50%	3.42	3.42	17.62
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21	50%	B	16.61	4.66	50%	2.33	2.33	38.69
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	55%	A	14.86	4.66	50%	2.33	2.33	34.63
Coffee/Donut Shop without Drive-Thru Window	936	1,000 SF GFA	32.29	70%	B	9.69	1.20	50%	0.60	0.60	5.81
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99	70%	B	11.70	1.20	50%	0.60	0.60	7.02
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	5.46	50%	2.73	2.73	7.94
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	5.46	50%	2.73	2.73	5.09
Gasoline/Service Station	944	Vehicle Fueling Position	13.91	57%	A	5.98	1.20	50%	0.60	0.60	3.59
Gasoline/Service Station with Convenience Market	945	Vehicle Fueling Position	18.42	56%	A	8.10	1.20	50%	0.60	0.60	4.86
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Automated Car Wash	948	1,000 SF GFA	14.20	94%	B	0.85	1.20	50%	0.60	0.60	0.51
Drinking Place	975	1,000 SF GFA	11.36	50%	B	5.68	4.66	50%	2.33	2.33	13.23

¹ Trip Rate = Trip Gen Rate (PM) * (1 - Pass-by Rate)

² Trip Lengths are based on information from the National Household Travel Survey (NHTS)

³ Reduction to account for origin and destination ends of a trip

⁴ Adjusted Trip Length = Trip Length * O-D Adjustment

⁵ Chapter 395 allows for a maximum service area of six (6) miles

⁶ TDF = Trip Rate * Max Trip Length

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Manual, 11th Edition (January 2022)

B: Estimated based on ITE rates for similar categories



Appendix B
Land Use Maps
(from Envision Taylor Comprehensive Plan)

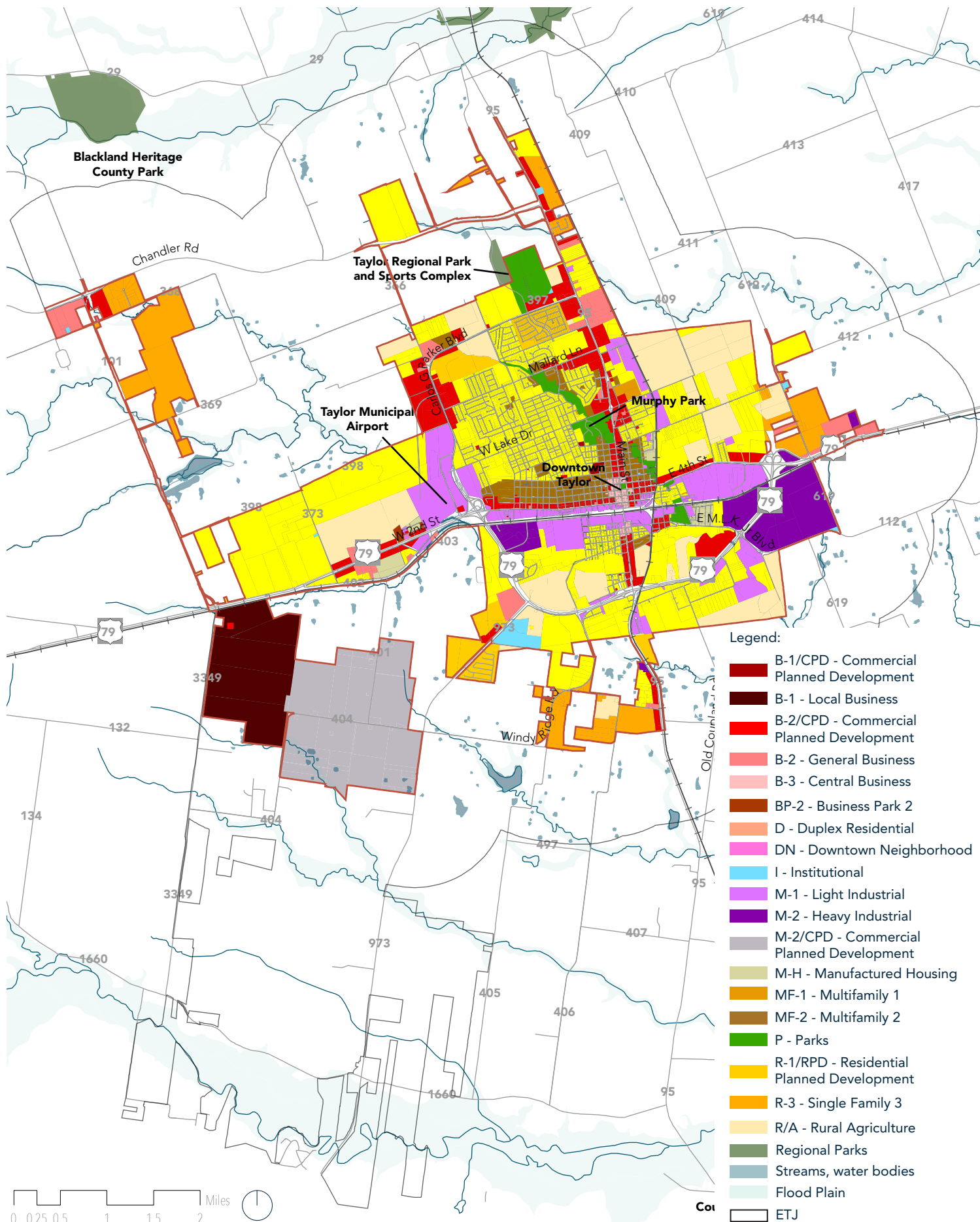


Figure 36: Existing Zoning

Source: City of Taylor, Williamson County

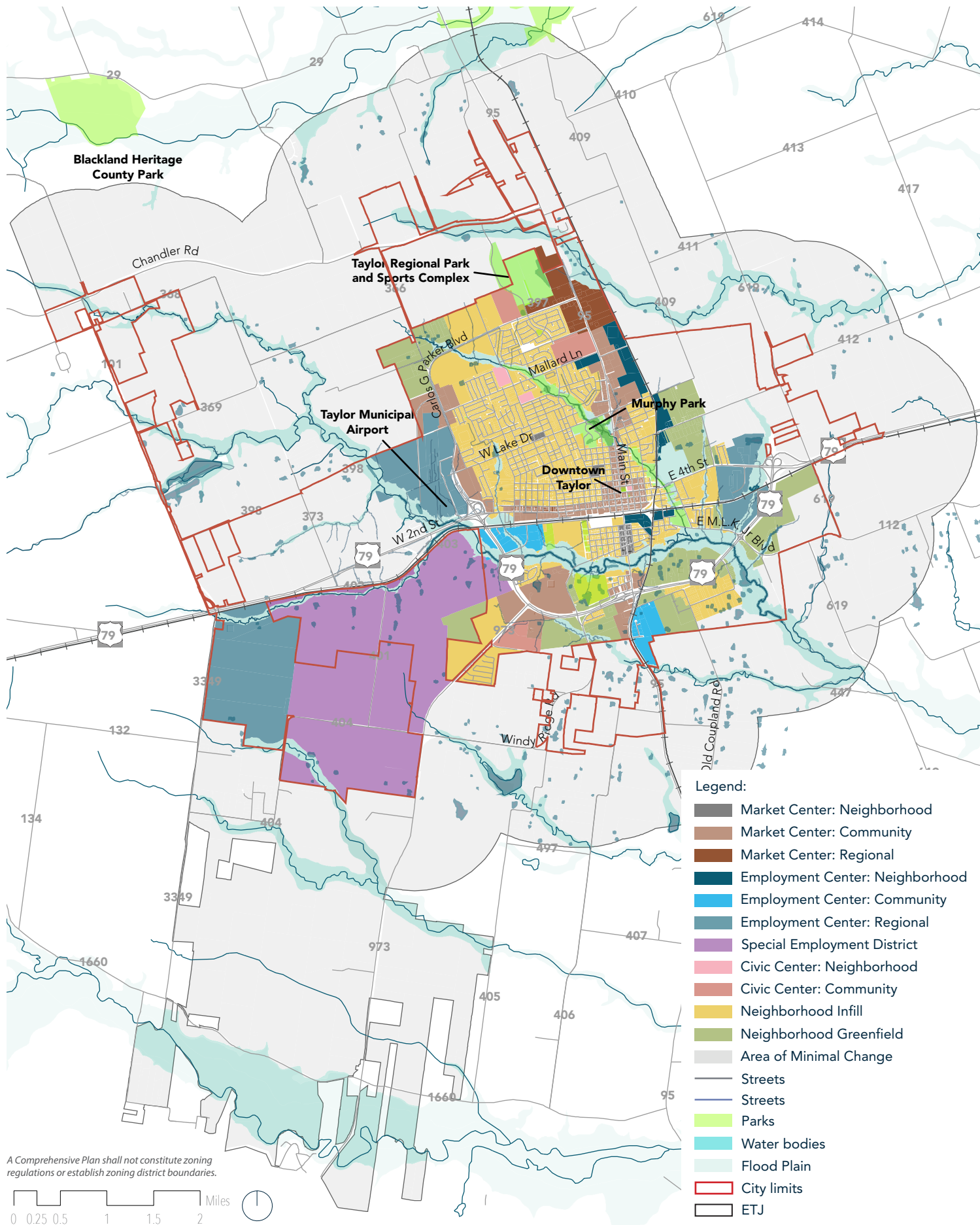


Figure 66: Future Land Use

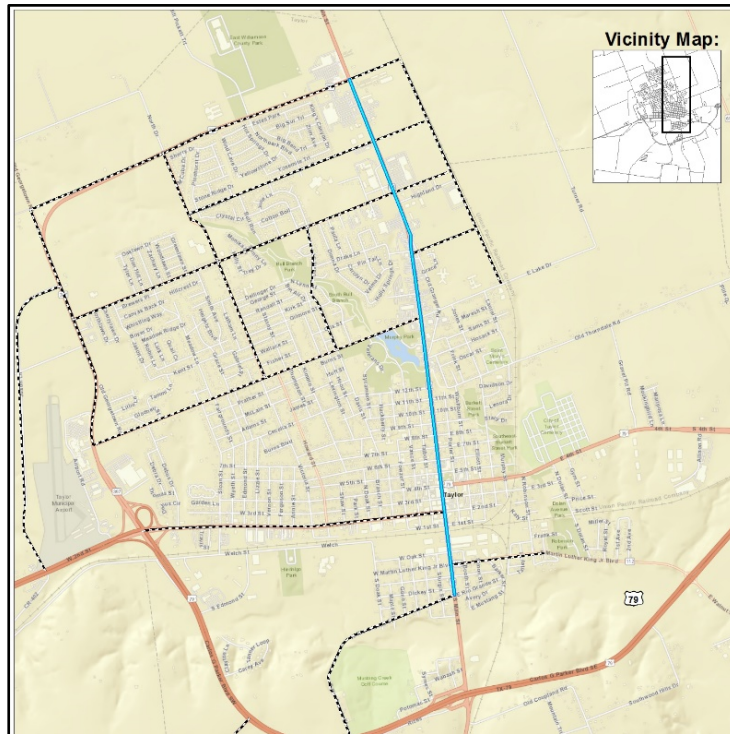
Source: City of Taylor, Williamson County



Appendix C

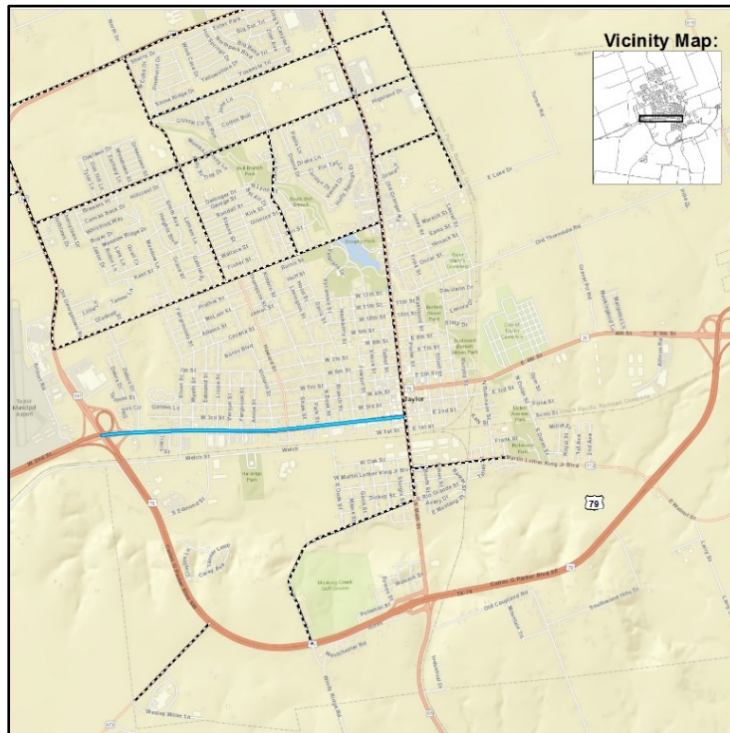
Summary of 10-Year Roadway CIP Projects

CIP ID 1 - Main St Capital Improvements Plan Projects



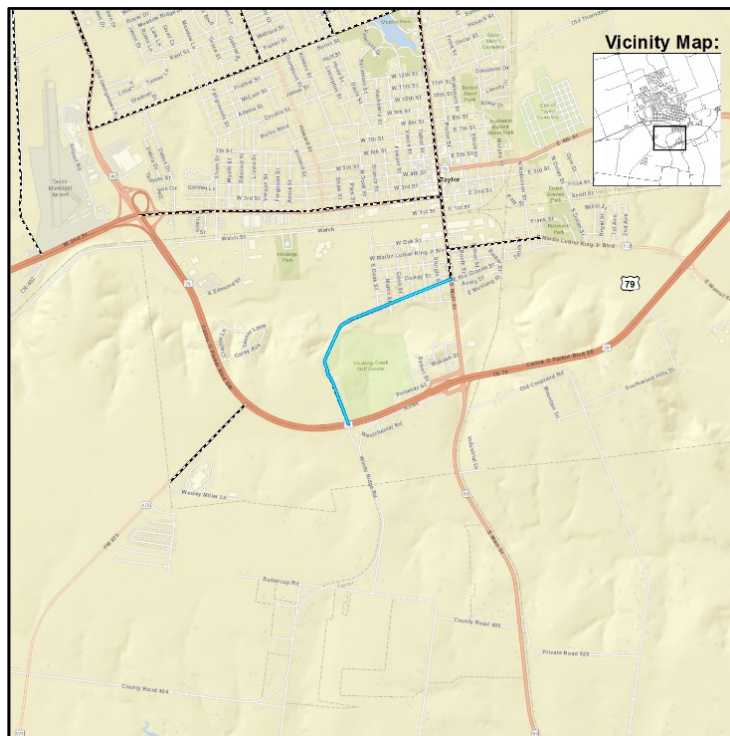
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost	
Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Rio Grande St (CR 404)	S2-A, S3-A, S4-A	Sidewalk	Installation of missing sidewalk	\$2,800,000	\$2,800,000	
	Carlos G Parker Blvd (FM 397)	I2-A	Intersection	Construction of a southbound right-turn lane	\$510,000	\$1,065,000	
	Lake Dr	I2-B		Construction of an eastbound left-turn lane	\$220,000		
		I3-A		Construction of a westbound left-turn lane	\$115,000		
	7th St	I2-C		Construction of an eastbound left-turn lane	\$110,000		
		I3-B		Construction of a westbound left-turn lane	\$110,000		
	Sidewalk Improvements Cost Subtotal						\$2,800,000
	Intersection Improvements Cost Subtotal						\$1,065,000
Total Improvement Cost						\$3,865,000	

CIP ID 2 - 2nd St Capital Improvements Plan Projects



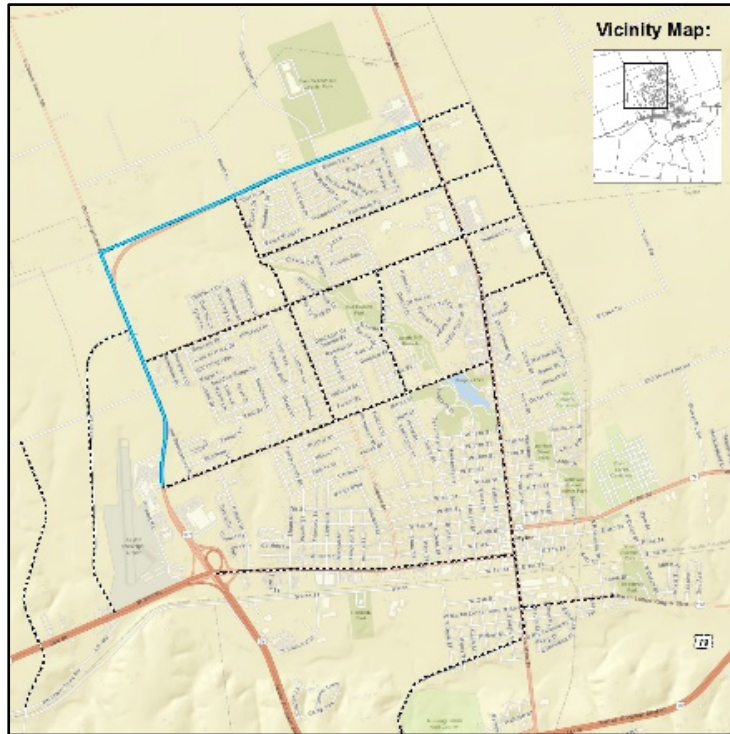
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
2nd St	from US 79 to Main St (SH 95)	R2-A	Roadway	Upgrade roadway to Community Boulevard cross section	\$19,300,000	\$19,300,000
	Sloan St	I2-D	Intersection	Construction of a northbound left-turn lane	\$260,000	\$1,080,000
		I2-E		Construction of a southbound left-turn lane	\$115,000	
	Howard St	I2-F		Signalization once warrants are met	\$500,000	
		I2-G		Construction of a southbound left-turn lane	\$205,000	
Roadway Improvements Cost Subtotal						\$19,300,000
Intersection Improvements Cost Subtotal						\$1,080,000
Total Improvement Cost						\$20,380,000

CIP ID 3 - Rio Grande St (CR 404) Capital Improvements Plan Projects



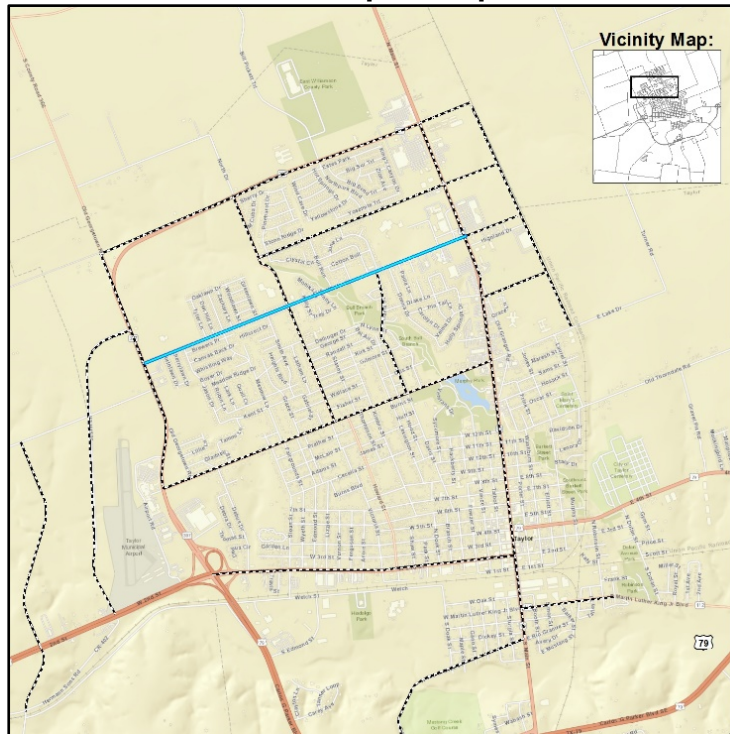
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Rio Grande St (CR 404)	from Main St (SH 95) to US 79	R4-A	Roadway	Upgrade roadway to Neighborhood Avenue cross section	\$14,400,000	\$14,400,000
	Main St (SH 95)	I3-C	Intersection	Construction of an eastbound left-turn lane	\$145,000	\$625,000
		I4-A		Construction of a westbound left-turn lane	\$160,000	
	US 79	I4-B		Construction of a northbound left-turn lane	\$155,000	
		I4-C		Construction of a southbound left-turn lane	\$165,000	
Roadway Improvements Cost Subtotal						\$14,400,000
Intersection Improvements Cost Subtotal						\$625,000
Total Improvement Cost						\$15,025,000

CIP ID 4 - Carlos G Parker Blvd (FM 397) Capital Improvements Plan Projects



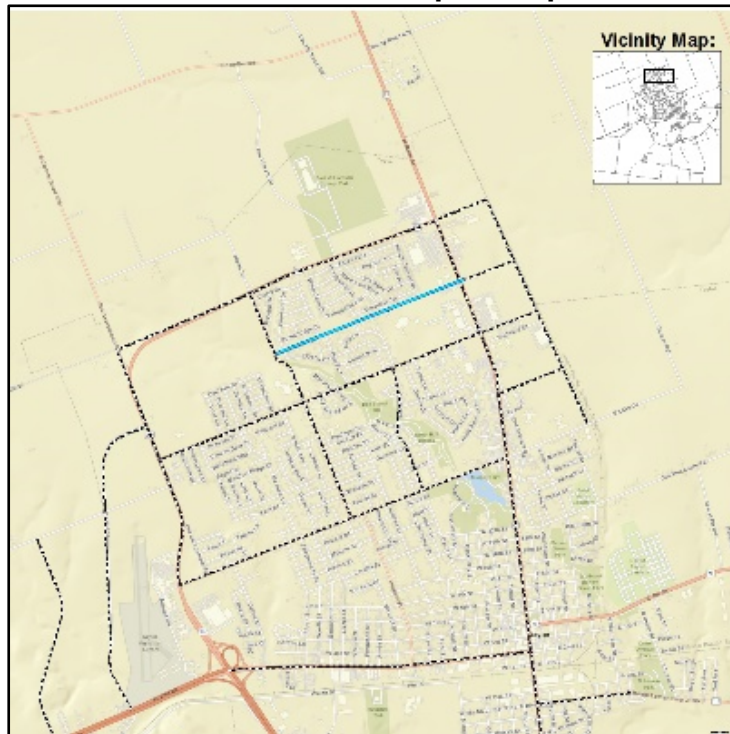
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Carlos G Parker Blvd (FM 397)	from Proposed Trail (West of North Dr) to Main St (SH 95)	S2-B	Sidewalk	Installation of missing sidewalk	\$3,000,000	\$3,000,000
	Lake Dr	I2-H	Intersection	Construction of a westbound right-turn lane	\$395,000	\$1,730,000
	Justin Ln	I2-I		Construction of a northbound left-turn lane	\$440,000	
		I1-A		Construction of an eastbound left-turn lane	\$135,000	
	Pivot Dr	I2-J		Construction of a southbound left-turn lane	\$415,000	
		I2-K		Construction of a westbound left-turn lane	\$25,000	
	CR 366 (Old Georgetown Rd)	I2-L		Construction of an eastbound left-turn lane	\$320,000	
	Sidewalk Improvements Cost Subtotal					
Intersection Improvements Cost Subtotal						\$1,730,000
Total Improvement Cost						\$4,730,000

CIP ID 5 - Mallard Ln Capital Improvements Plan Projects



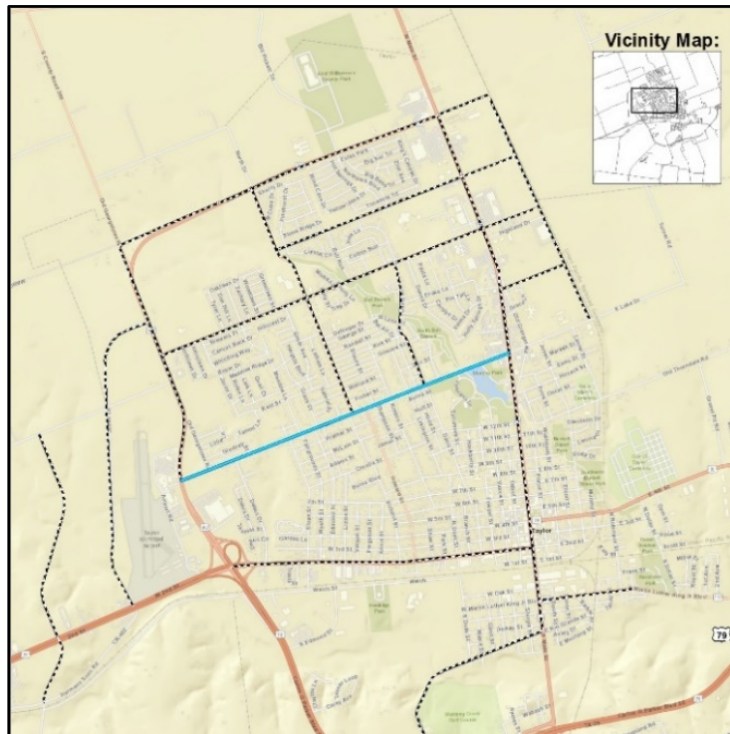
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Mallard Ln	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	S2-C	Sidewalk	Installation of missing sidewalk and restriping	\$4,500,000	\$4,500,000
	Meadow Ln	I2-M	Intersection	Signalization once warrants are met	\$500,000	\$600,000
		I2-N		Construction of a northbound left-turn lane	\$25,000	
		I2-O		Construction of an eastbound left-turn lane	\$25,000	
		I2-P		Construction of a southbound left-turn lane	\$25,000	
		I2-Q		Construction of a westbound left-turn lane	\$25,000	
	Sidewalk Improvements Cost Subtotal					\$4,500,000
Intersection Improvements Cost Subtotal					\$600,000	
Total Improvement Cost					\$5,100,000	

CIP ID 6 - TH Johnson Dr Capital Improvements Plan Projects



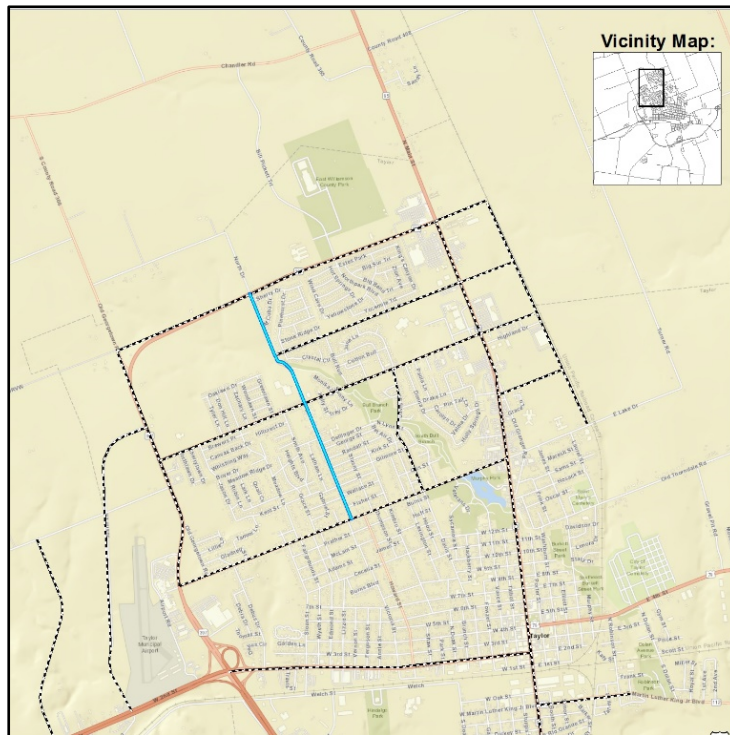
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
TH Johnson Dr	from North Dr to Main St (SH 95)	S2-D	Sidewalk	Installation of missing sidewalk	\$1,400,000	\$1,400,000
	North Dr	I2-R	Intersection	Signalization once warrants are met	\$500,000	\$1,275,000
		I2-S		Construction of a northbound left-turn lane	\$25,000	
		I2-T		Construction of an eastbound left-turn lane	\$145,000	
		I2-U		Construction of a southbound left-turn lane	\$25,000	
		I2-V		Construction of a westbound left-turn lane	\$25,000	
	Bill Pickett Tr	I2-W		Signalization once warrants are met	\$500,000	
		I2-X		Construction of an eastbound left-turn lane	\$30,000	
		I2-Y		Construction of a southbound left-turn lane	\$25,000	
Sidewalk Improvements Cost Subtotal						\$1,400,000
Intersection Improvements Cost Subtotal						\$1,275,000
Total Improvement Cost						\$2,675,000

CIP ID 7 - Lake Dr Capital Improvements Plan Projects



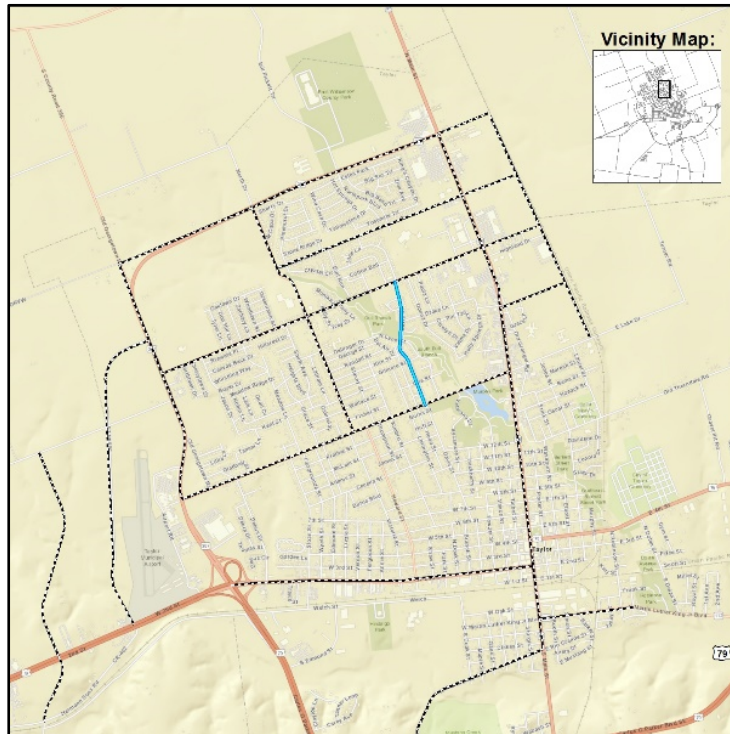
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Lake Dr	from Carlos G Parker Blvd (FM 397) to Main St (SH 95)	S2-E	Sidewalk	Installation of missing sidewalk	\$5,900,000	\$5,900,000
	North Dr	I2-Z	Intersection	Signalization once warrants are met	\$500,000	\$1,810,000
		I2-AA		Construction of an eastbound left-turn lane	\$165,000	
	Davis St	I2-AB		Signalization once warrants are met	\$500,000	
		I2-AC		Construction of a northbound left-turn lane	\$150,000	
		I2-AD		Construction of an eastbound left-turn lane	\$170,000	
		I2-AE		Construction of a southbound left-turn lane	\$205,000	
		I2-AF		Construction of a westbound left-turn lane	\$120,000	
	Sidewalk Improvements Cost Subtotal					
	Intersection Improvements Cost Subtotal					\$1,810,000
Total Improvement Cost					\$7,710,000	

CIP ID 8 - North Dr Capital Improvements Plan Projects



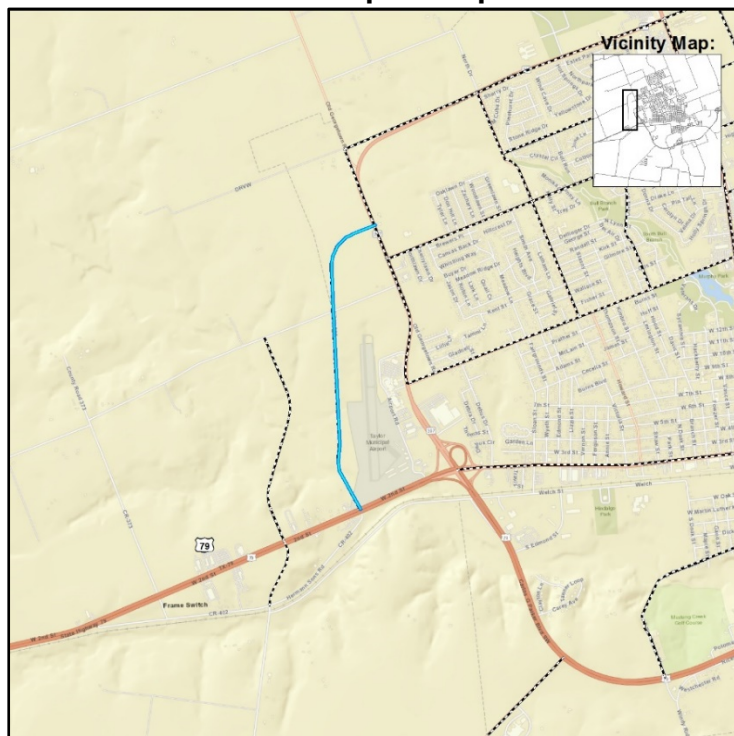
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
North Dr	from Carlos G Parker Blvd (FM 397) to Lake Dr	S2-F	Sidewalk	Installation of missing sidewalk	\$1,900,000	\$1,900,000
	Mallard Ln	I2-AG	Intersection	Signalization once warrants are met	\$500,000	\$770,000
		I2-AH		Construction of a northbound left-turn lane	\$220,000	
		I2-AI		Construction of an eastbound left-turn lane	\$25,000	
		I2-AJ		Construction of a westbound left-turn lane	\$25,000	
Sidewalk Improvements Cost Subtotal						\$1,900,000
Intersection Improvements Cost Subtotal						\$770,000
Total Improvement Cost						\$2,670,000

CIP ID 9 - Davis St Capital Improvements Plan Projects



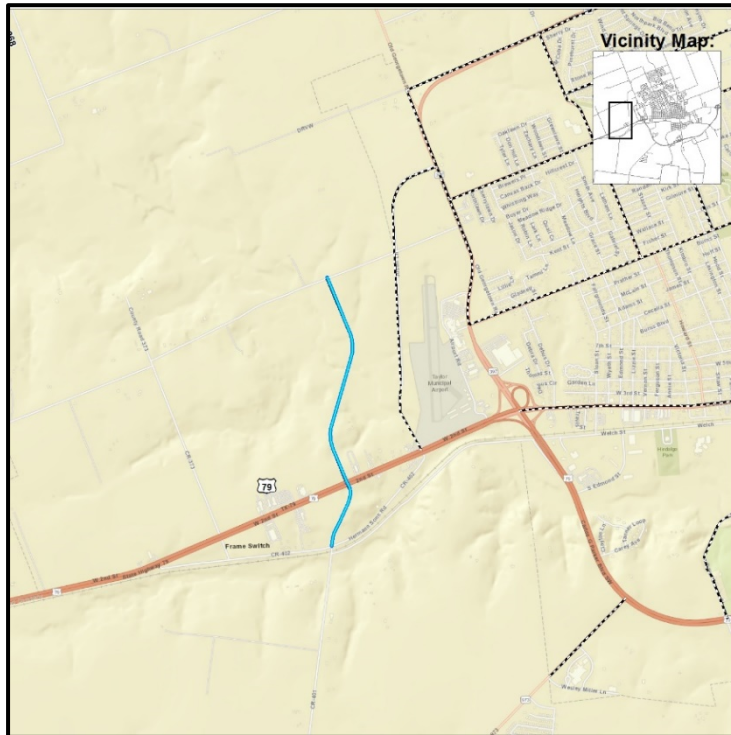
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Davis St	from Mallard Ln to Lake Dr	S2-G	Sidewalk	Installation of missing sidewalk	\$1,200,000	\$1,200,000
	Mallard Ln	I2-AK	Intersection	Construction of a northbound left-turn lane	\$25,000	\$255,000
		I2-AL		Construction of an eastbound left-turn lane	\$25,000	
		I2-AM		Construction of a southbound left-turn lane	\$180,000	
		I2-AN		Construction of a westbound left-turn lane	\$25,000	
Sidewalk Improvements Cost Subtotal						\$1,200,000
Intersection Improvements Cost Subtotal						\$255,000
Total Improvement Cost						\$1,455,000

CIP ID 10 - Justin Ln Capital Improvements Plan Projects



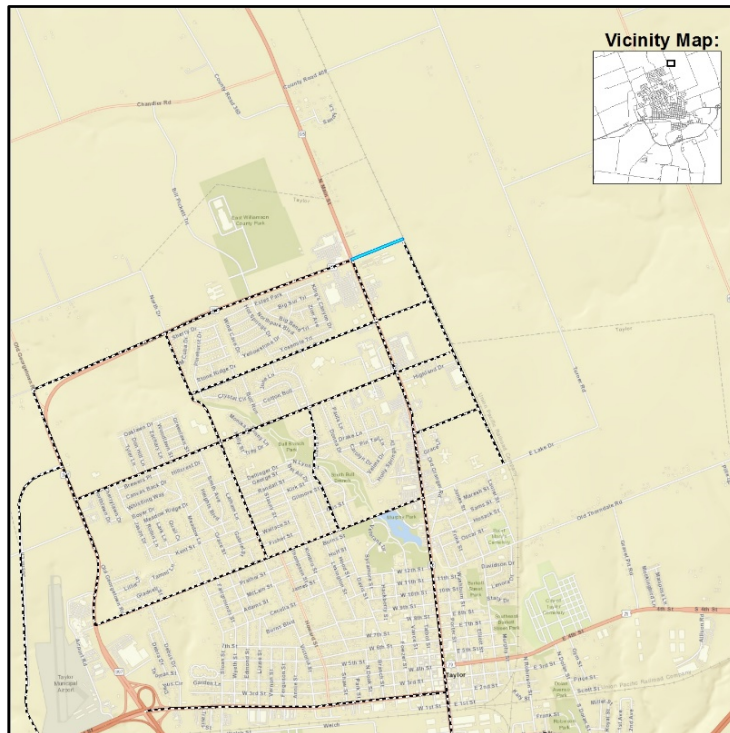
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Justin Ln	from Carlos G Parker Blvd (FM 397) to CR 398	R1-A	Roadway	Upgrade roadway to Community Boulevard cross-section	\$5,300,000	\$18,000,000
	from CR 398 to south of CR 398	R1-B		Upgrade roadway to Neighborhood Avenue cross section	\$7,800,000	
	from south of CR 398 to US 79	R1-C		Construction of roadway as Neighborhood Avenue	\$4,900,000	
Roadway Improvements Cost Subtotal						\$18,000,000
Total Improvement Cost						\$18,000,000

CIP ID 11 - Proposed N/S Community Blvd, east of CR 373 Capital Improvements Plan Projects



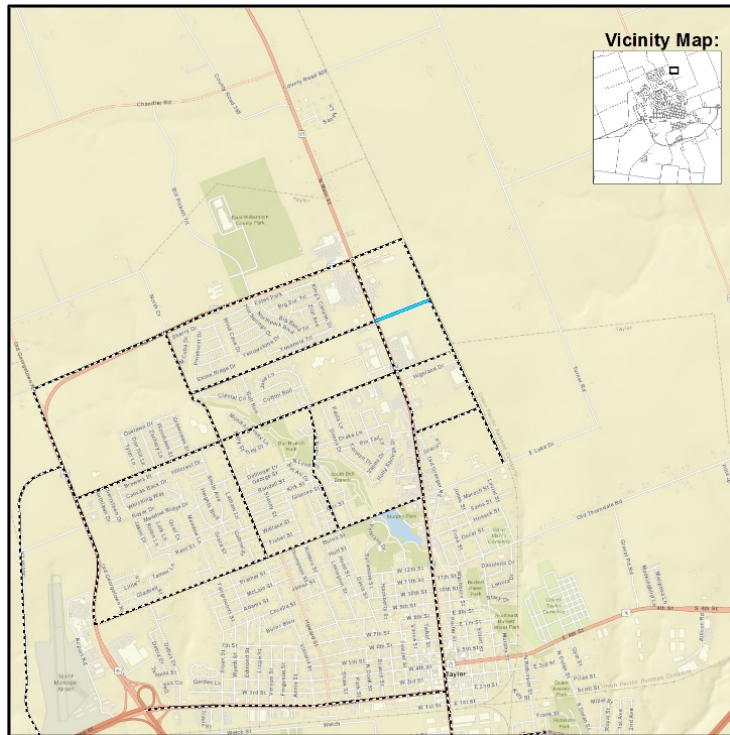
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	R1-D	Roadway	Upgrade roadway to Community Boulevard cross-section	\$24,000,000	\$24,000,000
Roadway Improvements Cost Subtotal						\$24,000,000
Total Improvement Cost						\$24,000,000

CIP ID 12 - Carlos G Parker Blvd (FM 397) Extension Capital Improvements Plan Projects



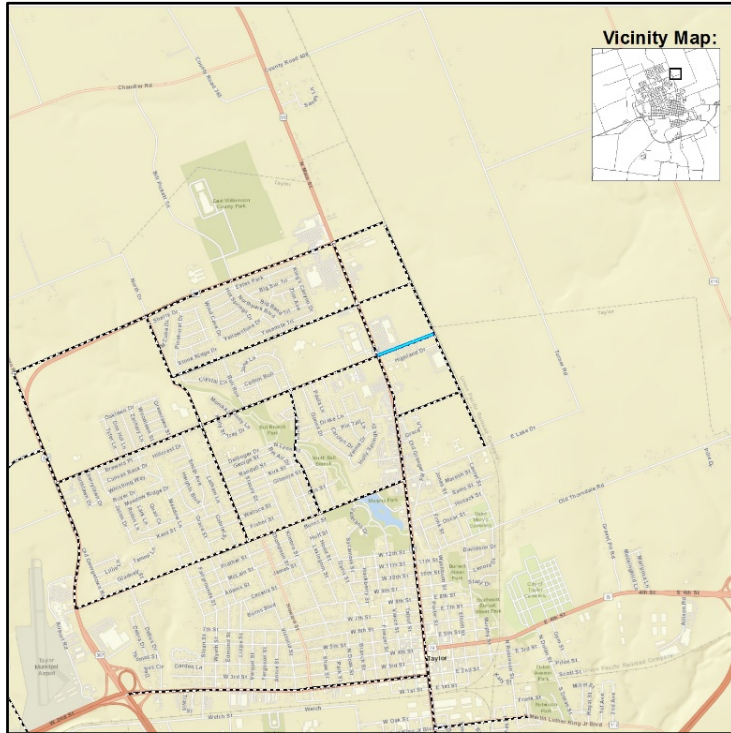
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Carlos G Parker Blvd (FM 397) Extension	from Main St (SH 95) to RR track	R3-A	Roadway	Construction of roadway as Community Boulevard	\$4,600,000	\$4,600,000
Roadway Improvements Cost Subtotal						\$4,600,000
Total Improvement Cost						\$4,600,000

CIP ID 13 - TH Johnson Dr Extension Capital Improvements Plan Projects



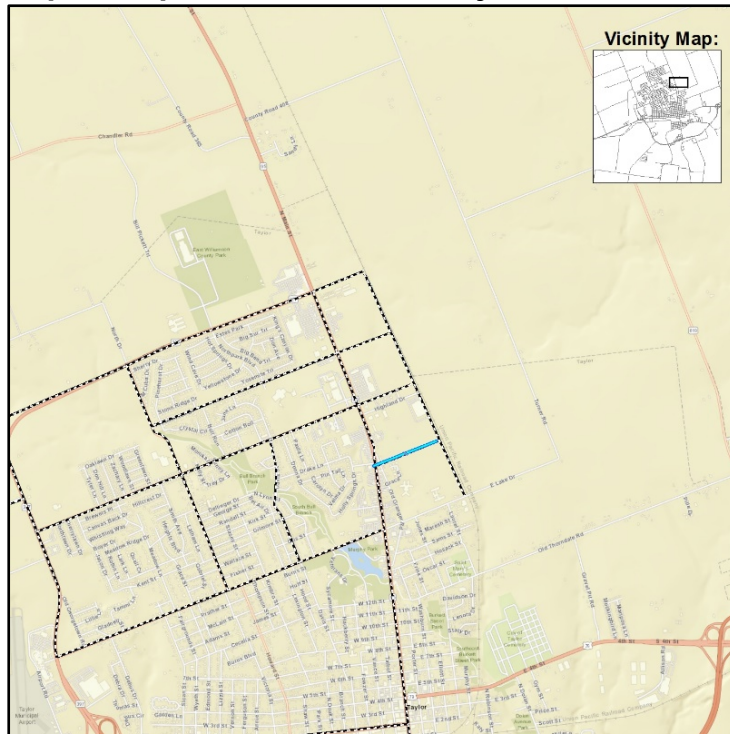
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
TH Johnson Dr Extension	from Main St (SH 95) to RR track	R3-B	Roadway	Construction of roadway as Neighborhood Avenue	\$4,300,000	\$4,300,000
Roadway Improvements Cost Subtotal						\$4,300,000
Total Improvement Cost						\$4,300,000

CIP ID 14 - Mallard Ln Extension Capital Improvements Plan Projects



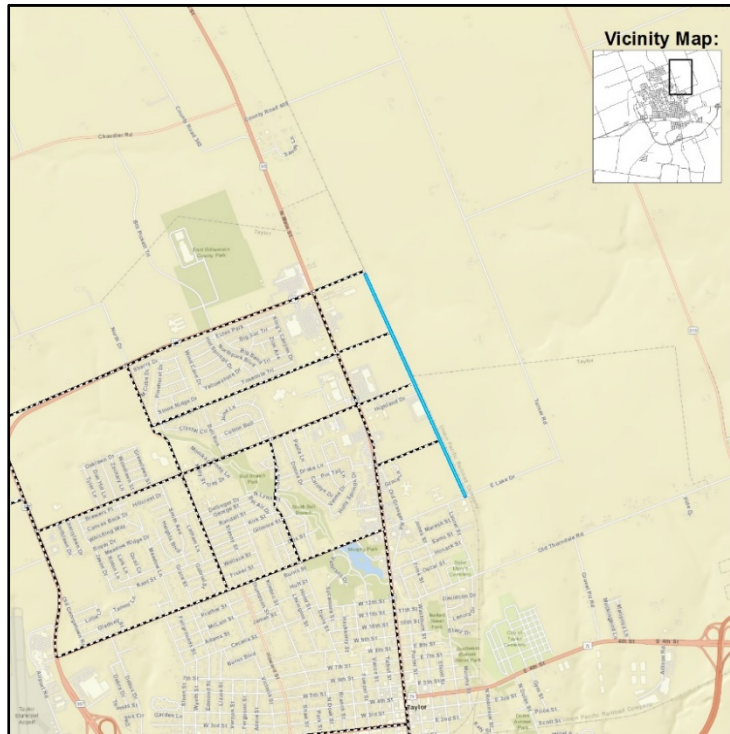
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Mallard Ln Extension	from Main St (SH 95) to RR track	R3-C	Roadway	Construction of roadway as Neighborhood Avenue	\$4,300,000	\$4,300,000
Roadway Improvements Cost Subtotal						\$4,300,000
Total Improvement Cost						\$4,300,000

CIP ID 15 - Proposed E/W Neighborhood Ave, south of Mallard Ln Capital Improvements Plan Projects



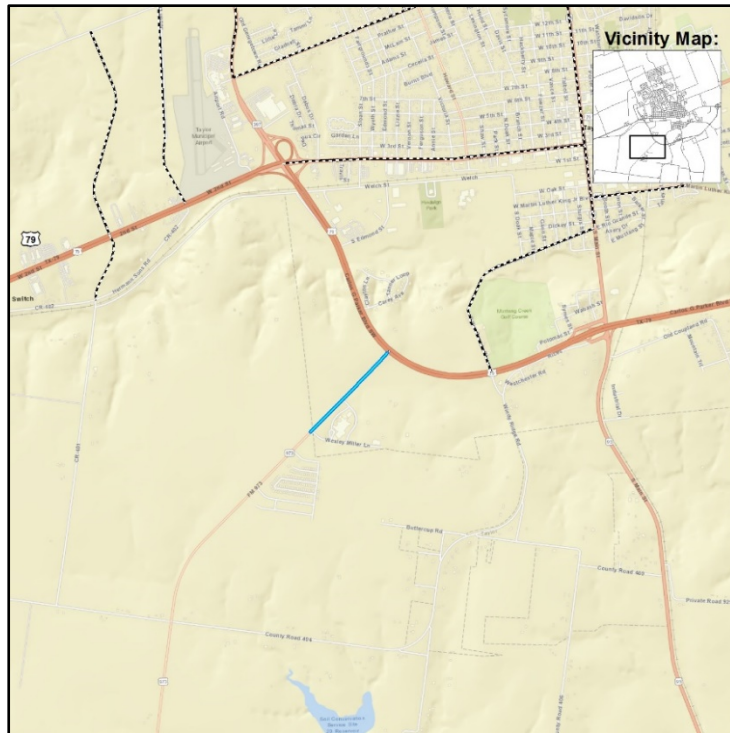
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Proposed E/W Neighborhood Ave south of Mallard Ln	from Main St (SH 95) to RR track	R3-D	Roadway	Construction of roadway as Neighborhood Avenue	\$5,000,000	\$5,000,000
Roadway Improvements Cost Subtotal						\$5,000,000
Total Improvement Cost						\$5,000,000

CIP ID 16 - Proposed N/S Neighborhood Ave, east of Main St, Capital Improvements Plan Projects



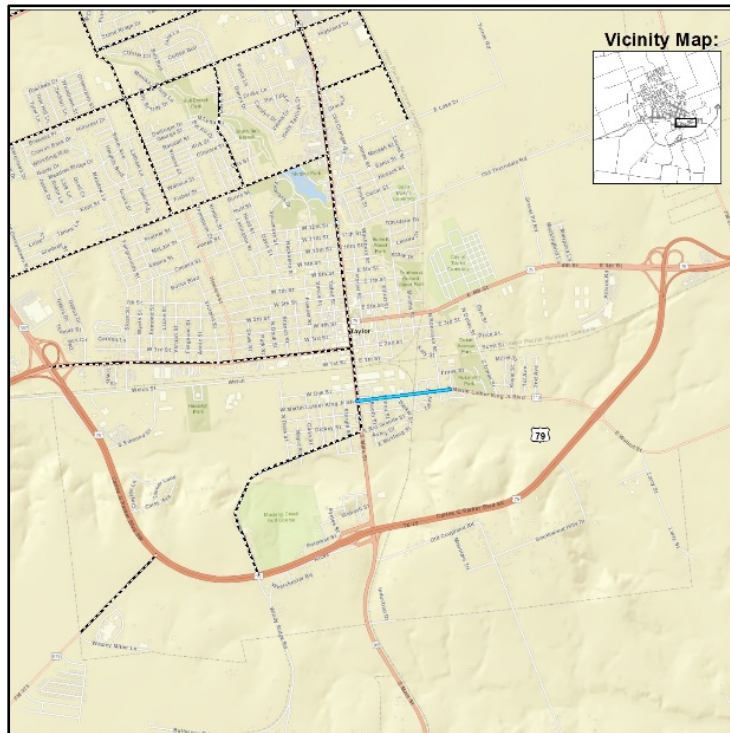
Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
Proposed N/S Neighborhood Ave east of Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Lake Dr	R3-E	Roadway	Construction of roadway as Neighborhood Avenue	\$16,400,000	\$16,400,000
Roadway Improvements Cost Subtotal						\$16,400,000
Total Improvement Cost						\$16,400,000

CIP ID 17 - FM 973 Capital Improvements Plan Projects



Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
FM 973	from US 79 to north of Wesley Miller Ln	R4-B	Roadway	Upgrade roadway to Community Boulevard cross-section	\$7,600,000	\$7,600,000
Roadway Improvements Cost Subtotal						\$7,600,000
Total Improvement Cost						\$7,600,000

CIP ID 18 - MLK Jr Blvd (FM 112) Capital Improvements Plan Projects



Roadway	Limits/Location	Project ID	Improvement Type	Impact Fee Improvement	Cost	Total Cost
MLK Jr Blvd (FM 112)	from Main St (SH 95) to Threadgill St	S3-B	Sidewalk	Installation of missing sidewalk	\$1,900,000	\$1,200,000
	Main St (SH 95)	I3-D	Intersection	Construction of a westbound left-turn lane	\$115,000	\$310,000
		I4-D		Construction of an eastbound left-turn lane	\$195,000	
Sidewalk Improvements Cost Subtotal						\$1,900,000
Intersection Improvements Cost Subtotal						\$310,000
Total Improvement Cost						\$2,210,000



Appendix D

CIP Cost Estimates

ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

2nd St

PROJECT LIMITS:

from US 79 to Main St

PROJECT DESCRIPTION:

Upgrade roadway to
Community Boulevard
cross section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 4L	
c. BACK OF CURB SECTION LEFT:	4L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	4L COMMUNITY BLVD	
e. PROJECT LENGTH =	1.56	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	25.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE WIDENING	
i. EXISTING PAVEMENT WIDTH =	55	FEET
j. NOMINAL PAVEMENT WIDENING =	10	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 4-5 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	24	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	83	STA	\$ 7,000.00	\$ 581,000
b.	EXCAVATION	27456	CY	\$ 10.00	\$ 274,560
c.	EMBANKMENT	13728	CY	\$ 25.00	\$ 343,200
d.	HMAC PAVEMENT (ROADWAY)	9152	SY	\$ 76.02	\$ 695,746
e.	MILL AND OVERLAY COST	50183	SY	\$ 25.98	\$ 1,303,509
f.	DRAINAGE SYSTEMS	1.560	LS/MI	\$ 2,282,400.00	\$ 3,560,544
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.000	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	1.000	LS/MI	\$ 414,000.00	\$ 414,000
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 202,604.70
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 506,511.74
l.	SIDEWALK/SHARED USE PATH	21964.80	SY	\$ 75.00	\$ 1,647,360
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 506,511.74
n.	CURB AND GUTTER	32947	LF	\$ 30.00	\$ 988,416
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.02	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.560	LS/MI	\$ 90,000.00	\$ 140,400
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE WIDENING	300	SF	\$ 125.00	\$ 37,500.00
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 11,345,863
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 1,134,586
	ENGINEERING AND DESIGN	15%			\$ 1,701,879
	CONSTRUCTION CONTINGENCY	20%			\$ 2,269,173
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 2,212,443
	ROW ACQUISITION	100100.00	LS/SF	\$ 6.00	\$ 600,600
SUBTOTAL					\$ 7,918,682
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					
					\$ 19,264,545
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
					\$ 416,509
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					
					\$ 19,264,545
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
					\$ 416,509
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					
					\$ 19,264,545

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:	FM 973
PROJECT LIMITS:	from US 79 to north of Wesley Miller Ln
PROJECT DESCRIPTION:	Upgrade roadway to Community Boulevard cross-section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 4L	
c. BACK OF CURB SECTION LEFT:	4L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	4L COMMUNITY BLVD	
e. PROJECT LENGTH =	0.554	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
j. NOMINAL PAVEMENT WIDENING =	16	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 4-5 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	24	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	30	STA	\$ 7,000.00	\$ 210,000
b.	EXCAVATION	12188	CY	\$ 10.00	\$ 121,875
c.	EMBANKMENT	6094	CY	\$ 25.00	\$ 152,344
d.	HMAC PAVEMENT (ROADWAY)	5200	SY	\$ 76.28	\$ 396,630
e.	MILL AND OVERLAY COST	14300	SY	\$ 25.98	\$ 371,443
f.	DRAINAGE SYSTEMS	0.554	LS/MI	\$ 2,282,400.00	\$ 1,264,398
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	1.108	LS/MI	\$ 414,000.00	\$ 458,693
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 82,104.80
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 205,262.01
l.	SIDEWALK/SHARED USE PATH	7800.00	SY	\$ 75.00	\$ 585,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 205,262.01
n.	CURB AND GUTTER	11700	LF	\$ 30.00	\$ 351,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.28	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.554	LS/MI	\$ 90,000.00	\$ 49,858
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 4,597,869
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 459,787
	ENGINEERING AND DESIGN	15%			\$ 689,680
	CONSTRUCTION CONTINGENCY	20%			\$ 919,574
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 896,584
	ROW ACQUISITION	0	LS/SF	\$ 6.00	\$ -
SUBTOTAL					\$ 2,965,625
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 7,563,494
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		19,500	SY	\$ 7.00	\$ 136,531
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,563,494
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 136,531
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,563,494
		0%			

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ESTIMATED CONSTRUCTION COST TEMPLATE

**Transportation Master Plan
City of Taylor**

PROJECT NAME:

Carlos G/FM 397 Extension

PROJECT LIMITS:

from Main St to RR track

PROJECT DESCRIPTION:

Construction of roadway
as Community Boulevard

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Community Boulevard 2L	
c.	BACK OF CURB SECTION LEFT:	2L COMMUNITY BLVD	
d.	BACK OF CURB SECTION RIGHT:	2L COMMUNITY BLVD	
e.	PROJECT LENGTH =	0.284	MILES
f.	NOMINAL ROW WIDTH =	100	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	40	FEET
k.	HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	15	STA	\$ 7,000.00	\$ 105,000
b.	EXCAVATION	11136	CY	\$ 10.00	\$ 111,364
c.	EMBANKMENT	5568	CY	\$ 25.00	\$ 139,205
d.	HMAC PAVEMENT (ROADWAY)	6667	SY	\$ 77.93	\$ 519,500
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.284	LS/MI	\$ 1,299,600.00	\$ 369,205
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.568	LS/MI	\$ 414,000.00	\$ 235,227
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 41,141.36
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 102,853.41
l.	SIDEWALK/SHARED USE PATH	4000.00	SY	\$ 75.00	\$ 300,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 102,853.41
n.	CURB AND GUTTER	6000	LF	\$ 30.00	\$ 180,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 77.93	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.284	LS/MI	\$ 90,000.00	\$ 25,568
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,303,916
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 230,392
	ENGINEERING AND DESIGN	15%			\$ 345,587
	CONSTRUCTION CONTINGENCY	20%			\$ 460,783
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 449,264
	ROW ACQUISITION	140000.00	LS/SF	\$ 6.00	\$ 840,000
SUBTOTAL					\$ 2,326,026
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,629,942
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		6,667	SY	\$ 7.00	\$ 46,677
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,629,942
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 46,677
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,629,942

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan City of Taylor

PROJECT NAME:
PROJECT LIMITS:
PROJECT DESCRIPTION:

Proposed N/S
Community Blvd east of CR 373
from CR 398 to CR 402
Construction of roadway
as Community Boulevard

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 2L	
c. BACK OF CURB SECTION LEFT:	2L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	2L COMMUNITY BLVD	
e. PROJECT LENGTH =	1.460	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	50.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	0	FEET
j. NOMINAL PAVEMENT WIDENING =	40	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	24	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	78	STA	\$ 7,000.00	\$ 546,000
b.	EXCAVATION	57232	CY	\$ 10.00	\$ 572,320
c.	EMBANKMENT	28616	CY	\$ 25.00	\$ 715,400
d.	HMAC PAVEMENT (ROADWAY)	34261	SY	\$ 77.93	\$ 2,669,814
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	1.460	LS/MI	\$ 1,299,600.00	\$ 1,897,416
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	2.920	LS/MI	\$ 414,000.00	\$ 1,208,880
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 211,240.93
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 528,102.32
l.	SIDEWALK/SHARED USE PATH	20556.80	SY	\$ 75.00	\$ 1,541,760
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 528,102.32
n.	CURB AND GUTTER	30835	LF	\$ 30.00	\$ 925,056
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 77.93	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.460	LS/MI	\$ 90,000.00	\$ 131,400
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	2100	SF	\$ 100.00	\$ 210,000.00
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 11,829,492
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 1,182,949
	ENGINEERING AND DESIGN	15%			\$ 1,774,424
	CONSTRUCTION CONTINGENCY	20%			\$ 2,365,898
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 2,306,751
	ROW ACQUISITION	750000.00	LS/SF	\$ 6.00	\$ 4,500,000
SUBTOTAL					\$ 12,130,022
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					
					\$ 23,959,514
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
	34,261	SY	\$ 7.00	\$ 239,883	
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					
	3%			\$ 23,959,514	
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
	3%			\$ 239,883	
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					
	0%			\$ 23,959,514	

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:
PROJECT LIMITS:
PROJECT DESCRIPTION:

Proposed E/W
Neighborhood Ave
south of Mallard Ln
from Main St to RR track
Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	0.360	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	0	FEET
j. NOMINAL PAVEMENT WIDENING =	36	FEET
k. HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	12	
q. YEARS OF MAINTAINENCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	19	STA	\$ 7,000.00	\$ 133,000
b.	EXCAVATION	11263	CY	\$ 10.00	\$ 112,633
c.	EMBANKMENT	5650	CY	\$ 25.00	\$ 141,241
d.	HMAC PAVEMENT (ROADWAY)	7600	SY	\$ 78.48	\$ 596,410
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.360	LS/MI	\$ 1,299,600.00	\$ 467,659
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.720	LS/MI	\$ 414,000.00	\$ 297,955
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 45,425.66
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 113,564.16
l.	SIDEWALK/SHARED USE PATH	2533.33	SY	\$ 75.00	\$ 190,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 113,564.16
n.	CURB AND GUTTER	7600	LF	\$ 30.00	\$ 228,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.360	LS/MI	\$ 90,000.00	\$ 32,386
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,543,837
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 254,384
	ENGINEERING AND DESIGN	15%			\$ 381,576
	CONSTRUCTION CONTINGENCY	20%			\$ 508,767
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 496,048
	ROW ACQUISITION	136000.00	LS/ACRE	\$ 6.00	\$ 816,000
SUBTOTAL					\$ 2,456,775
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 5,000,612
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		7,600	SY	\$ 7.00	\$ 53,212
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 5,000,612
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 53,212
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 5,000,612

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Justin Lane

PROJECT LIMITS:

from CR 398 to
south of CR 398

PROJECT DESCRIPTION:

Upgrade roadway to
Neighborhood Avenue
cross section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	0.682	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	25	FEET
j. NOMINAL PAVEMENT WIDENING =	27	FEET
k. HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	18	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	36	STA	\$ 7,000.00	\$ 252,000
b.	EXCAVATION	14727	CY	\$ 10.00	\$ 147,273
c.	EMBANKMENT	7364	CY	\$ 25.00	\$ 184,091
d.	HMAC PAVEMENT (ROADWAY)	10800	SY	\$ 76.78	\$ 829,253
e.	MILL AND OVERLAY COST	10000	SY	\$ 25.98	\$ 259,750
f.	DRAINAGE SYSTEMS	0.682	LS/MI	\$ 1,299,600.00	\$ 886,091
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	1.364	LS/MI	\$ 414,000.00	\$ 564,545
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 81,687.33
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 204,218.34
l.	SIDEWALK/SHARED USE PATH	4800.00	SY	\$ 75.00	\$ 360,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 204,218.34
n.	CURB AND GUTTER	14400	LF	\$ 30.00	\$ 432,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.78	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	18	MO	\$ 6,000.00	\$ 108,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.682	LS/MI	\$ 90,000.00	\$ 61,364
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 4,574,491
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 457,449
	ENGINEERING AND DESIGN	15%			\$ 686,174
	CONSTRUCTION CONTINGENCY	20%			\$ 914,898
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 892,026
	ROW ACQUISITION	51300.00	LS/SF	\$ 6.00	\$ 307,800
SUBTOTAL					\$ 3,258,347
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 7,832,837
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		20,800	SY	\$ 7.00	\$ 145,633
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,832,837
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 145,633
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					\$ 7,832,837
		0%			

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Justin Lane

PROJECT LIMITS:

from Carlos G/FM 397
to CR 398

PROJECT DESCRIPTION:

Upgrade roadway to
Community Boulevard
cross-section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Community Boulevard 2L	
c. BACK OF CURB SECTION LEFT:	2L COMMUNITY BLVD	
d. BACK OF CURB SECTION RIGHT:	2L COMMUNITY BLVD	
e. PROJECT LENGTH =	0.379	MILES
f. NOMINAL ROW WIDTH =	100	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	25	FEET
j. NOMINAL PAVEMENT WIDENING =	31	FEET
k. HMAC PAVEMENT CROSS-SECTION	COMMUNITY BLVD	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	12	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	21	STA	\$ 7,000.00	\$ 147,000
b.	EXCAVATION	11143	CY	\$ 10.00	\$ 111,426
c.	EMBANKMENT	5571	CY	\$ 25.00	\$ 139,283
d.	HMAC PAVEMENT (ROADWAY)	6893	SY	\$ 76.51	\$ 527,369
e.	MILL AND OVERLAY COST	5559	SY	\$ 25.98	\$ 144,386
f.	DRAINAGE SYSTEMS	0.379	LS/MI	\$ 1,299,600.00	\$ 492,548
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.758	LS/MI	\$ 414,000.00	\$ 313,812
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 52,445.85
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 131,114.63
l.	SIDEWALK/SHARED USE PATH	5336.32	SY	\$ 75.00	\$ 400,224
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 131,114.63
n.	CURB AND GUTTER	8004	LF	\$ 30.00	\$ 240,134
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 76.51	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.379	LS/MI	\$ 90,000.00	\$ 34,110
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,936,968
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 293,697
	ENGINEERING AND DESIGN	15%			\$ 440,545
	CONSTRUCTION CONTINGENCY	20%			\$ 587,394
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 572,709
	ROW ACQUISITION	80000.00	LS/SF	\$ 6.00	\$ 480,000
SUBTOTAL					\$ 2,374,344
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 5,311,312
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		12,451	SY	\$ 7.00	\$ 87,179
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					\$ 5,311,312
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 87,179
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					\$ 5,311,312
		0%			

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Justin Lane

PROJECT LIMITS:

from south of CR 398
to US 79

PROJECT DESCRIPTION:

Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	0.379	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	75.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	20	STA	\$ 7,000.00	\$ 140,000
b.	EXCAVATION	11856	CY	\$ 10.00	\$ 118,561
c.	EMBANKMENT	5947	CY	\$ 25.00	\$ 148,674
d.	HMAC PAVEMENT (ROADWAY)	8000	SY	\$ 78.48	\$ 627,800
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.379	LS/MI	\$ 1,299,600.00	\$ 492,273
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.758	LS/MI	\$ 414,000.00	\$ 313,636
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 53,440.70
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 133,601.74
l.	SIDEWALK/SHARED USE PATH	2666.67	SY	\$ 75.00	\$ 200,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 133,601.74
n.	CURB AND GUTTER	8000	LF	\$ 30.00	\$ 240,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.379	LS/MI	\$ 90,000.00	\$ 34,091
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	2850	SF	\$ 100.00	\$ 285,000.00
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,992,679
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 299,268
	ENGINEERING AND DESIGN	15%			\$ 448,902
	CONSTRUCTION CONTINGENCY	20%			\$ 598,536
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 583,572
	ROW ACQUISITION	0	LS/ACRE	\$ 6.00	\$ -
SUBTOTAL					\$ 1,930,278
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,922,957
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		8,000	SY	\$ 7.00	\$ 56,013
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,922,957
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 56,013
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,922,957

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

Mallard Ln Extension

PROJECT LIMITS:

from Main St to RR track

PROJECT DESCRIPTION:

Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	0.303	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	12	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	16	STA	\$ 7,000.00	\$ 112,000
b.	EXCAVATION	9485	CY	\$ 10.00	\$ 94,848
c.	EMBANKMENT	4758	CY	\$ 25.00	\$ 118,939
d.	HMAC PAVEMENT (ROADWAY)	6400	SY	\$ 78.48	\$ 502,240
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.303	LS/MI	\$ 1,299,600.00	\$ 393,818
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.606	LS/MI	\$ 414,000.00	\$ 250,909
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 38,480.56
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 96,201.39
l.	SIDEWALK/SHARED USE PATH	2133.33	SY	\$ 75.00	\$ 160,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 96,201.39
n.	CURB AND GUTTER	6400	LF	\$ 30.00	\$ 192,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.303	LS/MI	\$ 90,000.00	\$ 27,273
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,154,911
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 215,491
	ENGINEERING AND DESIGN	15%			\$ 323,237
	CONSTRUCTION CONTINGENCY	20%			\$ 430,982
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 420,208
	ROW ACQUISITION	128000.00	LS/SF	\$ 6.00	\$ 768,000
SUBTOTAL					\$ 2,157,918
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,312,829
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		6,400	SY	\$ 7.00	\$ 44,810
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,312,829
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 44,810
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,312,829

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:

PROJECT LIMITS:

PROJECT DESCRIPTION:

Proposed N/S Neighborhood
Ave east of Main St
from Carlos G/FM 397
to Lake Dr
Construction of roadway
as Neighborhood Avenue

I. PROJECT DATA

a.	PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b.	TYPICAL SECTION:	Neighborhood Avenue 2L	
c.	BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d.	BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e.	PROJECT LENGTH =	1.288	MILES
f.	NOMINAL ROW WIDTH =	80	FEET
g.	BRIDGE LENGTH =	0.000	FT
h.	TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i.	EXISTING PAVEMENT WIDTH =	0	FEET
j.	NOMINAL PAVEMENT WIDENING =	36	FEET
k.	HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l.	ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m.	EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n.	CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o.	NUMBER OF SIGNALIZED INTERSECTIONS	0	
p.	NUMBER OF MONTHS FOR CONSTRUCTION	24	
q.	YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r.	FULL STREET RECONSTRUCTION?	N	
s.	ROADWAY ILLUMINATION?	Y	
t.	PEDESTRIAN ILLUMINATION?	N	
u.	PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	68	STA	\$ 7,000.00	\$ 476,000
b.	EXCAVATION	40311	CY	\$ 10.00	\$ 403,106
c.	EMBANKMENT	20220	CY	\$ 25.00	\$ 505,492
d.	HMAC PAVEMENT (ROADWAY)	27200	SY	\$ 78.48	\$ 2,134,520
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	1.288	LS/MI	\$ 1,299,600.00	\$ 1,673,727
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	2.576	LS/MI	\$ 414,000.00	\$ 1,066,364
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 160,302.37
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 400,755.92
l.	SIDEWALK/SHARED USE PATH	9066.67	SY	\$ 75.00	\$ 680,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 400,755.92
n.	CURB AND GUTTER	27200	LF	\$ 30.00	\$ 816,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	24	MO	\$ 6,000.00	\$ 144,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.288	LS/MI	\$ 90,000.00	\$ 115,909
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 8,976,933
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 897,693
	ENGINEERING AND DESIGN	15%			\$ 1,346,540
	CONSTRUCTION CONTINGENCY	20%			\$ 1,795,387
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 1,750,502
	ROW ACQUISITION	264000.00	LS/SF	\$ 6.00	\$ 1,584,000
SUBTOTAL					\$ 7,374,122
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 16,351,054
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		27,200	SY	\$ 7.00	\$ 190,443
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 16,351,054
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 190,443
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 16,351,054

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME: CR 404/Rio Grande St
PROJECT LIMITS: from Main St to US 79
PROJECT DESCRIPTION: Upgrade roadway to Neighborhood Avenue cross section

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	1.136	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	50.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	15	FEET
j. NOMINAL PAVEMENT WIDENING =	21	FEET
k. HMAC PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	18	
q. YEARS OF MAINTENANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	Y	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	60	STA	\$ 7,000.00	\$ 420,000
b.	EXCAVATION	35568	CY	\$ 10.00	\$ 355,682
c.	EMBANKMENT	17841	CY	\$ 25.00	\$ 446,023
d.	HMAC PAVEMENT (ROADWAY)	23917	SY	\$ 78.48	\$ 1,876,860
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	1.136	LS/MI	\$ 1,299,600.00	\$ 1,476,818
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	2.273	LS/MI	\$ 414,000.00	\$ 940,909
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 146,714.63
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 366,786.58
l.	SIDEWALK/SHARED USE PATH	8000.00	SY	\$ 75.00	\$ 600,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 366,786.58
n.	CURB AND GUTTER	24000	LF	\$ 30.00	\$ 720,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	18	MO	\$ 6,000.00	\$ 108,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	1.136	LS/MI	\$ 90,000.00	\$ 102,273
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	1900	SF	\$ 100.00	\$ 190,000.00
x.	REMOVING STAB BASE & ASPH PAV	9917	SY	\$ 10.00	\$ 99,167
SUBTOTAL					\$ 8,216,019
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 821,602
	ENGINEERING AND DESIGN	15%			\$ 1,232,403
	CONSTRUCTION CONTINGENCY	20%			\$ 1,643,204
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 1,602,124
	ROW ACQUISITION	147500.00	LS/SF	\$ 6.00	\$ 885,000
SUBTOTAL					\$ 6,184,333
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					
					\$ 14,400,352
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)					
		24,000	SY	\$ 7.00	\$ 168,038
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 14,400,352
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)					
		3%			\$ 168,038
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)					
		0%			\$ 14,400,352

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ESTIMATED CONSTRUCTION COST TEMPLATE

Transportation Master Plan
City of Taylor

PROJECT NAME:	TH Johnson Dr Extension
PROJECT LIMITS:	from Main St to RR track
PROJECT DESCRIPTION:	Construction of roadway as Neighborhood Avenue

I. PROJECT DATA

a. PROJECT TYPE:	URBAN PROJECT (2 SIDE)	
b. TYPICAL SECTION:	Neighborhood Avenue 2L	
c. BACK OF CURB SECTION LEFT:	2L NEIGHBORHOOD AVE	
d. BACK OF CURB SECTION RIGHT:	2L NEIGHBORHOOD AVE	
e. PROJECT LENGTH =	0.303	MILES
f. NOMINAL ROW WIDTH =	80	FEET
g. BRIDGE LENGTH =	0.000	FT
h. TYPE OF BRIDGE CONSTRUCTION	BRIDGE CONSTRUCTION	
i. EXISTING PAVEMENT WIDTH =	0	FEET
j. NOMINAL PAVEMENT WIDENING =	36	FEET
k. HMA PAVEMENT CROSS-SECTION	NEIGHBORHOOD AVE	
l. ROADWAY TYPE (FOR DRAINAGE CALCULATION)	URBAN 2-3 LANES	
m. EDWARDS AQUIFER/WATER QUALITY ZONE?	NO	
n. CURRENT YEAR / YEAR OF EXPENDITURE	2022	2022
o. NUMBER OF SIGNALIZED INTERSECTIONS	0	
p. NUMBER OF MONTHS FOR CONSTRUCTION	12	
q. YEARS OF MAINTAINANCE BEFORE FULL RECONSTRUCTION	20	YEARS
r. FULL STREET RECONSTRUCTION?	N	
s. ROADWAY ILLUMINATION?	Y	
t. PEDESTRIAN ILLUMINATION?	N	
u. PROJECT SIZE MULTIPLIER	1	

II. CONSTRUCTION ITEMS		QTY	UNITS	UNIT PRICE	TOTAL COST
a.	PREPARING ROW	16	STA	\$ 7,000.00	\$ 112,000
b.	EXCAVATION	9485	CY	\$ 10.00	\$ 94,848
c.	EMBANKMENT	4758	CY	\$ 25.00	\$ 118,939
d.	HMA PAVEMENT (ROADWAY)	6400	SY	\$ 78.48	\$ 502,240
e.	MILL AND OVERLAY COST	0	SY	\$ 25.98	\$ -
f.	DRAINAGE SYSTEMS	0.303	LS/MI	\$ 1,299,600.00	\$ 393,818
g.	WATER QUALITY ADDITIONAL ALLOWANCE	0.200	LS/MI	\$ -	\$ -
h.	ILLUMINATION (ROADWAY)	0.606	LS/MI	\$ 414,000.00	\$ 250,909
i.	ILLUMINATION (DECORATIVE)	0.000	LS/MI	\$ 480,000.00	\$ -
j.	SIGNING AND PAVEMENT MARKINGS	2%	LS/MI		\$ 38,480.56
k.	TEMPORARY/PERMANENT EROSION CONTROL	5%			\$ 96,201.39
l.	SIDEWALK/SHARED USE PATH	2133.33	SY	\$ 75.00	\$ 160,000
m.	LANDSCAPE, HARDSCAPE, AND AESTHETICS ALLOWANCE	5%			\$ 96,201.39
n.	CURB AND GUTTER	6400	LF	\$ 30.00	\$ 192,000
o.	CYCLE TRACK PAVEMENT	0	SY	\$ 78.48	\$ -
p.	SIGNALIZATION	0	EA	\$ 500,000	\$ -
q.	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	\$ 6,000.00	\$ 72,000
r.	CROSS DRAINAGE STRUCTURES		LS		\$ -
s.	RETAINING WALLS		LS		\$ -
t.	UTILITY RELOCATIONS/ADJUSTMENTS		LS		\$ -
u.	SAFETY ALLOWANCE	0.303	LS/MI	\$ 90,000.00	\$ 27,273
v.	RAISED/PAVED CYCLE TRACK OR PARKING BUFFER	0	SY	\$ 95.00	\$ -
w.	BRIDGE CONSTRUCTION	0	SF	\$ 100.00	\$ -
x.	REMOVING STAB BASE & ASPH PAV	0	SY	\$ 10.00	\$ -
SUBTOTAL					\$ 2,154,911
III. OTHER ITEMS					
	MOBILIZATION	10%			\$ 215,491
	ENGINEERING AND DESIGN	15%			\$ 323,237
	CONSTRUCTION CONTINGENCY	20%			\$ 430,982
	CONSTRUCTION ENGINEERING AND INSPECTION (CE&I)	15%			\$ 420,208
	ROW ACQUISITION	128,000.00	LS/SF	\$ 6.00	\$ 768,000
SUBTOTAL					\$ 2,157,918
IV. TOTAL PROJECT COST (CURRENT YEAR DOLLARS)					\$ 4,312,829
V. UNIFORM ANNUAL MAINTAINANCE COSTS (CURRENT YEAR DOLLARS)		6,400	SY	\$ 7.00	\$ 44,810
VI. TOTAL PROJECT COST (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 4,312,829
VII. UNIFORM ANNUAL MAINTAINANCE COSTS (YEAR OF EXPENDITURE DOLLARS)		3%			\$ 44,810
VIII. PROJECT SIZE MULTIPLIER-ADJUSTED COST (YEAR OF EXPENDITURE DOLLARS)		0%			\$ 4,312,829

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**Taylor CIP Cost Estimate
Main St and Carlos G/FM397
Construction of a southbound right-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	5	\$ 9,000.00	\$ 45,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	550	\$ 7.00	\$ 3,850
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	111	\$ 14.00	\$ 1,556
EXCAVATION ROADWAY	CY	370	\$ 10.00	\$ 3,704
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	222	\$ 62.00	\$ 13,778
PRIME COAT (MC-30)	GAL	167	\$ 6.00	\$ 1,000
D-GR HMA(SQ) TY-C PG64-22	TON	147	\$ 85.00	\$ 12,467
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	73	\$ 110.00	\$ 8,067
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (5 FT X 3 FT)	LF	0	\$ 500.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	4	\$ 6,500.00	\$ 26,000
RC PIPE (CL III)(24 IN)	LF	250	\$ 115.00	\$ 28,750
INLET (COMPL)(PCO)(3FT)(NONE)	EA	1	\$ 6,000.00	\$ 6,000
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	550	\$ 50.00	\$ 27,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (5")	SY	0	\$ 75.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
RELOCATE UTILITY POLE	EA	0	\$ 10,000.00	\$ -
RELOCATE FIRE HYDRANT	EA	0	\$ 5,000.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,800.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVE SM RD SN SUP&AM	EA	0	\$ 200.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
INS TRF SIGN PL AM(S)1 ARM (55')LUM	EA	0	\$ 37,500.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 12,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 13,000
PAVEMENT MARKINGS	LS	1	10%	\$ 27,200
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 29,900
SUBTOTAL MATERIAL ITEMS				\$ 328,670
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	49,301
INSPECTION		10%	\$	32,867
CONTINGENCY		20%	\$	65,734
DRAINAGE CONTINGENCY		10%	\$	32,867
SUBTOTAL				\$ 509,439
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 509,439

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Main St and Lake Dr
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.5	\$ 9,000.00	\$ 13,500
REMOVING CONC (MEDIANS)	SY	83	\$ 16.00	\$ 1,333
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	33	\$ 14.00	\$ 467
EXCAVATION ROADWAY	CY	46	\$ 10.00	\$ 463
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	28	\$ 62.00	\$ 1,722
PRIME COAT (MC-30)	GAL	21	\$ 6.00	\$ 125
D-GR HMA(SQ) TY-C PG64-22	TON	18	\$ 85.00	\$ 1,558
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	9	\$ 110.00	\$ 1,008
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$ 1,600.00	\$ 1,600
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
INS TRF SIGN PL AM(S)1 ARM (55')LUM	EA	1	\$ 37,500.00	\$ 37,500
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,500
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,800
PAVEMENT MARKINGS	LS	1	15%	\$ 18,200
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 14,000
SUBTOTAL MATERIAL ITEMS				\$ 153,237
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	22,986
INSPECTION		10%	\$	15,324
CONTINGENCY		20%	\$	30,647
SUBTOTAL				\$ 222,193
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 222,193

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Main St and Lake Dr
Construction of an westbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	0.5	\$ 9,000.00	\$ 4,500
REMOVING CONC (MEDIANS)	SY	28	\$ 16.00	\$ 444
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	11	\$ 14.00	\$ 156
EXCAVATION ROADWAY	CY	15	\$ 10.00	\$ 154
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	9	\$ 62.00	\$ 574
PRIME COAT (MC-30)	GAL	7	\$ 6.00	\$ 42
D-GR HMA(SQ) TY-C PG64-22	TON	6	\$ 85.00	\$ 519
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	3	\$ 110.00	\$ 336
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 2,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,100
PAVEMENT MARKINGS	LS	1	15%	\$ 9,500
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 7,300
SUBTOTAL MATERIAL ITEMS				\$ 79,986
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	11,998
INSPECTION		10%	\$	7,999
CONTINGENCY		20%	\$	15,997
SUBTOTAL				\$ 115,979
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 115,979

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Taylor CIP Cost Estimate
Main St and 7th St
Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	140	\$1.00	\$140.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	140	\$0.75	\$105.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	76	\$4.50	\$342.00
ELIM EXT PAV MRK & MRKS (24")	LF	18	\$6.00	\$108.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	280	\$0.40	\$112.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	280	\$1.25	\$350.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$1,600	\$1,600.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,200.00
SUBTOTAL MATERIAL ITEMS				\$78,859.00

ENGINEERING	15%	\$	11,829
INSPECTION	7%	\$	5,520
CONTINGENCY	15%	\$	11,829

SUBTOTAL \$ 108,037

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 108,037

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Taylor CIP Cost Estimate
Main St and 7th St
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	120	\$1.00	\$120.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	120	\$0.75	\$90.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	60	\$4.50	\$270.00
ELIM EXT PAV MRK & MRKS (24")	LF	15	\$6.00	\$90.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	240	\$0.40	\$96.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	240	\$1.25	\$300.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	100	\$15.00	\$1,500.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	100	\$8.00	\$800.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
0	0	0	\$0	\$0.00
0	0	0	\$0	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$1,600	\$1,600.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,200.00
SUBTOTAL MATERIAL ITEMS				\$78,576.00

ENGINEERING	15%	\$	11,786
INSPECTION	7%	\$	5,500
CONTINGENCY	15%	\$	11,786

SUBTOTAL \$ 107,649

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 107,649

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Main St and MLK Jr Blvd
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2	\$ 9,000.00	\$ 18,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	44	\$ 14.00	\$ 622
EXCAVATION ROADWAY	CY	99	\$ 10.00	\$ 988
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	59	\$ 62.00	\$ 3,674
PRIME COAT (MC-30)	GAL	44	\$ 6.00	\$ 267
D-GR HMA(SQ) TY-C PG64-22	TON	39	\$ 85.00	\$ 3,324
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	20	\$ 110.00	\$ 2,151
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$ 1,600.00	\$ 1,600
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$ 15,000.00	\$ 15,000
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,100
PAVEMENT MARKINGS	LS	1	15%	\$ 16,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 12,300
SUBTOTAL MATERIAL ITEMS				\$ 134,386
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	20,158
INSPECTION		10%	\$	13,439
CONTINGENCY		20%	\$	26,877
SUBTOTAL				\$ 194,860
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 194,860

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Main St and MLK Jr Blvd
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	250	\$1.00	\$250.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	250	\$0.75	\$187.50
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF	600	\$0.55	\$330.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	15	\$6.00	\$90.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	600	\$0.40	\$240.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	600	\$1.25	\$750.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVING TRAFFIC SIGNALS	EA	1	\$6,000	\$6,000.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,700.00
SUBTOTAL MATERIAL ITEMS				\$84,449.50

ENGINEERING	15%	\$	12,667
INSPECTION	7%	\$	5,911
CONTINGENCY	15%	\$	12,667

SUBTOTAL \$ 115,696

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 115,696

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

**Taylor CIP Cost Estimate
TH Johnson Dr and North Dr
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2	\$ 9,000.00	\$ 18,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	180	\$ 7.00	\$ 1,260
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	40	\$ 14.00	\$ 560
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 481
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,791
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,621
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,049
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	180	\$ 50.00	\$ 9,000
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVAL OF SIGNAL POLE ASSM	EA	0	\$ 1,600.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED ARW)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	0	\$ 260.00	\$ -
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	0	\$ 15,000.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,600
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,800
PAVEMENT MARKINGS	LS	1	15%	\$ 11,800
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,100
SUBTOTAL MATERIAL ITEMS				\$ 99,139
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	14,871
INSPECTION		10%	\$	9,914
CONTINGENCY		20%	\$	19,828
SUBTOTAL				\$ 143,751
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 143,751

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and North Dr
 Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

Date: 11/28/2022 17:46

Prepared by: CC

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PAVEMENT MARKINGS				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	35	\$6.00	\$210.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
SMALL SIGNING				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$14,822.00

ENGINEERING	15%	\$	2,223
INSPECTION	7%	\$	1,038
CONTINGENCY	50%	\$	7,411

SUBTOTAL \$ 25,494

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 25,494

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and North Dr
 Restriping NB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	158	\$4.50	\$711.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	106	\$15.00	\$1,590.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	106	\$8.00	\$848.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,369.00

ENGINEERING	15%	\$	2,305
INSPECTION	7%	\$	1,076
CONTINGENCY	50%	\$	7,685

SUBTOTAL \$ 26,435

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 26,435

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and North Dr
 Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	72	\$4.50	\$324.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$14,936.00

ENGINEERING	15%	\$	2,240
INSPECTION	7%	\$	1,046
CONTINGENCY	50%	\$	7,468

SUBTOTAL \$ 25,690

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 25,690

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
TH Johnson Dr and Bill Pickett Tr
Restriping EB approach to Provide Left-Turn Lane, Thru Lane, and Right-Turn
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	300	\$1.00	\$300.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	300	\$0.75	\$225.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	6	\$150.00	\$900.00
REFL PAV MRK TY II (W) (ARROW)	EA	6	\$100.00	\$600.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	3	\$175.00	\$525.00
REFL PAV MRK TY II (W) (WORD)	EA	3	\$100.00	\$300.00
ELIM EXT PAV MRK & MRKS (4")	LF	272	\$0.55	\$149.60
ELIM EXT PAV MRK & MRKS (8")	LF	136	\$0.95	\$129.20
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	21	\$6.00	\$126.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA	4	\$50.00	\$200.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	500	\$0.40	\$200.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	500	\$1.25	\$625.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	130	\$15.00	\$1,950.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	130	\$8.00	\$1,040.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,600.00
SUBTOTAL MATERIAL ITEMS				\$17,369.80

ENGINEERING	15%	\$	2,605
INSPECTION	7%	\$	1,216
CONTINGENCY	50%	\$	8,685

SUBTOTAL \$ 29,876

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 29,876

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
 TH Johnson Dr and Bill Pickett Tr
 Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
 Lane
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

Date: 11/28/2022 17:46
 Prepared by: CC

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PAVEMENT MARKINGS				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	150	\$1.00	\$150.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	150	\$0.75	\$112.50
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	90	\$4.50	\$405.00
ELIM EXT PAV MRK & MRKS (24")	LF	20	\$6.00	\$120.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
SMALL SIGNING				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,224.50

ENGINEERING	15%	\$	2,284
INSPECTION	7%	\$	1,066
CONTINGENCY	50%	\$	7,612

SUBTOTAL \$ **26,186**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **26,186**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
2nd St and Sloan St
Construction of a northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	0.5	\$ 9,000.00	\$ 4,500
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	3	\$ 13.00	\$ 43
REMOVING CONC (CURB AND GUTTER)	LF	110	\$ 7.00	\$ 770
REMOVING CONC (WHEELCHAIR RAMP)	SY	13	\$ 38.00	\$ 494
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	13	\$ 14.00	\$ 187
EXCAVATION ROADWAY	CY	89	\$ 10.00	\$ 889
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	53	\$ 62.00	\$ 3,307
PRIME COAT (MC-30)	GAL	40	\$ 6.00	\$ 240
D-GR HMA(SQ) TY-C PG64-22	TON	35	\$ 85.00	\$ 2,992
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	18	\$ 110.00	\$ 1,936
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	110	\$ 50.00	\$ 5,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	3	\$ 78.00	\$ 260
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	4	\$ 2,200.00	\$ 8,800
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
GROUND BOX TY C(162911)W/APRON	EA	2	\$ 1,800.00	\$ 3,600
REMOVE GROUND BOX	EA	2	\$ 370.00	\$ 740
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$ 300.00	\$ 300
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$ 300.00	\$ 600
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$ 300.00	\$ 300
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$ 260.00	\$ 260
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 30,000.00	\$ 30,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 6,700
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 7,100
PAVEMENT MARKINGS	LS	1	10%	\$ 14,800
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 16,300
SUBTOTAL MATERIAL ITEMS				\$ 178,618
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	26,793
INSPECTION		10%	\$	17,862
CONTINGENCY		20%	\$	35,724
SUBTOTAL				\$ 258,995
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 258,995

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
2nd St and Sloan St
Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	100	\$15.00	\$1,500.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	100	\$8.00	\$800.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
0	0	0	\$0	\$0.00
0	0	0	\$0	\$0.00
<i>TRAFFIC ITEMS</i>				
REMOVING TRAFFIC SIGNALS	EA	1	\$6,000	\$6,000.00
VEH SIG SEC (12")LED (GRN)	EA	0	\$300	\$0.00
VEH SIG SEC (12")LED (GRN ARW)	EA	1	\$300	\$300.00
VEH SIG SEC (12")LED (YEL)	EA	0	\$315	\$0.00
VEH SIG SEC (12")LED (YEL ARW)	EA	2	\$300	\$600.00
VEH SIG SEC (12")LED (RED ARW)	EA	1	\$300	\$300.00
BACKPLATE W/REF BRDR(4 SEC)(VENT)ALUM	EA	1	\$260	\$260.00
INS TRF SIGN PL AM(S)1 ARM (40')LUM	EA	1	\$15,000	\$15,000.00
CONDUIT AND WIRING	LS	1	\$15,000	\$15,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.0	\$17,000	\$34,000.00
MOBILIZATION	LS	1	10%	\$7,600.00
SUBTOTAL MATERIAL ITEMS				\$83,080.00

ENGINEERING	15%	\$	12,462
INSPECTION	7%	\$	5,816
CONTINGENCY	15%	\$	12,462

SUBTOTAL \$ 113,820

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 113,820

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

**Taylor CIP Cost Estimate
2nd St and Howard St
Construction of a southbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1	\$ 9,000.00	\$ 9,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	150	\$ 7.00	\$ 1,050
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	23	\$ 14.00	\$ 324
EXCAVATION ROADWAY	CY	25	\$ 10.00	\$ 247
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	15	\$ 62.00	\$ 919
PRIME COAT (MC-30)	GAL	11	\$ 6.00	\$ 67
D-GR HMA(SQ) TY-C PG64-22	TON	10	\$ 85.00	\$ 831
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	5	\$ 110.00	\$ 538
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	1	\$ 6,000.00	\$ 6,000
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	150	\$ 50.00	\$ 7,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	1	\$ 10,000.00	\$ 10,000
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,700
PAVEMENT MARKINGS	LS	1	10%	\$ 11,900
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 13,000
SUBTOTAL MATERIAL ITEMS				\$ 142,922
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	21,438
INSPECTION		10%	\$	14,292
CONTINGENCY		20%	\$	28,584
SUBTOTAL				\$ 207,236
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 207,236

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
CR 404/Rio Grande St and Main St
Construction of an eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.625	\$ 9,000.00	\$ 14,625
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	212.5	\$ 7.00	\$ 1,488
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	29	\$ 14.00	\$ 404
EXCAVATION ROADWAY	CY	56	\$ 10.00	\$ 559
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	34	\$ 62.00	\$ 2,081
PRIME COAT (MC-30)	GAL	25	\$ 6.00	\$ 151
D-GR HMA(SQ) TY-C PG64-22	TON	22	\$ 85.00	\$ 1,883
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	11	\$ 110.00	\$ 1,218
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	213	\$ 50.00	\$ 10,625
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
RELOCATE FIRE HYDRANT	EA	1	\$ 5,000.00	\$ 5,000
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,800
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,000
PAVEMENT MARKINGS	LS	1	10%	\$ 8,300
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,200
SUBTOTAL MATERIAL ITEMS				\$ 100,282
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	15,042
INSPECTION		10%	\$	10,028
CONTINGENCY		20%	\$	20,056
SUBTOTAL				\$ 145,409
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 145,409

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Taylor CIP Cost Estimate
CR 404/Rio Grande St and Main St
Construction of an westbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.375	\$ 9,000.00	\$ 12,375
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	187.5	\$ 7.00	\$ 1,313
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	23	\$ 14.00	\$ 327
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 482
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,794
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,623
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,050
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	188	\$ 50.00	\$ 9,375
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
RELOCATE FIRE HYDRANT	EA	0	\$ 5,000.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	1	\$ 10,000.00	\$ 10,000
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,100
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,300
PAVEMENT MARKINGS	LS	1	10%	\$ 9,100
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,000
SUBTOTAL MATERIAL ITEMS				\$ 109,250
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	16,387
INSPECTION		10%	\$	10,925
CONTINGENCY		20%	\$	21,850
SUBTOTAL				\$ 158,412
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 158,412

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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**Taylor CIP Cost Estimate
CR 404/Rio Grande St and US 79
Construction of a northbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.325	\$ 9,000.00	\$ 20,925
REMOVING CONC (MEDIANS)	SY	48	\$ 16.00	\$ 773
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	52	\$ 14.00	\$ 723
EXCAVATION ROADWAY	CY	186	\$ 10.00	\$ 1,859
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	112	\$ 62.00	\$ 6,915
PRIME COAT (MC-30)	GAL	84	\$ 6.00	\$ 502
D-GR HMA(SQ) TY-C PG64-22	TON	74	\$ 85.00	\$ 6,257
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	37	\$ 110.00	\$ 4,048
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	49	\$ 88.00	\$ 4,312
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	2	\$ 500.00	\$ 1,000
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,100
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,300
PAVEMENT MARKINGS	LS	1	10%	\$ 9,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,900
SUBTOTAL MATERIAL ITEMS				\$ 108,614
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	16,292
INSPECTION		10%	\$	10,861
CONTINGENCY		20%	\$	21,723
SUBTOTAL				\$ 157,491
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 157,491

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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**Taylor CIP Cost Estimate
CR 404/Rio Grande St and US 79
Construction of a southbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.325	\$ 9,000.00	\$ 20,925
REMOVING CONC (MEDIANS)	SY	85	\$ 16.00	\$ 1,365
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	52	\$ 14.00	\$ 723
EXCAVATION ROADWAY	CY	186	\$ 10.00	\$ 1,859
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	112	\$ 62.00	\$ 6,915
PRIME COAT (MC-30)	GAL	84	\$ 6.00	\$ 502
D-GR HMA(SQ) TY-C PG64-22	TON	74	\$ 85.00	\$ 6,257
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	37	\$ 110.00	\$ 4,048
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	86	\$ 88.00	\$ 7,568
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	2	\$ 500.00	\$ 1,000
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,300
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,500
PAVEMENT MARKINGS	LS	1	10%	\$ 9,400
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,400
SUBTOTAL MATERIAL ITEMS				\$ 113,762
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	17,064
INSPECTION		10%	\$	11,376
CONTINGENCY		20%	\$	22,752
SUBTOTAL				\$ 164,955
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 164,955

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Carlos G/FM397 and Lake Dr
Construction of a westbound right-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2	\$ 9,000.00	\$ 18,000
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	250	\$ 7.00	\$ 1,750
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	44	\$ 14.00	\$ 622
EXCAVATION ROADWAY	CY	74	\$ 10.00	\$ 741
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	44	\$ 62.00	\$ 2,756
PRIME COAT (MC-30)	GAL	33	\$ 6.00	\$ 200
D-GR HMA(SQ) TY-C PG64-22	TON	29	\$ 85.00	\$ 2,493
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	15	\$ 110.00	\$ 1,613
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (5 FT X 3 FT)	LF	0	\$ 500.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	3	\$ 6,000.00	\$ 18,000
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	250	\$ 50.00	\$ 12,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (5")	SY	0	\$ 75.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
RELOCATE UTILITY POLE	EA	0	\$ 10,000.00	\$ -
RELOCATE FIRE HYDRANT	EA	1	\$ 5,000.00	\$ 5,000
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	1	\$ 370.00	\$ 370
GROUND BOX TY C(162911)W/APRON	EA	1	\$ 1,800.00	\$ 1,800
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
REMOVE SM RD SN SUP&AM	EA	0	\$ 200.00	\$ -
REMOVAL OF SIGNAL POLE ASSM	EA	1	\$ 1,600.00	\$ 1,600
INS TRF SIGN PL AM(S)1 ARM (55')LUM	EA	1	\$ 37,500.00	\$ 37,500
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	1	\$ 15,000.00	\$ 15,000
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 9,600
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 10,000
PAVEMENT MARKINGS	LS	1	10%	\$ 21,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 23,100
SUBTOTAL MATERIAL ITEMS				\$ 254,092
ENGINEERING, INSPECTION, CONTINGENCY, DRAINAGE CONTINGENCY				
ENGINEERING		15%	\$	38,114
INSPECTION		10%	\$	25,409
CONTINGENCY		20%	\$	50,818
DRAINAGE CONTINGENCY		10%	\$	25,409
SUBTOTAL				\$ 393,843
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 393,843

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Taylor CIP Cost Estimate
Carlos G/FM 397 and Justin Ln
Construction of a northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	5.5	\$ 9,000.00	\$ 49,500
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	122	\$ 14.00	\$ 1,711
EXCAVATION ROADWAY	CY	674	\$ 10.00	\$ 6,741
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	404	\$ 62.00	\$ 25,076
PRIME COAT (MC-30)	GAL	303	\$ 6.00	\$ 1,820
D-GR HMA(SQ) TY-C PG64-22	TON	267	\$ 85.00	\$ 22,689
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	133	\$ 110.00	\$ 14,681
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	2	\$ 6,500.00	\$ 13,000
RC PIPE (CL III)(24 IN)	LF	85	\$ 115.00	\$ 9,775
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	167	\$ 82.00	\$ 13,667
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 11,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 12,000
PAVEMENT MARKINGS	LS	1	10%	\$ 25,100
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 27,600
SUBTOTAL MATERIAL ITEMS				\$ 303,260
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	45,489
INSPECTION		10%	\$	30,326
CONTINGENCY		20%	\$	60,652
DRAINAGE CONTINGENCY		0%	\$	-
SUBTOTAL				\$ 439,727
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 439,727

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Taylor CIP Cost Estimate
Carlos G/FM 397 and Justin Ln
Construction of a eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.35	\$ 9,000.00	\$ 21,150
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	52	\$ 14.00	\$ 731
EXCAVATION ROADWAY	CY	131	\$ 10.00	\$ 1,306
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	78	\$ 62.00	\$ 4,857
PRIME COAT (MC-30)	GAL	59	\$ 6.00	\$ 353
D-GR HMA(SQ) TY-C PG64-22	TON	52	\$ 85.00	\$ 4,395
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	26	\$ 110.00	\$ 2,844
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,500
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,700
PAVEMENT MARKINGS	LS	1	10%	\$ 7,700
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 8,500
SUBTOTAL MATERIAL ITEMS				\$ 93,034
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	13,955
INSPECTION		10%	\$	9,303
CONTINGENCY		20%	\$	18,607
SUBTOTAL				\$ 134,899
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 134,899

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Taylor CIP Cost Estimate
Carlos G/FM 397 and Pivot Dr
Construction of a southbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	7.6	\$ 9,000.00	\$ 68,400
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	89	\$ 14.00	\$ 1,244
EXCAVATION ROADWAY	CY	563	\$ 10.00	\$ 5,630
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	338	\$ 62.00	\$ 20,942
PRIME COAT (MC-30)	GAL	253	\$ 6.00	\$ 1,520
D-GR HMA(SQ) TY-C PG64-22	TON	223	\$ 85.00	\$ 18,949
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	111	\$ 110.00	\$ 12,261
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 9,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 10,400
PAVEMENT MARKINGS	LS	1	20%	\$ 43,500
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 26,100
SUBTOTAL MATERIAL ITEMS				\$ 286,847
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	43,027
INSPECTION		10%	\$	28,685
CONTINGENCY		20%	\$	57,369
SUBTOTAL				\$ 415,928
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 415,928

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Carlos G/FM 397 and Pivot Dr
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	15	\$6.00	\$90.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,002.00

ENGINEERING	15%	\$	2,100
INSPECTION	7%	\$	980
CONTINGENCY	50%	\$	7,001

SUBTOTAL \$ 24,083

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,083

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Taylor CIP Cost Estimate
Carlos G/FM 397 and CR 366
Construction of an eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	4.975	\$ 9,000.00	\$ 44,775
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 7.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	111	\$ 14.00	\$ 1,548
EXCAVATION ROADWAY	CY	422	\$ 10.00	\$ 4,218
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	253	\$ 62.00	\$ 15,692
PRIME COAT (MC-30)	GAL	190	\$ 6.00	\$ 1,139
D-GR HMA(SQ) TY-C PG64-22	TON	167	\$ 85.00	\$ 14,199
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	84	\$ 110.00	\$ 9,188
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 8,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 8,800
PAVEMENT MARKINGS	LS	1	10%	\$ 18,400
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 20,200
SUBTOTAL MATERIAL ITEMS				\$ 221,892
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	33,284
INSPECTION		10%	\$	22,189
CONTINGENCY		20%	\$	44,378
SUBTOTAL				\$ 321,744
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 321,744

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping NB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	115	\$1.00	\$115.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	115	\$0.75	\$86.25
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	20	\$6.00	\$120.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	230	\$0.40	\$92.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	230	\$1.25	\$287.50
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	108	\$15.00	\$1,620.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	108	\$8.00	\$864.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,034.75

ENGINEERING	15%	\$	2,105
INSPECTION	7%	\$	982
CONTINGENCY	50%	\$	7,017

SUBTOTAL \$ 24,140

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,140

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This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	175	\$1.00	\$175.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	175	\$0.75	\$131.25
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	350	\$0.40	\$140.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	350	\$1.25	\$437.50
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,125.75

ENGINEERING	15%	\$	2,119
INSPECTION	7%	\$	989
CONTINGENCY	50%	\$	7,063

SUBTOTAL \$ 24,296

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,296

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Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping SB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	102	\$15.00	\$1,530.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	102	\$8.00	\$816.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$14,566.00

ENGINEERING	15%	\$	2,185
INSPECTION	7%	\$	1,020
CONTINGENCY	50%	\$	7,283

SUBTOTAL \$ 25,054

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 25,054

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Mallard Ln and Meadow Ln
Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	200	\$1.00	\$200.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	200	\$0.75	\$150.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF		\$6.00	\$0.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	400	\$0.40	\$160.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	400	\$1.25	\$500.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,252.00

ENGINEERING	15%	\$	2,138
INSPECTION	7%	\$	998
CONTINGENCY	50%	\$	7,126

SUBTOTAL \$ 24,513

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,513

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Mallard Ln and North Dr
Construction of a northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.75	\$ 9,000.00	\$ 15,750
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	225	\$ 7.00	\$ 1,575
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	39	\$ 14.00	\$ 544
EXCAVATION ROADWAY	CY	54	\$ 10.00	\$ 540
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	32	\$ 62.00	\$ 2,009
PRIME COAT (MC-30)	GAL	24	\$ 6.00	\$ 146
D-GR HMA(SQ) TY-C PG64-22	TON	21	\$ 85.00	\$ 1,818
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	11	\$ 110.00	\$ 1,176
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	175	\$ 50.00	\$ 8,750
DRIVEWAYS (CONC)	SY	167	\$ 82.00	\$ 13,667
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,800
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 6,100
PAVEMENT MARKINGS	LS	1	10%	\$ 12,700
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 14,000
SUBTOTAL MATERIAL ITEMS				\$ 153,076
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	22,961
INSPECTION		10%	\$	15,308
CONTINGENCY		20%	\$	30,615
SUBTOTAL				\$ 221,960
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 221,960

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor CIP Cost Estimate
Mallard Ln and North Dr
Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared
Lane

Date: 11/28/2022 17:46

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PAVEMENT MARKINGS				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	151	\$4.50	\$679.50
ELIM EXT PAV MRK & MRKS (24")	LF	18	\$6.00	\$108.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
SMALL SIGNING				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,399.50

ENGINEERING	15%	\$	2,310
INSPECTION	7%	\$	1,078
CONTINGENCY	50%	\$	7,700

SUBTOTAL \$ 26,487

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 26,487

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Taylor CIP Cost Estimate

Mallard Ln and North Dr

Date: 11/28/2022 17:46

Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF		\$4.50	\$0.00
ELIM EXT PAV MRK & MRKS (24")	LF	18	\$6.00	\$108.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$600	\$0.00
0	0	0	\$0	\$0.00
0	0	0	\$0	\$0.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,300.00
SUBTOTAL MATERIAL ITEMS				\$14,020.00

ENGINEERING	15%	\$	2,103
INSPECTION	7%	\$	981
CONTINGENCY	50%	\$	7,010

SUBTOTAL \$ 24,114

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 24,114

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.

This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

Taylor CIP Cost Estimate

Mallard Ln and Davis St

Date: 11/28/2022 17:46

Restriping NB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	83	\$4.50	\$373.50
ELIM EXT PAV MRK & MRKS (24")	LF	19	\$6.00	\$114.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,099.50

ENGINEERING	15%	\$	2,265
INSPECTION	7%	\$	1,057
CONTINGENCY	50%	\$	7,550

SUBTOTAL \$ **25,971**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **25,971**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate

Mallard Ln and Davis St

Date: 11/28/2022 17:46

Restriping EB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	102	\$4.50	\$459.00
ELIM EXT PAV MRK & MRKS (24")	LF	19	\$6.00	\$114.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,185.00

ENGINEERING	15%	\$	2,278
INSPECTION	7%	\$	1,063
CONTINGENCY	50%	\$	7,593

SUBTOTAL \$ **26,118**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **26,118**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Mallard Ln and Davis St
Construction of a southbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.75	\$ 9,000.00	\$ 15,750
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	225	\$ 7.00	\$ 1,575
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	39	\$ 14.00	\$ 544
EXCAVATION ROADWAY	CY	54	\$ 10.00	\$ 540
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	32	\$ 62.00	\$ 2,009
PRIME COAT (MC-30)	GAL	24	\$ 6.00	\$ 146
D-GR HMA(SQ) TY-C PG64-22	TON	21	\$ 85.00	\$ 1,818
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	11	\$ 110.00	\$ 1,176
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	175	\$ 50.00	\$ 8,750
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
RELOCATE EXISTING COMMUNICATION CABINET	EA	1	\$ 15,500.00	\$ 15,500
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,600
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,900
PAVEMENT MARKINGS	LS	1	10%	\$ 10,200
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 11,200
SUBTOTAL MATERIAL ITEMS				\$ 122,489

ENGINEERING	15%	\$ 18,373
INSPECTION	10%	\$ 12,249
CONTINGENCY	20%	\$ 24,498

SUBTOTAL \$ 177,610

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 177,610

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate

Mallard Ln and Davis St

Date: 11/28/2022 17:46

Restriping WB approach to Provide Left-Turn Lane and Thru/Right-Turn Shared

Lane

Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PAVEMENT MARKINGS</i>				
REFL PAV MRK TY I (W)4"(SLD)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY II (W) 4" (BRK)	LF		\$0.25	\$0.00
REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	100	\$1.00	\$100.00
REFL PAV MRK TY II (W) 8" (SLD)	LF	100	\$0.75	\$75.00
REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	2	\$150.00	\$300.00
REFL PAV MRK TY II (W) (ARROW)	EA	2	\$100.00	\$200.00
REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	2	\$175.00	\$350.00
REFL PAV MRK TY II (W) (WORD)	EA	2	\$100.00	\$200.00
ELIM EXT PAV MRK & MRKS (4")	LF		\$0.55	\$0.00
ELIM EXT PAV MRK & MRKS (8")	LF		\$0.95	\$0.00
ELIM EXT PAV MRK & MRKS (12")	LF		\$2.60	\$0.00
ELIM EXT PAV MRK & MRKS (18")	LF	86	\$4.50	\$387.00
ELIM EXT PAV MRK & MRKS (24")	LF	19	\$6.00	\$114.00
ELIM EXT PAV MRK & MRKS (ARROW)	EA		\$50.00	\$0.00
ELIM EXT PAV MRK & MRKS (WORD)	EA		\$75.00	\$0.00
REFL PAV MRK TY II (W) 4" (SLD)	LF		\$0.85	\$0.00
REFL PAV MRK TY II (Y) 4" (SLD)	LF	300	\$0.40	\$120.00
REFL PAV MRK TY I (Y)4"(SLD)(100MIL)	LF	300	\$1.25	\$375.00
REFL PAV MRK TY I (W)4"(BRK)(100MIL)	LF		\$1.10	\$0.00
REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	104	\$15.00	\$1,560.00
REFL PAV MRK TY II (W) 24" (SLD)	LF	104	\$8.00	\$832.00
<i>SMALL SIGNING</i>				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	1	\$600	\$600.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	0.5	\$17,000	\$8,500.00
MOBILIZATION	LS	1	10%	\$1,400.00
SUBTOTAL MATERIAL ITEMS				\$15,113.00

ENGINEERING	15%	\$	2,267
INSPECTION	7%	\$	1,058
CONTINGENCY	50%	\$	7,557

SUBTOTAL \$ **25,994**

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ **25,994**

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

**Taylor CIP Cost Estimate
Lake Dr and North Dr
Construction of an eastbound left-turn lane**

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.5	\$ 9,000.00	\$ 13,500
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	21	\$ 13.00	\$ 271
REMOVING CONC (CURB AND GUTTER)	LF	200	\$ 7.00	\$ 1,400
REMOVING CONC (WHEELCHAIR RAMP)	SY	13	\$ 38.00	\$ 494
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	18	\$ 14.00	\$ 249
EXCAVATION ROADWAY	CY	46	\$ 10.00	\$ 463
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	28	\$ 62.00	\$ 1,722
PRIME COAT (MC-30)	GAL	21	\$ 6.00	\$ 125
D-GR HMA(SQ) TY-C PG64-22	TON	18	\$ 85.00	\$ 1,558
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	9	\$ 110.00	\$ 1,008
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	1	\$ 6,000.00	\$ 6,000
ADJUSTING MANHOLES	EA	1	\$ 1,400.00	\$ 1,400
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	200	\$ 50.00	\$ 10,000
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	21	\$ 78.00	\$ 1,625
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	2	\$ 2,200.00	\$ 4,400
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
RELOCATE RDS FLASH BEACON ASSEMBLY	EA	1	\$ 5,500.00	\$ 5,500
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,300
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,500
PAVEMENT MARKINGS	LS	1	10%	\$ 9,400
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,300
SUBTOTAL MATERIAL ITEMS				\$ 112,716
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING		15%	\$	16,907
INSPECTION		10%	\$	11,272
CONTINGENCY		20%	\$	22,543
SUBTOTAL				\$ 163,438
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 163,438

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of an northbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.95	\$ 9,000.00	\$ 17,550
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	245	\$ 7.00	\$ 1,715
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	43	\$ 14.00	\$ 607
EXCAVATION ROADWAY	CY	81	\$ 10.00	\$ 806
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	48	\$ 62.00	\$ 2,997
PRIME COAT (MC-30)	GAL	36	\$ 6.00	\$ 218
D-GR HMA(SQ) TY-C PG64-22	TON	32	\$ 85.00	\$ 2,712
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	16	\$ 110.00	\$ 1,755
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	245	\$ 50.00	\$ 12,250
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
TREE REMOVAL (12" - 18" DIA)	EA	0	\$ 830.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,900
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,100
PAVEMENT MARKINGS	LS	1	10%	\$ 8,600
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 9,500
SUBTOTAL MATERIAL ITEMS				\$ 103,654
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING			15%	\$ 15,548
INSPECTION			10%	\$ 10,365
CONTINGENCY			20%	\$ 20,731
SUBTOTAL				\$ 150,299
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 150,299

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of an eastbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.375	\$ 9,000.00	\$ 12,375
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	187.5	\$ 7.00	\$ 1,313
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	31	\$ 14.00	\$ 428
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 482
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,794
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,623
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,050
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	188	\$ 50.00	\$ 9,375
DRIVEWAYS (CONC)	SY	167	\$ 82.00	\$ 13,667
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	0	\$ 500.00	\$ -
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
TREE REMOVAL (12" - 18" DIA)	EA	2	\$ 830.00	\$ 1,660
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	1	\$ 10,000.00	\$ 10,000
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 4,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 4,700
PAVEMENT MARKINGS	LS	1	10%	\$ 9,700
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 10,700
SUBTOTAL MATERIAL ITEMS				\$ 117,397
ENGINEERING, INSPECTION AND CONTINGENCY				
ENGINEERING			15%	\$ 17,610
INSPECTION			10%	\$ 11,740
CONTINGENCY			20%	\$ 23,479
SUBTOTAL				\$ 170,226
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 170,226

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of a southbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.6	\$ 9,000.00	\$ 14,400
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	210	\$ 7.00	\$ 1,470
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 38.00	\$ -
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	36	\$ 14.00	\$ 498
EXCAVATION ROADWAY	CY	94	\$ 10.00	\$ 938
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	56	\$ 62.00	\$ 3,490
PRIME COAT (MC-30)	GAL	42	\$ 6.00	\$ 253
D-GR HMA(SQ) TY-C PG64-22	TON	37	\$ 85.00	\$ 3,158
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	19	\$ 110.00	\$ 2,044
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	\$ 17,000.00	\$ 68,000
CONC CURB (TY II)	LF	210	\$ 50.00	\$ 10,500
DRIVEWAYS (CONC)	SY	0	\$ 82.00	\$ -
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	0	\$ 2,200.00	\$ -
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
TREE REMOVAL (12" - 18" DIA)	EA	1	\$ 830.00	\$ 830
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 5,400
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 5,600
PAVEMENT MARKINGS	LS	1	10%	\$ 11,800
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 12,900
SUBTOTAL MATERIAL ITEMS				\$ 141,782

ENGINEERING	15%	\$ 21,267
INSPECTION	10%	\$ 14,178
CONTINGENCY	20%	\$ 28,356

SUBTOTAL \$ 205,583

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 205,583

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor CIP Cost Estimate
Lake Dr and Davis St
Construction of an westbound left-turn lane

Date: 11/28/2022 17:46
Prepared by: CC

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.375	\$ 9,000.00	\$ 12,375
REMOVING CONC (MEDIANS)	SY	0	\$ 16.00	\$ -
REMOVING CONC (SIDEWALKS)	SY	0	\$ 13.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	187.5	\$ 7.00	\$ 1,313
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	\$ 38.00	\$ 247
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	31	\$ 14.00	\$ 428
EXCAVATION ROADWAY	CY	48	\$ 10.00	\$ 482
PAVEMENT				
FL BS (CMP IN PLC)(TY A GR 5)(FNAL POS)	CY	29	\$ 62.00	\$ 1,794
PRIME COAT (MC-30)	GAL	22	\$ 6.00	\$ 130
D-GR HMA(SQ) TY-C PG64-22	TON	19	\$ 85.00	\$ 1,623
D-GR HMA(SQ) TY-D SAC-B PG70-22	TON	10	\$ 110.00	\$ 1,050
DRAINAGE				
RIPRAP (CONC)(5 IN)	CY	0	\$ 500.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 980.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 6,500.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 115.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 6,000.00	\$ -
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2	\$ 17,000.00	\$ 34,000
CONC CURB (TY II)	LF	0	\$ 50.00	\$ -
DRIVEWAYS (CONC)	SY	83	\$ 82.00	\$ 6,833
CONC SIDEWALKS (6")	SY	0	\$ 78.00	\$ -
CONC BIKE LANE (5")	SY	0	\$ 70.00	\$ -
CONC MULTI-USE TRAIL (5")	SY	0	\$ 70.00	\$ -
CURB RAMP (TY 1)	EA	1	\$ 2,200.00	\$ 2,200
CONC MEDIAN	SY	0	\$ 88.00	\$ -
TRAFFIC ITEMS				
REMOVE GROUND BOX	EA	0	\$ 370.00	\$ -
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	0	\$ 600.00	\$ -
RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1	\$ 500.00	\$ 500
REMOVING TRAFFIC SIGNALS	EA	0	\$ 6,000.00	\$ -
VEH SIG SEC (12")LED (GRN)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (GRN ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (YEL)	EA	0	\$ 315.00	\$ -
VEH SIG SEC (12")LED (YEL ARW)	EA	0	\$ 300.00	\$ -
VEH SIG SEC (12")LED (RED)	EA	0	\$ 300.00	\$ -
BACKPLATE W/REF BRDR(5 SEC)(VENT)ALUM	EA	0	\$ 320.00	\$ -
VEH LP DETECT (SAWCUT)	LF	0	\$ 12.00	\$ -
INSTL PED PUSH BUTTON	EA	0	\$ 450.00	\$ -
REMOVE PED POLE ASSM	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
RELOCATE UTILITY POLE	LS	0	\$ 10,000.00	\$ -
MISCELLANEOUS ITEMS (SIGN, FENCE, MAILBOX, ETC.)	LS	1	5%	\$ 3,200
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 3,400
PAVEMENT MARKINGS	LS	1	10%	\$ 7,000
RIGHT OF WAY	LS	0	\$ 60,000.00	\$ -
MOBILIZATION	LS	1	10%	\$ 7,700
SUBTOTAL MATERIAL ITEMS				\$ 84,276
ENGINEERING, INSPECTION, AND CONTINGENCY				
ENGINEERING		15%	\$	12,641
INSPECTION		10%	\$	8,428
CONTINGENCY		20%	\$	16,855
SUBTOTAL				\$ 122,200
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 122,200

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
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Taylor Impact Fee Estimate

Main Street - Construct missing sidewalk from Carlos G/FM 397 to CR 404/Rio Grande St

Date: 11/28/2022 18:07

Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	76.56	\$ 800.00	\$ 61,248
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	3828	\$ 80.00	\$ 306,240
DRIVEWAYS (CONC)	SY	2500	\$ 85.00	\$ 212,500
CONC SIDEWALKS (5")	SY	10208	\$ 70.00	\$ 714,560
CURB RAMP (TY 1)	EA	14	\$ 2,000.00	\$ 28,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 68,700
UTILITY ADJUSTMENTS	LS	1	10%	\$ 131,200
DRAINAGE	LS	1	10%	\$ 131,200
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 72,100
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 88,800
SUBTOTAL MATERIAL ITEMS				\$ 1,864,548
ENGINEERING			20%	\$ 372,910
INSPECTION			10%	\$ 186,455
CONTINGENCY			20%	\$ 372,910
SUBTOTAL				\$ 2,796,822
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 2,796,822

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate

Carlos G Parker - Construct missing sidewalk from Proposed Trail (W of North Dr) to Main St

Date: 11/28/2022 18:07

Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	96.096	\$ 800.00	\$ 76,877
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	4805	\$ 80.00	\$ 384,384
DRIVEWAYS (CONC)	SY	1000	\$ 85.00	\$ 85,000
CONC SIDEWALKS (5")	SY	12813	\$ 70.00	\$ 896,896
CURB RAMP (TY 1)	EA	0	\$ 2,000.00	-
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 74,700
UTILITY ADJUSTMENTS	LS	1	10%	\$ 141,700
DRAINAGE	LS	1	10%	\$ 141,700
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 78,400
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 96,500
SUBTOTAL MATERIAL ITEMS				\$ 2,026,157

ENGINEERING	20%	\$ 405,231
INSPECTION	10%	\$ 202,616
CONTINGENCY	20%	\$ 405,231

SUBTOTAL \$ 3,039,235

SMALL QUANTITY ESCALATION FACTOR \$ -

TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY \$ 3,039,235

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
TH Johnson - Construct missing sidewalk from North Dr to Main St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	47.52	\$ 800.00	\$ 38,016
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	2376	\$ 80.00	\$ 190,080
DRIVEWAYS (CONC)	SY	2333	\$ 85.00	\$ 198,333
CONC SIDEWALKS (5")	SY	3168	\$ 70.00	\$ 221,760
CURB RAMP (TY 1)	EA	6	\$ 2,000.00	\$ 12,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 35,600
UTILITY ADJUSTMENTS	LS	1	10%	\$ 67,300
DRAINAGE	LS	1	10%	\$ 67,300
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 37,300
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 45,900
SUBTOTAL MATERIAL ITEMS				\$ 963,589
ENGINEERING			20%	\$ 192,718
INSPECTION			10%	\$ 96,359
CONTINGENCY			20%	\$ 192,718
SUBTOTAL				\$ 1,445,384
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,445,384

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
Lake Dr - Construct missing sidewalk from Carlos G/FM 397 to Main St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	151.536	\$ 800.00	\$ 121,229
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	7577	\$ 80.00	\$ 606,144
DRIVEWAYS (CONC)	SY	7000	\$ 85.00	\$ 595,000
CONC SIDEWALKS (5")	SY	20205	\$ 70.00	\$ 1,414,336
CURB RAMP (TY 1)	EA	46	\$ 2,000.00	\$ 92,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 144,000
UTILITY ADJUSTMENTS	LS	1	10%	\$ 275,800
DRAINAGE	LS	1	10%	\$ 275,800
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 151,200
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 186,300
SUBTOTAL MATERIAL ITEMS				\$ 3,911,809
ENGINEERING			20%	\$ 782,362
INSPECTION			10%	\$ 391,181
CONTINGENCY			20%	\$ 782,362
SUBTOTAL				\$ 5,867,713
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 5,867,713

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
Mallard Ln - Construct missing sidewalk from Carlos G/FM 397 to Main St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	122.496	\$ 800.00	\$ 97,997
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	6125	\$ 80.00	\$ 489,984
DRIVEWAYS (CONC)	SY	3833	\$ 85.00	\$ 325,833
CONC SIDEWALKS (5")	SY	16333	\$ 70.00	\$ 1,143,296
CURB RAMP (TY 1)	EA	39	\$ 2,000.00	\$ 78,000
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 109,300
UTILITY ADJUSTMENTS	LS	1	10%	\$ 208,800
DRAINAGE	LS	1	10%	\$ 208,800
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 114,800
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 141,400
SUBTOTAL MATERIAL ITEMS				\$ 2,968,210
ENGINEERING			20%	\$ 593,642
INSPECTION			10%	\$ 296,821
CONTINGENCY			20%	\$ 593,642
SUBTOTAL				\$ 4,452,315
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 4,452,315

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

Taylor Impact Fee Estimate
Davis St - Construct missing sidewalk from Mallard Ln to Lake Dr

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	34.32	\$ 800.00	\$ 27,456
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	\$ -
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	\$ -
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	\$ -
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	\$ -
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	\$ -
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	\$ -
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	\$ -
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	\$ -
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	1716	\$ 80.00	\$ 137,280
DRIVEWAYS (CONC)	SY	2250	\$ 85.00	\$ 191,250
CONC SIDEWALKS (5")	SY	2288	\$ 70.00	\$ 160,160
CURB RAMP (TY 1)	EA	17	\$ 2,000.00	\$ 34,000
CONC MEDIAN	SY	0	\$ 75.00	\$ -
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	\$ -
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	\$ -
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	\$ -
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	\$ -
CONDUIT AND WIRING	LS	0	\$ 15,000.00	\$ -
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 30,100
UTILITY ADJUSTMENTS	LS	1	10%	\$ 57,300
DRAINAGE	LS	1	10%	\$ 57,300
PAVEMENT	LS	1	0%	\$ -
PAVEMENT MARKINGS	LS	1	5%	\$ 31,600
RIGHT OF WAY	LS			\$ -
MOBILIZATION	LS	1	5%	\$ 38,900
SUBTOTAL MATERIAL ITEMS				\$ 815,346
ENGINEERING			20%	\$ 163,069
INSPECTION			10%	\$ 81,535
CONTINGENCY			20%	\$ 163,069
SUBTOTAL				\$ 1,223,019
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,223,019

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
North Dr - Construct missing sidewalk from Carlos G/FM 397 to Lake Dr

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	70.224	\$ 800.00	\$ 56,179
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	3511	\$ 80.00	\$ 280,896
DRIVEWAYS (CONC)	SY	2167	\$ 85.00	\$ 184,167
CONC SIDEWALKS (5")	SY	4682	\$ 70.00	\$ 327,712
CURB RAMP (TY 1)	EA	21	\$ 2,000.00	\$ 42,000
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 47,100
UTILITY ADJUSTMENTS	LS	1	10%	\$ 88,500
DRAINAGE	LS	1	10%	\$ 88,500
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 49,500
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 60,800
SUBTOTAL MATERIAL ITEMS				\$ 1,275,354
ENGINEERING			20%	\$ 255,071
INSPECTION			10%	\$ 127,535
CONTINGENCY			20%	\$ 255,071
SUBTOTAL				\$ 1,913,031
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,913,031

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*

Taylor Impact Fee Estimate
MLK Jr Blvd - Construct missing sidewalk from Main St to Threadgill St

Date: 11/28/2022 18:07
 Prepared by: LP

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<i>PREP ROW, EARTHWORK & REMOVALS</i>				
PREPARING ROW	STA	48.576	\$ 800.00	\$ 38,861
REMOVING CONC (SIDEWALKS)	SY	0	\$ 20.00	-
REMOVING CONC (CURB AND GUTTER)	LF	0	\$ 15.00	-
REMOVING CONC (WHEELCHAIR RAMP)	SY	0	\$ 20.00	-
<i>DRAINAGE</i>				
RIPRAP (CONC)(5 IN)	CY	0	\$ 450.00	-
CONC BOX CULV (12 FT X 6 FT)	LF	0	\$ 955.00	-
SET (TY I)(S=2 FT)(HW=3FT)(3:1)(C)	EA	0	\$ 5,000.00	-
RC PIPE (CL III)(24 IN)	LF	0	\$ 100.00	-
INLET (COMPL)(PCO)(3FT)(NONE)	EA	0	\$ 4,000.00	-
<i>MISCELLANEOUS CONSTRUCTION</i>				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	10	\$ 5,000.00	\$ 50,000
CONC CURB (TY II)	LF	2429	\$ 80.00	\$ 194,304
DRIVEWAYS (CONC)	SY	1667	\$ 85.00	\$ 141,667
CONC SIDEWALKS (5")	SY	6477	\$ 70.00	\$ 453,376
CURB RAMP (TY 1)	EA	26	\$ 2,000.00	\$ 52,000
CONC MEDIAN	SY	0	\$ 75.00	-
<i>TRAFFIC ITEMS</i>				
GROUND BOX TY C(162911)W/APRON	EA	0	\$ 1,250.00	-
PED POLE ASSEMBLY	EA	0	\$ 2,500.00	-
PED DETECT PUSH BUTTON (APS)	EA	0	\$ 950.00	-
REMOVE PED PUSH BUTTON	EA	0	\$ 160.00	-
CONDUIT AND WIRING	LS	0	\$ 15,000.00	-
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	\$ 46,600
UTILITY ADJUSTMENTS	LS	1	10%	\$ 89,200
DRAINAGE	LS	1	10%	\$ 89,200
PAVEMENT	LS	1	0%	-
PAVEMENT MARKINGS	LS	1	5%	\$ 48,900
RIGHT OF WAY	LS			-
MOBILIZATION	LS	1	5%	\$ 60,300
SUBTOTAL MATERIAL ITEMS				\$ 1,264,407
	ENGINEERING		20%	\$ 252,881
	INSPECTION		10%	\$ 126,441
	CONTINGENCY		20%	\$ 252,881
SUBTOTAL				\$ 1,896,611
SMALL QUANTITY ESCALATION FACTOR				\$ -
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				\$ 1,896,611

*This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects.
 This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.*



Appendix E

Roadway Impact Fee CIP Service Units of Supply

City of Taylor - 2023 Update of the Roadway Impact Fees
Roadway CIP Services Units of Supply

Service Area 1

PROJECT ID	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
R1-A	Justin Ln	from Carlos G Parker Blvd (FM 397) to CR 398	0.38	2	Minor Arterial Divided	623	100%	760	576	236	340	\$ 5,300,000	\$ 5,300,000
R1-B	Justin Ln	from CR 398 to south of CR 398	0.68	2	Minor Arterial Divided	314	100%	760	1,037	214	822	\$ 7,800,000	\$ 7,800,000
R1-C	Justin Ln	from south of CR 398 to US 79	0.38	2	Minor Arterial Divided	NEW	100%	760	576	0	576	\$ 4,900,000	\$ 4,900,000
R1-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	1.46	2	Minor Arterial Divided	NEW	75%	760	1,672	0	1,672	\$ 24,000,000	\$ 18,082,192
									3,861	450	3,411	\$ 42,000,000	\$ 36,082,192
												TOTAL COST IN SERVICE AREA 1 \$ 36,082,192	

Notes:

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Lanes] * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Roadway CIP Services Units of Supply

Service Area 2

PROJECT ID	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/L N)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
R2-A	Carlos G Parker Blvd (FM 397) Extension	from Main St (SH 95) to RR track	0.28	2	Minor Arterial Divided	NEW	100%	780	443	0	443	\$ 4,600,000	\$ 4,600,000
R2-B	TH Johnson Dr Extension	from Main St (SH 95) to RR track	0.30	2	Minor Arterial Divided	NEW	100%	780	473	0	473	\$ 4,300,000	\$ 4,300,000
R2-C	Mallard Ln Extension	from Main St (SH 95) to RR track	0.30	2	Minor Arterial Divided	NEW	100%	780	473	0	473	\$ 4,300,000	\$ 4,300,000
R2-D	proposed N/S Neighborhood Ave east of Main St (SH 95)	from Carlos G Parker Blvd (FM 397) to Lake Dr	1.29	2	Minor Arterial Divided	NEW	100%	780	2,009	0	2,009	\$ 16,400,000	\$ 16,400,000
R2-E	proposed E/W Neighborhood Ave south of Mallard Ln	from Main St (SH 95) to RR track	0.36	2	Minor Arterial Divided	NEW	100%	780	562	0	562	\$ 5,000,000	\$ 5,000,000
									3,959	0	3,959	\$ 34,600,000	\$ 34,600,000
												TOTAL COST IN SERVICE AREA 2	\$ 34,600,000

Notes:

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Lanes] * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Roadway CIP Services Units of Supply

Service Area 3

PROJECT ID	ROADWAY	LIMITS	LENGTH (MI)	LANES	IMPACT FEE CLASSIFICATION	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/L N)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
R3-A	Rio Grande St (CR 404)	from Main St (SH 95) to US 79	1.14	2	Minor Arterial Divided	26	100%	760	1,727	30	1,697	\$ 14,400,000	\$ 14,400,000
R3-B	FM 973	from US 79 to north of Wesley Miller Ln	0.55	4	Principal Arterial Divided	733	100%	760	1,684	406	1,278	\$ 7,600,000	\$ 7,600,000
R3-C	2nd St	from US 79 to Main St (SH 95)	1.56	4	Principal Arterial Divided	1952	100%	870	5,429	3,046	2,383	\$ 19,300,000	\$ 19,300,000
R3-D	Proposed N/S Community Blvd east of CR 373	from CR 398 to Hermann Sons Rd (CR 402)	1.46	2	Minor Arterial Divided	NEW	25%	760	547	0	547	\$ 24,000,000	\$ 5,917,808
									9,387	3,481	5,906	\$ 65,300,000	\$ 47,217,808

TOTAL COST IN SERVICE AREA 3 \$ 47,217,808

Notes:

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Lanes] * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]



Appendix F

Existing Roadway Facilities Inventory

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 1

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
CR 395/ CR 398	CR 373 - Justin Ln	1.40	2	Minor Arterial Undivided	2	336	100%	660	1,851	472	1,379	
CR 101	CR 369 - CR 395	1.23	2	Minor Arterial Undivided	2	53	100%	660	1,629	66	1,564	
CR 101	CR 395 - US 79	0.22	2	Minor Arterial CLT	2	349	100%	760	331	76	255	
CR 395/ CR 398	CR 101 - CR 373	0.70	2	Minor Arterial Undivided	2	382	100%	660	925	267	658	
CR 101	CR 395 - US 79	0.64	2	Minor Arterial Undivided	2	349	100%	660	850	225	625	
CR 101	CR 368 - CR 369	0.63	2	Minor Arterial Undivided	2	55	100%	660	829	35	795	
CR 368	CR 101 - CR 369	0.44	2	Minor Arterial Undivided	2	48	100%	610	541	21	520	
Corridor E3	Chandler - CR 368	0.05	2	Minor Arterial Undivided	2	631	100%	610	65	34	31	
CR 101	Chandler - CR 368	0.33	2	Minor Arterial Undivided	2	98	100%	610	404	32	372	
CR 101	CR 368 - CR 369	0.61	2	Minor Arterial Undivided	2	55	100%	660	811	34	777	
CR 373	Carlos G Parker - CR 398	0.47	2	Minor Arterial Undivided	2	49	100%	660	616	23	593	
CR 373	Carlos G Parker - CR 398	0.49	2	Minor Arterial Undivided	2	219	100%	660	646	107	539	
CR 398	Carlos G Parker - CR 398	1.03	2	Minor Arterial Undivided	2	314	100%	660	1,362	324	1,038	
SERVICE AREA 1 TOTAL:									10,860	1,716	9,144	0

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Exist Lanes] * [Peak-Hr Capacity (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]
4. Existing Deficiencies (Veh-Mi/Hr) = [Total Demand (Veh-Mi/Hr)] - [Total Supply (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 2

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
SH 95	Chandler - Carlos G Parker	0.95	4	Minor Arterial Undivided	4	652	100%	660	2,514	621	1,892	
CR 366	Chandler - CR 369	0.47	2	Minor Arterial Undivided	2	641	100%	610	569	299	270	
SH 95	7th St - 4th St	0.20	4	Principal Arterial Undivided	4	941	100%	750	593	186	407	
Howard St	Lake Dr - 2nd St	0.36	2	Minor Arterial Undivided	2	338	100%	670	478	121	357	
Lake Dr W	North Dr - Davis St	0.18	2	Minor Arterial Undivided	2	492	100%	670	237	87	150	
Mallard Ln	Davis St - SH 95	0.17	2	Minor Arterial Undivided	2	173	100%	670	231	30	201	
FM 397	North Dr - SH 95	0.56	2	Minor Arterial Undivided	2	104	100%	670	750	58	692	
FM 397	W Lake Dr - US 79	0.07	2	Principal Arterial Divided	2	478	100%	840	119	34	85	
FM 397	W Lake Dr - US 79	0.07	2	Principal Arterial Divided	2	159	100%	840	117	11	106	
Meadow Lane	Lake Dr - 2nd St	0.14	2	Minor Arterial Undivided	2	299	100%	670	190	42	148	
Davis St	7th St - 2nd St	0.23	2	Minor Arterial Undivided	2	185	100%	690	311	42	270	
Davis St	Mallard Ln - W Lake Dr	0.24	2	Minor Arterial Undivided	2	54	100%	670	318	13	305	
FM 397	W Lake Dr - US 79	0.22	1	Principal Arterial Divided	1	202	51%	840	92	22	70	
US 79	US 79 to US 79	0.28	1	Direct Connectors	1	29	78%	1,945	424	6	418	
FM 397	W Lake Dr - US 79	0.14	2	Principal Arterial Divided	2	93	31%	840	74	4	70	
2nd St	2nd St to FM 397	0.23	1	Direct Connectors	1	109	100%	1,945	442	25	417	
US 79	FM 397-US 79	0.25	1	Direct Connectors	1	291	69%	1,945	334	50	284	
FM 397	W Lake Dr - US 79	0.17	2	Principal Arterial Divided	2	471	100%	840	285	80	205	
FM 397	W Lake Dr - US 79	0.25	2	Principal Arterial Divided	2	150	100%	840	413	37	376	
FM 397	FM 397 Crossover	0.01	2	Frontage	2	20	100%	760	18	0	18	
FM 397	FM 397 Crossover	0.02	1	Ramp	1	22	100%	1,544	24	0	23	
FM 397	W Lake Dr - US 79	0.08	2	Principal Arterial Divided	2	180	100%	840	133	14	119	
FM 397	W Lake Dr - US 79	0.08	1	Principal Arterial Divided	1	63	100%	840	63	5	58	
Meadow Lane	Lake Dr - 2nd St	0.24	2	Minor Arterial Undivided	2	284	100%	670	315	67	248	
US 79	US 79 Crossover	0.02	1	Ramp	1	67	100%	1,544	27	1	26	
Howard St	Lake Dr - 2nd St	0.13	2	Minor Arterial Undivided	2	161	100%	670	178	21	157	
Howard St	Lake Dr - 2nd St	0.19	2	Minor Arterial Undivided	2	175	100%	670	254	33	221	
Davis St	Mallard Ln - W Lake Dr	0.21	2	Minor Arterial Undivided	2	0	100%	670	282	0	282	
North Dr	FM 397 - Mallard	0.30	2	Minor Arterial Undivided	2	580	100%	660	396	174	222	
Mallard Ln	North Dr - Davis St	0.34	2	Minor Arterial Undivided	2	173	100%	670	457	59	398	
Lake Dr W	Carlos G Parker - North Dr	0.29	2	Minor Arterial Undivided	2	223	100%	660	388	65	322	
FM 397	Old Georgetown - Justin	0.13	2	Minor Arterial Undivided	2	601	100%	660	170	77	92	
FM 397	Old Georgetown - North Dr	0.75	2	Minor Arterial Undivided	2	400	100%	660	993	301	692	
Mallard Ln	Carlos G Parker - North Dr	0.20	2	Minor Arterial Undivided	2	307	100%	660	259	60	199	
FM 397	Mallard Ln - W Lake Dr	0.53	2	Minor Arterial Undivided	2	433	100%	660	697	229	468	
FM 397	W Lake Dr - US 79	0.06	2	Principal Arterial Divided	2	637	100%	840	105	40	65	
FM 397	Justin - Mallard	0.19	2	Minor Arterial Undivided	2	404	100%	660	256	78	177	
Mallard Ln	Carlos G Parker - North Dr	0.35	2	Minor Arterial Undivided	2	350	100%	660	456	121	335	
FM 397	Mallard Ln - W Lake Dr	0.15	2	Minor Arterial Undivided	2	433	100%	660	194	64	130	
CR 366	CR 369 - Carlos G Parker	0.62	2	Minor Arterial Undivided	2	650	100%	610	753	401	352	
Lake Dr W	Carlos G Parker - North Dr	0.19	2	Minor Arterial Undivided	2	500	100%	660	257	97	160	
North Dr	Mallard Ln - W Lake Dr	0.42	2	Minor Arterial Undivided	2	313	100%	670	560	131	429	
Mallard Ln	North Dr - Davis St	0.15	2	Minor Arterial Undivided	2	234	100%	670	205	36	169	
North Dr	Mallard Ln - W Lake Dr	0.23	2	Minor Arterial Undivided	2	402	100%	670	303	91	212	
Lake Dr W	Carlos G Parker - North Dr	0.30	2	Minor Arterial Undivided	2	277	100%	660	398	83	315	
Meadow Lane	Lake Dr - 2nd St	0.14	2	Minor Arterial Undivided	2	262	100%	660	182	36	146	
Meadow Lane	Lake Dr - 2nd St	0.13	2	Minor Arterial Undivided	2	299	100%	660	176	40	136	
Lake Dr W	Carlos G Parker - North Dr	0.16	2	Minor Arterial Undivided	2	539	100%	660	206	84	122	
Mallard Ln	Carlos G Parker - North Dr	0.26	2	Minor Arterial Undivided	2	282	100%	660	345	74	271	
Howard St	Lake Dr - 2nd St	0.15	2	Minor Arterial Undivided	2	357	100%	660	198	54	144	
Lake Dr W	North Dr - Davis St	0.15	2	Minor Arterial Undivided	2	480	100%	670	198	71	127	

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 2

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
Lake Dr W	North Dr - Davis St	0.08	2	Minor Arterial Undivided	2	684	100%	670	103	52	50	
Davis St	Mallard Ln - W Lake Dr	0.22	2	Minor Arterial Undivided	2	0	100%	670	293	0	293	
FM 397	North Dr - SH 95	0.47	2	Minor Arterial Undivided	2	244	100%	670	627	114	513	
North Dr	FM 397 - Mallard	0.34	2	Minor Arterial Undivided	2	246	100%	660	454	85	369	
Davis St	7th St - 2nd St	0.13	2	Minor Arterial Undivided	2	166	100%	690	184	22	162	
SH 95	4th St - 2nd St	0.13	4	Principal Arterial Undivided	4	1,634	100%	750	404	220	184	
SH 95	Mallard Ln - W Lake Dr	0.32	4	Principal Arterial CLT	4	1,089	100%	870	1,100	344	756	
SH 95	Lake Dr - Hosack St	0.22	4	Principal Arterial CLT	4	922	100%	840	726	199	527	
Davis St	Mallard Ln - 7th St	0.17	2	Minor Arterial Undivided	2	197	100%	670	226	33	192	
7th St E (Taylor)	Davis St - SH 95	0.14	2	Minor Arterial Undivided	2	225	100%	690	189	31	158	
Davis St	Mallard Ln - 7th St	0.26	2	Minor Arterial Undivided	2	292	100%	670	345	75	270	
Davis St	Mallard Ln - 7th St	0.15	2	Minor Arterial Undivided	2	216	100%	670	206	33	173	
7th St E (Taylor)	Davis St - SH 95	0.17	2	Minor Arterial Undivided	2	149	100%	690	234	25	209	
Lake Dr W	Davis St - SH 95	0.27	2	Minor Arterial Undivided	2	116	100%	670	357	31	326	
SH 95	Mallard Ln - W Lake Dr	0.34	4	Principal Arterial CLT	4	1,019	100%	870	1,188	348	840	
Lake Dr W	Davis St - SH 95	0.20	2	Minor Arterial Undivided	2	378	100%	670	266	75	191	
SH 95	Hosack St - 7th St	0.25	4	Principal Arterial Undivided	4	744	100%	750	741	184	557	
SH 95	Hosack St - 7th St	0.06	4	Principal Arterial Undivided	4	794	100%	750	186	49	137	
SH 95	Hosack St - 7th St	0.15	4	Principal Arterial Undivided	4	879	100%	750	459	134	324	
SH 95	FM 397 - Mallard	0.34	4	Principal Arterial CLT	4	549	100%	870	1,184	187	998	
Mallard Ln	Davis St - SH 95	0.31	2	Minor Arterial Undivided	2	106	100%	670	414	33	381	
SH 95	FM 397 - Mallard	0.28	4	Principal Arterial CLT	4	1,191	100%	840	950	337	613	
Chandler Rd	CR 366 - SH 95	1.15	2	Minor Arterial Undivided	2	316	100%	610	1,403	364	1,039	
CR 366	SH 29 - Chandler	0.17	2	Minor Arterial Undivided	2	641	100%	610	205	108	97	
CR 366	CR 369 - Carlos G Parker	0.13	2	Minor Arterial Undivided	2	682	100%	610	162	90	71	
TH JOHNSON	Carlos G Parker - CR 398	0.53	2	Minor Arterial Undivided	2	715	100%	660	693	376	317	
FM 397	Old Georgetown - Justin	0.17	2	Minor Arterial Undivided	2	877	100%	660	230	153	77	
TH JOHNSON	Carlos G Parker - CR 398	0.83	2	Minor Arterial Undivided	2	448	100%	660	1,094	372	723	
TH JOHNSON	Carlos G Parker - CR 398	0.50	2	Minor Arterial Undivided	2	584	100%	660	664	293	370	
FM 112	Carlos G Parker - FM 619	0.24	2	Minor Arterial Undivided	2	120	100%	610	288	28	260	
US 79	FM 112 - US 79	0.59	2	Principal Arterial Divided	2	93	100%	840	988	55	933	
US 79	FM 112 - US 79	0.65	2	Principal Arterial Divided	2	120	100%	760	983	77	905	
US 79	SH 95 - Carlos G Parker	0.26	2	Principal Arterial Divided	2	408	100%	840	429	104	324	
US 79	SH 95 - Carlos G Parker	0.30	2	Principal Arterial Divided	2	440	100%	840	504	132	372	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.89	2	Minor Arterial Undivided	2	50	100%	660	1,180	45	1,135	
FM 427	SH 95 - Carlos G Parker	0.29	4	Principal Arterial Undivided	4	941	100%	720	841	275	566	
US 79	Rio Grande St - SH 95	0.86	2	Principal Arterial Divided	2	101	100%	840	1,447	87	1,360	
US 79	SH 95 - FM 112	1.27	2	Principal Arterial Divided	2	156	100%	760	1,933	199	1,734	
FM 112	SH 95 - US 79	0.36	2	Minor Arterial Undivided	2	100	100%	660	475	36	439	
SH 95	US 79 - CR 458	0.08	2	Minor Arterial Undivided	2	423	100%	610	96	33	63	
SH 95	US 79 - CR 458	0.33	2	Minor Arterial Undivided	2	483	100%	610	404	160	244	
US 79	SH 95 - FM 112	0.08	2	Principal Arterial Divided	2	144	100%	760	118	11	106	
US 79	SH 95 Entrance	0.12	1	Ramp	1	12	100%	1,514	189	1	188	
SH 95	US 79 - CR 458	0.05	4	Principal Arterial Undivided	4	471	100%	660	145	26	119	
FM 112	SH 95 - US 79	0.19	2	Minor Arterial Undivided	2	79	100%	670	257	15	242	
FM 427	SH 95 - Carlos G Parker	0.19	4	Principal Arterial Undivided	4	1,125	100%	750	558	209	349	
Taylor CR PNR	0	0.08	2	Local Undivided	2	0	100%	390	65	0	65	
FM 112	SH 95 - US 79	0.09	2	Minor Arterial Undivided	2	87	100%	670	115	7	108	
FM 112	SH 95 - US 79	0.09	2	Minor Arterial Undivided	2	87	100%	670	114	7	107	
FM 427	SH 95 - Carlos G Parker	0.20	4	Principal Arterial Undivided	4	1,130	100%	750	587	221	366	
FM 112	SH 95 - US 79	0.13	2	Minor Arterial Undivided	2	67	100%	660	168	8	159	

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 2

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
FM 112	SH 95 - US 79	0.37	2	Minor Arterial Undivided	2	67	100%	660	484	24	460	
US 79	SH 95 - FM 112	0.47	2	Principal Arterial Divided	2	101	100%	840	790	47	743	
US 79	SH 95 - FM 112	0.04	2	Principal Arterial Divided	2	101	100%	840	70	4	65	
FM 112	SH 95 - US 79	0.04	2	Minor Arterial Undivided	2	61	100%	660	54	3	52	
US 79	SH 95 - FM 112	0.05	1	Ramp	1	48	100%	1,514	79	3	77	
US 79	SH 95 - FM 112	0.04	2	Principal Arterial Divided	2	108	100%	760	54	4	50	
US 79	FM 112 - US 79	0.07	1	Ramp	1	6	100%	1,544	109	0	109	
US 79	SH 95 - US 79	0.06	1	Ramp	1	0	100%	1,544	90	0	90	
US 79	Carlos G Parker - FM 619	0.05	1	Ramp	1	2	100%	1,514	81	0	81	
US 79	FM 112 - US 79	0.03	2	Principal Arterial Divided	2	117	100%	760	50	4	47	
US 79	FM 112 - US 79	0.05	2	Principal Arterial Divided	2	88	100%	840	88	5	84	
FM 112	Carlos G Parker - FM 619	0.04	2	Minor Arterial Undivided	2	69	100%	610	44	2	42	
FM 112	Carlos G Parker Intersection	0.01	2	Minor Arterial Undivided	2	78	100%	660	19	1	18	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.19	2	Minor Arterial Undivided	2	60	100%	660	257	12	246	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.40	2	Minor Arterial Undivided	2	56	100%	670	537	23	514	
Old Thorndale Rd	SH 95 - FM 397/Taylor Loop	0.16	2	Minor Arterial Undivided	2	60	100%	660	213	10	203	
FM 427	SH 95 - Carlos G Parker	0.47	4	Principal Arterial Undivided	4	925	100%	720	1,367	439	928	
FM 427	SH 95 - Carlos G Parker	0.10	4	Principal Arterial Undivided	4	849	100%	720	297	88	210	
US 79	SH 95 - Carlos G Parker	0.29	1	Ramp	1	1	100%	1,544	453	0	453	
FM 619	US 79 - FM 112	0.85	2	Minor Arterial Undivided	2	19	100%	610	1,034	16	1,018	
FM 397	US 79 Overpass	0.25	2	Principal Arterial Divided	2	92	100%	840	413	23	390	
US 79	FM 112 - US 79	0.26	1	Principal Arterial Divided	1	27	100%	840	220	7	213	
US 79	Carlos G Parker - FM 619	0.29	1	Ramp	1	92	100%	1,514	434	26	408	
FM 112	Carlos G Parker - FM 619	0.54	2	Minor Arterial Undivided	2	107	100%	610	664	58	606	
FM 112	FM 619 - FM 619	0.34	2	Minor Arterial Undivided	2	58	100%	610	420	20	400	
FM 619	CR 412 - Old Thorndale Rd	0.02	2	Minor Arterial Undivided	2	106	100%	660	28	2	26	
US 79	Carlos G Parker - FM 619	0.37	2	Principal Arterial Divided	2	439	100%	840	626	164	462	
US 79	US 79 - SH 95	0.42	1	Ramp	1	75	100%	1,544	648	32	616	
US 79	Carlos G Parker - FM 619	0.24	2	Principal Arterial Divided	2	500	100%	760	359	118	241	
FM 619	Old Thorndale Rd - US 79	0.54	2	Minor Arterial Undivided	2	127	100%	660	706	68	638	
US 79	Carlos G NW cloverleaf	0.20	1	Ramp	1	0	100%	1,544	302	0	302	
US 79	SH 95 - Carlos G Parker	0.34	2	Principal Arterial Divided	2	408	100%	760	523	140	383	
US 79	Carlos G Parke Underpass	0.06	2	Principal Arterial Divided	2	440	100%	840	102	27	75	
US 79	SH 95 - Carlos G Parker	0.10	2	Principal Arterial Divided	2	440	100%	840	166	44	123	
US 79	US 79 - SH 95	0.08	1	Ramp	1	75	100%	1,544	124	6	118	
US 79	Carlos G NE cloverleaf	0.19	1	Ramp	1	1	100%	1,544	288	0	288	
Old Thorndale Rd	FM 397/Taylor Loop - FM 619	0.38	2	Minor Arterial Undivided	2	39	100%	660	497	15	482	
FM 619	Old Thorndale Rd - US 79	0.35	2	Minor Arterial Undivided	2	123	100%	660	464	43	421	
US 79	Carlos G Parker - FM 619	0.01	4	Principal Arterial Undivided	4	1,015	100%	720	41	14	26	
FM 619	CR 412 - Old Thorndale Rd	0.17	2	Minor Arterial Undivided	2	162	100%	660	219	27	192	
SERVICE AREA 2 TOTAL:									58,521	11,998	46,523	0

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Exist Lanes] * [Peak-Hr Capacity (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]
4. Existing Deficiencies (Veh-Mi/Hr) = [Total Demand (Veh-Mi/Hr)] - [Total Supply (Veh-Mi/Hr)]

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 3

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
CR 404	CR 406 - CR 405	0.89	2	Collector Undivided	2	32	100%	500	892	29	863	
CR 404	FM 3349 - FM 973	0.60	2	Minor Arterial Undivided	2	160	100%	660	791	96	695	
US 79	FM 973 - Rio Grande St	0.56	2	Principal Arterial Divided	2	338	100%	760	853	190	663	
US 79	FM 973 - Rio Grande St	0.55	2	Principal Arterial Divided	2	315	100%	840	916	172	744	
Rio Grande St (Taylor)	SH 95 - US 79	0.95	2	Minor Arterial Undivided	2	26	100%	660	1,251	25	1,226	
US 79	US 79 - FM 973	0.26	2	Principal Arterial Divided	2	171	100%	840	430	44	386	
US 79	US 79 - FM 973	0.93	2	Principal Arterial Divided	2	216	100%	840	1,571	202	1,369	
FM 973	US 79 - CR 404	0.56	2	Principal Arterial Undivided	4	733	100%	660	735	408	327	
FM 973	US 79 Intersection	0.02	2	Principal Arterial Undivided	2	366	100%	720	22	6	17	
SH 95	Rio Grande St - US 79	0.16	4	Principal Arterial Undivided	4	642	100%	720	452	101	351	
CR 404	US 79 - CR 406	0.34	2	Minor Arterial Undivided	2	100	100%	610	421	34	386	
US 79	SH 95 Entrance	0.10	1	Ramp	1	216	100%	1,544	148	21	127	
US 79	SH 95 Exit	0.12	1	Ramp	1	187	100%	1,514	175	22	153	
US 79	Rio Grande St - SH 95	0.23	2	Principal Arterial Divided	2	96	100%	840	383	22	361	
US 79	Rio Grande St - SH 95	0.20	2	Principal Arterial Divided	2	143	100%	760	298	28	270	
US 79	Rio Grande St - SH 95	0.40	2	Principal Arterial Divided	2	312	100%	840	669	124	545	
US 79	Rio Grande St - SH 95	0.43	2	Principal Arterial Divided	2	330	100%	760	651	141	510	
CR 404	US 79 Intersection	0.01	2	Minor Arterial Undivided	2	66	100%	660	20	1	19	
Rices Crossing	US 79 Exit - SH 95	0.10	2	Frontage	2	189	100%	690	139	19	120	
US 79	SH 95 Entrance	0.11	1	Ramp	1	2	100%	1,514	167	0	167	
US 79	SH 95 Exit	0.09	1	Ramp	1	5	100%	1,544	145	0	145	
Potomac St	Symes St - SH 95	0.10	2	Frontage	2	224	100%	760	145	21	124	
Potomac St	Symes St - SH 95	0.05	2	Frontage	2	216	100%	760	69	10	59	
Potomac St	Symes St - SH 95	0.03	2	Frontage	2	221	100%	760	45	7	38	
SH 95	US 79 Crossover	0.09	4	Principal Arterial Undivided	4	566	100%	720	246	48	198	
Rio Grande St (Taylor)	SH 95 - US 79	0.21	2	Minor Arterial Undivided	2	21	100%	670	281	4	276	
SH 95	Walnut St - Rio Grande St	0.16	4	Principal Arterial Undivided	4	741	100%	750	488	120	367	
SH 95	Rio Grande St - US 79	0.26	4	Principal Arterial Undivided	4	675	100%	720	755	177	578	
SH 95	Rio Grande St - US 79	0.05	4	Principal Arterial Undivided	4	762	100%	720	155	41	114	
SH 95	2nd St - Walnut St	0.19	4	Principal Arterial Undivided	4	777	100%	750	576	149	427	
CR 404	US 79 - CR 406	0.36	2	Minor Arterial Undivided	2	74	100%	610	434	26	408	
2nd St	Howard St - Davis St	0.22	4	Principal Arterial CLT	4	1,739	100%	870	755	377	378	
2nd St	@ FM 397	0.36	2	Principal Arterial Divided	2	1,033	100%	840	602	370	232	
2nd St	Carlos G Parker - Debus Dr	0.10	2	Principal Arterial Divided	2	936	100%	840	175	97	77	
US 79	FM 3349 - Carlos G Parker	0.31	2	Principal Arterial Divided	2	1,114	100%	840	524	347	177	
US 79	FM 3349 - Carlos G Parker	0.36	2	Principal Arterial Divided	2	1,256	100%	840	598	447	151	
2nd St	@ FM 397	0.14	2	Principal Arterial Divided	2	965	100%	840	237	136	101	
2nd St	Sloan St - Howard St	0.19	4	Principal Arterial CLT	4	1,952	100%	870	659	370	289	
2nd St	Debus Dr - Sloan St	0.16	4	Principal Arterial CLT	4	2,168	100%	840	552	356	196	
US 79	US 79 to 2nd St	0.12	1	Direct Connectors	1	131	100%	1,945	237	16	221	
2nd St	Carlos G Parker - Debus Dr	0.15	2	Principal Arterial Divided	2	1,044	100%	840	254	158	96	
2nd St	Carlos G Parker - Debus Dr	0.08	2	Principal Arterial Divided	2	1,164	100%	840	129	89	40	
2nd St	Sloan St - Howard St	0.37	4	Principal Arterial CLT	4	1,733	100%	840	1,235	637	598	
2nd St	Davis St - SH 95	0.14	4	Principal Arterial CLT	4	1,277	100%	890	485	174	311	
2nd St	Howard St - Davis St	0.12	4	Principal Arterial CLT	4	1,721	100%	870	433	214	219	
2nd St	Davis St - SH 95	0.13	4	Principal Arterial CLT	4	1,476	100%	890	469	194	274	
SH 95	2nd St - Walnut St	0.08	4	Principal Arterial Undivided	4	777	100%	750	249	64	184	
FM 397	W Lake Dr - US 79	0.22	1	Principal Arterial Divided	1	202	49%	840	88	21	67	
US 79	US 79 to US 79	0.28	1	Direct Connectors	1	29	22%	1,945	117	2	115	

City of Taylor - 2023 Update of the Roadway Impact Fees
Existing Roadway Facilities Inventory

Service Area 3

ROADWAY	LIMITS	LENGTH (MI)	EXIST LANES	CLASS	FUTURE LANES	2022 PM PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2022 PEAK HOUR CAPACITY (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	EXISTING DEFICIENCIES (VEH-MI/HR) ⁴
FM 397	W Lake Dr - US 79	0.14	2	Principal Arterial Divided	2	93	69%	840	163	9	154	
US 79	FM 397-US 79	0.25	1	Direct Connectors	1	291	31%	1,945	150	22	127	
US 79	FM 3349 - Carlos G Parker	1.16	4	Principal Arterial Divided	4	2,558	100%	840	3,887	2,959	927	
US 79	FM 3349 - Carlos G Parker	0.00	4	Principal Arterial Divided	4	2,630	100%	840	0	0	0	
US 79	FM 3349 - Carlos G Parker	0.64	4	Principal Arterial Divided	4	2,841	100%	840	2,165	1,830	334	
US 79	FM 3349 - Carlos G Parker	0.68	4	Principal Arterial Divided	4	2,835	100%	840	2,284	1,927	357	
SERVICE AREA 3 TOTAL:									30,768	13,107	17,661	0

1. Total Supply (Veh-Mi/Hr) = [Length (mi)] * [Exist Lanes] * [Peak-Hr Capacity (Veh/Hr/Ln)] * [% In Service Area]

2. Total Demand (Veh-Mi/Hr) = [Length (mi)] * [PM Peak Hr Volume (Veh/Hr)] * [% In Service Area]

3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

4. Existing Deficiencies (Veh-Mi/Hr) = [Total Demand (Veh-Mi/Hr)] - [Total Supply (Veh-Mi/Hr)]



Appendix G
Intersection Impact Fee CIP Service Units of Supply

City of Taylor - 2023 Update of the Roadway Impact Fees
Intersection CIP Services Units of Supply

Service Area 1

PROJECT ID	INTERSECTION	IMPROVEMENT	FULL LANES	TURN LANES ADDED	TURN LANE LENGTH (MI)	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I1-A	Carlos G Parker Blvd (FM 397) & Justin Ln	Construction of an eastbound left-turn lane	2	1	0.045	623	100%	760	101	28	74	\$ 135,000	\$ 135,000
									101	28	74	\$ 135,000	\$ 135,000
TOTAL COST IN SERVICE AREA 1													\$ 135,000

Notes:

Volumes and Capacities for Signalization Improvements at an intersection are based on values for a minor approach of the intersection

1. Total Supply (Veh-Mi/Hr) = [Turn Lane Length (mi)] * ([Full Lanes] + [Turn Lanes Added]) * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Turn Lane Length (mi)] * [2022 Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

**City of Taylor - 2023 Update of the Roadway Impact Fees
Intersection CIP Services Units of Supply**

Service Area 2

PROJECT ID	INTERSECTION	IMPROVEMENT	FULL LANES	TURN LANES ADDED	TURN LANE LENGTH (MI)	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I2-A	Main St (SH 95) and Carlos G Parker Blvd (FM 397)	Construction of a southbound right-turn lane	4	1	0.095	652	100%	660	313	62	251	\$ 510,000	\$ 510,000
I2-B	Carlos G Parker Blvd (FM 937) and Justin Ln	Construction of a northbound left-turn lane	2	1	0.104	404	100%	660	206	42	164	\$ 440,000	\$ 440,000
I2-C	Carlos G Parker Blvd (FM 937) and Pivot Dr	Construction of a southbound left-turn lane	2	1	0.076	601	100%	660	150	46	104	\$ 415,000	\$ 415,000
I2-D		Construction of a westbound left-turn lane	2	1	0.028	448	100%	660	56	13	44	\$ 25,000	\$ 25,000
I2-E	Carlos G Parker Blvd (FM 937) and CR 366 (Old Georgetown Rd)	Construction of an eastbound left-turn lane	2	1	0.094	682	100%	610	172	64	108	\$ 320,000	\$ 320,000
I2-F		Signalization once warrants are met	2	0	0.038	307	100%	660	50	12	38	\$ 500,000	\$ 500,000
I2-G	Mallard Ln and Meadow Ln	Construction of an eastbound left-turn lane	2	1	0.033	350	100%	660	66	12	54	\$ 25,000	\$ 25,000
I2-H		Construction of a southbound left-turn lane	2	1	0.028	307	100%	660	56	9	48	\$ 25,000	\$ 25,000
I2-I		Construction of a westbound left-turn lane	2	1	0.038	307	100%	660	75	12	63	\$ 25,000	\$ 25,000
I2-J		Construction of a northbound left-turn lane	2	1	0.022	307	100%	660	43	7	36	\$ 25,000	\$ 25,000
I2-K	TH Johnson Dr and North Dr	Signalization once warrants are met	2	0	0.028	246	100%	660	38	7	31	\$ 500,000	\$ 500,000
I2-L		Construction of a northbound left-turn lane	2	1	0.028	580	100%	660	56	16	40	\$ 25,000	\$ 25,000
I2-M		Construction of an eastbound left-turn lane	2	1	0.034	448	100%	660	68	15	52	\$ 145,000	\$ 145,000
I2-N		Construction of a southbound left-turn lane	2	1	0.028	246	100%	660	56	7	49	\$ 25,000	\$ 25,000
I2-O	TH Johnson Dr and Bill Pickett Tr	Construction of a westbound left-turn lane	2	1	0.028	715	100%	660	56	20	36	\$ 25,000	\$ 25,000
I2-P		Signalization once warrants are met	2	0	0.028	246	100%	660	38	7	31	\$ 500,000	\$ 500,000
I2-Q		Construction of an eastbound left-turn lane	2	1	0.047	715	100%	660	94	34	60	\$ 30,000	\$ 30,000
I2-R		Construction of a southbound left-turn lane	2	1	0.028	246	100%	660	56	7	49	\$ 25,000	\$ 25,000
I2-S	North Dr and Mallard Ln	Signalization once warrants are met	2	0	0.028	234	100%	670	38	7	31	\$ 500,000	\$ 500,000
I2-T		Construction of a northbound left-turn lane	2	1	0.033	402	100%	670	67	13	53	\$ 220,000	\$ 220,000
I2-U		Construction of an eastbound left-turn lane	2	1	0.028	282	100%	660	56	8	48	\$ 25,000	\$ 25,000
I2-V		Construction of a westbound left-turn lane	2	1	0.028	234	100%	670	57	7	50	\$ 25,000	\$ 25,000
I2-W	Davis St and Mallard Ln	Construction of a northbound left-turn lane	2	1	0.028	0	100%	670	57	0	57	\$ 25,000	\$ 25,000
I2-X		Construction of an eastbound left-turn lane	2	1	0.028	173	100%	670	57	5	52	\$ 25,000	\$ 25,000
I2-Y		Construction of a southbound left-turn lane	2	1	0.033	0	100%	670	67	0	67	\$ 180,000	\$ 180,000
I2-Z		Construction of a westbound left-turn lane	2	1	0.028	173	100%	670	57	5	52	\$ 25,000	\$ 25,000
I2-AA	Main St (SH 95) and Lake Dr	Construction of an eastbound left-turn lane	2	1	0.028	116	100%	670	57	3	54	\$ 220,000	\$ 220,000
I2-AB		Construction of a westbound left-turn lane	2	1	0.009	56	100%	670	19	1	18	\$ 115,000	\$ 115,000
I2-AC	Main St (SH 95) and 7th St	Construction of an eastbound left-turn lane	2	1	0.027	225	100%	690	55	6	49	\$ 110,000	\$ 110,000
I2-AD		Construction of a westbound left-turn lane	2	1	0.023	56	100%	670	46	1	44	\$ 110,000	\$ 110,000
I2-AE	Carlos G Parker Blvd (FM 937) and Lake Dr	Construction of a westbound right-turn lane	2	1	0.038	223	100%	660	75	8	67	\$ 395,000	\$ 395,000
I2-AF	Lake Dr and North Dr	Signalization once warrants are met	2	0	0.028	500	100%	660	38	14	23	\$ 500,000	\$ 500,000
I2-AG		Construction of an eastbound left-turn lane	2	1	0.028	500	100%	660	56	14	42	\$ 165,000	\$ 165,000
I2-AH	Lake Dr and Davis St	Signalization once warrants are met	2	0	0.030	54	100%	670	41	2	39	\$ 500,000	\$ 500,000
I2-AI		Construction of a northbound left-turn lane	2	1	0.037	197	100%	670	74	7	67	\$ 150,000	\$ 150,000
I2-AJ		Construction of an eastbound left-turn lane	2	1	0.026	492	100%	670	52	13	40	\$ 170,000	\$ 170,000
I2-AK		Construction of a southbound left-turn lane	2	1	0.030	54	100%	670	61	2	59	\$ 205,000	\$ 205,000
I2-AL	Rio Grande St (CR 404) and Main St (SH 95)	Construction of a westbound left-turn lane	2	1	0.026	378	100%	670	52	10	42	\$ 120,000	\$ 120,000
I2-AM		Construction of a westbound left-turn lane	2	1	0.026	56	100%	670	52	1	51	\$ 160,000	\$ 160,000
I2-AN	MLK Jr Blvd (FM 112) and Main St (SH 95)	Construction of a westbound left-turn lane	2	1	0.057	79	100%	670	114	4	110	\$ 115,000	\$ 115,000
									2,897	522	2,375	\$ 7,645,000	\$ 7,645,000

TOTAL COST IN SERVICE AREA 2 \$ 7,645,000

Notes:

Volumes and Capacities for Signalization Improvements at an intersection are based on values for a minor approach of the intersection

1. Total Supply (Veh-Mi/Hr) = [Turn Lane Length (mi)] * ([Full Lanes] + [Turn Lanes Added]) * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Turn Lane Length (mi)] * [2022 Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]

**City of Taylor - 2023 Update of the Roadway Impact Fees
Intersection CIP Services Units of Supply**

Service Area 3

PROJECT ID	INTERSECTION	IMPROVEMENT	FULL LANES	TURN LANES ADDED	TURN LANE LENGTH (MI)	2022 PEAK HR VOLUME (VEH/HR)	% IN SERVICE AREA	2032 PEAK HR CAPACITY ADDED (VEH/HR/LN)	TOTAL SUPPLY (VEH-MI/HR) ¹	TOTAL DEMAND (VEH-MI/HR) ²	EXCESS CAPACITY (VEH-MI/HR) ³	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
I3-A	Rio Grande St (CR 404) and Main St (SH 95)	Construction of an eastbound left-turn lane	2	1	0.031	21	100%	780	72	1	71	\$ 145,000	\$ 145,000
I3-B	Rio Grande St (CR 404) and US 79	Construction of a northbound left-turn lane	2	1	0.044	100	100%	610	81	4	76	\$ 155,000	\$ 155,000
I3-C		Construction of a southbound left-turn lane	2	1	0.044	26	100%	760	100	1	99	\$ 165,000	\$ 165,000
I3-D	MLK Jr Blvd (FM 112) and Main St (SH 95)	Construction of an eastbound left-turn lane	2	1	0.038	21	100%	780	89	1	88	\$ 195,000	\$ 195,000
I3-E	2nd St and Sloan St	Construction of a northbound left-turn lane	2	1	0.011	161	100%	670	23	2	21	\$ 260,000	\$ 260,000
I3-F		Construction of a southbound left-turn lane	2	1	0.028	161	100%	670	57	5	53	\$ 115,000	\$ 115,000
I3-G	2nd St and Howard St	Signalization once warrants are met	2	0	0.019	161	100%	670	25	3	22	\$ 500,000	\$ 500,000
I3-H		Construction of a southbound left-turn lane	2	1	0.019	161	100%	670	38	3	35	\$ 205,000	\$ 205,000
									485	19	466	\$ 1,740,000	\$ 1,740,000

TOTAL COST IN SERVICE AREA 3 \$ 1,740,000

Notes:

Volumes and Capacities for Signalization Improvements at an intersection are based on values for a minor approach of the intersection

1. Total Supply (Veh-Mi/Hr) = [Turn Lane Length (mi)] * ([Full Lanes] + [Turn Lanes Added]) * [Peak-Hr Capacity Added (Veh/Hr/Ln)] * [% In Service Area]
2. Total Demand (Veh-Mi/Hr) = [Turn Lane Length (mi)] * [2022 Peak Hr Volume (Veh/Hr)] * [% In Service Area]
3. Excess Capacity (Veh-Mi/Hr) = [Total Supply (Veh-Mi/Hr)] - [Total Demand (Veh-Mi/Hr)]



Appendix H

Plan for Awarding the Roadway Impact Fee Credit

**City of Taylor - 2023 Update of the Roadway Impact Fees
Credit for Ad Valorem Taxes**

Annual Amount of Ad Valorem Tax Generated by Growth

Service Area	Cost of Growth-Related CIP	I&S Tax Levy - Annual Debt Payment	Projected 10-Year Demand (Veh-Mi)	RWIF Credit (\$ per Veh-Mi)
1	15,236,873	\$1,121,155.81	1,620	\$ 692.14
2	63,423,209	\$ 4,666,791	29,166	\$ 160.01
3	31,404,736	\$2,310,815.46	37,538	\$ 61.56

New Roadway Vehicle Miles and Credit per Service Area

Service Area	Projected 10-Year Demand (Veh-Mi)	Annual Demand (Veh- Miles)	10-Year Cumulative Demand	RWIF Credit (\$ per Veh-Mi)	CIP Credit by Service Area
1	1,620	162	8,909	\$ 692.14	\$ 6,166,356.93
2	29,166	2,917	160,416	\$ 160.01	\$ 25,667,348.94
3	37,538	3,754	206,459	\$ 61.56	\$ 12,709,485.02

New Roadway Vehicle Miles and Credit per Service Area

Service Area	Cost Attributable to New Growth	Net Financing Cost	Net Cost Attributable to New Growth
1	\$ 15,236,873	\$3,868,359	\$ 19,105,232
2	\$ 63,423,209	\$16,101,974	\$ 79,525,183
3	\$ 31,404,736	\$7,973,079	\$ 39,377,815

City of Taylor - 2023 Update of the Roadway Impact Fees
Financing Costs and Interest Earnings

Service Area 1					Service Area 2					Service Area 3				
Period	Year	Debt Issue	Annual Interest Payment		Period	Year	Debt Issue	Annual Interest Payment		Period	Year	Debt Issue	Annual Interest Payment	
1	2023	\$ 15,236,873	\$609,474.93		1	2023	\$ 63,423,209	\$2,536,928.35		1	2023	\$ 31,404,736	\$1,256,189.45	
2	2024		\$589,007.70		2	2024		\$2,451,733.86		2	2024		\$1,214,004.41	
3	2025		\$567,721.77		3	2025		\$2,363,131.58		3	2025		\$1,170,131.97	
4	2026		\$545,584.41		4	2026		\$2,270,985.22		4	2026		\$1,124,504.63	
5	2027		\$522,561.55		5	2027		\$2,175,153.00		5	2027		\$1,077,052.19	
6	2028		\$498,617.78		6	2028		\$2,075,487.49		6	2028		\$1,027,701.66	
7	2029		\$473,716.26		7	2029		\$1,971,835.36		7	2029		\$976,377.11	
8	2030		\$447,818.68		8	2030		\$1,864,037.15		8	2030		\$922,999.58	
9	2031		\$420,885.20		9	2031		\$1,751,927.00		9	2031		\$867,486.94	
10	2032		\$392,874.37		10	2032		\$1,635,332.46		10	2032		\$809,753.80	
Total			\$5,068,262.67		Total			\$21,096,551.47		Total			\$10,446,201.73	

Period	Year	Average Balance	Annual Interest Revenue		Period	Year	Average Balance	Annual Interest Revenue		Period	Year	Average Balance	Annual Interest Revenue	
1	2023	\$ 13,713,186	\$239,980.75		1	2023	\$ 57,080,888	\$998,915.54		1	2023	\$ 28,264,263	\$494,624.60	
2	2024	\$ 12,189,499	\$213,316.23		2	2024	\$ 50,738,567	\$887,924.92		2	2024	\$ 25,123,789	\$439,666.31	
3	2025	\$ 10,665,811	\$186,651.70		3	2025	\$ 44,396,246	\$776,934.31		3	2025	\$ 21,983,315	\$384,708.02	
4	2026	\$ 9,142,124	\$159,987.17		4	2026	\$ 38,053,925	\$665,943.69		4	2026	\$ 18,842,842	\$329,749.73	
5	2027	\$ 7,618,437	\$133,322.64		5	2027	\$ 31,711,604	\$554,953.08		5	2027	\$ 15,702,368	\$274,791.44	
6	2028	\$ 6,094,749	\$106,658.11		6	2028	\$ 25,369,284	\$443,962.46		6	2028	\$ 12,561,894	\$219,833.15	
7	2029	\$ 4,571,062	\$79,993.58		7	2029	\$ 19,026,963	\$332,971.85		7	2029	\$ 9,421,421	\$164,874.87	
8	2030	\$ 3,047,375	\$53,329.06		8	2030	\$ 12,684,642	\$221,981.23		8	2030	\$ 6,280,947	\$109,916.58	
9	2031	\$ 1,523,687	\$26,664.53		9	2031	\$ 6,342,321	\$110,990.62		9	2031	\$ 3,140,474	\$54,958.29	
10	2032	\$ -	\$0.00		10	2032	\$ -	\$0.00		10	2032	\$ -	\$0.00	
Total			\$1,199,903.77		Total			\$4,994,577.69		Total			\$2,473,122.98	
Net Interest			\$3,868,358.90		Net Interest			\$16,101,973.78		Net Interest			\$7,973,078.75	



2023 UPDATE OF ROADWAY IMPACT FEES

Taylor City Council

City of Taylor

March 23, 2023



PURPOSE OF THIS AGENDA ITEM

- Provide brief background of roadway impact fee update.
- Recommend a public hearing date.

IMPACT FEE COMMITTEE CHARGE

- Verify:

- The land use basis for the CIP
- That the CIP has been reasonably defined.
- That the maximum impact fee has been reasonably calculated.

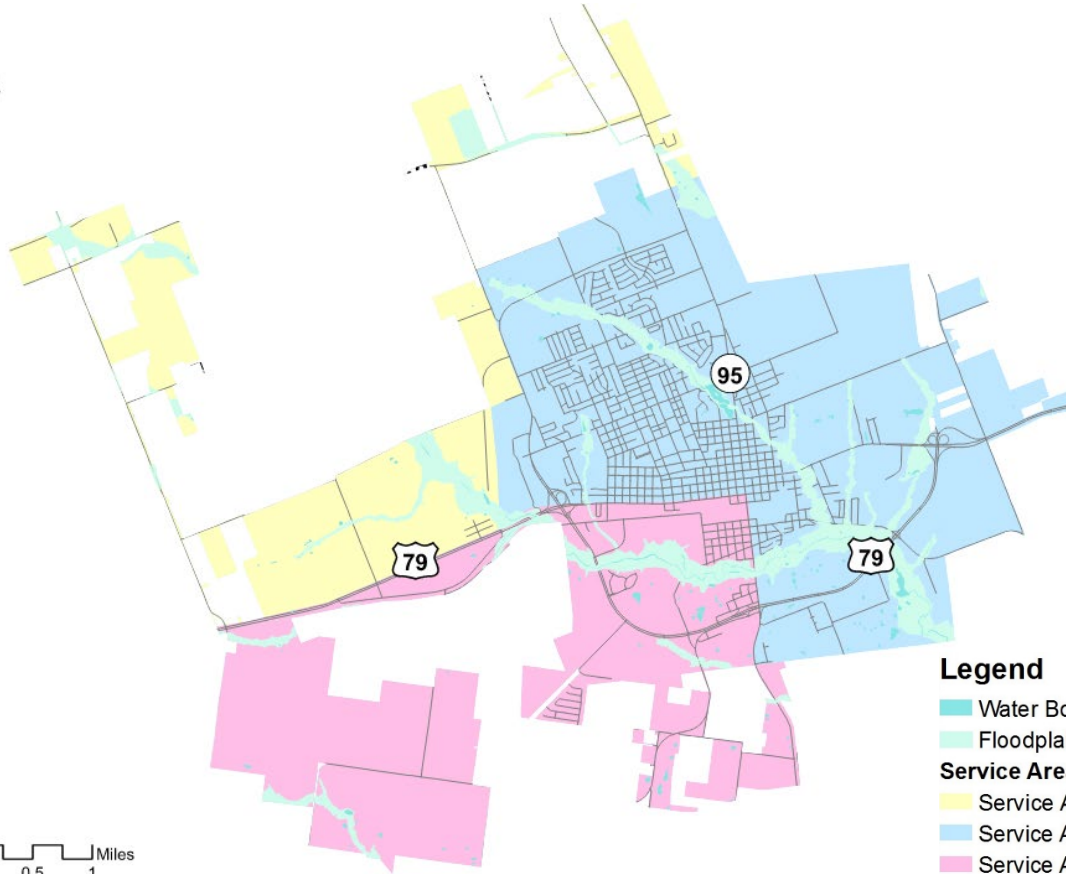
COMMITTEE ACTIONS

- September 13 – Review Chapter 396 impact fee process
- November 8 – Presentation of Land Use and capital improvement plan to Advisory Committee
- December 13 – Review methodology for impact fee calculation
- February 14 – Presentation of draft impact fee report to Advisory Committee and Committee provides comments to HDR
- March 14 – Committee approved the amended impact fee report

COUNCIL ACTIONS

- March 23 – Present Committee recommendations to Council and recommend publication of public hearing
- April 27 – Public Hearing on Impact Fee and Council Action
 - Updated maximum impact fee calculations are:
 - Area 1 - \$7,988/SU (Committee recommendation is \$1,500/SU)
 - Area 2 - \$1,847/SU (Committee recommendation is \$710/SU)
 - Area 3 - \$710/SU (Committee recommendation is \$710/SU)
 - After the public hearing, Council can amend the fee up to these maximum amounts.
 - Roadway Impact fees could be charged to any new development within the City Limits.

IMPACT FEE SERVICE AREAS



Legend

- Water Bodies
- Floodplain

Service Areas

- Service Area 1
- Service Area 2
- Service Area 3