

AGENDA

CITY OF TAYLOR, TEXAS
CITY COUNCIL MEETING
(RESCHEDULED FROM NOVEMBER 11, 2021)
CITY HALL, COUNCIL CHAMBERS, 400 PORTER STREET

NOVEMBER 18, 2021, 6:00 P.M.

CALL TO ORDER AND DECLARE A QUORUM

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATIONS/RECOGNITIONS

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.)

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.)

1. Approve minutes from the October 27, 2021 special called Council meeting and the October 28, 2021 regular Council meeting. (Dianna Barker)
2. Consider approving Interlocal Agreement with Williamson County regarding participation in the design and construction related to the SE Loop Construction Project, FM3349. (Jeff Jenkins)
3. Concur with preliminary financials for September 2021. (Jeff Wood)

PUBLIC HEARINGS / ORDINANCES

4. Hold Public Hearing to receive comments on the proposed Illustrative Plan for redistricting the City Council District. (Mark Schroeder/Gunnar Seaquist)
5. Discuss the draft redistricting plan and any amendments if necessary to finalize the draft plan for future adoptions (Mark Schroeder/Gunnar Seaquist)
6. Introduce Ordinance 2021-37, FY2021 4th quarter Budget amendment. (Jeff Wood)

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

7. Consider Ordinance 2021-35 regarding the adoption of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan and Implementation Plan. (Tom Yantis)
8. Consider awarding the construction contract for the Mustang Creek Wastewater Treatment Plant Improvement Project to CSA Construction. (Jacob Walker)
9. Consider amending contract with Smith Contracting through Change Order to the 2019 Infrastructure Bond Street Reconstruction Project to construct pavement rehabilitation associated with 4th Street. (Jacob Walker)
10. Receive update on the Percussion Park Playground Project and consider updated funding plan. (Tyler Bybee)
11. Consider Resolution R21-42 casting votes for Williamson Central Appraisal District (WCAD) Board of Directors. (Dianna Barker)

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 pursuant to the provisions of the Open Meetings Law, Chapter 551, Texas Local Government Code, and the authority contained in Section 551.087 to discuss or deliberate regarding commercial and/or financial information on a business prospect that the City of Taylor, Texas, seeks to have locate, stay, or expand in or near the City of Taylor, Texas, and with which the City of Taylor, Texas, is conducting economic development negotiations and/or deliberate the offer of financial or other incentives to the businessprospect.

a. Project Sky

12. Reconvene into regular/open session and take any action.

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 November 15, 2021 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.

Posted By: Dianna Barker Date 11-15-2021
Dianna Barker, City Clerk



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 1

Agenda Title: Approve minutes from the October 27, 2021 special called Council meeting and the October 28, 2021 regular Council meeting

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

Department Submitted: City Clerk

Staff Contact: Dianna Barker

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

- 1a. [October 27, 2021 special called meeting minutes](#)
- 1b. [October 28, 2021 regular meeting minutes](#)

AGENDA

CITY OF TAYLOR, TEXAS
SPECIAL CALLED CITY COUNCIL
REDISTRICTING WORKSHOP
TAYLOR PUBLIC LIBRARY, 801 VANCE STREET, TAYLOR

OCTOBER 27, 2021, 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	Dianna Barker, City Clerk
	Council Member Dwayne Ariola	March Schroeder, Assist City Attorney
	Council Member Mitch Drummond	Tom Yantis, Development Services Director
	Gunnar Seaquist, Bickerstaff, Heath, Degado, Acosta Law Firm	

CITIZEN COMMUNICATION

There were no citizen communications.

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

1. Receive redistricting presentation and initial assessment of City Councilmember Districts based on recently issued 2020 Census data.
2. Presentation by legal counsel of draft illustrative plan redistricting the City Councilmember Districts based on recently issued 2020 Census data.
3. Discussion of draft plan by the City Council and conduct drawing session, if necessary, to finalize the draft plan for designation as illustrative plan for public comment.
4. Discuss and take action to designate illustrative plan for public comment and set public hearing date for the purpose of receiving public comment with regard to the redrawing of Councilmember District boundaries.

Mr. Seaquist presented Council with a draft map considered Plan A and went over a presentation explaining the redistricting laws and process.
Taylor must do the redistricting process due to being more than 10% deviation. Currently Taylor is at 39% deviation.
Council will hold a public hearing on redistricting at the November 18, 2021 Council meeting.

This workshop was only discussion. No action was taken.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 7:02p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

City of Taylor
Regular City Council Meeting
Taylor City Hall, Council Chambers, 400 Porter Street
October 28, 2021 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
Dianna Barker, City Clerk

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATIONS/RECOGNITIONS

1. **National Family Literacy Day.**
Mayor Rydell read the proclamation and presented it to Cheryl Mazur.
2. **Arbor Day proclamation.**
Mayor Pro-Tem Anderson read the proclamation and presented it to Tyler Bybee.
3. **National Chiropractic Health Month.**
Councilmember Ariola read the proclamation and presented it to Dr. Justin Garcia.

CITIZENS COMMUNICATION

There were no citizen comments.

BOARDS & COMMISSION UPDATE

4. **Parks and Recreation Advisory Board.**
Stacy Olson, member of the Parks Board – gave a presentation on the Parks Board responsibilities and their involvement with the updated Comprehensive Plan, the Volunteers in the Park program, and their future goals and objectives.

Motion was made by Councilmember Garcia to accept the Parks & Recreation Board update as presented. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

CONSENT AGENDA

5. **Approve minutes from October 14, 2021 regular City Council meeting and the October 14, 2021 special called City Council meeting.**
6. **Consider Ordinance 2021-33 temporarily amending Police Department staffing levels.**
7. **Consider License Agreement L-21-01 for 1702 West Lake Drive between the City of Taylor and Steve and Susanne Marsaglia.**
8. **Consider purchase of Diesel Exhaust Removal System for Fire Stations.**
9. **Consider Equipment Purchases for the Street Department Paving and Patching Program from the 2022 Bond.**
10. **Consider Resolution R21-41 adopting subdivision settlement, Texas Term Sheet and intrastate allocation schedule for the Texas Opioid Settlement.**

Motion was made by Mayor Pro-Tem Anderson to approve the consent agenda items as presented. Motion was seconded by Councilmember Garcia. Motion carried unanimously.

PUBLIC HEARING/ORDINANCES

- 11. Hold a public hearing and introduce Ordinance 2021-35 regarding the adoption of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan and Implementation Plan.**

Tom Yantis, Development Services Director – This ordinance will adopt an updated Envision Taylor Comprehensive Plan from the 2004 plan. Eleven public meetings have been held related to the comprehensive plan update process. The Planning & Zoning Commission unanimously recommend approval of the presented plan.

Mayor Rydell opened the public hearing at 7:07PM. With no one appearing, the public hearing was closed at 7:08PM.

The City Attorney read the caption of the ordinance.

ORDINANCE NO. 2021-35

**AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS,
ADOPTING AN UPDATED COMPREHENSIVE PLAN;
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.**

This was the first reading. No action was taken.

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

- 12. Receive Grant Update from Langford Community Management Services.**

David Legere, Langford Community Management Services (LCMS) – gave an update on the status of a number of grant-funding opportunities, across multiple state and federal agencies, and on subsequently funded projects in Taylor.

Motion was made by Councilmember Garcia to receive the update from Langford Community Management Services as presented. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

- 13. Receive update and provide direction on the next WILCO CDBG projects over next five years.**

Jacob Walker, HDR Engineering – gave a presentation on proposed projects in Public Works targeted at typical CDBG annual funding level and has prioritized the projects for the next several years.

Year	Project	Cost Estimate	Description
2021	Old Coupland Rd Waterline	\$448,000	Upsize 2" waterline to 8" for FF
2021 Additional Funds	Southwood Hills Disinfection	\$550,000	Replace pumps & add equipment
2022	Highland Drive Water Main	\$500,000	Poor condition 8" replacement

2023	N. Main St. Water Main	\$450,000	Poor condition 8" replacement
2024	Ford Pump Station	\$450,000	Poor condition equipment repl.
2025	E. MLK 8" Water Main	\$400,000	Poor condition 8" replacement

Motion was made by Councilmember Ariola to approve the CDBG project list as presented.

Motion was seconded by Councilmember Garcia. Motion carried unanimously.

14. Consideration of proposal for HDR Engineering, FM 973/CR 401 Water & Wastewater Improvements.

Jim Gray, Public Works Director - The southwest portion of Taylor is experiencing rapid development growth, and as part of utility master planning, the City proposes to make water and sewer capacity improvements along FM 973 and CR 401. HDR Engineering's Task Order is for the design of the improvements and includes design phase services, right-of-way and easement acquisition services, bid phase services, and construction administration services.

Motion was made by Councilmember Ariola to approve the Task Order No. 22 as presented.

Motion was seconded by Councilmember Garcia. Motion carried unanimously.

15. Consider adopting a Flag policy for flying flags at half-staff.

Lisa Thompson, Internal Services Director – This policy will provide a uniform protocol to display flags at all facilities and properties owned and operated by the City of Taylor.

Motion was made by Councilmember Garcia to approve the Flag Policy as presented. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

16. Authorize the Police Department to Purchase an Office of the Governor Grant Funded In-Car and Body Worn Camera System from Axon.

Henry Fluck, Police Chief - the Office of the Governor has awarded Taylor PD the grant to fund Body Worn Cameras and In-Car Cameras for the amount of \$92,899.80. The Police Department is requesting authorization from City Council to purchase the 30 Body Worn Cameras and 15 In-Car Cameras from Axon for the amount of \$92,899.80.

Motion was made by Councilmember Ariola to approve the purchase of 30 Body Worn Cameras and 15 In-car Cameras as presented. Motion was seconded by Councilmember Garcia. Motion carried unanimously.

17. Discuss and consider resolution R21-33, adopting a Naming Policy for City Facilities, Public Park Lands and Public Streets.

Jeff Jenkins, Deputy City Manager – In May 2021 Council directed staff to bring back a draft naming policy. This resolution would adopt a naming policy for City Facilities, Public Park Lands and Public Streets.

Motion was made by Councilmember Garcia to approve the Naming Policy as presented. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

Mayor Rydell read the Executive Session items and adjourned into closed session at 7:56PM.

Executive Session I. The Taylor City Council will conduct a closed executive meeting pursuant to the provisions of the Open Meetings Law, Chapter 551, Texas Local Government Code, and the authority contained in Section 551.087 to discuss or deliberate regarding commercial and/or financial information on a business prospect that the City of Taylor, Texas, seeks to have locate, stay, or expand in or near the City of Taylor, Texas, and with which the City of Taylor, Texas, is conducting economic development negotiations and/or deliberate the offer of financial or other incentives to the business prospect.

- a. Project Sky

Executive Session II. The Taylor City Council will conduct a closed executive meeting under Section 551.074 of the Texas Government Code regarding a personnel matter.

- a. City Manager Evaluation

18. Reconvene into regular/open session and take any action.

Mayor Rydell reconvened into open session at 9:03PM.

Motion was made by Councilmember Garcia to give the City Manager a 12% pay increase and increase the severance pay from 6 months to 12 months. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 9:06p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 2

Agenda Title: Consider approving Interlocal Agreement with Williamson County regarding participation in the design and construction related to the SE Loop Construction Project, FM3349

Council Action to be taken: Approve Interlocal Agreement

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The purpose of this item is to discuss and consider adopting an interlocal agreement with Williamson County. The County will be constructing within the city limits, therefore the County has to have approval for design and construction within Taylor's City limits.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Williamson County is in the process of designing the SE Loop, which eventually would connect Taylor directly into SH 130. The phase three portion of the segment has portions which are within the Taylor city limits. The County needs our approval through this ILA to design and construct within the Taylor city limits for the phase three portion located off FM 3349 and US 79. This ILA would provide this approval and the following:

- Design/Construct road project within Taylor limits
- City may inspect all aspect of the project
- County will obtain permits
- County will require contractor to name the City as an additional insured on any policies related to the County project
- City and County will cooperate regarding the location of water/wastewater lines

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Provides for new roadway capacity for Taylor	• NA

4. RECOMMENDATION

Staff recommends Council approve the ILA

5. FUNDING SOURCE

NA

6. TIMELINE

7. OTHER OPTIONS (In order of preference)

Do not allow any renaming and allow for naming to occur at development only.

8. ATTACHMENTS

2a. [Interlocal Agreement](#)

2b. [Exhibit A](#)

**INTERLOCAL AGREEMENT
REGARDING THE CITY/COUNTY PARTICIPATION IN THE DESIGN AND
CONSTRUCTION COSTS RELATED TO THE SOUTHEAST LOOP CONSTRUCTION
PROJECT**

THE STATE OF TEXAS	§	
	§	KNOW ALL BY THESE PRESENTS:
COUNTY OF WILLIAMSON	§	

THIS INTERLOCAL AGREEMENT (“**Agreement**”) is entered into between the City of Taylor, Texas, a Texas municipal corporation (the “**City**”) and Williamson County, a political subdivision of the State of Texas (the “**County**”). In this Agreement, the City and the County are sometimes individually referred to as “**a Party**” and collectively referred to as “**the Parties**”.

WHEREAS, V.T.C.A., Government Code, Chapter 791, the Texas Interlocal Cooperation Act, provides that any one or more public agencies may contract with each other for the performance of governmental functions or services for the promotion and protection of the health and welfare of the inhabitants of this State and the mutual benefit of the parties;

WHEREAS, the County is and has been in the process of designing the Southeast Loop from the current terminus of CR 138 at SH 130 to north of the intersection of FM 3349 and US 79, the approximate location being shown on Exhibit “A”, attached hereto, (the “**County Project**”); and

WHEREAS, the City desires to cooperate with the County to facilitate the construction of the County Project; and

NOW, THEREFORE, in consideration of the foregoing premises and the mutual promises and agreements of the Parties contained in this Agreement, the Parties agree as follows:

**I.
PURPOSE**

1.01 General. The purpose of this Agreement is to provide consent for the County’s design and construction of the County Project with the Taylor city limits. The County Project includes the planning of a future controlled-access facility from SH 130 to north of US 79 and the design and construction of the first phase of segment 1, a three-lane roadway from the current terminus of CR 138 at SH 130 to CR 137 and segment 3, from the FM 3349 intersection with CR 404 to the CR 101 intersection with CR 395, including the overpass at US 79.

**II.
CONSTRUCTION OF COUNTY PROJECT**

2.01 County Obligations. The County shall be responsible for all costs associated with the preliminary and final design, construction bidding and management, right-of-way acquisitions, utility relocations, and all other costs related to the construction of the County Project.

2.02 Construction Plans. The County will submit the plans and specifications related to the County Project to the City.

2.03 Inspection. The City may inspect all aspects of the County Project that are within the City Limits during construction. Upon receipt of notification from the City that the City's inspectors determine the construction by the County is not in accordance with the approved project plans, the County shall cease construction until the deficiency can be identified and a corrective plan of construction implemented with the agreement of the City.

2.04 Permits. The County shall be responsible for obtaining permits, if any, required for the construction of the Project.

2.05 Insurance, Bonds and Warranties. The County shall require the contractor for the Project to name the City as an additional insured on any policies related to the County Project for those sections of the County Project that lie within the City Limits. The County shall require the contractor to provide performance bonds, and maintenance bonds in favor of the City for the County Project in amounts satisfactory to the City. The County shall transfer any warranties for the County Project within the city limits to the City upon final completion and acceptance of the Project.

III.

CITY OBLIGATIONS

3.01 Permission to Construct. The City agrees to allow the County to construct the County Project within the City's boundaries, including the acquisition of right-of-way, through condemnation or otherwise. The City further agrees to accept maintenance of the County Project within the City limits.

3.02 Utility Conflicts. City and County agree to cooperate regarding the location of water and/or wastewater utilities that conflict with the new right-of-way. The City acknowledges that it shall be responsible for all design and construction costs to relocate utility lines if said lines are within existing right-of-way. Conversely, it shall be the County's obligation to pay all design and construction costs for utility relocations if said lines lie within easements held by the City.

IV. GENERAL PROVISIONS

5.01 Authority. This Agreement is made in part under the authority conferred in Chapter 791, *Texas Government Code*

5.02 Term. This Agreement shall commence upon execution of this Agreement and shall end upon the completion of the County Project.

5.03 Severability. The provisions of this Agreement are severable and, if any provision of this Agreement is held to be invalid for any reason by a court or agency of competent jurisdiction, the remainder of this Agreement will not be affected and this Agreement will be construed as if the invalid portion had never been contained herein.

5.04 Default and Remedies. If City fails to pay for Services under this Agreement, and continues such failure for thirty (30) days after the County provides written notice to cure, City shall be deemed to be in default under this Agreement. In the event that the County defaults under this Agreement, and such default is not cured, City may, in addition to any other remedy at law or in equity, immediately terminate this Agreement or seek specific performance of this Agreement.

5.05 Cooperation. The Parties agree to cooperate at all times in good faith to effectuate the purposes and intent of this Agreement.

5.06 Entire Agreement. This Agreement contains the entire agreement of the Parties regarding the subject matter hereof and supersedes all prior or contemporaneous understandings or representations, whether oral or written, regarding the subject matter and only relates to those portions of the County Project shown in the plans attached hereto as Exhibit "A."

5.07 Amendments. Any amendment of this Agreement must be in writing and will be effective if signed by the authorized representatives of the Parties.

5.08 Applicable Law; Venue. This Agreement will be construed in accordance with Texas law. Venue for any action arising hereunder will be in Williamson County, Texas.

5.09 Notices. Any notices given under this Agreement will be effective if (i) forwarded to a Party by hand-delivery; (ii) transmitted to a Party by confirmed telecopy; or (iii) deposited with the U.S. Postal Service, postage prepaid, certified, to the address of the Party indicated below:

CITY:

Attn: City Manager

COUNTY:

710 S. Main Street, Georgetown, Texas 78626

Attn: William Gravell, Jr.

Telephone: (512) 943-1550

Facsimile: (512) 943-1662

5.10 Counterparts; Effect of Partial Execution. This Agreement may be executed simultaneously in multiple counterparts, each of which will be deemed an original, but all of which will constitute the same instrument.

5.11 Authority. Each Party represents and warrants that it has the full right, power and authority to execute this Agreement.

5.12 Effective Date. This Agreement is executed to be effective on the date the last Party signs this Agreement.

5.13 No Joint Venture. The County Project is a sole project of the County and is not a joint venture or other partnership with the City.

(SIGNATURES ON FOLLOWING PAGE)

CITY OF TAYLOR, TEXAS

By: _____

Name: _____

Its: _____

ATTEST:

By: _____

_____, _____ City Secretary

APPROVED AS TO FORM:

By: _____

Name: _____

Title: _____

THE STATE OF TEXAS §

§

COUNTY OF WILLIAMSON §

§

THIS INSTRUMENT was acknowledged before me on this ____ day of _____, 2021, by _____ as Mayor of the City of Hutto, a Texas home-rule city, on behalf of said city.

Notary Public, State of Texas

WILLIAMSON COUNTY, TEXAS

By: _____
Bill Gravell, Jr., County Judge

ATTEST:

By: _____
Nancy Rister, County Clerk

THE STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

THIS INSTRUMENT was acknowledged before me on this ____ day of _____, 2021, by Bill Gravell, Jr., County Judge of Williamson County, Texas, on behalf of said County.

Notary Public, State of Texas

Exhibit “A”



***City Council Meeting
November 18, 2021
Transmittal Letter***

STRATEGIC PILLAR

☐ Streets/Infrastructure

☐ Quality of Life

☒ Economic Vitality

Agenda Item #: 3
Agenda Title: Concur with Preliminary Financials for September 2021

Council Action to be taken: Approve by Consent

Department Submitted: Finance Department

Staff Contact: Jeffrey Wood, Director of Finance

1. PURPOSE/DESCRIPTION

Article 12, Section 12.3 of the City of Taylor's Charter states in part that the City Manager shall prepare and submit to the City Council a written monthly financial report that is in a form satisfactory with the City Council. This report is intended to satisfy the Charter requirement.

2. STAFF ANALYSIS/BACKGROUND / PRIOR COUNCIL ACTIONS

The following provides a brief overview on the preliminary status and/or activity of the major funds or groups of funds as of September 30, 2021 and is not a fiscal year summary as the report does not include year-end adjustments and accruals:

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.

- Revenues in the General Fund are up by \$1,636,209 or 10% over last year's fiscal year-to-date. The majority of revenue collected in September was received through franchise tax and sales tax. Revenues collected are reported at 105% of the budget.
- Property tax collections amount to \$7,648,975 through September. The amount collected represents approximately 100.6% of budgeted property tax revenues and 98.9% of full collection revenues. The timing of individual tax payments can vary year-over-year so comparisons to previous years should keep such fluctuations in mind.

- The City's portion of the sales tax collections were \$4,163,298 through September, up by \$446,986 or 12% when compared to this same time last year. The payment received in September represents sales that occurred in July. September revenues ended up higher than the previous year and higher than budgeted.
- Expenditures in the General Fund are up by \$1,961,318 or 13% compared to last year's expenses fiscal year-to-date. Expenditures of 101% of budget are at an acceptable level year-to-date when compared to budgeted amounts.
- It should be noted when reviewing the level of revenues over expenditures that the vast majority of budgeted revenues are received in the first half of the year, while expenditures are dispersed more evenly throughout the year. It is common to show a significant budget surplus at mid-year that will regularly decrease over the last six months.

Special Revenue Funds:

The City accounts for resources restricted to, or designated for, specific purposes in special revenue funds.

- The TIF Fund receives the annual transfer in from the City and the County for the captured taxes collected in the district around April of each year. The City taxes received in March were \$248,147 and the County taxes received in April were \$137,396. The only other activity reported for revenue is earned interest income of \$200. The expenditures for this fiscal year are related to the gateway signage project, debt service payments, fire suppression grants and a transfer to the Main Street Fund for façade grants.
- Hotel Occupancy Tax collections from the six lodging providers are recorded monthly, but the 380 Agreement payment is distributed quarterly. The timing of the 380 Agreement payment can skew the monthly report and September result in the fund being reflected in a more positive position than is actually the case.

Hotel Occupancy Tax collections are reported at \$184,979 fiscal year-to-date, of which \$16,544 was collected in September. September's collection was \$4,530 more than September 2020, and fiscal year-to-date HOT collections are \$17,250 (10.3%) more than FY 2020. The new hotel's market share accounts for approximately two-thirds of HOT collections. Although the new hotel has had a positive effect on total HOT collections since it opened, the recent data shows that its expanding market share is having a more negative impact on net HOT collections. HOT collections have also been impacted by COVID-19.

Expenditures consist of \$46,462 as a pass through to the Chamber, but will also include expenditures for our marketing partnership, 380 Agreement, and a transfer to the Main Street Fund to be used for advertising.

- Main Street revenues reported during the year are from sales and other fund-raising activities. Expenditures are for rental assistance, advertising, city sponsored events and façade grants.

- Municipal Court Special Revenues total \$12,712, which is 75% of budget. Expenditures of \$16,120 from this fund are for security work and technology at the Municipal Court, as well as some temporary staff.
- Library Donation Fund reflects revenues generated from interest income of \$104 and \$581 in donations. Year-to-date there has been \$3,000 spent on books from this fund.
- Transportation User Fee (TUF) Fund – User fees collected in September are reported at \$68,780. Expenditures are associated with engineering cost, the cost of the work done for street maintenance and debt service payment transfers. Expenditures also reflect the use of debt proceeds that were received and recorded in previous fiscal years. There is also a one-time reallocation of bond proceeds to this fund to cover bond expenses paid on behalf of the MDUS and Utilities funds.
- Municipal Drainage Utility System (MDUS) Fund – Drainage fees collected in September are reported at \$42,948. Expenditures are related to the administrative fee transfer to the General Fund, engineering expenses, and debt service payment transfers. Expenditures also reflect the use of debt proceeds that were received and recorded in previous fiscal years.

Enterprise Funds:

The City maintains several Enterprise funds, which are used to account for operations that are more reflective of business-type activities. All activities associated with providing such services are accounted for in these funds. Enterprise funds are primarily funded by user charges and fees.

Sanitation Fund

- Revenues from franchise fees and user charges for services in September are reported at \$176,261. The City contracts its solid waste collection service and expenditures represent the payment to the City's solid waste provider. September's cost for solid waste collection services is \$184,636.

Utility Fund

- Revenues through September totaled \$9,543,887, which includes \$9,344,981 in charges for service. User charges are down \$405,982 compared to the same period last year. Expenditures fiscal year-to-date total \$9,896,196 compared to \$9,031,460 a year ago. Year-to-year comparisons in the Utility Fund reflect differences in billing and usage, and such differences can be caused by several factors that can vary throughout the year. This should be kept in mind when comparing individual time periods.
- The Utility Fund is operating at an acceptable level when compared to budgeted amounts for this period of the fiscal year, although both revenue and expenditures are lower than anticipated for the fiscal year.

Airport Fund

- Revenues consist of airport hangar rental, sale of fuel and interest income. Hangar rental is reported at \$229,107 and revenues from fuel sales are \$195,992. Total revenues for the current fiscal year are up \$39,018, or 9.6% compared to the previous year.
- The Airport Fund expenditures are slightly higher than budget with expenditures exceeding revenues by \$9,979.

Cemetery Fund

- Revenues are reported at \$326,845 and are 168% of budgeted amounts. Revenues are dependent on the number of lots sold and graves dug, and both of these sources can be variable.
- Expenditures total \$233,680 which represents 102% of budgeted amounts.
- Revenues exceed expenditures by \$93,166.

Other Funds:

- Roadway Impact Fund – There was \$9,921 in revenues collected in September. Budgeted expenditures in this fund are related to the Comprehensive Plan update.
- Utility Impact Fund – There was \$66,750 in revenues collected in September. Expenditures are budgeted for the Comprehensive Plan update.

Internal Service Funds:

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.

- The Fleet Operating Fund charges rental fees and replacement fees to the various City departments and these fees are used to off-set the expenditures for repairs and maintenance to the City's vehicles. This same concept is applied to the Fleet Replacement Fund for the purpose of purchasing vehicles.
- Expenditures in the Fleet Operating Fund are operating as anticipated.
- The Fleet Replacement Fund reflects expenditures that includes capital lease payments for purchases are made either monthly, quarterly or annually throughout the year. Expenditures also reflect cash purchases for equipment and vehicles made on behalf of the other funds.

Quarterly Investment Report

- Included this month is the Quarterly Investment Report from our investment consultant and covers the period of July 1 – September 30. This report reflects the coordinated efforts of City staff and Patterson & Associates to manage the City funds that are not immediately needed for operational purposes
- The report shows the average yield obtained on the City's funds was .075% during the reporting period and compares favorably to the 6-month and 1-year Treasuries. The yield on our pooled investment accounts remained low over the quarter as cash and cash equivalent accounts are paying near zero interest.
- The historically low rates we are currently experiencing in the market has made acceptable investment options limited. We continue to work with our investment advisors to look for the best rates for short-term investments and commercial paper as we balance the desire for return with our need for safety and liquidity.
- Current and near-future needs of the City necessitate that we maintain a short duration portfolio. Cash equivalent and short-term investments are providing very little return. Higher returns are beginning to appear at the 2+ years maturity level. Cash flow scenarios stabilize 6 months out and may allow for some investments in the 18-36 month maturity range.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Monthly financial reports provide Council with a snapshot of each fund along with a summary of the financial activity that occurred during the month. • Updated financial information can assist Council with their decision-making process.	

4. RECOMMENDATION

Concur with the preliminary monthly financial report by consent

5. FUNDING SOURCE

N/A

6. TIMELINE

Immediate consideration

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

3a. [Monthly Financial Report for September 2021:](#)

- **Attachment A:** Preliminary summaries of the total amounts of revenues and expenditures year-to-date.
- **Attachment B:** Preliminary financial summaries for the governmental and proprietary funds. This shows annual budgeted amounts and the year-to-date figures for each fund by the major revenues and expenditures categories.
- **Attachment C:** Checks issued during the month.
- **Attachment D:** Balance sheets for each of the governmental and proprietary funds.
- **Attachment E:** Sales Tax Tracking Report.
- **Attachment F:** Quarterly Investment Report Issued by Patterson & Associates.



**Monthly Finance Report as of :
September 2021**

City of Taylor
400 Porter Street
Taylor, TX 76574

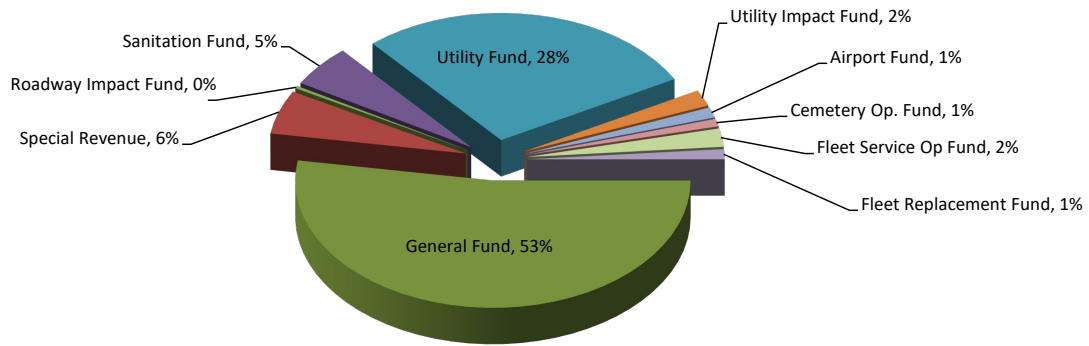
Attachment A

Financial Summary

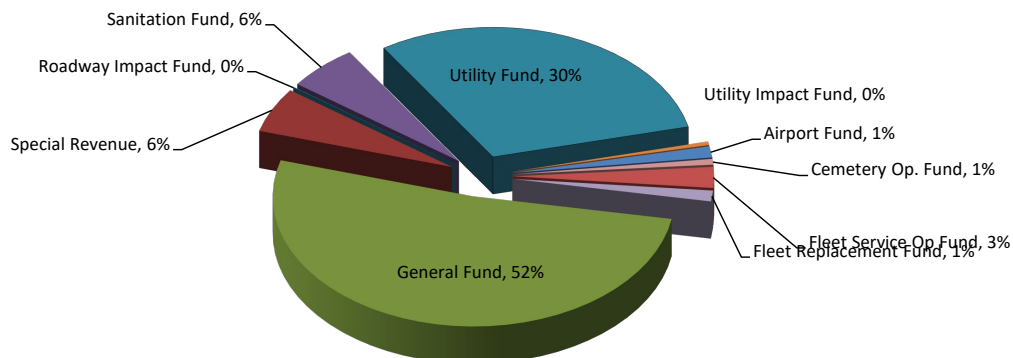
Summary Revenue/Expenditures
Preliminary Year-to-Date as of September 30, 2021

	Revenue			Expenditures			
	Annual Budget	Actual Y-T-D	% of Budget	Annual Budget	Actual Y-T-D	% of Budget	Surplus/Deficit
General Fund	\$ 16,829,817	\$ 17,701,767	105%	\$ 16,781,082	\$ 16,825,867	100%	\$ 875,901
Special Revenue Funds							
- Tax Increment Fund (TIF)	\$ 337,500	\$ 385,743	114%	\$ 436,132	\$ 398,862	91%	(13,119)
- Hotel/Motel Tax	\$ 205,000	\$ 184,979	90%	\$ 205,000	\$ 200,358	98%	(15,378)
- Main St. Revenue	\$ 107,100	\$ 46,175	43%	\$ 102,650	\$ 28,916	28%	17,259
- Municipal Court Sec/Tech	\$ 17,000	\$ 12,712	75%	\$ 23,797	\$ 16,120	68%	(3,409)
- Library Grants/Donations	\$ 5,300	\$ 685	13%	\$ 10,395	\$ 8,781	84%	(8,096)
- Transportation Fund (TUF)	\$ 793,000	\$ 768,648	97%	\$ 761,719	\$ 703,941	92%	64,707
- MDUS	\$ 501,000	\$ 477,705	95%	\$ 490,400	\$ 459,803	94%	17,902
Special Rev Funds Total	\$ 1,965,900	\$ 1,876,647	95%	\$ 2,030,093	\$ 1,816,781	89%	59,867
Enterprise Funds							
- Sanitation Fund	\$ 1,843,000	\$ 1,790,030	97%	\$ 1,821,700	\$ 1,863,730	102%	(73,699)
- Utility Fund	\$ 10,390,500	\$ 9,543,887	92%	\$ 10,161,395	\$ 9,896,196	97%	(352,309)
- Airport Fund	\$ 426,700	\$ 444,148	104%	\$ 428,382	\$ 454,127	106%	(9,979)
- Cemetery Op. Fund	\$ 194,644	\$ 326,845	168%	\$ 229,646	\$ 233,680	102%	93,166
Roadway Impact Fund	\$ 35,000	\$ 107,469	307%	\$ 30,000	\$ 11,695	39%	95,774
Utility Impact Fund	\$ 250,000	\$ 693,550	277%	\$ 125,000	\$ 145,954	117%	547,596
Fleet Service Operating Fund	\$ 777,506	\$ 785,765	101%	\$ 796,538	\$ 847,989	106%	(62,224)
Fleet Replacement Fund	\$ 416,355	\$ 433,614	104%	\$ 408,355	\$ 437,790	107%	(4,176)
Total	\$ 34,423,422	\$ 33,703,724	98%	\$ 34,064,310	\$ 32,533,807	96%	\$ 1,169,916

Total Revenue Summary (\$33,703,724)



Total Expenditure Summary (\$32,533,807)



Attachment B

Financial Statements by Fund

General Fund

Tax Increment Financing Fund

Hotel Occupancy Tax Fund

Main Street Fund

Municipal Court Special Fee Fund

Library Grant/Donations Fund

Roadway Impact Fee Fund

Transportation User Fee Fund

Municipal Drainage Utility System Fund

Sanitation Fund

Public Utilities Fund

Utility Impact Fund

Airport Fund

Cemetery Operating Fund

Fleet Services Operating Fund

Fleet Replacement Fund

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

100-GENERAL FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		12,575,000.00	539,945.92	12,721,665.93	101.17	0.00	(146,665.93)
320-PERMITS AND LICENSES		854,800.00	63,558.00	925,247.97	108.24	0.00	(70,447.97)
330-INTERGOVERNMENTAL REV		368,635.00	25,433.45	427,597.97	115.99	0.00	(58,962.97)
340-CHARGES FOR SERVICES		272,400.00	56,474.83	371,997.86	136.56	0.00	(99,597.86)
410-FINES AND FORFEITURES		266,500.00	23,612.28	168,556.95	63.25	0.00	97,943.05
420-ASSESSMENTS		13,000.00	140,911.38	514,234.28	955.65	0.00	(501,234.28)
430-USE OF MONEY AND PROP		458,800.00	33,308.47	577,894.62	125.96	0.00	(119,094.62)
440-DONATIONS FROM PRIVAT		12,500.00	(2,130.00)	10,085.30	80.68	0.00	2,414.70
450-INTERFUND OPERATING T		2,008,182.00	489,800.00	1,984,486.38	98.82	0.00	23,695.62
460-PROCEEDS GEN FIXED AS		0.00	0.00	0.00	0.00	0.00	0.00
470-PROCEEDS GEN LONG TER		0.00	0.00	0.00	0.00	0.00	0.00
*** TOTAL REVENUES ***		16,829,817.00	1,370,914.33	17,701,767.26	105.18	0.00	(871,950.26)
<u>EXPENDITURE SUMMARY</u>							
500-CITY COUNCIL		225,588.00	39,136.32	275,962.33	122.33	0.00	(50,374.33)
501-CITY MANAGEMENT		685,208.00	77,497.58	687,739.59	100.37	0.00	(2,531.59)
503-PUBLIC INFORMATION		198,299.00	14,097.82	174,223.81	87.86	0.00	24,075.19
504-HUMAN RESOURCES		263,058.00	33,083.58	267,014.02	101.92	1,099.00	(5,055.02)
505-CITY CLERK		0.00	1,349.29	1,349.29	0.00	0.00	(1,349.29)
512-FINANCIAL SERVICES		610,306.00	73,220.47	599,062.66	98.16	0.00	11,243.34
516-MUNICIPAL COURT		408,283.00	43,328.96	340,718.85	83.45	0.00	67,564.15
522-DEVELOPMENT SERVICES		1,257,990.00	152,826.01	1,208,002.53	96.21	2,350.00	47,637.47
524-MAIN STREET PROGRAM		114,164.00	11,948.18	99,512.57	88.48	1,500.00	13,151.43
527-MOODY MUSEUM		9,895.00	770.07	6,643.82	67.14	0.00	3,251.18
532-PUBLIC LIBRARY		500,784.00	65,831.72	462,895.27	94.05	8,112.63	29,776.10
542-FIRE SUPPRESSION/EMER		3,060,888.00	385,242.72	3,076,119.76	100.20	(9,159.55)	(6,072.21)
552-POLICE FIELD SERVICES		4,245,211.00	520,422.87	4,157,482.60	98.06	5,166.21	82,562.19
558-ANIMAL CONTROL SECTIO		257,702.00	32,891.28	240,916.85	108.12	37,716.51	(20,931.36)
563-STREET & GROUND MAIN		1,808,169.00	228,352.90	1,784,292.99	98.68	0.00	23,876.01
565-PARKS & RECREATION		1,382,684.00	199,091.74	1,285,792.07	103.23	141,501.63	(44,609.70)
566-INTERNAL SVCS/BLDG		564,520.00	69,987.24	558,579.13	99.17	1,244.85	4,696.02
573-ENGINEERING & INSPECT		270,000.00	39,615.23	275,441.82	102.02	0.00	(5,441.82)
575-INTERNAL SVC/IT DEPT		275,783.00	44,634.77	287,035.62	105.13	2,884.65	(14,137.27)
592-NON-DEPARTMENTAL		642,550.00	67,188.00	1,037,080.93	161.69	1,890.00	(396,420.93)
*** TOTAL EXPENDITURES ***		16,781,082.00	2,100,516.75	16,825,866.51	101.42	194,305.93	(239,090.44)
*** TOTAL PROFIT / (LOSS) ***		48,735.00	(729,602.42)	875,900.75	398.57	(194,305.93)	(632,859.82)

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

119-TIF (TAX INCREMENT FUND)
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		220,000.00	0.00	248,147.46	112.79	0.00	(28,147.46)
330-INTERGOVERNMENTAL REV		113,000.00	0.00	137,395.64	121.59	0.00	(24,395.64)
430-USE OF MONEY AND PROP		<u>4,500.00</u>	<u>0.00</u>	<u>200.31</u>	<u>4.45</u>	<u>0.00</u>	<u>4,299.69</u>
*** TOTAL REVENUES ***		337,500.00	0.00	385,743.41	114.29	0.00	(48,243.41)
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
520-TIF EXPENSES		<u>436,132.00</u>	<u>90,537.50</u>	<u>398,862.25</u>	<u>91.45</u>	<u>0.00</u>	<u>37,269.75</u>
*** TOTAL EXPENDITURES ***		436,132.00	90,537.50	398,862.25	91.45	0.00	37,269.75
		=====	=====	=====	=====	=====	=====
*** TOTAL PROFIT / (LOSS) ***		(98,632.00)	(90,537.50)	(13,118.84)	13.30	0.00	(85,513.16)
		=====	=====	=====	=====	=====	=====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

120-HOTEL/MOTEL FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		205,000.00	16,544.13	184,979.27	90.23	0.00	20,020.73
420-ASSESSMENTS		0.00	0.00	0.00	0.00	0.00	0.00
430-USE OF MONEY AND PROP		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
*** TOTAL REVENUES ***		205,000.00	16,544.13	184,979.27	90.23	0.00	20,020.73
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
612-HOTEL/MOTEL TAX		<u>205,000.00</u>	<u>46,090.93</u>	<u>200,357.62</u>	<u>97.74</u>	<u>0.00</u>	<u>4,642.38</u>
*** TOTAL EXPENDITURES ***		205,000.00	46,090.93	200,357.62	97.74	0.00	4,642.38
		=====	=====	=====	=====	=====	=====
*** TOTAL PROFIT / (LOSS) ***		0.00	(29,546.80)	(15,378.35)	0.00	0.00	15,378.35
		=====	=====	=====	=====	=====	=====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

123-MAIN STREET REVENUE FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	17,000.00	0.00	0.00	0.00	0.00	17,000.00
430-	USE OF MONEY AND PROP	0.00	0.00	0.00	0.00	0.00	0.00
440-	DONATIONS FROM PRIVAT	50,500.00	0.00	6,575.00	13.02	0.00	43,925.00
450-	INTERFUND OPERATING T	<u>39,600.00</u>	<u>9,900.00</u>	<u>39,600.00</u>	<u>100.00</u>	<u>0.00</u>	<u>0.00</u>
***	TOTAL REVENUES ***	107,100.00	9,900.00	46,175.00	43.11	0.00	60,925.00
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
615-	CONTRIBUTE TO CIVIC P	<u>102,650.00</u>	<u>9,254.63</u>	<u>28,915.71</u>	<u>37.84</u>	<u>9,925.00</u>	<u>63,809.29</u>
***	TOTAL EXPENDITURES ***	102,650.00	9,254.63	28,915.71	37.84	9,925.00	63,809.29
		=====	=====	=====	=====	=====	=====
***	TOTAL PROFIT / (LOSS) ***	4,450.00	645.37	17,259.29	164.82	(9,925.00)	(2,884.29)
		=====	=====	=====	=====	=====	=====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

125-MUNICIPAL CRT SPECIAL FEE
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
410-FINES AND FORFEITURES		17,000.00	1,242.94	12,711.79	74.78	0.00	4,288.21
450-INTERFUND OPERATING T		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
*** TOTAL REVENUES ***		<u>17,000.00</u>	<u>1,242.94</u>	<u>12,711.79</u>	<u>74.78</u>	<u>0.00</u>	<u>4,288.21</u>
<u>EXPENDITURE SUMMARY</u>							
625-MUNICIPAL COURT BLDG		10,212.00	0.00	240.33	2.35	0.00	9,971.67
626-MUNICIPAL CRT TECHNO		0.00	0.00	2,364.38	0.00	7,671.00	(10,035.38)
627-MUN COURT JUDICIAL		<u>13,585.00</u>	<u>0.00</u>	<u>13,515.60</u>	<u>99.49</u>	<u>0.00</u>	<u>69.40</u>
*** TOTAL EXPENDITURES ***		<u>23,797.00</u>	<u>0.00</u>	<u>16,120.31</u>	<u>99.98</u>	<u>7,671.00</u>	<u>5.69</u>
*** TOTAL PROFIT / (LOSS) ***		<u>(6,797.00)</u>	<u>1,242.94</u>	<u>(3,408.52)</u>	<u>163.01</u>	<u>(7,671.00)</u>	<u>4,282.52</u>

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

129-LIBRARY GRANT/DONATION
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	1,000.00	0.00	0.00	0.00	0.00	1,000.00
430-	USE OF MONEY AND PROP	4,000.00	0.00	104.42	2.61	0.00	3,895.58
440-	DONATIONS FROM PRIVAT	<u>300.00</u>	<u>0.00</u>	<u>580.55</u>	<u>193.52</u>	<u>0.00</u>	<u>(280.55)</u>
***	TOTAL REVENUES ***	5,300.00	0.00	684.97	12.92	0.00	4,615.03
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
624-	LIBRARY	<u>10,395.00</u>	<u>385.89</u>	<u>8,780.89</u>	<u>84.47</u>	<u>0.00</u>	<u>1,614.11</u>
***	TOTAL EXPENDITURES ***	10,395.00	385.89	8,780.89	84.47	0.00	1,614.11
		=====	=====	=====	=====	=====	=====
***	TOTAL PROFIT / (LOSS) ***	(5,095.00)	(385.89)	(8,095.92)	158.90	0.00	3,000.92
		=====	=====	=====	=====	=====	=====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

200-ROADWAY IMPACT FEE FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
420-ASSESSMENTS		<u>35,000.00</u>	<u>9,921.00</u>	<u>107,469.00</u>	<u>307.05</u>	<u>0.00</u>	<u>(72,469.00)</u>
*** TOTAL REVENUES ***		<u>35,000.00</u>	<u>9,921.00</u>	<u>107,469.00</u>	<u>307.05</u>	<u>0.00</u>	<u>(72,469.00)</u>
<u>EXPENDITURE SUMMARY</u>							
631-ROADWAY IMPACT FEE		<u>30,000.00</u>	<u>11,694.60</u>	<u>11,694.60</u>	<u>197.20</u>	<u>47,465.00</u>	<u>(29,159.60)</u>
*** TOTAL EXPENDITURES ***		<u>30,000.00</u>	<u>11,694.60</u>	<u>11,694.60</u>	<u>197.20</u>	<u>47,465.00</u>	<u>(29,159.60)</u>
*** TOTAL PROFIT / (LOSS) ***		<u>5,000.00</u>	<u>(1,773.60)</u>	<u>95,774.40</u>	<u>966.19</u>	<u>(47,465.00)</u>	<u>(43,309.40)</u>

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

210-TRANSPORTATION FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
340-	CHARGES FOR SERVICES	790,000.00	68,780.28	767,695.27	97.18	0.00	22,304.73
430-	USE OF MONEY AND PROP	3,000.00	0.00	953.10	31.77	0.00	2,046.90
450-	INTERFUND OPERATING T	0.00	0.00	870,927.00	0.00	0.00	(870,927.00)
470-	PROCEEDS GEN LONG TER	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
***	TOTAL REVENUES ***	793,000.00	68,780.28	1,639,575.37	206.76	0.00	(846,575.37)
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
632-	TRANSPORTATION	<u>761,719.00</u>	<u>133,934.30</u>	<u>3,967,527.59</u>	<u>521.50</u>	<u>4,869.91</u>	<u>(3,210,678.50)</u>
***	TOTAL EXPENDITURES ***	761,719.00	133,934.30	3,967,527.59	521.50	4,869.91	(3,210,678.50)
		=====	=====	=====	=====	=====	=====
***	TOTAL PROFIT / (LOSS) ***	31,281.00	(65,154.02)	(2,327,952.22)	457.63-	(4,869.91)	2,364,103.13
		=====	=====	=====	=====	=====	=====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

300-MUNICIPAL DRAINAGE UTILIT
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	0.00	0.00	0.00	0.00	0.00	0.00
340-	CHARGES FOR SERVICES	501,000.00	42,948.22	477,704.52	95.35	0.00	23,295.48
430-	USE OF MONEY AND PROP	0.00	0.00	0.00	0.00	0.00	0.00
460-	PROCEEDS GEN FIXED AS	0.00	0.00	0.00	0.00	0.00	0.00
470-	PROCEEDS GEN LONG TER	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
***	TOTAL REVENUES ***	<u>501,000.00</u>	<u>42,948.22</u>	<u>477,704.52</u>	<u>95.35</u>	<u>0.00</u>	<u>23,295.48</u>
<u>EXPENDITURE SUMMARY</u>							
750-	MUNICIPAL DRAINAGE	<u>490,400.00</u>	<u>114,937.50</u>	<u>459,802.90</u>	<u>93.76</u>	<u>0.00</u>	<u>30,597.10</u>
***	TOTAL EXPENDITURES ***	<u>490,400.00</u>	<u>114,937.50</u>	<u>459,802.90</u>	<u>93.76</u>	<u>0.00</u>	<u>30,597.10</u>
***	TOTAL PROFIT / (LOSS) ***	<u>10,600.00</u>	<u>(71,989.28)</u>	<u>17,901.62</u>	<u>168.88</u>	<u>0.00</u>	<u>(7,301.62)</u>

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

320-SANITATION FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		200,000.00	34,425.36	108,254.50	54.13	0.00	91,745.50
340-CHARGES FOR SERVICES		<u>1,643,000.00</u>	<u>141,835.23</u>	<u>1,681,775.89</u>	<u>102.36</u>	<u>0.00</u>	<u>(38,775.89)</u>
*** TOTAL REVENUES ***		<u>1,843,000.00</u>	<u>176,260.59</u>	<u>1,790,030.39</u>	<u>97.13</u>	<u>0.00</u>	<u>52,969.61</u>
<u>EXPENDITURE SUMMARY</u>							
721-SANITATION/GARBAGE		<u>1,821,700.00</u>	<u>184,635.74</u>	<u>1,863,729.63</u>	<u>102.31</u>	<u>0.00</u>	<u>(42,029.63)</u>
*** TOTAL EXPENDITURES ***		<u>1,821,700.00</u>	<u>184,635.74</u>	<u>1,863,729.63</u>	<u>102.31</u>	<u>0.00</u>	<u>(42,029.63)</u>
*** TOTAL PROFIT / (LOSS) ***		<u>21,300.00</u>	<u>(8,375.15)</u>	<u>(73,699.24)</u>	<u>346.01-</u>	<u>0.00</u>	<u>94,999.24</u>

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

340-PUBLIC UTILITIES FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
320-PERMITS AND LICENSES		1,000.00	0.00	1,050.00	105.00	0.00	(50.00)
330-INTERGOVERNMENTAL REV		0.00	0.00	0.00	0.00	0.00	0.00
340-CHARGES FOR SERVICES		10,019,500.00	898,447.16	9,344,981.38	93.27	0.00	674,518.62
420-ASSESSMENTS		210,000.00	13,133.75	98,262.09	46.79	0.00	111,737.91
430-USE OF MONEY AND PROP		158,500.00	21,973.75	97,039.31	61.22	0.00	61,460.69
450-INTERFUND OPERATING T		0.00	0.00	0.00	0.00	0.00	0.00
460-PROCEEDS GEN FIXED AS		1,500.00	234.46	2,554.37	170.29	0.00	(1,054.37)
470-PROCEEDS GEN LONG TER		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
*** TOTAL REVENUES ***		10,390,500.00	933,789.12	9,543,887.15	91.85	0.00	846,612.85
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
701-UTILITIES ADMINISTRAT		461,194.00	47,564.23	466,549.79	101.16	0.00	(5,355.79)
706-WASTEWATER TREATMENT		706,867.16	68,932.30	626,208.36	90.00	9,954.16	70,704.64
708-UTILITY DISTRIBUTION/		1,851,376.00	205,269.35	1,717,512.62	93.25	8,914.18	124,949.20
709-UTILITIES NON-DEPARTM		<u>7,141,957.84</u>	<u>1,269,734.15</u>	<u>7,085,925.31</u>	<u>99.22</u>	<u>0.00</u>	<u>56,032.53</u>
*** TOTAL EXPENDITURES ***		10,161,395.00	1,591,500.03	9,896,196.08	97.58	18,868.34	246,330.58
		=====	=====	=====	=====	=====	=====
*** TOTAL PROFIT / (LOSS) ***		229,105.00	(657,710.91)	(352,308.93)	162.01-	(18,868.34)	600,282.27
		=====	=====	=====	=====	=====	=====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

345-UTILITY IMPACT FEE FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
340-	CHARGES FOR SERVICES	250,000.00	66,750.00	668,550.00	267.42	0.00	(418,550.00)
420-	ASSESSMENTS	<u>0.00</u>	<u>0.00</u>	<u>25,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>(25,000.00)</u>
***	TOTAL REVENUES ***	250,000.00 =====	66,750.00 =====	693,550.00 =====	277.42 =====	0.00 =====	(443,550.00) =====
<u>EXPENDITURE SUMMARY</u>							
592-	NON-DEPARTMENTAL	<u>125,000.00</u>	<u>6,376.00</u>	<u>145,953.60</u>	<u>116.76</u>	<u>0.00</u>	<u>(20,953.60)</u>
***	TOTAL EXPENDITURES ***	125,000.00 =====	6,376.00 =====	145,953.60 =====	116.76 =====	0.00 =====	(20,953.60) =====
***	TOTAL PROFIT / (LOSS) ***	125,000.00 =====	60,374.00 =====	547,596.40 =====	438.08 =====	0.00 =====	(422,596.40) =====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

350-AIRPORT FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	4,000.00	3,536.09	15,859.42	396.49	0.00	(11,859.42)
340-	CHARGES FOR SERVICES	410,700.00	41,530.35	427,834.58	104.17	0.00	(17,134.58)
420-	ASSESSMENTS	0.00	0.00	0.00	0.00	0.00	0.00
430-	USE OF MONEY AND PROP	12,000.00	0.00	454.39	3.79	0.00	11,545.61
440-	DONATIONS FROM PRIVAT	0.00	0.00	0.00	0.00	0.00	0.00
450-	INTERFUND OPERATING T	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
***	TOTAL REVENUES ***	426,700.00 =====	45,066.44 =====	444,148.39 =====	104.09 =====	0.00 =====	(17,448.39) =====
<u>EXPENDITURE SUMMARY</u>							
732-	AIRPORT OPERATIONS DE	<u>428,382.00</u>	<u>61,486.26</u>	<u>454,127.05</u>	<u>106.01</u>	<u>0.00</u>	<u>(25,745.05)</u>
***	TOTAL EXPENDITURES ***	428,382.00 =====	61,486.26 =====	454,127.05 =====	106.01 =====	0.00 =====	(25,745.05) =====
***	TOTAL PROFIT / (LOSS) ***	(1,682.00) =====	(16,419.82) =====	(9,978.66) =====	593.26 =====	0.00 =====	8,296.66 =====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

370-CEMETERY OPERATING FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	0.00	0.00	0.00	0.00	0.00	0.00
340-	CHARGES FOR SERVICES	96,000.00	21,990.00	165,861.00	172.77	0.00	(69,861.00)
420-	ASSESSMENTS	15,644.00	0.00	15,643.58	100.00	0.00	0.42
430-	USE OF MONEY AND PROP	1,000.00	237.00	1,736.00	173.60	0.00	(736.00)
440-	DONATIONS FROM PRIVAT	0.00	0.00	0.00	0.00	0.00	0.00
450-	INTERFUND OPERATING T	12,000.00	66.88	700.11	5.83	0.00	11,299.89
460-	PROCEEDS GEN FIXED AS	<u>70,000.00</u>	<u>16,146.00</u>	<u>142,904.70</u>	<u>204.15</u>	<u>0.00</u>	<u>(72,904.70)</u>
***	TOTAL REVENUES ***	194,644.00 =====	38,439.88 =====	326,845.39 =====	167.92 =====	0.00 =====	(132,201.39) =====
<u>EXPENDITURE SUMMARY</u>							
761-	CEMETERY OPERATING DE	<u>229,646.00</u>	<u>28,324.56</u>	<u>233,679.62</u>	<u>101.76</u>	<u>0.00</u>	<u>(4,033.62)</u>
***	TOTAL EXPENDITURES ***	229,646.00 =====	28,324.56 =====	233,679.62 =====	101.76 =====	0.00 =====	(4,033.62) =====
***	TOTAL PROFIT / (LOSS) ***	(35,002.00) =====	10,115.32 =====	93,165.77 =====	266.17- =====	0.00 =====	(128,167.77) =====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

382-FLEET SERVICES OPERATING
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
340-	CHARGES FOR SERVICES	761,808.00	190,240.00	772,960.00	101.46	0.00	(11,152.00)
420-	ASSESSMENTS	15,698.00	0.00	12,698.33	80.89	0.00	2,999.67
430-	USE OF MONEY AND PROP	0.00	0.00	106.70	0.00	0.00	(106.70)
450-	INTERFUND OPERATING T	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
***	TOTAL REVENUES ***	<u>777,506.00</u>	<u>190,240.00</u>	<u>785,765.03</u>	<u>101.06</u>	<u>0.00</u>	<u>(8,259.03)</u>
<u>EXPENDITURE SUMMARY</u>							
517-	FLEET SERVICES	<u>796,538.00</u>	<u>58,450.36</u>	<u>847,989.34</u>	<u>108.65</u>	<u>17,424.42</u>	<u>(68,875.76)</u>
***	TOTAL EXPENDITURES ***	<u>796,538.00</u>	<u>58,450.36</u>	<u>847,989.34</u>	<u>108.65</u>	<u>17,424.42</u>	<u>(68,875.76)</u>
***	TOTAL PROFIT / (LOSS) ***	<u>(19,032.00)</u>	<u>131,789.64</u>	<u>(62,224.31)</u>	<u>418.50</u>	<u>(17,424.42)</u>	<u>60,616.73</u>

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: SEPTEMBER 30TH, 2021

384-FLEET REPLACEMENT FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	0.00	0.00	0.00	0.00	0.00	0.00
340-	CHARGES FOR SERVICES	408,355.00	102,089.00	408,356.00	100.00	0.00	(1.00)
420-	ASSESSMENTS	0.00	0.00	0.00	0.00	0.00	0.00
430-	USE OF MONEY AND PROP	5,000.00	0.00	134.16	2.68	0.00	4,865.84
450-	INTERFUND OPERATING T	0.00	0.00	0.00	0.00	0.00	0.00
460-	PROCEEDS GEN FIXED AS	3,000.00	7,049.95	25,123.70	837.46	0.00	(22,123.70)
470-	PROCEEDS GEN LONG TER	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
***	TOTAL REVENUES ***	416,355.00 =====	109,138.95 =====	433,613.86 =====	104.15 =====	0.00 =====	(17,258.86) =====
<u>EXPENDITURE SUMMARY</u>							
518-	EQUIPMENT REPLACEMENT	<u>408,355.00</u>	<u>5,604.15</u>	<u>1,012,339.51</u>	<u>276.80</u>	<u>117,971.25</u>	<u>(721,955.76)</u>
***	TOTAL EXPENDITURES ***	408,355.00 =====	5,604.15 =====	1,012,339.51 =====	276.80 =====	117,971.25 =====	(721,955.76) =====
***	TOTAL PROFIT / (LOSS) ***	8,000.00 =====	103,534.80 =====	(578,725.65) =====	708.71- =====	(117,971.25) =====	704,696.90 =====

Attachment C

Council Report

Checks Posted in September 2021

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
NON-DEPARTMENTAL	GENERAL FUND	AFLAC	AFLAC SEPT. INV,	1,932.95
		ALADDIN CARPET & INTERIOR	NNO 2021 DONATION REFUND	25.00
		R LOPEZ ENTERPRISES INC	NNO 2021 DONATION REFUND	350.00
		CITY NATIONAL BANK	NNO 2021 DONATION REFUND	100.00
		CLIFFORD, PENNY CHRISTINE c/o TX CHILD	CAUSE # 12-1678-FC4	253.20
			CAUSE # 12-1678-FC4	253.20
			CAUSE # 12-1678-FC4	253.20
		PO HOLDING LLC DBA/DISCOVERY BENEFITS	38705	339.57
			38705	328.31
			38705	328.31
		FLOYDCO INC	NNO 2021 DONATION REFUND	350.00
		DEBORAH B LANGEHENNING	SHELTON CASE NO. 18-11452	936.46
			SHELTON CASE NO. 18-11452	936.46
			SHELTON CASE NO. 18-11452	936.46
		HERRERA, EDITH D %ARIZONA SUPPORT PAYM	VINCENT CLIFFORD CS FOR DE	237.46
			VINCENT CLIFFORD CS FOR DE	237.46
			VINCENT CLIFFORD CS FOR DE	237.46
	MISCELLANEOUS	JOY MCNEAL	JOY MCNEAL:RETURN DEPOSIT	300.00
		JOY MCNEAL	JOY MCNEAL:RETURN DEPOSIT	50.00
		JESSE SORRELS	JESSE SORRELS:REFUND DEPOS	25.00
		LINDA WILLIAMS	LINDA WILLIAMS:REFUND DEPO	300.00
		LINDA WILLIAMS	LINDA WILLIAMS:REFUND DEPO	100.00
		LETICIA MORALES	LETICIA MORALES:REIM WD PE	3.75
		JULIETA TRUJILLO	JULIETA TRUJILLO:DEPOSIT R	300.00
		BLAND'S JEWELRY	BLAND'S JEWELRY:NNO 2021 R	25.00
		DOVETAIL WEALTH MANAGE	DOVETAIL WEALTH MANAGEMENT	50.00
		A&B SHEET METAL & ROOF	A&B SHEET METAL & ROOFING:	100.00
		CITIZENS NATIONAL BANK	CITIZENS NATIONAL BANK:NNO	100.00
		RANDY'S ICE HOUSE	RANDY'S ICE HOUSE:NNO DON	100.00
		NYLE MAXWELL	NYLE MAXWELL:NNO DON REFUN	350.00
		RINGER WINDOWS	RINGER WINDOWS:NNO DON REF	350.00
		TAYLOR AUTO CREDIT	TAYLOR AUTO CREDIT:NNO DON	350.00
		VICTORIA ALEJANDRO	VICTORIA ALEJANDRO:REFUND	300.00
		MONICA NUNEZ	MONICA NUNEZ:DEPOSIT REFUN	300.00
		ERNEST ALDERETE	ERNEST ALDERETE:DEPOSIT RE	100.00
		ERNEST ALDERETE	ERNEST ALDERETE:DEPOSIT RE	75.00
		LUCKY DUCK CAFE	NNO 2021 DONATION REFUND	350.00
		McCREARY, VESELKA, BRAGG & ALLEN PC	CC FEES AUGUST 2021	785.40
		NATIONWIDE RETIREMENT SOLUTIONS	NATIONWIDE CONTRIBUTIONS	2,346.25
			NATIONWIDE CONTRIBUTIONS	2,346.25
			NATIONWIDE CONTRIBUTIONS	2,346.25
			NATIONWIDE CONTRIBUTIONS	60.00
			NATIONWIDE CONTRIBUTIONS	60.00
			NATIONWIDE CONTRIBUTIONS	60.00
		PRE-PAID LEGAL SERVICES, INC. DBA LEGA	PRE-PAID LEGAL JULY 2020	159.50
		SHOAF, DA'SHINIQUE SHI'JUAN	STEPHPHONE JONES	128.31
			STEPHPHONE JONES	128.31
			STEPHPHONE JONES	128.31
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FEDERAL WITHHOLDING	28,186.72
			FEDERAL WITHHOLDING	25,775.57
			FEDERAL WITHHOLDING	28,535.84
			FICA CONTRIBUTIONS AND MAT	18,741.60
			FICA CONTRIBUTIONS AND MAT	17,648.90
			FICA CONTRIBUTIONS AND MAT	18,611.06
			MEDICARE CONTRIB AND MATCH	4,383.13
			MEDICARE CONTRIB AND MATCH	4,127.56

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			MEDICARE CONTRIB AND MATCH	4,352.54
		TAYLOR ECONOMIC DEV.CORP.	SEPT 2021 SALES TAX ALLOCA	117,069.02
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TEDC TMRS CONT SEPT 2021	3,362.28
			TMRS CONTRIBUTIONS	21,773.41
			TMRS CONTRIBUTIONS	20,580.48
			TMRS CONTRIBUTIONS	21,663.76
		UNITED WAY OF WILLIAMSON COUNTY	UNITED WAY CONTRIBUTIONS	5.00
			UNITED WAY CONTRIBUTIONS	5.00
			UNITED WAY CONTRIBUTIONS	5.00
		UNUM LIFE INS CO OF AMERI	UNUM LIFE INS. PAYABLE	1,180.96
		TAYLOR PROFESSIONAL FIREFIGHTER ASSOCI	ACCT #2091015 TAYLOR FF AS	439.00
			ACCT #2091015 TAYLOR FF AS	439.00
		KIRK, SARA DENISE	01-0282 SHANE NEWELL CHILD	138.46
			01-0282 SHANE NEWELL CHILD	138.46
			01-0282 SHANE NEWELL CHILD	138.46
		LOPEZ, NANCY C/O TX CHILD SUPPORT SDU	D1FM10000631	227.26
			D1FM10000631	227.26
			D1FM10000631	227.26
		ICMA-RC PLAN SPONSOR SERVICES	ICMA-RC CONTRIBUTIONS	1,383.47
			ICMA-RC CONTRIBUTIONS	1,333.47
			ICMA-RC CONTRIBUTIONS	1,333.47
			ICMA-RC ROTH CONTRIBUTIONS	250.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	226.48
			TOTAL:	362,722.71
CITY COUNCIL	GENERAL FUND	BARKER, DIANNA	9/9/21 COUNCIL MEETING	19.99
		DOUBLE DAVE'S PIZZA	COUNCIL SNACKS	16.35
		HEB CREDIT RECEIVABLES	COUNCIL SNACKS	25.29
		LLOYD GOSSELINK ROCHELLE & TOWNSEND, P	LEGAL SERVICES-PROJECT DRA	7,858.00
		VERIZON WIRELESS	CELL PHONE	230.00
		RUSSELL RODRIGUEZ HYDE BULLOCK LLP	MUD TIEMMAN	612.50
		VISTA PRINT	BUS. CARDS- MAYOR B. RYDEL	48.70
			TOTAL:	8,810.83
CITY MANAGEMENT	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	SURFACE PRO ADAPTER	49.01
			MOUSE	16.99
			BUSINESS EXPO GIFTCARD GIV	47.17
			COUNCIL CHAMB/MICROPHONE S	48.17
		CITYBASE.NET, INC.	ANNUAL MBRSHIP TO CITY NEWS	1,095.00
		HEB CREDIT RECEIVABLES	CITY HALL STAFF LUNCH	39.78
		MARIACHIS DE JALISCO #3	MAYOR AGENDA UPDATE	26.62
		OFFICE DEPOT CORPORATION	INK CARTRIDGE & LABELS	183.70
		ROJAS TACOS	AGENDA PREP-G. ANDERSON	18.16
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	1,186.15
			FICA CONTRIBUTIONS AND MAT	1,169.32
			FICA CONTRIBUTIONS AND MAT	1,104.58
			MEDICARE CONTRIB AND MATCH	277.39
			MEDICARE CONTRIB AND MATCH	273.46
			MEDICARE CONTRIB AND MATCH	258.33
		SOCIETY FOR HUMAN RES MGMT (SHRM)	MBRSHIP RENEWAL- J. JENKINS	219.00
		TAYLOR CHAMBER OF COMMERCE	LUNCHEON-LABORDE&JENKINS	30.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	2,643.48
			TMRS CONTRIBUTIONS	2,611.67
			TMRS CONTRIBUTIONS	2,471.14
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	95.12
			ADJ/ J. JENKINS	0.45

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		VERIZON WIRELESS	CELL PHONE	184.00
		WAL-MART COMMUNITY/GEMB	CANDY FOR BUSINESS EXPO	21.36
		EL CORRAL LOZANO	MAYOR AGENDA PREP	29.82
		ADOBE SYSTEMS INC	ADOBE- RECURRING- LABORDE	10.81
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	55.28
		MONARCAS MEXICAN RESTAURANT	AGENDA PREP-M. DRUMMOND	34.75
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>27.32</u>
			TOTAL:	14,228.03
PUBLIC INFORMATION	GENERAL FUND	JPMORGAN CHASE BANK NA	WORTHINGTON DIRECT TAX REF	79.29-
		DATAPROSE LLC	SEPTEMBER 2021 NEWSLETTER	996.00
		ENVELOPES.COM	1000 ENVELOPES	116.95
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	129.67
			FICA CONTRIBUTIONS AND MAT	129.67
			FICA CONTRIBUTIONS AND MAT	129.67
			MEDICARE CONTRIB AND MATCH	30.33
			MEDICARE CONTRIB AND MATCH	30.33
			MEDICARE CONTRIB AND MATCH	30.33
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	281.52
			TMRS CONTRIBUTIONS	281.51
			TMRS CONTRIBUTIONS	281.52
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	12.49
		VERIZON WIRELESS	CELL PHONE	72.00
		WORTHINGTON DIRECT	SOUND LECTERN W/ DIG. DISP	1,040.48
		OSBORNE, STACEY FORD	SEPTEMBER 2021 PIO SERVICE	4,940.00
		MOTION ARRAY- ARTLIST LTD	VIDEO EDITING SOFTWARE	29.99
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>3.96</u>
			TOTAL:	8,457.13
HUMAN RESOURCES	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	LAMINATING POUCH	30.89
			CHRIS PRINTER INK	22.00
		JPMORGAN CHASE BANK NA	LINKEDIN SALES TAX REFUND	19.80-
		LINKEDIN CORPORATION	ASST. FIN. DIRECTOR AD	319.80
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	317.68
			FICA CONTRIBUTIONS AND MAT	313.15
			FICA CONTRIBUTIONS AND MAT	322.81
			MEDICARE CONTRIB AND MATCH	74.30
			MEDICARE CONTRIB AND MATCH	73.23
			MEDICARE CONTRIB AND MATCH	75.49
		SEAPINE ADVISORY, LLC	DEI & BIAS AWARENESS TRAIN	7,750.00
		TAYLOR SPORTING GOODS	CHRIS/LASHON-4 POLO SHIRTS	99.80
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	740.51
			TMRS CONTRIBUTIONS	719.53
			TMRS CONTRIBUTIONS	740.51
		TEXAS POLICE ASSOCIATION	POLICE & FIRE TRAINING	345.00
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	32.47
			ADJ. / L. GROS	0.91
		VERIZON WIRELESS	CELL PHONE	46.00
		WORKERS ASSISTANCE PROGRAM, INC.	WAP SEPTEMBER 2021 SERVICE	274.35
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	55.28
		WAGE WORKS, INC. DBA CONEXIS	AUGUST 2021 COBRA SERVICES	25.00
		ROSS GANNAWAY, PLLC	LEGAL SERVICES THRU 9/17/2	175.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>7.92</u>
			TOTAL:	12,541.83
FINANCIAL SERVICES	GENERAL FUND	PAYCOM PAYROLL LLC	PAYROLL/HR MNGMT SOLUTION	9,930.18

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	633.60
			FICA CONTRIBUTIONS AND MAT	608.43
			FICA CONTRIBUTIONS AND MAT	633.41
			MEDICARE CONTRIB AND MATCH	148.18
			MEDICARE CONTRIB AND MATCH	142.30
			MEDICARE CONTRIB AND MATCH	148.14
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	1,437.50
			TMRS CONTRIBUTIONS	1,393.82
			TMRS CONTRIBUTIONS	1,448.05
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	63.11
			ADJ/ A.VERRANEULT	1.36
			ADJ/ J.WOOD	0.91
		VERIZON WIRELESS	CELL PHONE	72.00
		WILLIAMSON CENTRAL APPRAISAL DISTRICT	Q4 2020/21 ENTITY FEE	12,854.75
		WOOD, DAWN R.	68.75 HRS FIN SERV + 360 M	2,951.60
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	55.28
			XPHASER 4622	46.95
		QUADIENT LEASING USA, INC.	POSTAGE SEAL	21.36
			POSTAGE METER LABELS	28.48
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	15.84
			TOTAL:	32,635.25
MUNICIPAL COURT	GENERAL FUND	AT&T	MUNICIPAL COURT	204.25
		ADT SECURITY SERVICES INC	109 W 5TH ST-ALARM SYSTEM	211.62
		BRINKS, INC.	SEPTEMBER 2021 BRINKS	787.61
		TYLER TECHNOLOGIES, INC	COURT ONLINE	100.00
			BRAZOS INTERFACE- E-CITATI	938.33
		OFFICE DEPOT CORPORATION	CHAIR MAT(MB) & DESK CALEN	88.78
			CALENDARS(CR,MS,JP) & RULE	50.75
			KW INK CARTRIDGE	176.62
			RECEIPT PRINTER THERMAL PA	89.07
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	184.20
		SHI GOVERNMENT SOLUTIONS	DOCUSIGN BUSINESS	2,870.88
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	535.61
			FICA CONTRIBUTIONS AND MAT	537.83
			FICA CONTRIBUTIONS AND MAT	535.61
			MEDICARE CONTRIB AND MATCH	125.27
			MEDICARE CONTRIB AND MATCH	125.79
			MEDICARE CONTRIB AND MATCH	125.27
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	950.64
			TMRS CONTRIBUTIONS	955.48
			TMRS CONTRIBUTIONS	950.64
		TRANSUNION RISK AND ALTERNATIVE DATA S	TLO LOCATOR AUG. 2021	100.00
		ATMOS ENERGY	NATURAL GAS-109 W 5TH ST	59.94
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	42.01
		VERIZON WIRELESS	CELL PHONE	138.00
			IPAD	72.00
		CINTAS CORP DBA FIRST AID & SAFETY	109 W 5TH ST/MEDICAL SUPPL	89.67
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	15.84
			ADD / DELIA JONES	3.96
			TOTAL:	11,065.67
DEVELOPMENT SERVICES	GENERAL FUND	ARRESOLE, ALLEN DBA: ALLEN LAWN CARE	104 ELLIOTT ST./ABATEMENT	725.00
			313 1ST ST./ABATEMENT	1,358.75
			851 SLOAN ST./ABATEMENT	517.50
		PROGRESSIVE WASTE SOLUTIONS DBA WC OF	143 2ND AVE/1 30YD HAUL CL	466.14

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		JACKY JONES DBA JJ SERVICES	406 BLAND DEMO	8,800.00
		WATKINS, MICHAEL DEAN DBA:	TASK 3 REYES NORTON TOUR	1,796.72
		OFFICE DEPOT CORPORATION	POST IT NOTES,TAPE,PENS,BA	223.66
			FRONT OFC FILE	17.16
			ORGANIZERS, VM LOGS, WIPES	343.69
			R. LEPE CALENDAR	19.99
		UNITED STATES POSTAL SERV	PLAT SENT TO HDR	8.55
			PLAT FOR SIGNATURE- HDR	5.50
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	1,228.08
			FICA CONTRIBUTIONS AND MAT	1,212.55
			FICA CONTRIBUTIONS AND MAT	1,224.43
			MEDICARE CONTRIB AND MATCH	287.21
			MEDICARE CONTRIB AND MATCH	283.57
			MEDICARE CONTRIB AND MATCH	286.35
		SOUTHERN COMPUTER WAREHOUSE	FRONT OFFICE PRINTER	1,775.76
		TAYLOR OFFICE PRODUCTS INC	P&Z NAME PLATES NEW MEMBER	28.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	2,752.81
			TMRS CONTRIBUTIONS	2,718.92
			TMRS CONTRIBUTIONS	2,744.73
		TAVCO SERVICES INC.	CANON PRINTER SUPPLIES	237.70
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	111.94
			ADJ/ C. HARRISON	1.13
			ADJ/ T.YANTIS	0.46
		VERIZON WIRELESS	CELL PHONE	368.00
		LOPEZ, OMAR	REIMBURSEMENT FOR WORK BOO	197.99
		YANTIS, THOMAS	REIMBURSEMENT FOR STRONG T	15.24
			TML ANNUAL CONFERENCE	112.00
		SECRETARY OF STATE DBA: TEXAS SECRETAR	SILVER GATE SOS SEARCH	1.00
		CTRMA PROCESSING	#101 TOLL FEES	2.05
		HUMPHREYS, JAMES BRENT DBA: MALLARD &	516 W. 7TH ST. TREE WORK	850.00
			2006 BREWERS PLACE ABATEME	75.00
			2010 BREWERS PLACE ABATEME	75.00
			2108 BREWERS PLACE ABATEME	75.00
			2200 BREWERS PLACE	125.00
			2202 BREWER PLACE ABATEMEN	125.00
			2206 BREWERS PLACE ABATEME	75.00
			2215 W. 2ND ST. ABATEMENT	375.00
			316 BRANCH/ABATEMENT	425.00
		CODE ENFORCEMENT ASSOCIATION OF TEXAS	M. ACOST CEAT MEMBERSHIP R	60.00
			O. LOPEZ CEAT MEMBERSHIP R	60.00
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	55.28
		SOUTH CENTRAL PLANNING & DEV. COMMISSI	MPN SEPTEMBER 2021	875.00
		EILEEN MERRIT INC. DBA ATS ENGINEERS,	ATS CONSULTING NEW CODE AD	1,235.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	AVAYA SOFTWARE	511.39
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	31.68
			TOTAL:	34,900.93
MAIN STREET PROGRAM 00 GENERAL FUND		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	148.90
			FICA CONTRIBUTIONS AND MAT	152.78
			FICA CONTRIBUTIONS AND MAT	152.78
			MEDICARE CONTRIB AND MATCH	34.82
			MEDICARE CONTRIB AND MATCH	35.73
			MEDICARE CONTRIB AND MATCH	35.73
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	331.67
			TMRS CONTRIBUTIONS	331.67
			TMRS CONTRIBUTIONS	331.67

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	14.53
		VERIZON WIRELESS	CELL PHONE	99.00
		WAL-MART COMMUNITY/GEMB	BREAKFAST BITES - DOWNTOWN	34.15
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	55.28
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>3.96</u>
			TOTAL:	1,762.67
CD-MOODY MUSEUM	GENERAL FUND	ADT SECURITY SERVICES INC	MOODY MUSEUM SECURITY SYST	154.44
			MOODY MUSEUM SECURITY SYST	126.12
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	300.52
		ATMOS ENERGY	NATURAL GAS-114 W 9TH ST	58.31
		AT&T U-VERSE	INTERNET-MOODY MUSEUM	<u>65.34</u>
			TOTAL:	704.73
PUBLIC LIBRARY	GENERAL FUND	AT&T	LIBRARY	348.74
		ADT SECURITY SERVICES INC	LIBRARY SECURITY ALARM	168.57
		AMAZON.COM SALES, INC DBA: AMAZON.COM	LIBRARY CASH REGISTER	425.00
			COMPUTER SCANNER READER	39.98
			LIBRARY COMPUTER MONITOR	780.60
		BLACKSTONE AUDIO, INC. DBA: BLACKSTONE	AUDIO BOOKS	3,039.55
			AUDIO BOOKS	79.77
		DEMCO, INC.	office supplies	828.00
			SPINE LABEL, LANYARD, BOOK	288.35
		ELLIS, KAREN	REIMB SRP 2021 ICE CREAM/A	23.40
		INGRAM BOOK COMPANY	Books	41.37
			Books	394.88
			Books	247.68
			Books	1,205.99
			Books	1,126.58
			Books	140.99
			Books	9.54
			Books	136.57
		MISCELLANEOUS NEAS, HANNAH S	NEAS, HANNAH S:BOOK RTNED	13.00
		MIDWEST TAPE	DVD's	22.49
			DVD's	176.93
			DVD's	284.14
			DVD's	22.49
			DVD's	48.73
			DVD's	142.43
		OFFICE DEPOT CORPORATION	CALENDAR, TAPE, PLANNER	336.50
			TONER	547.19
			HOLE PUNCH	1.35
			LIBRARY DRY MARKERS & PAPE	141.61
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	1,474.40
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	710.33
			FICA CONTRIBUTIONS AND MAT	561.23
			FICA CONTRIBUTIONS AND MAT	568.98
			MEDICARE CONTRIB AND MATCH	166.13
			MEDICARE CONTRIB AND MATCH	131.25
			MEDICARE CONTRIB AND MATCH	133.07
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	1,553.26
			TMRS CONTRIBUTIONS	1,230.74
			TMRS CONTRIBUTIONS	1,247.56
		ATMOS ENERGY	GAS 801 VANCE ST	58.31
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	58.12
			ADJ/K. ELLIS	0.91

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			TERM L. PARKER	6.13-
		VERIZON WIRELESS	CELL PHONE	46.00
		NEEMIDGE, GERI	LIB FORUM/REIMB DOOR PRIZE	125.00
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	MAINT XEROX 801 VANCE	41.25
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	11.88
			TERM M. MCINTIRE, SR. /AUG	11.88-
			TERM M. MCINTIRE, SR. /SEP	11.88-
			TERM L. PARKER	3.96-
		AFMA, INC. DBA: CORE OFFICE INTERIORS	furniture	<u>6,916.45</u>
			TOTAL:	26,063.44
FIRE DEPARTMENT	GENERAL FUND	AT&T	CITY HALL (CIVIL DEF)	36.20
			VICTORIA STATION	126.79
			FIRE DEPT	171.57
		BOUND TREE MEDICAL LLC	MEDICAL GLOVES	235.50
			MEDICAL SUPPLIES	621.86
		CASCO INDUSTRIES INC.	BUNKER GEAR	10,515.00
		JPMORGAN CHASE BANK NA	TRACTOR SUPPLY TAX CREDIT	0.66-
		FED EX	FD COURIER-ATTN REPAIR DEP	44.57
		THE FIRE CENTER DBA: FUEGO INTERNATION	BUNKER GEAR CLEANING	1,651.40
			BUNKER GEAR CLEANING	4,093.60
		FIREFIGHTERS MERCHANDISE LLC	SCBA MASK BAGS	754.29
		HEB CREDIT RECEIVABLES	LAUNDRY DETERGENT	29.88
			KITCHEN SUPPLIES	17.46
			KITCHEN SUPPLIES	25.56
		OFFICE DEPOT CORPORATION	SUPPLIES	53.73
		TOUCH 4WASH	CAR WASH- BAUM	8.00
			CAR WASH- COPELAND	4.00
			CAR WASH-COPELAND	8.00
			CAR WASH- BAUM	8.00
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	982.33
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	3,683.57
			FICA CONTRIBUTIONS AND MAT	3,798.12
			FICA CONTRIBUTIONS AND MAT	4,279.36
			MEDICARE CONTRIB AND MATCH	861.47
			MEDICARE CONTRIB AND MATCH	888.26
			MEDICARE CONTRIB AND MATCH	1,000.80
		TEXAS COMMISSION ON FIRE PROTECTION	ANNUAL RENEWALS	1,725.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	8,322.92
			TMRS CONTRIBUTIONS	8,593.68
			TMRS CONTRIBUTIONS	9,632.52
		TIME WARNER CABLE DBA SPECTRUM	INTERNET	341.69
		TEXAS FIRE CHIEFS ASSOCIATION	COMP. OFFCR.SYMPOSIUM-POKO	250.00
		ATMOS ENERGY	NATURAL GAS-200 WASHBURN S	84.16
			NATURAL GAS-705 CARLOS PAR	69.63
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	341.67
			ADJ/ D. BAUM	0.45
			ADJ/ R. COPELAND	0.91
		VERIZON WIRELESS	CELL PHONES	201.30
			DATA CARDS	721.81
		WAL-MART COMMUNITY/GEMB	PHOTOPAPER	14.88
		SANDERS, BRANDON	REIMBURSE FOR 9/11 PIPER	330.00
		ACADEMY	SHIRTS- R. CARLTON	119.98
		HAYDAY, INC DBA: CTWP	FD MONTHLY COPIER AGREEMEN	49.38
		TRAVIS COUNTY EMERGENCY SERVICES DISTR	ANNUAL PHYSICALS	4,440.00
		MUNICIPAL EMERGENCY SERVICES, INC	ANNUAL TESTING	2,678.73

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		AT&T U-VERSE	INTERNET/CABLE	152.20
		FIREPENNY	BUNKER BOOTS-4 FF	1,436.00
			WILDLAND TRAINING SHELTERS	361.00
		DELL FINANCIAL SERVICES	2 MCT BATTERIES	219.98
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	95.04
			TOTAL:	74,081.59
POLICE DEPARTMENT	GENERAL FUND	AT&T	POLICE DEPT	199.19
			TELEPHONE	397.20
			INTERNET	1,481.60
		TEXAS DEPARTMENT OF INFORMATION RESOUR	DISPATCH RADIOS CIRCUIT BA	509.45
		FOREMOST PROMOTIONS	SWAG FOR NNO 2021	1,081.95
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	985.38
		SIRCHIE	CRIME SCENE BARRIERS X4	895.51
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	6,700.18
			FICA CONTRIBUTIONS AND MAT	5,845.34
			FICA CONTRIBUTIONS AND MAT	6,328.23
			MEDICARE CONTRIB AND MATCH	1,567.00
			MEDICARE CONTRIB AND MATCH	1,367.08
			MEDICARE CONTRIB AND MATCH	1,480.00
		TEXAS POLICE CHIEFS ASSOCIATION FOUNDA	TPCA BEST PRACTICES CERT.	500.00
		TAYLOR OFFICE PRODUCTS INC	NOTARY/ AP STAMPS	167.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	15,137.95
			TMRS CONTRIBUTIONS	13,319.83
			TMRS CONTRIBUTIONS	14,368.23
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	534.05
			VOCA GRANT/ P. MORENO	11.35
		VERIZON WIRELESS	CELL PHONES	482.97
			CELL PHONES - VOCA COORDIN	40.25
			CELL PHONES - VOCA VOLUNTE	40.25
			MIFI-VOCA COORDINATOR	37.99
			DATA CARDS	607.84
		WAL-MART COMMUNITY/GEMB	SNACKS FOR VICTIMS	85.26
			INFANT CAR SEAT	89.00
		OLLE NETWORK TECH CONSULTANTS DBA ON T	SERVER WORK/ LOEVE COMP SE	2,075.00
			MONTHLY IT SUPPORT- OCT 20	7,182.00
		QUETEL CORPORATION	EVIDENCE SCANNER	2,181.00
		TEXAS POLICE CHIEFS ASSOCIATION	BEST PRACTICES ASSES.MEALS	57.35
			BEST PRACTICES ASSES.MILEA	40.32
		BURRELL PRINTING COMPANY, INC	VOCA BUSINESS CARDS- MOREN	52.50
			SHIPPING-TPD RETURN ENVELO	17.87
			TPD RECRUITING BROCHURES	219.00
		AMAZON.COM	LYSOL SPRAY X 5 BOXES	365.00
			OFFICE SUPP;COFFEE X 3 BOX	281.16
			LYSOL WIPES	250.20
			COFFEE CREAMER X 3 BOXES	44.94
			COFFEE CREAMER X 6 BOXES	83.94
			TONER	165.75
			TONER FOR DISPATCH EVIDENC	39.99
			DESK FOR CLAUDIA	266.99
			PRNTR INK/PHN CHGR/LABELS/	258.59
		NATIONAL ASSN OF TOWN WATCH	NNO2021 HAND FANS,TATTOOS,	267.35
			NNO2021 SHIRTS/PRINTING FE	1,368.80
		GALLS PARENT HOLDINGS, LLC.	RINGOLD PANTS/SHIRTS X2	306.70
		MOTOROLA SOLUTIONS INC.	DISPATCH CONSOLES MAINTENA	5,245.50
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	146.52

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			VOCA GRANT/ P. MORENO	3.96
		KONICA MINOLTA PREMIER FINANCE	COPIER LEASE SEPT/OCT 2021	267.44
		BLUE360 MEDIA	LAW UPDATES BOOK X4-2021-2	<u>340.34</u>
			TOTAL:	95,788.29
ANIMAL CONTROL	GENERAL FUND	AT&T	ANIMAL CONTROL	135.54
		EVINS TEMPORARIES, INC.	KENNEL TECH-SHELBY CARTER	742.00
			KENNEL TECH-KRYSTIN EVANS	584.33
			KENNEL TECH-SHELBY CARTER	742.00
			KENNEL TECH-KRYSTIN EVANS	742.00
			KENNEL TECH-SHELBY CARTER	742.00
			KENNEL TECH-KRYSTIN EVANS	737.36
		GRAEF VETERINARY HOSPITAL	VETERINARIAN SERVICES JAN-	3,830.17
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	325.26
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	226.28
			FICA CONTRIBUTIONS AND MAT	204.83
			FICA CONTRIBUTIONS AND MAT	224.89
			MEDICARE CONTRIB AND MATCH	52.92
			MEDICARE CONTRIB AND MATCH	47.90
			MEDICARE CONTRIB AND MATCH	52.60
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	491.48
			TMRS CONTRIBUTIONS	444.93
			TMRS CONTRIBUTIONS	488.48
		TRACTOR SUPPLY COMPANY	ACO CLEANING SUPPLIES-NOZZ	33.96
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	18.84
		VERIZON WIRELESS	CELL PHONE	138.00
		CAMPBELL PET CO	ROPE LEASHES X500- ACO	397.49
		WEBB SUPPLY COMPANY, INC.	CHLORINE CARTRIDGES FOR AC	407.85
		AT&T U-VERSE	INTERNET-ACO	69.55
		CTRMA PROCESSING	#96 TOLL FEES	37.56
		SCHROER MAUNUFACTURING COMPANY DBA SHO	HINGES FOR CAT ROOM CAGE	17.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	7.92
		TDCJ - TEXAS CORRECTIONAL INDUSTRIES	CLENSOL DEGREASER	<u>396.00</u>
			TOTAL:	12,339.14
STREETS & GROUND MAINT GENERAL FUND		AT&T	PUBLIC WORKS	251.77
		ADT SECURITY SERVICES INC	1424 N MAIN ST/SECURITY	372.93
		JPMORGAN CHASE BANK NA	HEB TAX CREDIT	208.91-
		MORRISON, LEISHA	L. MORRISON PW SERVICES	775.50
			MORRISON, LEISHA	610.50
			ST,GR ADMIN TRAINING 19.5	643.50
		MOSS & MOSS INC. #4000	ST,GR/CABLE TIES	6.29
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	4,831.90
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	1,739.58
			FICA CONTRIBUTIONS AND MAT	1,609.03
			FICA CONTRIBUTIONS AND MAT	1,751.27
			MEDICARE CONTRIB AND MATCH	406.85
			MEDICARE CONTRIB AND MATCH	376.31
			MEDICARE CONTRIB AND MATCH	409.54
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	3,823.49
			TMRS CONTRIBUTIONS	3,541.09
			TMRS CONTRIBUTIONS	3,849.84
		TIME WARNER CABLE DBA SPECTRUM	INTERNET	224.14
		ATMOS ENERGY	NATURAL GAS-1424 N MAIN ST	67.21
		UNITED RENTALS (NORTH AMERICA), INC.	ST,GR/PNEUMATIC ROLLER RE	2,504.88
			WANCO SOLAR MESSAGE BOARD	6,197.40

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		UNUM LIFE INS CO OF AMERI	UNUM LIFE INS. PAYABLE	39.30
			UNUM AD&D	173.92
			ADJ/ J. GRAY	0.45
			ADD/ N. OMAN	10.44
		VERIZON WIRELESS	CELL PHONE	276.00
			GATEWAY SIGN	37.99
		WILLIAMSON COUNTY GRAIN	ST,GR ROW SPRAY WEED KILLE	337.50
		G. CARTER CONSTRUCTION COMPANY INC.	4TH ST PEDESTRIAN CROSS	2,100.00
		MCCOY'S BUILDING SUPPLY	ST,GR/ROBINSON ST CULVERT	427.48
		PRV TREE SERVICE	500 S. MAIN - TREE REMOVA	1,200.00
			602 E RIO GRANDE ST TREE	1,250.00
		HAYDAY, INC DBA: CTWP	1424 N MAIN/COPIER LEASE A	91.84
		CTRMA PROCESSING	#571 TOLL FEES	14.00
		CINTAS CORPORATION #86	ST,GR/UNIFORMS	218.21
			ST,GR, CEM UNIFORMS	218.21
			ST,GR/UNIFORMS	617.34
			ST,GR/UNIFORMS	210.98
		ROJAS, CARLOS DBA: CARLOS ROJAS CONSTR	RICES & WESTCHESTER RD	8,300.00
		OMAN, NICOLE	REIM D.CORNELIUS CAKE&COOK	34.96
		SAFELANE TRAFFIC SUPPLY, LLC	ST,GR NO LEFT/RIGHT TURN S	317.95
		GRAY, JAMES	TEXAS MUNICIPAL LEAGUE CON	68.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	CAMERA SYSTEM	167.59
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	59.40
			ADD /M.N. OMAN	7.92
		COMMUNITY COFFEE COMPANY LLC	1424 N MAIN ST/COFFEE SERV	175.95
			TOTAL:	50,139.54
PARKS & RECREATION	GENERAL FUND	AT&T	PARKS & REC	42.37
		AMAZON.COM SALES, INC DBA: AMAZON.COM	PK & REC-DESK ORGANIZERS	177.95
			P&R 3 DRAWER FILE CABINET	124.99
			DICKEY GIVENS DOOR MAT	82.08
			DICKEY GIVENS - DOOR MATS	113.31
		FAZZONE BUILDERS, INC. DBA:	PLAQUE/DORIS ROZNAVAK	2,142.00
		HEART OF TEXAS LANDSCAPE & IRRIGATION	HERITAGE SPLASH - IRRIG RE	281.25
			REPLACED CONTROLLER @ FIEL	775.00
			HERITAGE SQ IRRIGATION REP	615.00
			SKATE PARK/IRRIGATION REPA	187.00
			HERITAGE PK/IRRIGATION REP	265.00
			TRPSC/IRRIGATION REPAIRS	1,188.50
		MICHAEL C. PESCHEL	DICKEY GIVEN - RIBBON CUTT	175.00
		MOBILE MINI, INC	TRPSC 9/1 - 9/30	102.00
		MOSS & MOSS INC. #4000	NITRILE GLOVES	31.99
		MOSS & MOSS INC. #5000	DICKEY GIVENS/MOP	35.99
			DICKEY GIVENS/CLEANER	11.68
			TRPSC/PIPE & COUPLINGS	7.29
			TRPSC - HEX KEY	5.39
			TRPSC - PADLOCKS	17.99
			TRPSC - BOLTS	22.11
			DICKEY GIVENS-CHIP BRUSH	1.34
			TRPSC/PAINT & SPRAYER	9.87
			MOSS & MOSS INC. #5000	32.00
			TRPSC, CUP PLUNGER	6.29
			TRPSC, PADLOCK, BOLTS	24.28
			TRPSC/CABLE TIES	13.47
			DICKEY GIVENS/CLEANER	20.67
			TRPSC/FIX A FLAT	10.79

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		PAUL'S POOL SERVICE	MURPHY POOL, ACID MURIATIC	143.84
		PLAYWORKS, INC.	TRPSC - SHADE STRUCTURE	1,344.09
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	3,387.90
		YMCA GREATER WMSON COUNTY	YMCA POOL CONTRACT AUG 202	30,993.84
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	887.68
			FICA CONTRIBUTIONS AND MAT	929.83
			FICA CONTRIBUTIONS AND MAT	826.26
			MEDICARE CONTRIB AND MATCH	207.60
			MEDICARE CONTRIB AND MATCH	217.46
			MEDICARE CONTRIB AND MATCH	193.23
		SAM'S CLUB DIRECT	KID FISH SNACKS	10.98
		TAYLOR SPORTING GOODS	P & R SHIRTS/HOODIES	1,218.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRs CONTRIBUTIONS	2,001.20
			TMRs CONTRIBUTIONS	2,106.61
			TMRs CONTRIBUTIONS	1,881.75
		TIME WARNER CABLE DBA SPECTRUM	DICKEY GIVENS INTERNET	4.46
		ATMOS ENERGY	NATURAL GAS-MEMORIAL FD	68.37
			NATURAL GAS-MEMORIAL FD	63.12
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	74.70
			ADJ T.BYBEE	0.23
			TERM C. VERRANEALT	7.26-
		VERIZON WIRELESS	CELL PHONE	230.00
			IPAD	72.00
		ACM SERVICES LLC	TRPSC/LAKE LEVEL VALVE	390.00
			PARK/BALLFIELDS ELECTRICA	1,680.00
			PARK/BALLFIELDS ELECTRICA	676.00
			PARK/BALLFIELDS ELECTRICA	1,520.00
		WAL-MART COMMUNITY/GEMB	CHLORINE-HERIT.&ROB. SPLAS	74.48
		WHITTLESEY LANDSCAPE SUPPLIES & RECY.	HERITAGE SQ/FLOWER BEDS	110.40
			HERITAGE SQ/FLOWER BEDS	33.12
		CINTAS CORPORATION #86	PARKS & REC - UNIFORMS	23.20
			P&R - UNIFORMS	23.20
			TRPSC/UNIFORMS	23.20
			TRPSC/UNIFORMS	23.20
		PIONEER MANUFACTURING COMPANY INC.	TRPSC/MARKING PAINT	968.00
		KRAFTSMAN LP.	HERITAGE SPLASHPAD REPAIR	1,080.00
			HERITAGE SPLASHPAD REPAIR	3,950.12
		ALLIED ELECTRIC SERVICES, INC.	PAYAPP2/VALERO LIGHTNING P	37,488.61
		DAVID FENSKE SAND & GRAVEL LLC	TRPSC/2-24YD INFIELD TOPPI	800.00
		TRUGREEN LIMITED PARTNERSHIP	TRPSC - LAWNS	2,000.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	CAMERA SYSTEM	167.58
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	27.72
			TERM C. VERRENAULT	3.96-
			TOTAL:	104,433.36
INTERNAL SERVICES/BLDG GENERAL FUND		AT&T	CITY HALL FAX	519.86
			TELEPHONE	397.20
		AMAZON.COM SALES, INC DBA: AMAZON.COM	TRASH LINERS & CLOROX	46.49
			KEYBOARD AND MOUSE	24.99
			FLOOR CLEANER	50.61
		CL&MA JANITORIAL SERVICES LLC	SEPTEMBER 2021 JANITORIAL	1,375.00
		GULF COAST PAPER CO. INC.	TISSUE LINERS	270.22
			PAPER & LINERS	34.71
			TRASH LINERS	45.68
			TRASH LINERS	156.00
		HEB CREDIT RECEIVABLES	ROGER HINTON-RETIREMENT CA	16.98

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		HARBOR FREIGHT TOOLS	HAND TOOLS	127.82
		HOME DEPOT CREDIT SERVICES	CITY HALL DOOR BATTERY PAC	101.84
			DEV SERVICES MINI BLINDS	62.00
		KOETTER FIRE PROTECTION OF AUSTIN, LLC	LIBRARY SEMI-ANNUAL INSPE	1,050.00
		MOSS & MOSS INC. #6000	LADDER HOOK	16.71
			HERITAGE PARK SHEET CAULK	11.68
			CITY HALL BATTERIES	45.87
			PUBLIC WORK SCREWS	24.83
			ROSA'S CLEANING SPRAYER	7.90
			FIRE ADMIN DUST PAN & BROO	25.18
			STAT# 1 LED BULB	13.48
			AIRPORT PVC PIPE	5.37
		MOSS & MOSS INC. #8000	TOILET CLEANER & MOP HEAD	36.39
		OFFICE DEPOT CORPORATION	INK	97.66
			INK	76.89
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	1,448.32
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	506.28
			FICA CONTRIBUTIONS AND MAT	469.82
			FICA CONTRIBUTIONS AND MAT	421.81
			MEDICARE CONTRIB AND MATCH	118.40
			MEDICARE CONTRIB AND MATCH	109.87
			MEDICARE CONTRIB AND MATCH	98.64
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	1,126.36
			TMRS CONTRIBUTIONS	1,051.45
			TMRS CONTRIBUTIONS	947.22
		ATMOS ENERGY	NATUAL GAS-400 PORTER ST	63.97
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	41.32
			ADJ. /L. THOMPSON	0.91
		VERIZON WIRELESS	CELL PHONE	210.60
			MIFI	72.00
		VIC'S HEAT & AIR	ACO SERVICED A/C	495.00
			POLICE REPLACED FILTERS	240.00
			AIRPORT REPLACED CAPACITOR	340.00
			CITY HALL BLEW OUT DRAIN L	155.00
		WAL-MART COMMUNITY/GEMB	JEANS	24.86
			CLEANING SUPPLIES	120.59
		MCCOY'S BUILDING SUPPLY	BULL BRANCH PLYWOOD	75.20
		G-PIES, INC AKA MR. GATTIS PIZZA TAYLO	R. HINTON RETIREMENT	50.97
		ACADEMY	BOOTS	49.99
		SPARKLETTS & SIERRA SPRINGS	COOLER RENTAL	8.00
		ALL STARR TERMITE & PEST CONTROL DBA:	SEPTEMEBR 2021 PEST CONTRO	1,082.62
		APPLE.COM/BILL	ICLOUD STORAGE	0.99
		CINTAS CORPORATION #86	MATS	74.10
			MATS	86.34
			MATS	109.10
			MATS	181.08
		TALLEY, JORDAN DBA W&J HOME REPAIR	ANIMAL SHELTER REPAIRS	2,010.00
			RECONSTRUCT LOBBY	10,085.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	CAMERA SYSTEM	167.58
		WEATHERPROOFING TECHNOLOGIES, INC. DBA	MOODY MUSEUM	2,523.33
			POLICE ROOF	2,564.47
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	11.88
			TOTAL:	31,784.43
INTERNAL SVC/ I T DEPT GENERAL FUND		AT&T	INTERNET	1,481.60
		AMAZON.COM SALES, INC DBA: AMAZON.COM	NETWORK ROUTER	86.47

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	108.01
			FICA CONTRIBUTIONS AND MAT	106.97
			FICA CONTRIBUTIONS AND MAT	106.97
			MEDICARE CONTRIB AND MATCH	25.26
			MEDICARE CONTRIB AND MATCH	25.02
			MEDICARE CONTRIB AND MATCH	25.02
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	272.49
			TMRS CONTRIBUTIONS	272.49
			TMRS CONTRIBUTIONS	272.49
		TIME WARNER CABLE DBA SPECTRUM	CABLE	75.04
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	12.04
		VERIZON WIRELESS	CELL PHONE	46.00
			MIFI	72.00
		OLLE NETWORK TECH CONSULTANTS DBA ON T	IT CONSULTING	7,606.77
			CYLANCE	540.00
		SHARCO TECHNOLOGIES, INC.	911 REMOTE SUPPORT	96.00
			ADD EXT 1210 TP PHONE NUMB	96.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	PHONE LEASE	2,500.37
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>3.96</u>
			TOTAL:	13,830.97
NON-DEPARTMENTAL	GENERAL FUND	DUNCAN, LOIS	MUSIC ON MAIN REIM REFRESH	29.94
		PROGRESSIVE COMMERCIAL AQUATICS, INC.	MURPHY POOL PUMP REPLACE	17,650.00
		SVATEK, DENNIS RAY JR.	10/21/21 CZECH MUSIC MASTE	500.00
		TAYLOR PRESS	9/12/2021 MUSIC ON MAIN	130.00
		WHITTLESEY LANDSCAPE SUPPLIES & RECY.	2ND ST. NEW CONCR.BINS-ROC	483.66
		MCCOY, JANETTA	REIMB CACTUS LEE REFRESHME	<u>32.12</u>
			TOTAL:	18,825.72
HOTEL/MOTEL TAX	HOTEL/MOTEL FUND	ARSENAL ADVERTISING LLC DBA: ARSENAL	TAYLOR MADE ADS AUGUST 202	<u>1,887.01</u>
			TOTAL:	1,887.01
CONTRIBUTE CIVIC PROGR MAIN STREET REVENU	JPMORGAN CHASE BANK NA	MOO PRINT SALES TAX REFUND		30.50-
	FACEBOOK INC	MUS.ON MAIN-CHUBBY KNUCKLE		25.00
	MOO PRINT INC.	FLYERS & POSTCARDS		411.75
	WHITE, MITCHELL RAY	9/11/21 MUSIC @ FARMERS MA		75.00
	DEVFOUNDRIES, LLC	9/4/21 FARMERS MARKET PERF		75.00
	SEC PLANNING, LLC	DOWNTOWN STREETSCAPE ENHAN		<u>300.00</u>
		TOTAL:		856.25
2013 BOND PROJECTS	GENERAL CAPITAL IM WILLIAMSON COUNTY AUDITOR'S OFFICE	PAY #7 CR 101 PROJECT		<u>150,331.13</u>
		TOTAL:		150,331.13
2019 GO BONDS PROJECTS GENERAL CAPITAL IM SMITH CONTRACTING CO INC		PAY#13/2019 ST RECON		231,893.76
		PAY#14/2019 ST RECON		597,870.25
	WILLIAMSON COUNTY	JUSTICE CENTER PARCEL 2 AW		<u>411,000.00</u>
		TOTAL:		1,240,764.01
2019 MDUS BOND PROJECT MDUS IMPROVEMENT P REYES, RICARDO		1ST & ROYAL EASEMENT		<u>1,350.00</u>
		TOTAL:		1,350.00
NON-DEPARTMENTAL	ROADWAY IMPACT FEE MISCELLANEOUS LETICIA MORALES	LETICIA MORALES:REIM WD PE		<u>159.00</u>
		TOTAL:		159.00
TRANSPORTATION	TRANSPORTATION FUN ERGON ASPHALT & EMULSIONS, INC	ST,GR/SS-1 EMULSION OIL		1,342.34
		ST,GR/SS-1 EMULSION OIL		700.59

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		VULCAN CONSTRUCTION MATERIALS, LP DBA:	ST,GR/30 LOADS D COLD MIX	38,428.79
			ST,GR/30 LOADS D COLD MIX	4,443.10
			ST,GR 4 lds De cold mix	<u>2,930.09</u>
			TOTAL:	47,844.91
NON-DEPARTMENTAL	SANITATION FUND	TEXAS COMPTROLLER OF PUBLIC ACCOUNTS	SALES&USE TAX ENDING 8/31/	<u>8,038.60</u>
			TOTAL:	8,038.60
NON-DEPARTMENTAL	PUBLIC UTILITIES F	AFLAC	AFLAC SEPT. INV,	218.49
		HOLT CAT	WWT/DIESEL GENERATOR	36,248.30
		MISCELLANEOUS LETICIA MORALES	LETICIA MORALES:REIM WD PE	275.00
		NATIONWIDE RETIREMENT SOLUTIONS	NATIONWIDE CONTRIBUTIONS	60.00
			NATIONWIDE CONTRIBUTIONS	60.00
			NATIONWIDE CONTRIBUTIONS	60.00
		PRE-PAID LEGAL SERVICES, INC. DBA LEGA	PRE-PAID LEGAL JULY 2020	18.95
		RABA KISTNER, INC.	MUSTANG CREEK WWTP IMPROVE	894.30
		INLAND GEODETICS, LLC	RCR SEWER LINE SURVEY AUG	4,800.00
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FEDERAL WITHHOLDING	3,355.73
			FEDERAL WITHHOLDING	3,257.35
			FEDERAL WITHHOLDING	3,525.09
			FICA CONTRIBUTIONS AND MAT	2,657.08
			FICA CONTRIBUTIONS AND MAT	2,390.40
			FICA CONTRIBUTIONS AND MAT	2,523.70
			MEDICARE CONTRIB AND MATCH	621.39
			MEDICARE CONTRIB AND MATCH	559.06
			MEDICARE CONTRIB AND MATCH	590.25
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	3,082.55
			TMRS CONTRIBUTIONS	2,762.45
			TMRS CONTRIBUTIONS	2,912.92
		UNITED WAY OF WILLIAMSON COUNTY	UNITED WAY CONTRIBUTIONS	5.00
		UNUM LIFE INS CO OF AMERI	UNUM LIFE INS. PAYABLE	78.65
		ICMA-RC PLAN SPONSOR SERVICES	ICMA-RC CONTRIBUTIONS	25.00
			ICMA-RC CONTRIBUTIONS	25.00
			ICMA-RC CONTRIBUTIONS	25.00
		MILLS, TERESA NICHOLE c/o TX CHILD SUP	01-346 EDWARD AVALOS, JR.	312.46
			01-346 EDWARD AVALOS, JR.	312.46
			01-346 EDWARD AVALOS, JR.	312.46
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	23.76
		JOHNSTON, JENNIFER LEANN	ERIC LUCAS	502.86
			ERIC LUCAS	502.86
			ERIC LUCAS	<u>502.86</u>
			TOTAL:	73,501.38
UTILITIES ADMINISTRATI	PUBLIC UTILITIES F	AMAZON.COM SALES, INC DBA: AMAZON.COM	IPHONE CASE	34.39
		BRINKS, INC.	SEPTEMBER 2021 BRINKS	787.61
		DATAPROSE LLC	TAY FREE CHLORINE BURN NOT	529.83
		TYLER TECHNOLOGIES, INC	WEBSITE MAINTENANCE	50.00
			UTILITY BILLING ONLINE	220.00
		MOSS & MOSS INC. #3000	UB GLOVES, LOOPERS, WRENCH	129.14
		MOSS & MOSS INC. #6000	RATCHET, COMB WRENCH, HAMM	228.31
		OFFICE DEPOT CORPORATION	UB OFFICE SUPPLIES	291.96
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	532.95
			FICA CONTRIBUTIONS AND MAT	531.51
			FICA CONTRIBUTIONS AND MAT	542.31
			MEDICARE CONTRIB AND MATCH	124.64
			MEDICARE CONTRIB AND MATCH	124.31

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			MEDICARE CONTRIB AND MATCH	126.84
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	1,200.67
			TMRS CONTRIBUTIONS	1,200.39
			TMRS CONTRIBUTIONS	1,223.83
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	52.22
		VERIZON WIRELESS	CELL PHONE	138.00
			AIRCARD	108.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>27.72</u>
			TOTAL:	8,204.63
WASTEWATER TREATMENT	PUBLIC UTILITIES F AT&T		WASTE WATER	71.10
		AQUA-TECH LABORATORIES, INC.	JULY 21 ANALYSIS	1,136.74
		PROGRESSIVE WASTE SOLUTIONS DBA WC OF	WWT/8 20YD	3,880.40
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	11,489.90
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	481.00
			FICA CONTRIBUTIONS AND MAT	449.51
			FICA CONTRIBUTIONS AND MAT	546.27
			MEDICARE CONTRIB AND MATCH	112.49
			MEDICARE CONTRIB AND MATCH	105.13
			MEDICARE CONTRIB AND MATCH	127.76
		STENCE ELECTRIC	MOVE BREAKER WWTP	190.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	1,104.99
			TMRS CONTRIBUTIONS	998.96
			TMRS CONTRIBUTIONS	1,209.02
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	41.10
		VERIZON WIRELESS	CELL PHONE	102.00
		LAMB, JAMES	INDUSTRIAL PRETREATMENT	168.00
		LAPRADE, NAPTALLY	VALVE AND HYDRANT TRAINING	48.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>15.84</u>
			TOTAL:	22,278.21
DISTRIBUTION/COLLECTIO	PUBLIC UTILITIES F AT&T		PUMP STATION	229.61
		AMAZON.COM SALES, INC DBA: AMAZON.COM	IPHONE CASE	36.50
			PHONE CLIP	13.98
		NCH CORPORATION DBA	GRRR, TRAILBLAZER	1,138.25
		CITY OF ROUND ROCK	BAC T'S AUG 2021	440.00
		DEPT OF STATE HEALTH SERVICES DBA LAB	WATER TESTING	222.66
		GULF COAST PAPER CO. INC.	TISSUE PAPER	50.25
			TISSUE	49.88
		CORE & MAIN LP	CLAMPS	695.64
			CLAMPS	380.25
		MOSS & MOSS INC. #3000	KEYS	3.98
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	3,046.40
		REYES READY-MIX CONCRETE, LLC	CONCRETE- 1803 OLD COUPLAN	576.12
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	1,643.13
			FICA CONTRIBUTIONS AND MAT	1,409.38
			FICA CONTRIBUTIONS AND MAT	1,435.12
			MEDICARE CONTRIB AND MATCH	384.26
			MEDICARE CONTRIB AND MATCH	329.62
			MEDICARE CONTRIB AND MATCH	335.65
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	3,621.60
			TMRS CONTRIBUTIONS	3,112.37
			TMRS CONTRIBUTIONS	3,168.25
		TECHLINE PIPE, L.P	U-BRANCH, ANGLE STOP	131.51
			MEGALUGS	172.45
		THOMAS, SAM	VALVE AND HYDRANT TRAINING	48.00

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			TONY KORIOETH SUPERVISORY A	32.00
		ATMOS ENERGY	1200 N. MAIN ST-NATURAL GA	151.22
		UNITED RENTALS (NORTH AMERICA), INC.	WANCO SOLAR MESSAGE BOARD	12,492.60
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	97.63
			ADJ/ TROY GONZALEZ	1.58
			ADJ/E. LUCAS	1.13
			ADJ/ R. BENITEZ	1.13
			ADJ/ D. ROJAS	1.59
		VERIZON WIRELESS	CELL PHONE	322.00
			IPADS	72.00
		WAL-MART COMMUNITY/GEMB	WHITE OUT	5.48
			BATTERIES	57.84
			BULBS	4.97
			GLADE	1.94
			PENS, PENCIL CUP, PHONE CA	36.04
		MCCOY'S BUILDING SUPPLY	T-POST, UTILITY PANEL	115.19
		HAYDAY, INC DBA: CTWP	TASKALFA 3253CI MFP	234.40
		AT&T U-VERSE	INTERNET-UTILITY MAINT	75.27
		CINTAS CORPORATION #86	UNIFORM RENTAL	175.93
			UNIFORM RENTAL	377.89
			UNIFORM RENTAL-UTILITY MAI	172.22
		AVALOS, EDWARD	TONY KORIOETH SUPERVISORY A	32.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	35.64
		ALTERMAN, INC.	SCADA HMI UPGRADES	48,619.00
		COMMUNITY COFFEE COMPANY LLC	COFFEE SERVICE	121.05
			TOTAL:	85,912.60
UTILITIES NONDEPARTMEN	PUBLIC UTILITIES F	BRAZOS RIVER AUTHORITY	EWC WTP/O&M 399	166,512.86
		RUSSELL RODRIGUEZ HYDE BULLOCK LLP	CCN MATTERS-ART RODRIGUEZ	837.50
			TOTAL:	167,350.36
NON-DEPARTMENTAL	UTILITY IMPACT FEE MISCELLANEOUS	LETICIA MORALES	LETICIA MORALES:REIM WD PE	615.00
		LETICIA MORALES	LETICIA MORALES:REIM WD PE	885.00
			TOTAL:	1,500.00
NON-DEPARTMENTAL	UTILITY IMPACT FEE LEONARD, JENNY REBECCA DBA: LIONHEART		COMPREHENSIVE PLAN	6,376.00
			TOTAL:	6,376.00
NON-DEPARTMENTAL	AIRPORT FUND	PO HOLDING LLC DBA/DISCOVERY BENEFITS	38705	54.16
		PRE-PAID LEGAL SERVICES, INC. DBA LEGA	PRE-PAID LEGAL JULY 2020	18.95
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FEDERAL WITHHOLDING	456.95
			FEDERAL WITHHOLDING	223.94
			FEDERAL WITHHOLDING	223.94
			FICA CONTRIBUTIONS AND MAT	305.46
			FICA CONTRIBUTIONS AND MAT	151.19
			FICA CONTRIBUTIONS AND MAT	174.75
			MEDICARE CONTRIB AND MATCH	71.44
			MEDICARE CONTRIB AND MATCH	35.36
			MEDICARE CONTRIB AND MATCH	40.87
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRs CONTRIBUTIONS	352.60
			TMRs CONTRIBUTIONS	172.06
			TMRs CONTRIBUTIONS	198.66
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	3.56
			TOTAL:	2,483.89
AIRPORT OPERATIONS DEP	AIRPORT FUND	AT&T	AIRPORT	111.90

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		AVFUEL CORP.	JET A FUEL	13,802.53
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	501.13
		RISE SKYBEAM/JAB BROADBAND INC.	AIRPORT INTERNET	99.43
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	305.46
			FICA CONTRIBUTIONS AND MAT	151.19
			FICA CONTRIBUTIONS AND MAT	174.75
			MEDICARE CONTRIB AND MATCH	71.44
			MEDICARE CONTRIB AND MATCH	35.36
			MEDICARE CONTRIB AND MATCH	40.87
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	678.00
			TMRS CONTRIBUTIONS	330.85
			TMRS CONTRIBUTIONS	382.00
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	12.04
		VERIZON WIRELESS	CELL PHONE	46.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>7.92</u>
			TOTAL:	16,750.87
NON-DEPARTMENTAL	CEMETERY OPERATING	EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FEDERAL WITHHOLDING	230.32
			FEDERAL WITHHOLDING	178.88
			FEDERAL WITHHOLDING	225.20
			FICA CONTRIBUTIONS AND MAT	226.31
			FICA CONTRIBUTIONS AND MAT	192.57
			FICA CONTRIBUTIONS AND MAT	223.48
			MEDICARE CONTRIB AND MATCH	52.92
			MEDICARE CONTRIB AND MATCH	45.04
			MEDICARE CONTRIB AND MATCH	52.27
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	256.73
			TMRS CONTRIBUTIONS	218.79
			TMRS CONTRIBUTIONS	253.68
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	<u>3.56</u>
			TOTAL:	2,159.75
CEMETERY OPERATING DEP	CEMETERY OPERATING	AT&T	CEMETERY	49.91
		ADT SECURITY SERVICES INC	CEMETERY SECURITY	217.86
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	55.12
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	226.31
			FICA CONTRIBUTIONS AND MAT	192.57
			FICA CONTRIBUTIONS AND MAT	223.48
			MEDICARE CONTRIB AND MATCH	52.92
			MEDICARE CONTRIB AND MATCH	45.04
			MEDICARE CONTRIB AND MATCH	52.27
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	493.64
			TMRS CONTRIBUTIONS	420.68
			TMRS CONTRIBUTIONS	487.77
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	20.66
		VERIZON WIRELESS	CELL PHONE	51.00
			AIRCARD	36.00
		AT&T U-VERSE	INTERNET-CEMETERY	55.00
			INTERNET-CEMETERY	55.00
		CINTAS CORPORATION #86	CEM/UNIFORMS	9.98
			ST,GR, CEM UNIFORMS	9.98
			CEM/UNIFORMS	9.98
			CEM/UNIFORMS	9.98
		KNIPPA, DANIEL	6 REG/1 ASH 8/16/21-8/31/2	4,200.00
			6 REG/1 ASH 9/2/21-9/13/21	4,200.00
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	7.92

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			TOTAL:	11,183.07
NON-DEPARTMENTAL	FLEET SERVICES OPE AFLAC	AFLAC SEPT. INV,		152.07
	NATIONWIDE RETIREMENT SOLUTIONS	NATIONWIDE CONTRIBUTIONS		35.00
		NATIONWIDE CONTRIBUTIONS		35.00
		NATIONWIDE CONTRIBUTIONS		35.00
	PRE-PAID LEGAL SERVICES, INC. DBA LEGA	PRE-PAID LEGAL JULY 2020		33.90
	EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FEDERAL WITHHOLDING		450.10
		FEDERAL WITHHOLDING		448.56
		FEDERAL WITHHOLDING		432.75
		FICA CONTRIBUTIONS AND MAT		288.19
		FICA CONTRIBUTIONS AND MAT		287.40
		FICA CONTRIBUTIONS AND MAT		281.20
		MEDICARE CONTRIB AND MATCH		67.40
		MEDICARE CONTRIB AND MATCH		67.21
		MEDICARE CONTRIB AND MATCH		65.77
	TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS		340.12
		TMRS CONTRIBUTIONS		340.13
		TMRS CONTRIBUTIONS		333.11
	UNUM LIFE INS CO OF AMERI	UNUM LIFE INS. PAYABLE		58.20
			TOTAL:	3,751.11
FLEET SERVICES SECTION	FLEET SERVICES OPE ARNOLD OIL COMPANY OF AUSTIN, LP DBA A	TRPSC FUEL		43.98
		#166 WIPER BLADES		9.98
		#571 OIL FILTER		56.51
		#108 OIL FILTER		43.15
		#338 OIL FILTER		52.52
		T-1 ANTIFREEZE		72.30
		#618 OIL FILTER		41.07
		PARKS WEED EATER SPARK PLU		68.80
		#338 OIL FILTER		31.61
		POLICE DEPT OIL		70.56
		TRPSC TIRE KIT		14.35
		WINDSHIELD WASH		7.70
		E-2 OIL		65.94
		FIRE DEPT FUEL		88.98
	AMAZON.COM SALES, INC DBA: AMAZON.COM	PAPER & FLASHLIGHTS		64.00
		IPHONE CASE		36.32
	AUSTIN TURF & TRACTOR	#728 FUEL SENDER		187.61
	PATEL ASSOCIATES INC. DBA BATTERIES PL	#99 BATTERY		20.71
	COUFAL-PRATER EQUIP LLC DBA UNITED AG	TIRE PLUG REFILLS		35.97
	COVERT COUNTRY OF HUTTO	#343 COOLANT LEAK		74.95
	DEFENDER SUPPLY LLC	POLICE MICROPHONE		121.00
	DANIEL SCHNOOR	ZEUM DIAGNOSTIC SCANNER		9,499.00
	HENNA CHEVROLET INC	POLICE DEPT WIPER BLADES		106.35
		#800 WIPER BLADES		44.96
		#269 WIPER BLADES		44.54
		#343 HOSE		7.95
		#303 WIPER BLADES		24.02
		#734/#624/#618 WIPER BLADE		134.88
		POLICE TAHOE HOSE		7.95
		#338 SENSOR		52.42
		#338 OIL CAP		4.61
		#338 LINKS		328.41
		@338 MOUNT		267.40
		#337 INJECTOR		89.62

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			#338 LINK	77.16
			#342 WIPER BLADES	12.01
		RAPID EXPRESS CAR WASH	CAR WASH-JIM GRAY	12.00
		RDO EQUIPMENT CO.	621 RIM	1,286.41
		EFTPS-ELECTRONIC FEDERAL TAX PAYMENT S	FICA CONTRIBUTIONS AND MAT	288.19
			FICA CONTRIBUTIONS AND MAT	287.40
			FICA CONTRIBUTIONS AND MAT	281.20
			MEDICARE CONTRIB AND MATCH	67.40
			MEDICARE CONTRIB AND MATCH	67.21
			MEDICARE CONTRIB AND MATCH	65.77
		SPILLAR CUSTOM HITCHES, INC.	#745 MATS	150.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TMRS CONTRIBUTIONS	654.00
			TMRS CONTRIBUTIONS	654.01
			TMRS CONTRIBUTIONS	640.53
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	28.38
		VERIZON WIRELESS	CELL PHONE	92.00
			MIFI	36.00
		WILLIAMSON COUNTY EQUIP.	WEEDEATER CARBURETOR	55.91
			WEEDEATER HEAR HEAD-STR/GR	163.69
		CINTAS CORPORATION #86	FLEET - UNIFORMS	12.02
			FLEET, UNIFORMS	12.02
			FLEET UNIFORMS	12.02
			FLEET UNIFORMS	12.02
		GADDES, LARRY, WILLIAMSON CTY TAX ASSE	REG CONVENIENCE FEE	3.00
			VEH REGISTRATION	139.50
			VEH REG CONVENIENCE FEE	0.18
			#303 REGISTRATION	8.25
			CONV FEE- FLEET REGISTRATI	1.60
			FLEET REGISTRATION	74.25
		INLAND TRUCK PARTS COMPANY	#515 AIR VALVE	196.62
		FUEL BLENDERS INC.	USED OIL	100.00
		FLEETCOR TECHNOLOGIES, INC.LLC DBA FUE	FUEL	10,912.30
			FUEL	7,506.29
		SOUTHERN TIRE MART	#734 TIRES	500.80
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION OCT.INV.	7.92
			TOTAL:	36,238.18
FLEET REPLACEMENT	FLEET REPLACEMENT	JOHN DEERE FINANCIAL F.S.B.DBA DEERE C	PAY #47 WDL SWPR	925.29
			PAY #47 WDL SWPR	49.79
			(2) JD GATOR LEASE	542.28
			TOTAL:	1,517.36
NON-DEPARTMENTAL	POOLED CASH	JPMORGAN CHASE BANK NA	8/2/2021-8/27/2021 TRANSAC	11,659.06
			8/19/21-9/15/21 TRANSACTIO	13,438.70
			TOTAL:	25,097.76

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
===== FUND TOTALS =====				
100	GENERAL FUND			915,116.26
120	HOTEL/MOTEL FUND			1,887.01
123	MAIN STREET REVENUE FUND			856.25
162	GENERAL CAPITAL IMPROVEME			1,391,095.14
164	MDUS IMPROVEMENT PROJECTS			1,350.00
200	ROADWAY IMPACT FEE FUND			159.00
210	TRANSPORTATION FUND			47,844.91
320	SANITATION FUND			8,038.60
340	PUBLIC UTILITIES FUND			357,247.18
345	UTILITY IMPACT FEE FUND			7,876.00
350	AIRPORT FUND			19,234.76
370	CEMETERY OPERATING FUND			13,342.82
382	FLEET SERVICES OPERATING			39,989.29
384	FLEET REPLACEMENT FUND			1,517.36
950	POOLED CASH			25,097.76

	GRAND TOTAL:			2,830,652.34

TOTAL PAGES: 20

SELECTION CRITERIA

SELECTION OPTIONS

VENDOR SET: 95-CITY OF TAYLOR
VENDOR: All
CLASSIFICATION: All
BANK CODE: All
ITEM DATE: 0/00/0000 THRU 99/99/9999
ITEM AMOUNT: 99,999,999.00CR THRU 99,999,999.00
GL POST DATE: 9/01/2021 THRU 9/30/2021
CHECK DATE: 0/00/0000 THRU 99/99/9999

PAYROLL SELECTION

PAYROLL EXPENSES: NO
EXPENSE TYPE: N/A
CHECK DATE: 0/00/0000 THRU 99/99/9999

PRINT OPTIONS

PRINT DATE: None
SEQUENCE: By Department
DESCRIPTION: Distribution
GL ACCTS: NO
REPORT TITLE: C O U N C I L R E P O R T
SIGNATURE LINES: 0

PACKET OPTIONS

INCLUDE REFUNDS: YES
INCLUDE OPEN ITEM:NO

Attachment D

Balance Sheets by Funds

General Fund
Tax Increment Financing Fund
Hotel Occupancy Tax Fund
Main Street Fund
Municipal Court Special Fee Fund
Library Grant/Donations Fund
Roadway Impact Fee Fund
Transportation User Fee Fund
Municipal Drainage Utility System Fund
Sanitation Fund
Public Utilities Fund
Utility Impact Fee Fund
Airport Fund
Cemetery Fund
Fleet Services Operating Fund
Fleet Replacement Fund

100-GENERAL FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
100-100-100	PETTY CASH	1,450.00
100-100-102	CLAIM ON POOLED CASH	(5,664,022.57)
100-100-103	SECURITY INVESTMENTS	3,495,940.00
100-100-104	SAFEKEEPING CHECKING ACCT	0.00
100-100-105	MONEY MARKET @CNB #4260618	12,231.75
100-100-106	VALERO DONATION FUNDS TEXPOOL	279,106.55
100-100-107	GEN OPERATING TXCLASS 0008	3,312,035.23
100-100-108	NED TRUST(MOODY)TEXSTAR	200,746.90
100-100-109	PRINCOR GEN FUND 6FR-139362	0.00
100-100-110	TEXPOOL 2465300006 POOLED CASH	5,154,737.36
100-100-113	TEXPOOL 2465300015 N MOODY	29,198.88
100-120-100	PROPERTY TAXES RECEIVABLE	170,970.17
100-120-103	MISC. ACCOUNTS RECEIVABLE	183,936.48
100-120-110	ALLOWANCE UNCOLLECTED TAXES	0.00
100-120-120	SALES TAXES RECEIVABLE	656,948.95
100-120-130	ACCTS RECEIVABLE GARBAGE	0.00
100-120-131	ALLOWANCE - GARBAGE	0.00
100-120-140	GRANTS RECEIVABLE	14,423.50
100-120-141	FRANCHISE TAX RECEIVABLE	156,008.48
100-120-240	DUE FROM TAXES	0.00
100-120-250	DUE FROM FUND 350 FOR LOAN	0.00
100-120-251	DUE FROM FUND 350	0.00
100-120-255	DUE FROM OTHER FUNDS	162,531.92
100-120-302	TEDC REIMBURSE FOR MAIN ST	0.00
100-150-100	OTHER ASSETS (AUDITOR'S ENTRY)	0.00
100-170-100	CURRENT YR RES FOR ENCUMBRANCE	(556,412.47)
100-170-101	PRIOR YR RES FOR ENCUMBRANCE	342,883.07
100-170-103	PRE-PAY HEALTH INSURANCE	0.00
100-180-101	DUE FROM SOURCES-GRANT REVENUE	0.00
100-190-102	DEFERRED CHGS-BOND ISSUE COST	<u>0.00</u>
		<u>7,952,714.20</u>
TOTAL ASSETS		7,952,714.20
		=====
LIABILITIES		
=====		
100-200-100	ACCRUED PAYBLES	0.00
100-200-110	ENCUMBERED PAYABLE GEN.	(556,412.47)
100-200-111	PRIOR YEAR ENCUMBRANCE	342,883.07
100-200-200	FICA & MEDICARE PAYABLE	7,212.25
100-200-201	FEDERAL WITHHOLDING PAYABLE	10,025.23
100-200-202	TMRS PAYABLE	0.00
100-200-203	DEFERRED COMP PAYABLE	2,547.54
100-200-204	CIVIL SERVICE-SICK LEAVE	0.00
100-200-205	TEDC SALES TAX PAYABLE	0.00
100-200-210	CHILD SUPPORT PAYABLE	(462.15)
100-200-211	GARNISHMENTS PAYABLE	271.57
100-200-212	UNUM LIFE INS PAYABLE	1,345.59
100-200-213	DENTAL PAYABLE	612.18

100-GENERAL FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
100-200-214	AFLAC PAYABLE	3,683.77
100-200-215	CLOTHES RENTAL PAYABLE	0.00
100-200-216	CINCINNATI LIFE PAYABLE	28.71
100-200-218	BLUE CHOICE PAYABLE	27.62
100-200-219	SCOTT & WHITE HEALTH PAYABLE	30,192.44
100-200-220	S&W PAYABLE 2001-2011	(9,793.98)
100-200-221	FLEXIBLE SPENDING (FSA) PAYABL	(2,651.52)
100-200-222	PRE-PAID LEGAL PAYABLE	(1,370.35)
100-200-228	MISC DEDUCTIONS PAYABLE	0.00
100-200-229	MET LIFE DENTAL PAYABLE	(551.91)
100-200-230	UNITED WAY PAYABLE	1.45
100-200-231	MEMBERSHIP/DUES PAYABLE	200.00
100-200-232	COURT BOND REFUND PAYABLE	(709.80)
100-200-233	OTHER A/P PENDING (AUDITOR)	(52,259.66)
100-200-235	VISION PLAN PAYABLE	248.24
100-200-300	RETAINAGE PAYABLE	(15,044.99)
100-200-301	COURT COLLECTIONS	18,497.19
100-200-401	WAGES PAYABLE	0.00
100-200-500	DUE TO OTHER FUNDS	416,842.91
100-200-502	DUE TO STATE/COURT FEES	20,498.13
100-200-503	DUE TO COMPT. SALES TAX	0.00
100-200-504	DUE TO TEDC-MONTHLY SALES TAX	6,074.20
100-200-505	DUE TO OMNIBASE SERVICES INC	(654.46)
100-200-507	DUE TO S&W/COBRA FROM OTHERS	(4,348.31)
100-200-508	DUE TO TISD:HOUSING AUTH PILOT	0.00
100-200-509	DUE TO TMRS FROM TEDC	(3,282.69)
100-210-111	DUE TO I&S (TAX COLLECTIONS)	67,925.54
100-210-191	DUE TO OTHERS FROM EVIDENCE	0.00
100-220-100	TAX DISTRIBUTION	0.00
100-240-100	DEFERRED TAX REVENUE	170,970.17
100-240-101	UNCLAIMED FUNDS	14,999.34
100-240-102	DEFERRED REV-BOND PREMIUM	0.00
100-240-103	DEFERRED REVENUE	0.00
100-240-104	REFUNDABLE FACILITY DEPOSITS	<u>3,925.00</u>
TOTAL LIABILITIES		<u>471,469.85</u>
EQUITY		
=====		
100-260-110	PREPAYMNT PERMT M2E3LLC 100YRS	2,478.19
100-260-111	RESERVE CHRISTMAS DONATIONS	5,475.00
100-260-113	ESCROW-BONDS POSTED-DEFENDENTS	3,838.45
100-265-100	RESTRICTED PORTION FUND BA	0.00
100-270-100	FUND BALANCE	6,561,155.67
100-280-100	ASSIGNED FUND BALANCE	<u>32,396.29</u>
TOTAL BEGINNING EQUITY		6,605,343.60
TOTAL REVENUE		17,701,767.26
TOTAL EXPENSES		<u>16,825,866.51</u>
TOTAL INCREASE/(DECREASE) IN FUND BAL.		875,900.75
TOTAL EQUITY & FUND BALANCE		<u>7,481,244.35</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE		7,952,714.20
=====		

119-TIF (TAX INCREMENT FUND)

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
119-100-102	CLAIM ON POOLED CASH	(6,278.80)	
119-100-103	SECURITY INVESTMENTS	0.00	
119-100-104	SAFEKEEPING CHECKING ACCT	0.00	
119-100-115	TEXPOOL 246530004 TIF PROP TAX	238,197.37	
119-120-103	MISC ACCOUNTS RECEIVABLE	0.00	
119-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
119-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>0.00</u>	
			<u>231,918.57</u>
TOTAL ASSETS			231,918.57
			=====
LIABILITIES			
=====			
119-200-110	CURRENT YEAR ENCUMBRANCE	0.00	
119-200-111	PRIOR YEAR ENCUMBRANCE	0.00	
119-200-300	RETAINAGE PAYABLE	0.00	
119-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		<u>0.00</u>
EQUITY			
=====			
119-270-100	FUND BALANCE	<u>245,037.41</u>	
	TOTAL BEGINNING EQUITY	245,037.41	
TOTAL REVENUE		385,743.41	
TOTAL EXPENSES		<u>398,862.25</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(13,118.84)	
TOTAL EQUITY & FUND BALANCE			<u>231,918.57</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			231,918.57
			=====

120-HOTEL/MOTEL FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
120-100-102	CLAIM ON POOLED CASH	87,023.75	
120-120-103	MISC ACCOUNTS RECEIVABLE	0.00	
120-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
120-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>0.00</u>	
			<u>87,023.75</u>
TOTAL ASSETS			87,023.75
			=====
LIABILITIES			
=====			
120-200-110	CURRENT YEAR ENCUMBRANCE	0.00	
120-200-111	PRIOR YEAR ENCUMBRANCE	0.00	
120-200-500	ACCOUNTS PAYABLE PENDING	42,953.92	
120-200-505	DUE TO SAYDA 380 AGREEMENT	<u>0.00</u>	
	TOTAL LIABILITIES		<u>42,953.92</u>
EQUITY			
=====			
120-270-100	FUND BALANCE	<u>59,448.18</u>	
	TOTAL BEGINNING EQUITY	59,448.18	
TOTAL REVENUE		184,979.27	
TOTAL EXPENSES		<u>200,357.62</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(15,378.35)	
TOTAL EQUITY & FUND BALANCE			<u>44,069.83</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			87,023.75
			=====

123-MAIN STREET REVENUE FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
123-100-102	CLAIM ON POOLED CASH	101,677.36	
123-120-103	MISC ACCOUNTS RECEIVABLES	0.00	
123-170-100	CURRENT YR RES FOR ENCUMBRANCE	(11,910.00)	
123-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>1,985.00</u>	
			<u>91,752.36</u>
TOTAL ASSETS			91,752.36
			=====
LIABILITIES			
=====			
123-200-110	CURRENT YEAR ENCUMBRANCE	(11,910.00)	
123-200-111	PRIOR YEAR ENCUMBRANCE	1,985.00	
123-200-500	ACCOUNTS PAYABLE PENDING	7,788.38	
123-240-100	PRE-REGISTER FESTIVAL/CARSHOW	<u>4,040.00</u>	
TOTAL LIABILITIES			<u>1,903.38</u>
EQUITY			
=====			
123-270-100	FUND BALANCE	<u>72,589.69</u>	
TOTAL BEGINNING EQUITY		72,589.69	
TOTAL REVENUE		46,175.00	
TOTAL EXPENSES		<u>28,915.71</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		17,259.29	
TOTAL EQUITY & FUND BALANCE			<u>89,848.98</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			91,752.36
			=====

125-MUNICIPAL CRT SPECIAL FEE

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
125-100-102	CLAIM ON POOLED CASH	90,231.15	
125-170-100	CURRENT YR RES FOR ENCUMBRANCE	(16,595.00)	
125-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>8,924.00</u>	
			<u>82,560.15</u>
TOTAL ASSETS			82,560.15
			=====
LIABILITIES			
=====			
125-200-110	CURRENT YEAR ENCUMBRANCE	(16,595.00)	
125-200-111	PRIOR YEAR ENCUMBRANCE	8,924.00	
125-200-500	ACCOUNTS PAYABLE PENDING	<u>(352.00)</u>	
	TOTAL LIABILITIES		<u>(8,023.00)</u>
EQUITY			
=====			
125-270-100	FUND BALANCE	<u>93,991.67</u>	
	TOTAL BEGINNING EQUITY	93,991.67	
TOTAL REVENUE		12,711.79	
TOTAL EXPENSES		<u>16,120.31</u>	
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	(3,408.52)	
TOTAL EQUITY & FUND BALANCE			<u>90,583.15</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			82,560.15
			=====

129-LIBRARY GRANT/DONATION

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
129-100-102	CLAIM ON POOLED CASH	41,720.01	
129-100-103	TEXSTAR: NOBLE TRUST - 3444	924.88	
129-100-108	NED TRUST (LIBRARY) TEXSTAR	282,014.96	
129-120-103	MISC ACCTS RECEIVABLE	0.00	
129-170-100	CURRENT YR RES FOR ENCUMBRANCE	(1,436.37)	
129-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>1,436.37</u>	
			<u>324,659.85</u>
TOTAL ASSETS			324,659.85
			=====
LIABILITIES			
=====			
129-200-110	CURRENT YEAR ENCUMBRANCE	(1,436.37)	
129-200-111	PRIOR YEAR ENCUMBRANCE	1,436.37	
129-200-233	OTHER A/P PENDING (AUDITOR)	(10,945.00)	
129-200-500	ACCOUNTS PAYABLE PENDING	<u>11,330.89</u>	
	TOTAL LIABILITIES		<u>385.89</u>
EQUITY			
=====			
129-270-100	FUND BALANCE	<u>332,369.88</u>	
	TOTAL BEGINNING EQUITY	332,369.88	
TOTAL REVENUE		684.97	
TOTAL EXPENSES		<u>8,780.89</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(8,095.92)	
TOTAL EQUITY & FUND BALANCE			<u>324,273.96</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			324,659.85
			=====

200-ROADWAY IMPACT FEE FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
200-100-102	CLAIM ON POOLED CASH	402,742.99
200-170-100	CURRENT YR RES FOR ENCUMBRANCE	(77,465.00)
200-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>30,000.00</u>
		<u>355,277.99</u>
TOTAL ASSETS		355,277.99
		=====
LIABILITIES		
=====		
200-200-110	CURRENT YR ENCUMBRANCES	(77,465.00)
200-200-111	PRIOR YR ENCUMBRANCES	30,000.00
200-200-500	ACCOUNTS PAYABLE PENDING	<u>11,694.60</u>
	TOTAL LIABILITIES	(<u>35,770.40</u>)
EQUITY		
=====		
200-270-100	FUND BALANCE	<u>295,273.99</u>
	TOTAL BEGINNING EQUITY	295,273.99
TOTAL REVENUE		107,469.00
TOTAL EXPENSES		<u>11,694.60</u>
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	95,774.40
TOTAL EQUITY & FUND BALANCE		<u>391,048.39</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE		355,277.99
		=====

210-TRANSPORTATION FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
210-100-101	2019 CO BOND FUNDS TEXSTAR	665,193.44	
210-100-102	CLAIM ON POOLED CASH	1,274,614.86	
210-100-103	SECURITY INVESTMENTS	0.00	
210-100-104	SAFEKEEPING CHECKING ACCT	0.00	
210-120-130	ACCTS RECEIVABLE TRANSPORTATIO	44,864.93	
210-120-131	ALLOWANCE-TRANSPORTATION	(15,793.79)	
210-170-100	CURRENT YR RES FOR ENCUMBRANCE	(6,676.71)	
210-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>1,806.80</u>	
			<u>1,964,009.53</u>
TOTAL ASSETS			1,964,009.53
			=====
LIABILITIES			
=====			
210-200-100	ACCRUED PAYABLES	0.00	
210-200-110	CURRENT YR ENCUMBRANCES	(6,676.71)	
210-200-111	PRIOR YR ENCUMBRANCES	1,806.80	
210-200-500	ACCOUNTS PAYABLE PENDING	59,154.62	
210-240-101	UNCLAIMED FUNDS	<u>0.00</u>	
	TOTAL LIABILITIES		<u>54,284.71</u>
EQUITY			
=====			
210-270-100	FUND BALANCE	<u>4,237,677.04</u>	
	TOTAL BEGINNING EQUITY	4,237,677.04	
TOTAL REVENUE		1,639,575.37	
TOTAL EXPENSES		<u>3,967,527.59</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(2,327,952.22)	
TOTAL EQUITY & FUND BALANCE			<u>1,909,724.82</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			1,964,009.53
			=====

300-MUNICIPAL DRAINAGE UTILIT

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
300-100-102	CLAIM ON POOLED CASH	207,860.32	
300-120-100	DRAINAGE RECEIVABLE	30,872.30	
300-120-130	ALLOWANCE FOR DOUBTFUL ACCTS	(14,359.40)	
300-160-206	FIXED ASSET-WORK IN PROGRESS	0.00	
300-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
300-170-101	PRIOR YR RES FOR ENCUMBRANCE	0.00	
300-190-103	ACCUMULATED DEPRECIATION	<u>0.00</u>	
			<u>224,373.22</u>
TOTAL ASSETS			224,373.22
			=====
LIABILITIES			
=====			
300-200-104	ACCRUED INTEREST PAYABLE	0.00	
300-200-110	CURRENT YEAR ENCUMBRANCES	0.00	
300-200-111	PRIOR YEAR ENCIMBRANCES	0.00	
300-200-233	OTHER A/P PENDING (AUDITOR)	0.00	
300-200-240	BOND PAYABLE - CURRENT	0.00	
300-200-300	RETAINAGE PAYABLE	0.00	
300-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		<u>0.00</u>
EQUITY			
=====			
300-250-100	CONTRIBUTED CAPITAL-DRAINAGE	0.00	
300-270-100	FUND BALANCE	<u>206,471.60</u>	
	TOTAL BEGINNING EQUITY	206,471.60	
TOTAL REVENUE		477,704.52	
TOTAL EXPENSES		<u>459,802.90</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		17,901.62	
TOTAL EQUITY & FUND BALANCE			<u>224,373.22</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			224,373.22
			=====

320-SANITATION FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
320-100-102	CLAIM ON POOLED CASH	331,283.37	
320-120-103	MISC ACCOUNTS RECEIVABLE	20,387.31	
320-120-130	ACCTS RECEIVABLE GARBAGE	81,250.34	
320-120-131	ALLOWANCE-GARBAGE	(5,131.12)	
320-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
320-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>0.00</u>	
			<u>427,789.90</u>
TOTAL ASSETS			427,789.90
			=====
LIABILITIES			
=====			
320-200-100	ACCRUED PAYABLES	0.00	
320-200-110	CURRENT YR ENCUMBRANCES	0.00	
320-200-111	PRIOR YR ENCUMBRANCES	0.00	
320-200-500	ACCOUNTS PAYABLE PENDING	143,714.68	
320-200-503	DUE TO STATE COMPT SALES TAX	8,022.74	
320-240-101	UNCLAIMED FUNDS	<u>0.00</u>	
TOTAL LIABILITIES			<u>151,737.42</u>
EQUITY			
=====			
320-270-100	FUND BALANCE	<u>349,751.72</u>	
TOTAL BEGINNING EQUITY		349,751.72	
TOTAL REVENUE		1,790,030.39	
TOTAL EXPENSES		<u>1,863,729.63</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL. (			73,699.24)
TOTAL EQUITY & FUND BALANCE			<u>276,052.48</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			427,789.90
			=====

340-PUBLIC UTILITIES FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
340-100-100	PETTY CASH	1,350.00
340-100-101	2019 CO BOND FUNDS TEXSTAR	2,428,379.72
340-100-102	CLAIM ON POOLED CASH	1,089,065.82
340-100-103	SECURITY INVESTMENTS	0.00
340-100-104	SAFEKEEPING CHECKING ACCT	0.00
340-100-107	TEXPOOL 2465300012 TOWER RENT	601,798.85
340-100-110	TEXPOOL 2465300001 UTILITY FD	50,505.63
340-100-116	UTILITY OPERATING-TXCLASS 0007	1,022,289.84
340-100-118	TEXPOOL RATE STABILIZATION 18	647,926.41
340-100-119	TEXPOOL CAPITAL OUTLAY-ASSETS	312,344.85
340-100-120	TEXPOOL WORKING CAPITAL-CIP	461,633.24
340-100-121	TEXPOOL 2017 WWTP IMPROVMNTS	0.00
340-120-100	ACCOUNTS RECEIVABLE	432,714.46
340-120-101	CURRENT REFUND PAYABLE	8,796.66
340-120-102	UNAPPLIED CREDITS	(59,897.94)
340-120-103	MISC. ACCOUNTS RECEIVABLE	49,817.59
340-120-104	AR - AUDIT ACCRUALS	0.00
340-120-130	ALLOWANCE-ACCTS. RECEIVABLE	(27,145.30)
340-140-100	INVENTORY	99,887.93
340-150-100	BOND ISSUANCE COSTS	0.00
340-150-105	DEFERRED AMT ON REFUNDING	0.03
340-160-100	LAND	457,201.00
340-160-200	BUILDINGS	6,363,714.34
340-160-206	FIXED ASSETS: WORK IN PROGRESS	3,128,695.64
340-160-225	PLANT DISTRIBUTION/COLLECTION	49,768,167.71
340-160-235	EQUIPMENT	877,476.48
340-170-100	CURRENT YR RES FOR ENCUMBRANCE	(227,465.78)
340-170-101	PRIOR YR RES FOR ENCUMBRANCE	209,891.43
340-170-103	PRE-PAY HEALTH INSURANCE	0.00
340-190-103	ACCUMULATED DEPRECIATION	(25,105,004.28)
		<u>42,592,144.33</u>
TOTAL ASSETS		42,592,144.33
		=====
LIABILITIES		
=====		
340-200-104	ACCRUED INTEREST PAYABLE	112,619.99
340-200-110	CURRENT YEAR ENCUMBRANCES	(227,465.78)
340-200-111	PRIOR YEAR ENCUMBRANCE	209,891.43
340-200-200	FICA AND MEDICARE PAYABLE	374.60
340-200-201	FEDERAL WITHHOLDING PAYABLE	66.48
340-200-202	TMRS PAYABLE	0.00
340-200-203	DEFERRED COMP PAYABLE	159.38
340-200-204	DEFERRED CHARGES	0.00
340-200-208	ACCRUED VACATION	29,840.24
340-200-209	CHILD SUPPORT PAYABLE	90.61
340-200-210	NET PENSION LIABILITY	611,421.21
340-200-211	NEW OPED-SDBF LIABILITY	67,759.58
340-200-212	UNUM LIFE INS PAYABLE	198.27

340-PUBLIC UTILITIES FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
340-200-213	DENTAL PAYABLE	388.61
340-200-214	AFLAC PAYABLE	554.66
340-200-215	CLOTHES RENTAL PAYABLE	0.00
340-200-218	BLUE CHOICE PAYABLE	175.48
340-200-219	SCOTT & WHITE HEALTH PAYABLE	(2,712.07)
340-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00
340-200-222	PRE-PAID LEGAL PAYABLE	(212.30)
340-200-228	MISC. DEDUCTIONS PAYABLE	0.00
340-200-229	MET LIFE DENTAL PAYABLE	(135.78)
340-200-230	UNITED WAY PAYABLE	0.45
340-200-233	OTHER A/P PENDING (AUDITOR)	(15,805.47)
340-200-235	VISION PLAN PAYABLE	32.92
340-200-240	BONDS PAYABLE-CURRENT	0.00
340-200-300	RETAINAGE PAYABLE	0.00
340-200-401	WAGES PAYABLE	0.00
340-200-500	ACCOUNTS PAYABLE PENDING	851,444.11
340-200-999	UNRECONCILED DIFFERENCES	0.00
340-210-100	UNAMORT. BOND DISCOUNT	0.00
340-210-101	BOND PREMIUMS	1,143,361.39
340-210-102	DEFERRED AMT ON REFUNDING	(527,223.67)
340-210-110	DEFERRED OUTFLOW RESORCES TMRS	(107,829.37)
340-210-111	SDBF-DEF OUTFLOW OF RE CONTR	(597.35)
340-210-113	SDBF DEF INFLOW ACT EX VS ASS	3,738.45
340-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(8,404.30)
340-210-115	DEFERRED OUTFLOW INVST TMRS	117,157.00
340-210-118	DEFERRED INFLOW-ACTUAL VS ASSM	(30,535.64)
340-210-119	DEFERRED OUTFLOW-CHNG IN ASSUM	(22,719.60)
340-230-109	CAPITAL LEASE BANC ONE NEMI	0.00
340-230-111	8.745M CO SERIES 2010 (6.11M)	0.00
340-230-114	4.5M CO SERIES 2003 (65%)	0.00
340-230-115	4.2M COMB CO 2006 (4M)	3,410,000.00
340-230-116	10M COMB SERIES 2007 (7M)	5,160,000.00
340-230-117	9.615M COMB SERIES 08 (6.615M)	0.00
340-230-118	8.995 GO REFUNDING 2009	0.00
340-230-119	2.625 GO REF 2010	0.00
340-230-120	5.450M GO REF 2012 (1.460M)	560,000.00
340-230-121	4.595M 2015 GO REF (1.695M)	1,375,000.00
340-230-122	8.010M 2016 GO REF (5.065M)	5,065,000.00
340-230-123	5.34M COMB SERIES 2017(2.250M)	2,270,000.00
340-230-124	3.02M GO REF 2017 (1.585M)	1,360,000.00
340-230-125	12.590 M 2019 Cos (4.425M)	4,370,000.00
340-240-100	METER DEPOSITS	500,665.00
340-240-101	UNCLAIMED FUNDS	5,611.58
340-240-120	ALLOWANCE FOR BAD DEBT	<u>0.00</u>
TOTAL LIABILITIES		<u>26,281,910.11</u>

340-PUBLIC UTILITIES FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
EQUITY		
=====		
340-250-100	CONTRIBUTED CAPITAL-WATER OPER	454,779.30
340-250-101	CONTRIBUTED CAPITAL SEWER OPER	60,475.00
340-270-100	FUND BALANCE	<u>16,147,288.85</u>
	TOTAL BEGINNING EQUITY	16,662,543.15
	TOTAL REVENUE	9,543,887.15
	TOTAL EXPENSES	<u>9,896,196.08</u>
	TOTAL INCREASE/(DECREASE) IN FUND BAL. (	352,308.93)
	TOTAL EQUITY & FUND BALANCE	<u>16,310,234.22</u>
	TOTAL LIABILITIES, EQUITY & FUND BALANCE	42,592,144.33
=====		

345-UTILITY IMPACT FEE FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
345-100-102	CLAIM ON POOLED CASH	1,366,950.57	
345-100-103	SECURITY INVESTMENTS	1,000,000.00	
345-100-104	SAFEKEEPING CHECKING ACCT	0.00	
345-160-206	WORK IN PROGRESS	0.00	
345-160-225	PLANT DISTRIBUTION	104,188.68	
345-170-100	CURRENT YR RES FOR ENCUMBRANCE	(117,696.00)	
345-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>117,696.00</u>	
			<u>2,471,139.25</u>
TOTAL ASSETS			2,471,139.25
			=====
LIABILITIES			
=====			
345-200-110	CURRENT YEAR ENCUMBRANCE	(117,696.00)	
345-200-111	PRIOR YEAR ENCUMBRANCE	117,696.00	
345-200-233	OTHER A/P PENDING (AUDITOR)	0.00	
345-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		<u>0.00</u>
EQUITY			
=====			
345-270-100	FUND BALANCE	<u>1,923,542.85</u>	
	TOTAL BEGINNING EQUITY	1,923,542.85	
TOTAL REVENUE		693,550.00	
TOTAL EXPENSES		<u>145,953.60</u>	
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	547,596.40	
TOTAL EQUITY & FUND BALANCE			<u>2,471,139.25</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			2,471,139.25
			=====

350-AIRPORT FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
350-100-102	CLAIM ON POOLED CASH	84,026.60
350-100-106	TEXPOOL 2017 AIRPORT CONST	959,569.15
350-120-100	AIRPORT RECEIVABLES	9,173.71
350-120-101	REFUND CHECKS PAYABLE	0.00
350-120-103	MISC. ACCOUNTS RECEIVABLES	2,703.94
350-120-140	GRANTS RECEIVABLE	0.00
350-120-250	DUE FROM OTHER FUNDS (AUDITOR)	0.00
350-150-100	BOND ISSUANCE COSTS	0.00
350-150-105	DEFERRED AMT ON REFUNDING	1,922.47
350-160-100	LAND	859,833.00
350-160-200	T-HANGERS (BUILDINGS)	4,344,298.10
350-160-206	FIXED ASSETS:WORK IN PROGRESS	12,880.00
350-160-210	EQUIPMENT	107,159.00
350-160-300	RUNWAY	2,238,415.96
350-160-335	FIELD EQUIPMENT	0.00
350-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00
350-170-101	PRIOR YR RES FOR ENCUMBRANCE	0.00
350-170-103	PRE-PAY HEALTH INSURANCE	0.00
350-190-103	ACCUMULATED DEPRECIATION	(1,881,242.27)
		<u>6,738,739.66</u>
TOTAL ASSETS		6,738,739.66
		=====

LIABILITIES		
=====		
350-200-100	ACCRUED ACCOUNTS PAYABLE	0.00
350-200-110	CURRENT YEAR ENCUMBRANCE	0.00
350-200-111	PRIOR YEAR ENCUMBRANCE	0.00
350-200-200	FICA AND MEDICARE PAYABLE	128.83
350-200-201	FEDERAL WITHHOLDING PAYABLE	184.90
350-200-202	TMRS PAYABLE	0.01
350-200-210	NET PENSION LIABILITY	22,328.14
350-200-211	NEW OPED-SDBF LIABILITY	2,475.06
350-200-213	DENTAL PAYABLE	88.73
350-200-219	SCOTT & WHITE PAYABLE	50.05
350-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	15.71
350-200-222	PRE-PAID LEGAL	13.45
350-200-233	OTHER A/P PENDING (AUDITOR)	(617.76)
350-200-235	VISION PLAN PAYABLE	5.63
350-200-240	BONDS PAYABLE-CURRENT	0.00
350-200-401	WAGES PAYABLE	0.00
350-200-500	ACCOUNTS PAYABLE PENDING	2,271.58
350-200-501	DUE TO FUND 100 (LOAN ADVANCE)	0.00
350-200-502	DUE TO FUND 100	0.00
350-200-505	DUE TO OTHER FUNDS	0.00
350-200-999	UNRECONCILED DIFFERENCE	(271.67)
350-210-100	UNAMORT. BOND DISCOUNT	2,295.00
350-210-101	BOND PREMIUMS	20,853.18
350-210-110	DEFERRED OUTFLOW TMRS CONT	(3,938.70)

350-AIRPORT FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
350-210-111	SDBF DEF OUTFLOW RE CONTRIB	(21.83)
350-210-113	SDBF DEF INFLOW ACT EXP VS ASS	136.56
350-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(306.99)
350-210-115	DEFERRED OUTFLOW INVST TMRS	4,279.41
350-210-118	DEFERRED INFLOW ACT VS ASSMPT	(1,115.38)
350-210-119	DEFERRED OUTFLOW CNGS IN ASSUM	(829.88)
350-230-101	LONG TERM DEBT	0.00
350-230-102	BOND PAYABLE-\$290K REF 2010	50,000.00
350-230-103	5.34M COMB SERIES 2017(1.445M)	1,350,000.00
350-240-101	ACCRUED INTEREST PAYABLE	<u>6,051.25</u>
	TOTAL LIABILITIES	<u>1,454,075.28</u>
EQUITY		
=====		
350-250-100	CONTRIBUTED CAPITAL GRANT	4,274,320.92
350-250-101	CONTRIBUTED CAPITAL CITY	75,265.82
350-280-100	RETAINED EARNINGS	502,574.21
350-281-100	PRIOR PERIOD ADJUSTMENTS	<u>442,482.09</u>
	TOTAL BEGINNING EQUITY	5,294,643.04
TOTAL REVENUE		444,148.39
TOTAL EXPENSES		<u>454,127.05</u>
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(9,978.66)
TOTAL EQUITY & FUND BALANCE		<u>5,284,664.38</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE		<u>6,738,739.66</u> =====

370-CEMETERY OPERATING FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
370-100-102	CLAIM ON POOLED CASH	141,180.83	
370-100-103	SECURITY INVESTMENTS	54,000.00	
370-100-104	SAFEKEEPING CHECKING ACCCT	0.00	
370-120-103	MISC ACCOUNTS RECEIVABLES	13,930.40	
370-160-206	FIXED ASSETS-WORK IN PROGRESS	10,032.80	
370-170-100	CURRENT YR RES FOR ENCUMBRANCE	(959.83)	
370-170-101	PRIOR YR RES FOR ENCUMBRANCE	959.83	
370-170-103	PRE-PAY HEALTH INSURANCE	0.00	
370-190-103	ACCUMULATED DEPRECIATION	(3,009.84)	
			<u>216,134.19</u>
TOTAL ASSETS			216,134.19
			=====
LIABILITIES			
=====			
370-200-110	CURRENT YR ENCUMBRANCE	(959.83)	
370-200-111	PRIOR YEAR ENCUMBRANCE	959.83	
370-200-200	FICA & MEDICARE PAYABLE	78.07	
370-200-201	FEDERAL WITHHOLDING PAYABLE	62.55	
370-200-202	TMRS PAYABLE	0.01	
370-200-210	NET PENSION LIABILITY	32,657.06	
370-200-211	NEW OPEB-SDBF LIABILITY	3,620.02	
370-200-213	ASSURANT DENTAL PAYABLE	73.65	
370-200-219	SCOTT & WHITE HEALTH PAYABLE	283.28	
370-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00	
370-200-222	PRE-PAID LEGAL	0.00	
370-200-233	OTHER A/P PENDING (AUDITOR)	(1,342.29)	
370-200-235	VISION PLAN PAYABLE	5.86	
370-200-401	WAGES PAYABLE	0.00	
370-200-500	ACCOUNTS PAYABLE PENDING	5,670.20	
370-210-100	DUE TO CEMETERY LAND PURCHASE	0.00	
370-210-110	DEFERRED OUTFLOW CONT TMRS	(5,760.73)	
370-210-111	SDBF DEF OUTFLOW RES CONTRIB	(31.91)	
370-210-113	SDBF DEF INFLOW ACT EX VS ASSU	199.72	
370-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(449.00)	
370-210-115	DEFERRED OUTFLOW INVST TMRS	6,259.05	
370-210-118	DEFERRED INFLOW ACTUAL VS ASSM	(1,631.35)	
370-210-119	DEFERRED OUTFLOW-CHG ASSUMP	(1,213.78)	
	TOTAL LIABILITIES		<u>38,480.41</u>
EQUITY			
=====			
370-270-100	FUND BALANCE	<u>84,488.01</u>	
	TOTAL BEGINNING EQUITY	84,488.01	
TOTAL REVENUE		326,845.39	
TOTAL EXPENSES		<u>233,679.62</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		93,165.77	
TOTAL EQUITY & FUND BALANCE			<u>177,653.78</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			216,134.19
			=====

382-FLEET SERVICES OPERATING

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
382-100-102	CLAIM ON POOLED CASH	7,441.11
382-100-104	SAFEKEEPING CHECKING ACCT	0.00
382-120-250	DUE FROM OTHER FUNDS	0.00
382-160-206	ESCROW FOR EQUIPMENT PURCHASES	0.00
382-160-301	VEHICLES	0.00
382-160-303	OFFICE EQUIPMENT	0.00
382-160-305	FIELD EQUIPMENT	0.00
382-160-306	HEAVY EQUIPMENT	0.00
382-160-320	EQUIPMENT	0.00
382-170-100	CURRENT YR RES FOR ENCUMBRANCE	(74,881.95)
382-170-101	PRIOR YR RES FOR ENCUMBRANCE	57,457.53
382-170-103	PRE-PAY HEALTH INSURANCE	0.00
382-190-103	ACCUMULATED DEPRECIATION	<u>0.00</u>
		(<u>9,983.31</u>)
TOTAL ASSETS		(9,983.31)
		=====

LIABILITIES

=====		
382-200-110	CURRENT YEAR ENCUMBRANCE	(74,881.95)
382-200-111	PRIOR YEAR ENCUMBRANCE	57,457.53
382-200-200	FICA AND MEDICARE PAYABLE	147.56
382-200-201	FEDERAL WITHHOLDING PAYABLE	254.92
382-200-202	TMRS PAYABLE	0.00
382-200-203	DEFERRED COMP PAYABLE	10.15
382-200-208	ACCRUED VACATION	4,944.81
382-200-210	NET PENSION LIABILITY	74,902.63
382-200-211	NEW OPEB-SDBF LIABILITY	8,302.92
382-200-212	UNUM LIFE INSURANCE PAYABLE	29.39
382-200-213	DENTAL PAYABLE	119.56
382-200-214	AFLAC PAYABLE	187.11
382-200-215	CLOTHES RENTAL PAYABLE	0.00
382-200-218	BLUE CHOICE PAYABLE	0.00
382-200-219	SCOTT & WHITE HEALTH PAYABLE	422.81
382-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00
382-200-222	PRE-PAID LEGAL PAYABLE	85.70
382-200-229	MET LIFE DENTAL PAYABLE	0.00
382-200-233	OTHER A/P PENDING (AUDITOR)	(2,723.96)
382-200-235	VISION PLAN PAYABLE	(3.56)
382-200-401	WAGES PAYABLE	0.00
382-200-500	ACCOUNTS PAYABLE PENDING	14,814.97
382-210-110	DEFERRED OUTFLOW CONTB TMRS	(13,212.87)
382-210-111	SDBF DEF OUTFLOW RES CONTRI	(73.18)
382-210-113	SDBF DEF INFLOW ACT EXP VS ASS	458.09
382-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(1,029.82)
382-210-115	DEFERRED OUTFLOW INVST TMRS	14,355.83
382-210-118	DEFERRED INFLOW ACTUAL VS ASSM	(3,741.68)
382-210-119	DEFERRED OUTFLOW-CHNG IN ASSUMP	(2,783.95)
382-240-101	UNCLAIMED FUNDS	<u>78.32</u>

382-FLEET SERVICES OPERATING

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
TOTAL LIABILITIES		<u>78,121.33</u>
EQUITY		
=====		
382-260-121	RESERVE:FUTURE EQUIP PURCHASES	0.00
382-270-100	FUND BALANCE	(<u>25,880.33</u>)
	TOTAL BEGINNING EQUITY	(25,880.33)
TOTAL REVENUE		785,765.03
TOTAL EXPENSES		<u>847,989.34</u>
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	(62,224.31)
TOTAL EQUITY & FUND BALANCE		(<u>88,104.64</u>)
TOTAL LIABILITIES, EQUITY & FUND BALANCE		(9,983.31)
		=====

384-FLEET REPLACEMENT FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
384-100-102	CLAIM ON POOLED CASH	(56,317.87)
384-100-104	CAPITAL EQUIP ACCT 2139517	0.00
384-100-105	SIGNATURE BANK EQUIP (ESCROW)	0.00
384-100-106	FROST LEASING ESCROW 010597724	0.00
384-100-107	UMB BANK CLAYTON HOLDINGS	17,992.32
384-100-108	2018 FLEET/EQUIP TEXSTAR 20180	218,040.11
384-100-109	GOVERNMENT CAPITAL CORP	(406,722.00)
384-100-110	US BANCORP GOVERNMENT LEAS	(167,827.35)
384-120-103	MISC ACCOUNTS RECEIVABLES	0.00
384-140-100	PREPAID CAP LEASE	0.00
384-150-100	BOND ISSUANCE COSTS	0.00
384-160-206	FIXED ASSETS-WORK IN PROGRESS	0.00
384-160-320	MACHINERY & EQUIPMENT	7,655,228.68
384-170-100	CURRENT YR RES FOR ENCUMBRANCE	(3,768,650.83)
384-170-101	PRIOR YR RES FOR ENCUMBRANCE	3,705,083.58
384-190-103	ACCUMULATED DEPRECIATION	(4,414,617.62)
		<u>2,782,209.02</u>
TOTAL ASSETS		2,782,209.02
		=====
LIABILITIES		
=====		
384-200-104	ACCRUED INTEREST PAYALBE	0.00
384-200-110	CURRENT YEAR ENCUMBRANCE	(3,714,246.83)
384-200-111	PRIOR YEAR ENCUMBRANCE	3,650,679.58
384-200-500	ACCOUNTS PAYABLE PENDING	0.00
384-200-505	DUE TO OTHER FUNDS	0.00
384-210-101	UNAMORT BOND PREMIUM	43,891.66
384-230-103	5.44M COMB SERIES 2015(2.66M)	1,720,000.00
384-230-115	CAPITAL LEASE PAYABLE-CURRENT	0.00
384-230-120	CAP LEASE PAYABLE-NONCURRENT	1,078,204.06
384-230-125	NOTES PAYABLE	210,439.13
384-240-101	ACCRUED INTEREST PAYABLE	<u>22,154.55</u>
TOTAL LIABILITIES		<u>3,011,122.15</u>
EQUITY		
=====		
384-270-100	FUND BALANCE	<u>349,812.52</u>
TOTAL BEGINNING EQUITY		349,812.52
TOTAL REVENUE		433,613.86
TOTAL EXPENSES		<u>1,012,339.51</u>
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(578,725.65)
TOTAL EQUITY & FUND BALANCE		(<u>228,913.13</u>)
TOTAL LIABILITIES, EQUITY & FUND BALANCE		2,782,209.02
		=====

Attachment E
Sales Tax Tracking Report

Sales Tax Tracking (Total Amount) - FY 2020-21

	2016-17	2017-18	2018-19	2019-20	2020-21	2020-21 Estimated Amount	\$ Difference from Actual to Est. Amt	% from Actual	\$ Difference from Prior Year Amount	% from Pr. Yr. Actual
	Actual	Actual	Actual	Actual	Actual					
October	320,355	333,211	350,589	\$ 389,538	393,127	331,108	62,019	18.7%	3,589	0.9%
November	374,270	367,873	416,457	422,737	482,805	338,190	144,615	42.8%	60,068	14.2%
December	302,790	329,458	376,081	390,346	404,316	312,277	92,039	29.5%	13,970	3.6%
January	306,687	379,137	328,713	356,902	403,476	285,521	117,955	41.3%	46,575	13.0%
February	399,542	421,201	414,617	507,733	552,026	469,653	82,373	17.5%	44,293	8.7%
March	285,806	294,166	334,744	347,808	393,003	278,246	114,757	41.2%	45,196	13.0%
April	275,023	280,487	338,154	332,858	391,521	282,929	108,593	38.4%	58,663	17.6%
May	400,403	416,809	395,638	457,487	577,092	349,744	227,348	65.0%	119,606	26.1%
June	322,240	319,869	352,018	403,305	493,430	311,184	182,246	58.6%	90,125	22.3%
July	312,955	349,865	378,446	423,927	442,382	354,225	88,157	24.9%	18,455	4.4%
August	340,817	405,299	411,815	514,060	549,608	488,357	61,251	12.5%	35,548	6.9%
Sept.	310,945	330,626	410,378	408,382	468,276	387,962	80,314	20.7%	59,894	14.7%
	\$ 3,951,833	\$ 4,228,002	\$ 4,507,651	\$ 4,955,083	\$ 5,551,064	\$ 4,303,935	\$ 1,361,667		\$ 595,981	

Sales Tax Tracking (Taylor EDC Portion) - FY 2020-21

	2016-17 Actual	2017-18 Actual	2018-19 Actual	2019-20 Actual	2020-21 Actual
October	\$ 80,089	\$ 83,303	\$ 87,647	\$ 97,385	\$ 98,282
November	93,568	91,968	104,114	\$ 105,684	\$ 120,701
December	75,698	82,365	94,020	\$ 97,587	\$ 101,079
January	76,672	94,784	82,178	\$ 89,225	\$ 100,869
February	99,886	105,300	103,654	\$ 126,933	\$ 138,007
March	71,452	73,542	83,686	\$ 86,952	\$ 98,251
April	68,756	70,122	84,539	\$ 83,214	\$ 97,880
May	100,101	104,202	98,910	\$ 114,372	\$ 144,273
June	80,560	79,967	88,005	\$ 100,826	\$ 123,358
July	78,239	87,466	94,611	\$ 105,982	\$ 110,595
August	85,204	101,325	102,954	\$ 128,515	\$ 137,402
Sept.	77,736	82,656	102,594	\$ 102,095	\$ 117,069
	987,958	1,057,001	1,126,913	1,238,771	1,387,766

Sales Tax Tracking (City's Portion) - FY 2020-21

	2016-17	2017-18	2018-19	2019-20	2020-21	2020-21 Estimated Amount	\$ Difference from Actual to Est. Amt	% from Actual	\$ Difference from Prior Year Amount	% from Pr. Yr. Actual
	Actual	Actual	Actual	Actual	Actual					
October	240,266	249,908	262,942	292,154	294,845	248,331	46,515	18.7%	2,692	0.9%
November	280,703	275,905	312,342	317,053	362,104	253,642	108,461	42.8%	45,051	14.2%
December	227,092	247,094	282,061	292,760	303,237	234,208	69,029	29.5%	10,477	3.6%
January	230,015	284,353	246,535	267,676	302,607	214,141	88,466	41.3%	34,931	13.0%
February	299,656	315,901	310,963	380,800	414,020	352,240	61,780	17.5%	33,220	8.7%
March	214,354	220,625	251,058	260,856	294,752	208,685	86,068	41.2%	33,897	13.0%
April	206,267	210,365	253,616	249,643	293,641	212,197	81,444	38.4%	43,998	17.6%
May	300,302	312,607	296,729	343,115	432,819	262,308	170,511	65.0%	89,704	26.1%
June	241,680	239,902	264,014	302,478	370,073	233,388	136,684	58.6%	67,594	22.3%
July	234,716	262,399	283,834	317,946	331,786	265,669	66,117	24.9%	13,841	4.4%
August	255,613	303,974	308,861	385,545	412,206	366,268	45,938	12.5%	26,661	6.9%
Sept.	233,209	247,969	307,783	306,286	351,207	290,972	60,235	20.7%	44,921	14.7%
% Monthly Increase over prior year										

Cumulative Year -to- Date FY2020-21

	2016-17	2017-18	2018-19	2019-20	2020-21	2020-21 Estimated Amount	\$ Difference from Actual to Est. Amt	% from Actual	\$ Difference from Prior Year Amount	% from Pr. Yr. Actual
	Actual	Actual	Actual	Actual	Actual					
October	240,266	249,908	262,942	292,154	294,845	248,331	46,515	18.7%	2,692	0.9%
November	520,969	525,813	575,285	609,207	656,949	501,973	154,976	30.9%	47,742	7.8%
December	748,061	772,907	857,345	901,967	960,186	736,181	224,005	30.4%	58,220	6.5%
January	978,077	1,057,260	1,103,880	1,169,643	1,262,794	950,322	312,472	32.9%	93,151	8.0%
February	1,277,733	1,373,161	1,414,843	1,550,443	1,676,813	1,302,562	374,251	28.7%	126,371	8.2%
March	1,492,087	1,593,785	1,665,901	1,811,298	1,971,566	1,511,246	460,319	30.5%	160,267	8.8%
April	1,698,355	1,804,151	1,919,517	2,060,942	2,265,207	1,723,443	541,764	31.4%	204,265	9.9%
May	1,998,657	2,116,757	2,216,245	2,404,057	2,698,026	1,985,751	712,275	35.9%	293,969	12.2%
June	2,240,337	2,356,659	2,480,259	2,706,535	3,068,099	2,219,139	848,959	38.3%	361,563	13.4%
July	2,475,053	2,619,058	2,764,094	3,024,481	3,399,885	2,484,808	915,077	36.8%	375,404	12.4%
August	2,730,666	2,923,032	3,072,955	3,410,026	3,812,091	2,851,076	961,015	33.7%	402,065	11.8%
Sept.	2,963,875	3,171,002	3,380,738	3,716,313	4,163,298	3,142,048	1,021,250	32.5%	446,986	12.0%
% Y-T-D Increase over prior year	-0.6%	7.0%	6.6%	9.9%						

Attachment F
Quarterly Investment Report



Quarterly Investment Report

PREPARED FOR CITY OF TAYLOR

SEPTEMBER 30, 2021



**PATTERSON
& ASSOCIATES**

A MEEDER INVESTMENT MANAGEMENT COMPANY

WITH YOU. FOR YOU.

Looking for the Light in the Tunnel

This year the markets have been focused on growth and the inevitable inflation that comes from growth as well as employment difficulties. At the same time, they have been battered by Covid variants and supply chain disruption. It is no wonder that the uncertainty has generated great volatility. And, as we know, volatility reflects risk.

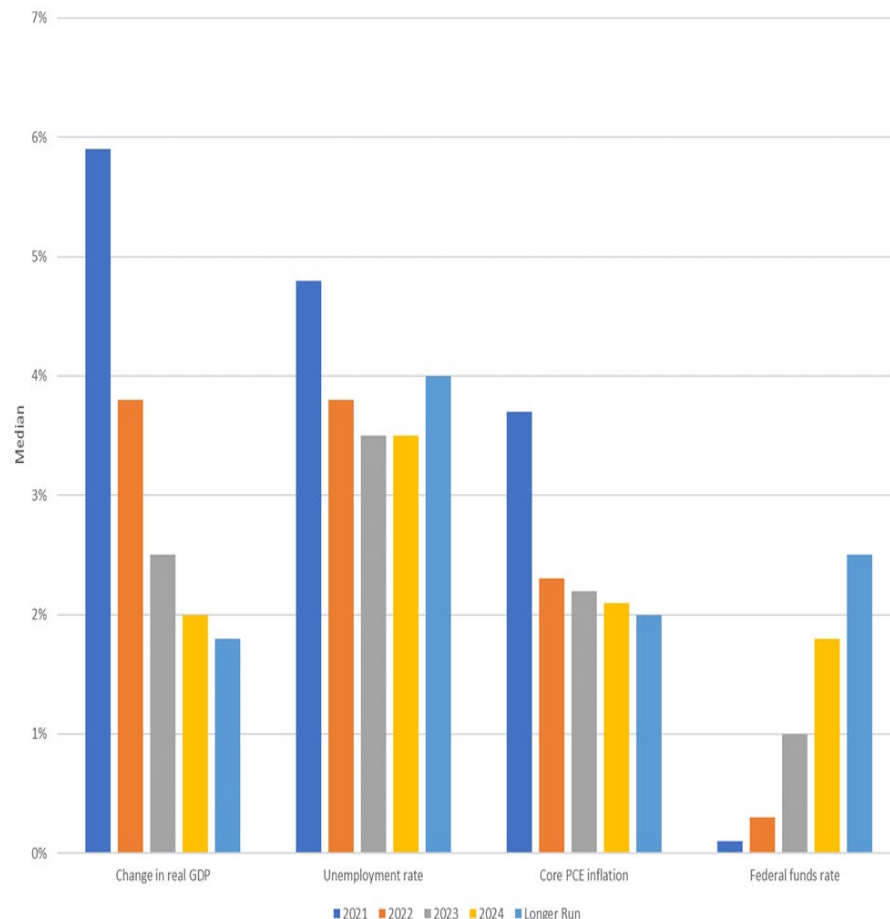
The inflation question centers on whether this current and increasing inflation is permanent or temporary as the economy transitions to a balance of forces. Growth will generate its own inflation, but the key has been and will be the supply chains that have created bottle necks and logistical disruptions globally. Adding to this are energy prices reflecting a global supply shortage. OPEC+ has refused to help alleviate this problem and WTI has gained 65% in 2021. Daily US crude production is 7% lower YOY – some due to transportation limits. All this adds price pressure, while the Fed is trying to decide how strong inflation really is and whether it will remain.

Growth is clear in an increasing GDP to 6.7% and was robust in the first half of 2021 but possible resurgence of variants and the debt ceiling difficulties, along with a less accommodative Fed, may reduce expectations for continued growth in 2021. The hopeful rise in the ISM index for manufacturing reflects the lengthening supply chains rather than an increase in demand. Hurricanes and an increase in Covid in SE Asia could have major continuing impact.

Remembering that the US was already losing momentum going into the pandemic, a new normal will be anything but with massive governmental spending, debt creation, and an accommodative Fed is factored in.

At this point it is positive however that we at least do see the end of the tunnel and a possible emergence from it.

Federal Reserve Outlook



SOURCE: FEDERAL RESERVE PRESS RELEASE AND SUMMARY OF ECONOMIC PROJECTIONS AS OF 9/23/2021

Taper Teaser and Political Theatre

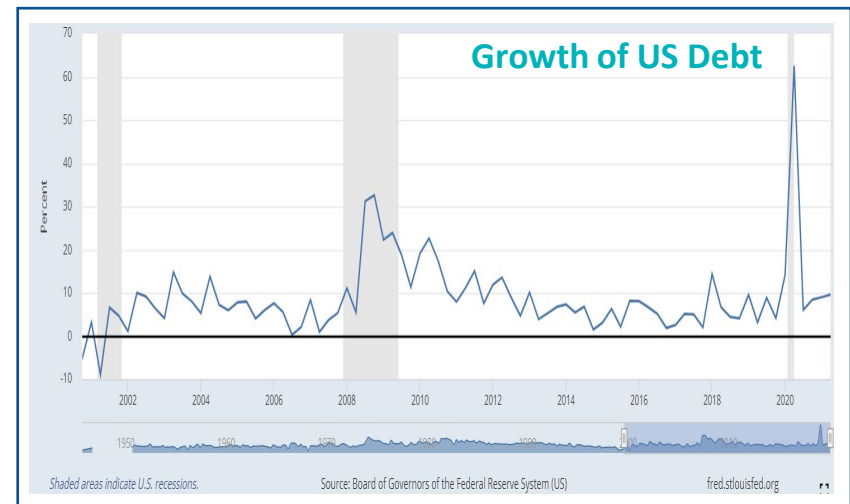
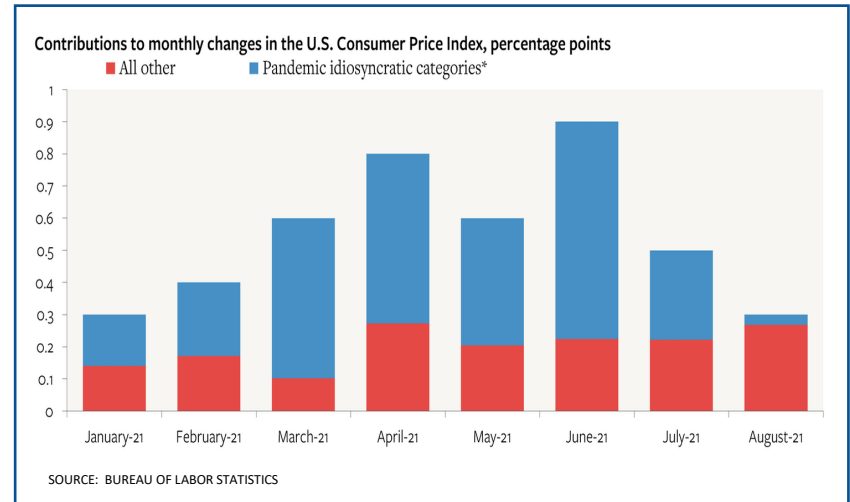
As was to be expected, with the political divisions in DC, the almost mundane and routine biennial adjustment of the debt ceiling is now political theatre at its worst.

There are few choices left: raise it or face the consequences (by 10/18 known as the “X” date).

No rise in the ceiling will force a federal shutdown and force the US to default on its own debt payments. It also means a global loss of face for the US and our debt. The dollar and stocks would drop. All this while investors are already on edge. Treasury Secretary Yellen has said a default “would likely precipitate a historic financial crisis...as well as triggering a spike in interest rates, a steep drop in stock prices, and other financial turmoil.”

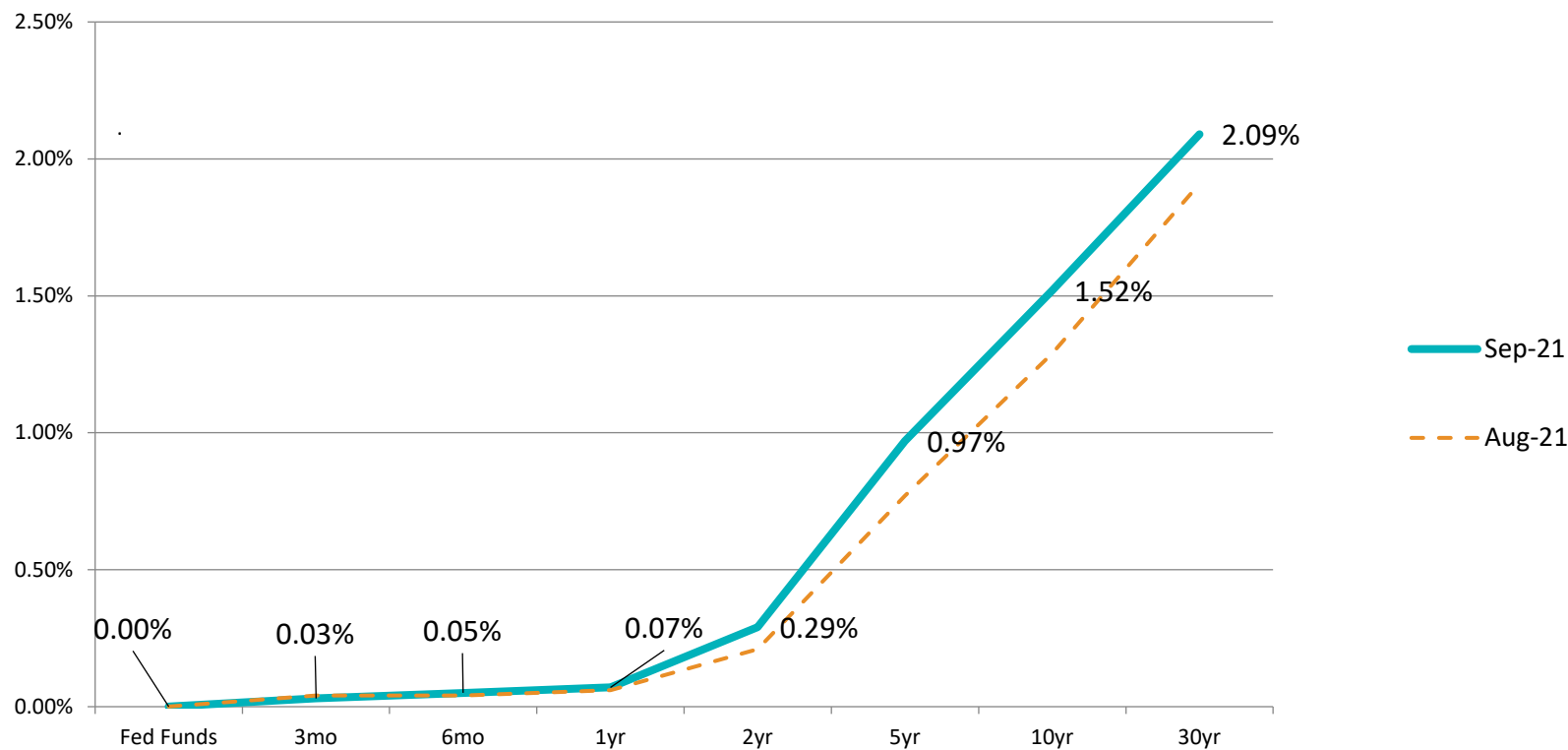
Meanwhile the Fed stated in their September meeting in their vague and relatively non-committal terms, consideration of a reduction in the accommodative position which has pumped \$120 billion into the economy the last 18 months. It is expected from the FOMC comments that they will give better guidance in the November meeting and will begin a taper in early 2022, completing the task by mid-2022.

A tapering does not presage a Fed Funds rate hike. To reduce market angst and forestall volatility, it would appear that tapering must conclude before rates are hiked to reduce volatility in the markets.



The Curve Changes Little This Month

- The curve remains stubbornly flat on the front end but more direction on the Fed's taper plans are moving the long end slightly higher.
- Short end investors remain very liquid or short as the curve stays in neutral. Even with the taper the short end will stay flat but there is movement in the 1 to 2 year area.
- The Fed has hinted strongly on a taper beginning in early 2022.
- The concern now, besides inflation, will be the consumer during the holidays.
- The steepening in the yield curve presents buying opportunities for securities in 3-5 year maturities.



City of Taylor, Texas

Quarterly Investment Report
July – September 2021
Portfolio Summary Management Report

This quarterly report is prepared in compliance with the Investment Policy and Strategy of the City and the Public Funds Investment Act (Chapter 2256., Texas Government Code).

<u>Portfolio as of June 30, 2021</u>		<u>Portfolio as of September 30, 2021</u>	
Beginning Book Value	\$ 33,586,275	Ending Book Value	\$ 28,076,949
Beginning Market Value	\$ 33,587,281	Ending Market Value	\$ 28,076,909
Unrealized Gain/Loss	\$ 1,006	Investment Income for the period	\$ 5,584
		Unrealized Gain/Loss	\$ (40)
		Change in Unrealized Gain/Loss	\$ (1,046)
WAM at Beginning Period Date ¹	50 days	WAM at Ending Period Date ¹	98 days
		Change in Market Value ²	\$ (5,510,372)
Average Yield to Maturity for period		0.075%	
Average Yield 6 month Treasury Bill for period		0.050%	
Average Yield 1 year Treasury Note for period		0.080%	

Authorized by:

Jeffrey Wood, Finance Director
City of Taylor



Linda Patterson, President
Patterson & Associates

Lillie Lawler, Accountant
City of Taylor

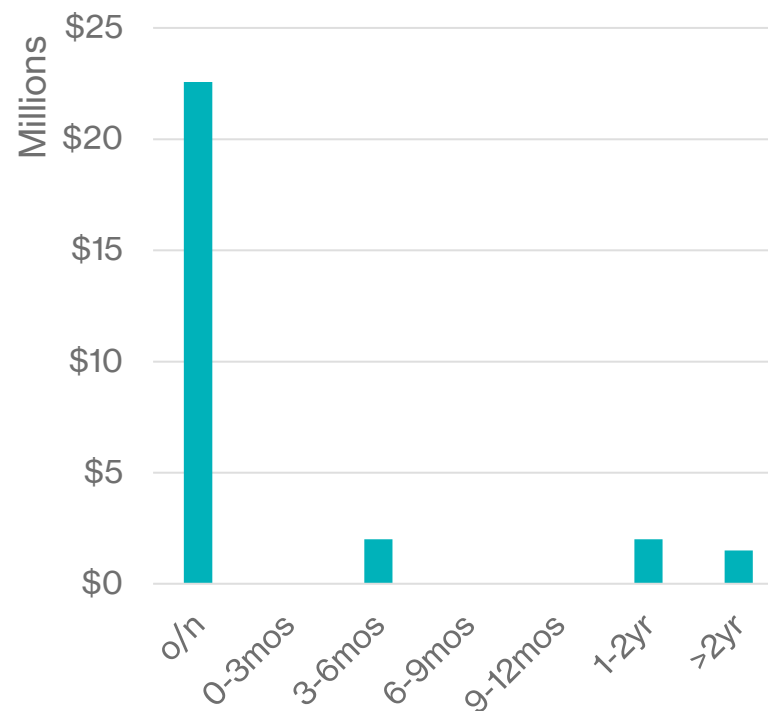
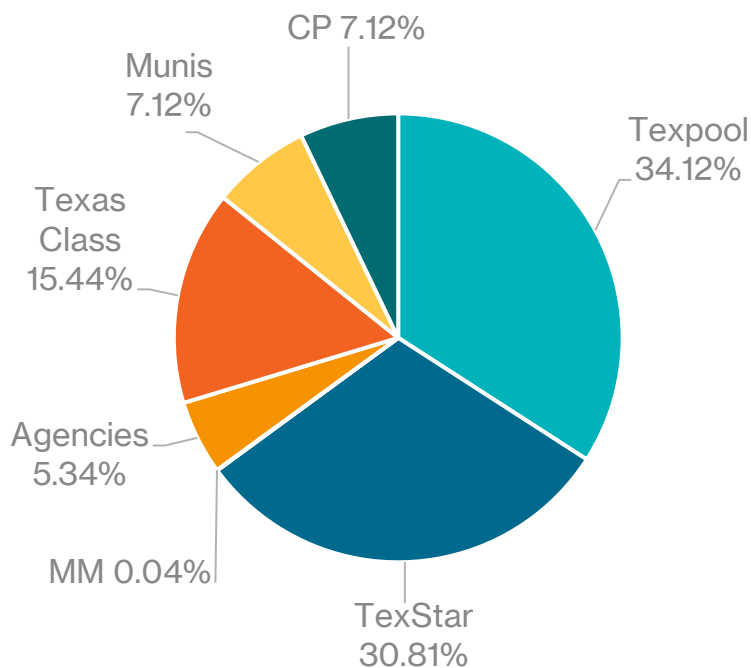
¹ **WAM**, represents weighted average maturity.

² **Change in Market Value**" is required data, but will primarily reflect the receipt and expenditure of the City's funds from quarter to quarter.

Portfolio Overview

As of September 30, 2021

- P&A reviews your portfolio for optimal asset allocation and a controlled average maturity because a diversified portfolio can better adjust to volatile market conditions. Where extensions can be made in the portfolio, it is important to make them to find available safe value in the markets.
- The graphs below show asset allocations by market sector and by maturity in your portfolio. Inside of 1 year, we continue to see value in commercial paper. Our expectation is of continuing low rates, but we look for value in your authorized sectors to extend and capture the yield available as markets change.
- The non-cash portion of your portfolio is yielding 0.35%.





**City of Taylor, Texas
Portfolio Management
Portfolio Summary
September 30, 2021**

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
-

Investments	Par Value	Market Value	Book Value	% of Portfolio	Term	Days to Maturity	YTM 365 Equiv.
Commercial Paper Disc. -Amortizing	2,000,000.00	1,998,975.00	1,998,975.00	7.12	174	123	0.152
Federal Agency Coupon Securities	1,500,000.00	1,498,259.41	1,500,000.00	5.34	1,095	1,042	0.467
Municipal Bonds	2,000,000.00	2,001,700.00	2,000,000.00	7.12	808	456	0.454
Texpool	9,579,233.00	9,579,233.00	9,579,233.00	34.12	1	1	0.028
TexStar	8,651,158.92	8,651,158.92	8,651,158.92	30.81	1	1	0.010
Texas Class	4,335,350.17	4,335,350.17	4,335,350.17	15.44	1	1	0.044
Money Market	12,232.05	12,232.05	12,232.05	0.04	1	1	0.010
	28,077,974.14	28,076,908.55	28,076,949.14	100.00%	129	98	0.088
Investments							

Total Earnings	September 30	Month Ending	Fiscal Year To Date	Fiscal Year Ending
Current Year		2,161.45	29,295.51	29,295.51

The following reports are submitted in accordance with the Public Funds Investment Act (Texas Gov't Code 2256). The reports also offer supplemental information not required by the Act in order to fully inform the governing body of the City of Taylor, Texas of the position and activity within the City's portfolio of investment. The reports include a management summary overview, a detailed inventory report for the end of the period, a transaction report, as well as graphic representations of the portfolio to provide full disclosure to the governing body.

Jeffrey Wood, Finance Director

Reporting period 09/01/2021-09/30/2021

Data Updated: SET_TAYL: 10/11/2021 11:28

Run Date: 10/11/2021 - 11:29

Portfolio TAYL

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PM (PRF_PM1) 7.3.0

Report Ver. 7.3.6.1

**City of Taylor, Texas
Summary by Type
September 30, 2021
Grouped by Fund**

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
-

Security Type	Number of Investments	Par Value	Book Value	% of Portfolio	Average YTM 365	Average Days to Maturity
Fund: 2019 Bond Fund						
TexStar	1	6,099,264.70	6,099,264.70	21.72	0.010	1
Subtotal	1	6,099,264.70	6,099,264.70	21.72	0.010	1
Fund: Airport Fund						
Texpool	1	959,591.12	959,591.12	3.42	0.028	1
Subtotal	1	959,591.12	959,591.12	3.42	0.028	1
Fund: Cemetery Permanent Fund						
Federal Agency Coupon Securities	1	1,000,000.00	1,000,000.00	3.56	0.500	1,062
Texas Class	1	867.46	867.46	0.00	0.000	1
Texpool	1	361.16	361.16	0.00	0.000	1
TexStar	1	56,461.90	56,461.90	0.20	0.010	1
Subtotal	4	1,057,690.52	1,057,690.52	3.76	0.473	1,004
Fund: Fleet Replacement Fund						
TexStar	1	218,041.91	218,041.91	0.78	0.010	1
Subtotal	1	218,041.91	218,041.91	0.78	0.010	1
Fund: General Fund						
Money Market	1	12,232.05	12,232.05	0.04	0.010	1
Federal Agency Coupon Securities	1	500,000.00	500,000.00	1.78	0.400	1,001
Municipal Bonds	2	2,000,000.00	2,000,000.00	7.12	0.454	456
Commercial Paper Disc. -Amortizing	1	2,000,000.00	1,998,975.00	7.12	0.152	123
Texas Class	1	3,312,155.69	3,312,155.69	11.80	0.044	1
Texpool	1	6,306,821.37	6,306,821.37	22.46	0.028	1
TexStar	1	2,277,390.41	2,277,390.41	8.11	0.010	1
Subtotal	8	16,408,599.52	16,407,574.52	58.43	0.107	102
Fund: General Capital Fund						

City of Taylor, Texas
Summary by Type
September 30, 2021
Grouped by Fund

Security Type	Number of Investments	Par Value	Book Value	% of Portfolio	Average YTM 365	Average Days to Maturity
Fund: General Capital Fund						
TexStar	1	0.00	0.00	0.00	0.000	0
Subtotal	1	0.00	0.00	0.00	0.000	0
Fund: Special Rev-Tax Increment Fund						
Texpool	1	238,202.79	238,202.79	0.85	0.028	1
Subtotal	1	238,202.79	238,202.79	0.85	0.028	1
Fund: Utility Fund						
Texas Class	1	1,022,327.02	1,022,327.02	3.64	0.044	1
Texpool	1	2,074,256.56	2,074,256.56	7.39	0.028	1
Subtotal	2	3,096,583.58	3,096,583.58	11.03	0.033	1
Total and Average	19	28,077,974.14	28,076,949.14	100.00	0.088	98



**City of Taylor, Texas
Fund 19BOND - 2019 Bond Fund
Investments by Fund
September 30, 2021**

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
-

CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
TexStar										
20190	10044	TexStar	04/24/2019	6,099,264.70	6,099,264.70	6,099,264.70	0.010	0.009	0.010	1
Subtotal and Average				6,099,264.70	6,099,264.70	6,099,264.70		0.010	0.010	1
Total Investments and Average				6,099,264.70	6,099,264.70	6,099,264.70		0.010	0.010	1

**Fund AIR - Airport Fund
Investments by Fund
September 30, 2021**

Page 2

CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texpool										
300019	10007	Texpool	11/01/2017	959,591.12	959,591.12	959,591.12	0.028	0.027	0.027	1
Subtotal and Average				959,591.12	959,591.12	959,591.12		0.028	0.028	1
Total Investments and Average				959,591.12	959,591.12	959,591.12		0.028	0.028	1

Fund CEM - Cemetery Permanent Fund
Investments by Fund
September 30, 2021

Page 3

CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Date	Days To Maturity
Federal Agency Coupon Securities											
3130ANNS5	10058	FHLB Call Note	08/30/2021	1,000,000.00	1,000,000.00	999,019.90	0.500	0.493	0.500	08/28/2024	1,062
Subtotal and Average				1,000,000.00	1,000,000.00	999,019.90		0.493	0.500		1,062
Texpool											
300007	10008	Texpool	11/01/2017	361.16	361.16	361.16					1
Subtotal and Average				361.16	361.16	361.16		0.000	0.000		1
TexStar											
22880	10003	TexStar	11/01/2017	56,461.90	56,461.90	56,461.90	0.010	0.009	0.010		1
Subtotal and Average				56,461.90	56,461.90	56,461.90		0.010	0.010		1
Texas Class											
70006	10001	Texas Class	11/01/2017	867.46	867.46	867.46					1
Subtotal and Average				867.46	867.46	867.46		0.000	0.000		1
Total Investments and Average				1,057,690.52	1,057,690.52	1,056,710.42		0.467	0.473		1,004

Fund FLEET - Fleet Replacement Fund
Investments by Fund
September 30, 2021

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
TexStar										
20180	10030	TexStar	08/08/2018	218,041.91	218,041.91	218,041.91	0.010	0.009	0.010	1
Subtotal and Average				218,041.91	218,041.91	218,041.91		0.010	0.010	1
Total Investments and Average				218,041.91	218,041.91	218,041.91		0.010	0.010	1

**Fund GEN - General Fund
Investments by Fund
September 30, 2021**

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Date	Days To Maturity
Commercial Paper Disc. -Amortizing											
80285QB17	10057	Santander UK CP	08/11/2021	1,998,975.00	2,000,000.00	1,998,975.00		0.150	0.152	02/01/2022	123
Subtotal and Average				1,998,975.00	2,000,000.00	1,998,975.00		0.150	0.152		123
Federal Agency Coupon Securities											
3130AMT85	10056	FHLB Call Note	06/28/2021	500,000.00	500,000.00	499,239.51	0.400	0.394	0.400	06/28/2024	1,001
Subtotal and Average				500,000.00	500,000.00	499,239.51		0.395	0.400		1,001
Municipal Bonds											
419792ZH2	10054	State of Hawaii	10/29/2020	1,000,000.00	1,000,000.00	1,001,700.00	0.429	0.422	0.428	10/01/2022	365
59333NN90	10053	Maimi-Dade County FL	09/30/2020	1,000,000.00	1,000,000.00	1,000,000.00	0.375	0.473	0.480	04/01/2023	547
Subtotal and Average				2,000,000.00	2,000,000.00	2,001,700.00		0.448	0.454		456
Texpool											
300003	10004	Texpool	11/01/2017	6,306,821.37	6,306,821.37	6,306,821.37	0.028	0.027	0.027		1
Subtotal and Average				6,306,821.37	6,306,821.37	6,306,821.37		0.028	0.028		1
TexStar											
34440	10002	TexStar	11/01/2017	2,277,390.41	2,277,390.41	2,277,390.41	0.010	0.009	0.010		1
Subtotal and Average				2,277,390.41	2,277,390.41	2,277,390.41		0.010	0.010		1
Texas Class											
70008	10048	Texas Class	01/22/2020	3,312,155.69	3,312,155.69	3,312,155.69	0.044	0.043	0.044		1
Subtotal and Average				3,312,155.69	3,312,155.69	3,312,155.69		0.044	0.044		1
Money Market											
60618	10000	Citizens Nat'l Bank MM-Public	11/01/2017	12,232.05	12,232.05	12,232.05	0.010	0.009	0.010		1
Subtotal and Average				12,232.05	12,232.05	12,232.05		0.010	0.010		1
Total Investments and Average				16,407,574.52	16,408,599.52	16,408,514.03		0.106	0.107		101

Fund GENCAP - General Capital Fund
Investments by Fund
September 30, 2021

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
TexStar										
20181	10029	TexStar	08/08/2018	0.00	0.00	0.00				1
Subtotal and Average				0.00	0.00	0.00		0.000	0.000	0
Total Investments and Average				0.00	0.00	0.00		0.000	0.000	0

Fund SPECREV - Special Rev-Tax Increment Fund
Investments by Fund
September 30, 2021

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texpool										
300004	10005	Texpool	11/01/2017	238,202.79	238,202.79	238,202.79	0.028	0.027	0.027	1
Subtotal and Average				238,202.79	238,202.79	238,202.79		0.028	0.028	1
Total Investments and Average				238,202.79	238,202.79	238,202.79		0.028	0.028	1

**Fund UTIL - Utility Fund
Investments by Fund
September 30, 2021**

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texpool										
300001	10006	Texpool	11/01/2017	2,074,256.56	2,074,256.56	2,074,256.56	0.028	0.027	0.027	1
Subtotal and Average				2,074,256.56	2,074,256.56	2,074,256.56		0.028	0.028	1
Texas Class										
70007	10047	Texas Class	01/22/2020	1,022,327.02	1,022,327.02	1,022,327.02	0.044	0.043	0.044	1
Subtotal and Average				1,022,327.02	1,022,327.02	1,022,327.02		0.044	0.044	1
Total Investments and Average				3,096,583.58	3,096,583.58	3,096,583.58		0.033	0.033	1



City of Taylor, Texas
Cash Reconciliation Report
For the Period July 1, 2021 - September 30, 2021
Grouped by Fund

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
-

Trans. Date	Investment #	Fund	Trans. Type	Security ID	Par Value	Security Description	Maturity Date	Purchases	Interest	Redemptions	Cash
Cemetery Permanent Fund											
08/30/2021	10058	CEM	Purchase	3130ANNS5	1,000,000.00	FHLBC 1.0M 0.50% Mat. 08/28/2024	08/28/2024	-1,000,000.00	0.00	0.00	-1,000,000.00
Subtotal								-1,000,000.00	0.00	0.00	-1,000,000.00
General Fund											
08/11/2021	10057	GEN	Purchase	80285QB17	2,000,000.00	SANTCP 2.0M 0.00% Mat.	02/01/2022	-1,998,550.00	0.00	0.00	-1,998,550.00
Subtotal								-1,998,550.00	0.00	0.00	-1,998,550.00
Total								-2,998,550.00	0.00	0.00	-2,998,550.00



City of Taylor, Texas
Purchases Report
Sorted by Fund - Fund
July 1, 2021 - September 30, 2021

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
 -

CUSIP	Investment #	Fund	Sec. Type	Issuer	Original Par Value	Purchase Date	Payment Periods	Principal Purchased	Accrued Interest at Purchase	Rate at Purchase	Maturity Date	YTM	Ending Book Value
Cemetery Permanent Fund													
3130ANNS5	10058	CEM	FAC	FHLBC	1,000,000.00	08/30/2021	02/28 - 08/28	1,000,000.00		0.500	08/28/2024	0.500	1,000,000.00
				Subtotal	1,000,000.00			1,000,000.00	0.00				1,000,000.00
General Fund													
80285QB17	10057	GEN	ACP	SANTCP	2,000,000.00	08/11/2021	02/01 - At Maturity	1,998,550.00			02/01/2022	0.150	1,998,975.00
				Subtotal	2,000,000.00			1,998,550.00	0.00				1,998,975.00
				Total Purchases	3,000,000.00			2,998,550.00	0.00				2,998,975.00

**City of Taylor, Texas
Interest Earnings
Sorted by Fund - Fund
July 1, 2021 - September 30, 2021
Yield on Average Book Value**

Patterson & Associates
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Suite 195
Austin, TX 78746
-

										Adjusted Interest Earnings		
CUSIP	Investment #	Fund	Security Type	Ending Par Value	Beginning Book Value	Average Book Value	Maturity Date	Current Rate	Annualized Yield	Interest Earned	Amortization/ Accretion	Adjusted Interest Earnings
Fund: 2019 Bond Fund												
20190	10044	19BOND	RR2	6,099,264.70	7,457,713.30	6,686,635.47		0.010	0.010	168.73	0.00	168.73
			Subtotal	6,099,264.70	7,457,713.30	6,686,635.47			0.010	168.73	0.00	168.73
Fund: Airport Fund												
300019	10007	AIR	RRP	959,591.12	959,535.64	959,552.53		0.028	0.023	55.48	0.00	55.48
			Subtotal	959,591.12	959,535.64	959,552.53			0.023	55.48	0.00	55.48
Fund: Cemetery Permanent Fund												
300007	10008	CEM	RRP	361.16	58,359.19	38,186.26			0.020	1.97	0.00	1.97
70006	10001	CEM	RR3	867.46	690,802.55	450,836.97			0.057	64.91	0.00	64.91
22880	10003	CEM	RR2	56,461.90	56,460.22	56,460.80		0.010	0.012	1.68	0.00	1.68
3130ANNS5	10058	CEM	FAC	1,000,000.00	0.00	347,826.09	08/28/2024	0.500	0.491	430.56	0.00	430.56
			Subtotal	1,057,690.52	805,621.96	893,310.13			0.222	499.12	0.00	499.12
Fund: Fleet Replacement Fund												
20180	10030	FLEET	RR2	218,041.91	218,036.39	218,038.31		0.010	0.010	5.52	0.00	5.52
			Subtotal	218,041.91	218,036.39	218,038.31			0.010	5.52	0.00	5.52
Fund: General Fund												
300003	10004	GEN	RRP	6,306,821.37	12,456,744.07	8,975,326.10		0.028	0.022	492.58	0.00	492.58
70008	10048	GEN	RR3	3,312,155.69	3,311,719.96	3,311,887.66		0.044	0.052	435.73	0.00	435.73
60618	10000	GEN	RR4	12,232.05	12,231.75	12,231.85		0.010	0.010	0.30	0.00	0.30
34440	10002	GEN	RR2	2,277,390.41	2,527,119.73	2,454,688.91		0.010	0.010	62.26	0.00	62.26
3130AMT85	10056	GEN	FAC	500,000.00	500,000.00	500,000.00	06/28/2024	0.400	0.397	500.00	0.00	500.00
59333NN90	10053	GEN	MC1	1,000,000.00	999,343.93	999,675.53	04/01/2023	0.375	0.634	942.62	656.07	1,598.69
419792ZH2	10054	GEN	MC1	1,000,000.00	1,000,000.00	1,000,000.00	10/01/2022	0.429	0.426	1,072.50	0.00	1,072.50
80285QB17	10057	GEN	ACP	2,000,000.00	0.00	1,108,011.96	02/01/2022		0.152	0.00	425.00	425.00
			Subtotal	16,408,599.52	20,807,159.44	18,361,822.01			0.099	3,505.99	1,081.07	4,587.06

City of Taylor, Texas
Interest Earnings
July 1, 2021 - September 30, 2021

Page 2

										Adjusted Interest Earnings		
CUSIP	Investment #	Fund	Security Type	Ending Par Value	Beginning Book Value	Average Book Value	Maturity Date	Current Rate	Annualized Yield	Interest Earned	Amortization/ Accretion	Adjusted Interest Earnings
Fund: Special Rev-Tax Increment Fund												
300004	10005	SPECREV	RRP	238,202.79	260,547.87	242,810.81		0.028	0.023	13.95	0.00	13.95
			Subtotal	238,202.79	260,547.87	242,810.81			0.023	13.95	0.00	13.95
Fund: Utility Fund												
300001	10006	UTIL	RRP	2,074,256.56	2,055,467.92	2,070,114.68		0.028	0.023	119.89	0.00	119.89
70007	10047	UTIL	RR3	1,022,327.02	1,022,192.54	1,022,244.29		0.044	0.052	134.48	0.00	134.48
			Subtotal	3,096,583.58	3,077,660.46	3,092,358.97			0.033	254.37	0.00	254.37
			Total	28,077,974.14	33,586,275.06	30,454,528.24			0.073	4,503.16	1,081.07	5,584.23



City of Taylor, Texas
Amortization Schedule
July 1, 2021 - September 30, 2021
Sorted By Fund - Fund

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
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Investment #		Maturity Date	Beginning Par Value				Amounts Amortized			
Issuer	Fund	Amort. Date	Current Rate	Purchase Principal	Original Premium or Discount	Ending Book Value	And Unamortized As of 07/01/2021	Amount Amortized This Period	Amt Amortized Through 09/30/2021	Amount Unamortized Through 09/30/2021
General Fund										
10053	GEN	04/01/2023	1,000,000.00	997,390.00	-2,610.00	1,000,000.00	1,953.93	656.07	2,610.00	0.00
Miami-Dade County FL		10/01/2021	0.375				-656.07			
10057	GEN	02/01/2022	2,000,000.00	1,998,550.00	-1,450.00	1,998,975.00	0.00	425.00	425.00	-1,025.00
Santander UK CP							-1,450.00			
Subtotal				2,995,940.00	-4,060.00	2,998,975.00	1,953.93	1,081.07	3,035.00	-1,025.00
							-2,106.07			
Total				2,995,940.00	-4,060.00	2,998,975.00	1,953.93	1,081.07	3,035.00	-1,025.00
							-2,106.07			



**City of Taylor, Texas
Projected Cashflow Report
Sorted by Monthly
For the Period October 1, 2021 - April 30, 2022**

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
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Projected Trans. Date	Investment #	Fund	Security ID	Transaction Type	Issuer	Par Value	Original Cost	Principal	Interest	Total
October 2021										
10/01/2021	10053	GEN	59333NN90	Interest	Maimi-Dade County FL	0.00	0.00	0.00	1,875.00	1,875.00
10/01/2021	10053	GEN	59333NN90	Call	Maimi-Dade County FL	1,000,000.00	997,390.00	1,000,000.00	0.00	1,000,000.00
10/01/2021	10054	GEN	419792ZH2	Interest	State of Hawaii	0.00	0.00	0.00	3,956.33	3,956.33
Total for October 2021						1,000,000.00	997,390.00	1,000,000.00	5,831.33	1,005,831.33
December 2021										
12/28/2021	10056	GEN	3130AMT85	Interest	FHLB Call Note	0.00	0.00	0.00	1,000.00	1,000.00
12/28/2021	10056	GEN	3130AMT85	Call	FHLB Call Note	500,000.00	500,000.00	500,000.00	0.00	500,000.00
Total for December 2021						500,000.00	500,000.00	500,000.00	1,000.00	501,000.00
February 2022										
02/01/2022	10057	GEN	80285QB17	Maturity	Santander UK CP	2,000,000.00	1,998,550.00	2,000,000.00	0.00	2,000,000.00
02/28/2022	10058	CEM	3130ANNS5	Interest	FHLB Call Note	0.00	0.00	0.00	2,472.22	2,472.22
02/28/2022	10058	CEM	3130ANNS5	Call	FHLB Call Note	1,000,000.00	1,000,000.00	1,000,000.00	0.00	1,000,000.00
Total for February 2022						3,000,000.00	2,998,550.00	3,000,000.00	2,472.22	3,002,472.22
April 2022										
04/01/2022	10053	GEN	59333NN90	Interest	Maimi-Dade County FL	0.00	0.00	0.00	1,875.00	1,875.00
04/01/2022	10054	GEN	419792ZH2	Interest	State of Hawaii	0.00	0.00	0.00	2,145.00	2,145.00
Total for April 2022						0.00	0.00	0.00	4,020.00	4,020.00
GRAND TOTALS:						4,500,000.00	4,495,940.00	4,500,000.00	13,323.55	4,513,323.55

City of Taylor, Texas
Texas Compliance Change in Val Report
Sorted by Fund
July 1, 2021 - September 30, 2021

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
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Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
Fund: 2019 Bond Fund									
10044	TXSTAR	19BOND	04/24/2019	168.73	7,457,713.30	871,095.73	2,229,544.33	-1,358,448.60	6,099,264.70
20190	6,099,264.70	0.010	/ /	168.73	7,457,713.30	871,095.73	2,229,544.33	-1,358,448.60	6,099,264.70
Sub Totals For: Fund: 2019 Bond Fund				168.73	7,457,713.30	871,095.73	2,229,544.33	-1,358,448.60	6,099,264.70
				168.73	7,457,713.30	871,095.73	2,229,544.33	-1,358,448.60	6,099,264.70
Fund: Airport Fund									
10007	TXPOOL	AIR	11/01/2017	55.48	959,535.64	55.48	0.00	55.48	959,591.12
300019	959,591.12	0.027	/ /	55.48	959,535.64	55.48	0.00	55.48	959,591.12
Sub Totals For: Fund: Airport Fund				55.48	959,535.64	55.48	0.00	55.48	959,591.12
				55.48	959,535.64	55.48	0.00	55.48	959,591.12
Fund: Cemetery Permanent F									
10001	TXCLSS	CEM	11/01/2017	64.91	690,802.55	64.91	690,000.00	-689,935.09	867.46
70006	867.46	0.000	/ /	64.91	690,802.55	64.91	690,000.00	-689,935.09	867.46
10003	TXSTAR	CEM	11/01/2017	1.68	56,460.22	1.68	0.00	1.68	56,461.90
22880	56,461.90	0.010	/ /	1.68	56,460.22	1.68	0.00	1.68	56,461.90
10008	TXPOOL	CEM	11/01/2017	1.97	58,359.19	1.97	58,000.00	-57,998.03	361.16
300007	361.16	0.000	/ /	1.97	58,359.19	1.97	58,000.00	-57,998.03	361.16
10009	FID	CEM	11/01/2017	0.00	0.00	0.00	0.00	0.00	0.00
54941	0.00	0.000	/ /	0.00	0.00	0.00	0.00	0.00	0.00
10058	FHLBC	CEM	08/30/2021	430.56	0.00	1,000,000.00	0.00	1,000,000.00	1,000,000.00
3130ANNS5	1,000,000.00	0.500	08/28/2024	0.00	0.00	1,000,000.00	0.00	999,019.90	999,019.90
Sub Totals For: Fund: Cemetery Permanent F				499.12	805,621.96	1,000,068.56	748,000.00	252,068.56	1,057,690.52
				68.56	805,621.96	1,000,068.56	748,000.00	251,088.46	1,056,710.42

Portfolio TAYL

City of Taylor, Texas
Texas Compliance Change in Val Report
July 1, 2021 - September 30, 2021

Page 2

Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
Fund: Fleet Replacement Fu									
10030	TXSTAR	FLEET	08/08/2018	5.52	218,036.39	5.52	0.00	5.52	218,041.91
20180	218,041.91	0.010	/ /	5.52	218,036.39	5.52	0.00	5.52	218,041.91
Sub Totals For: Fund: Fleet Replacement Fu				5.52	218,036.39	5.52	0.00	5.52	218,041.91
				5.52	218,036.39	5.52	0.00	5.52	218,041.91
Fund: General Fund									
10000	CNB	GEN	11/01/2017	0.30	12,231.75	0.30	0.00	0.30	12,232.05
60618	12,232.05	0.010	/ /	0.30	12,231.75	0.30	0.00	0.30	12,232.05
10002	TXSTAR	GEN	11/01/2017	62.26	2,527,119.73	62.26	249,791.58	-249,729.32	2,277,390.41
34440	2,277,390.41	0.010	/ /	62.26	2,527,119.73	62.26	249,791.58	-249,729.32	2,277,390.41
10004	TXPOOL	GEN	11/01/2017	492.58	12,456,744.07	1,648,282.17	7,798,204.87	-6,149,922.70	6,306,821.37
300003	6,306,821.37	0.027	/ /	492.58	12,456,744.07	1,648,282.17	7,798,204.87	-6,149,922.70	6,306,821.37
10010	FID	GEN	11/01/2017	0.00	0.00	0.00	0.00	0.00	0.00
54942	0.00	0.000	/ /	0.00	0.00	0.00	0.00	0.00	0.00
10040	CASH	GEN	01/02/2019	0.00	0.00	0.00	0.00	0.00	0.00
54942A	0.00	0.000	/ /	0.00	0.00	0.00	0.00	0.00	0.00
10048	TXCLSS	GEN	01/22/2020	435.73	3,311,719.96	435.73	0.00	435.73	3,312,155.69
70008	3,312,155.69	0.044	/ /	435.73	3,311,719.96	435.73	0.00	435.73	3,312,155.69
10053	MIAMI	GEN	09/30/2020	942.62	999,343.93	0.00	0.00	656.07	1,000,000.00
59333NN90	1,000,000.00	0.480	04/01/2023	0.00	1,000,150.00	0.00	0.00	-150.00	1,000,000.00
10054	HAWAII	GEN	10/29/2020	1,072.50	1,000,000.00	0.00	0.00	0.00	1,000,000.00
419792ZH2	1,000,000.00	0.428	10/01/2022	0.00	1,002,410.00	0.00	0.00	-710.00	1,001,700.00
10056	FHLBC	GEN	06/28/2021	500.00	500,000.00	0.00	0.00	0.00	500,000.00
3130AMT85	500,000.00	0.400	06/28/2024	0.00	497,789.80	0.00	0.00	1,449.71	499,239.51
10057	SANTCP	GEN	08/11/2021	0.00	0.00	1,998,550.00	0.00	1,998,975.00	1,998,975.00
80285QB17	2,000,000.00	0.150	02/01/2022	0.00	0.00	1,998,550.00	0.00	1,998,975.00	1,998,975.00

Portfolio TAYL

City of Taylor, Texas
Texas Compliance Change in Val Report
July 1, 2021 - September 30, 2021

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Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
Sub Totals For: Fund: General Fund				3,505.99	20,807,159.44	3,647,330.46	8,047,996.45	-4,399,584.92	16,407,574.52
				990.87	20,808,165.31	3,647,330.46	8,047,996.45	-4,399,651.28	16,408,514.03
Fund: General Capital Fund									
10029	TXSTAR	GENCAP	08/08/2018	0.00	0.00	0.00	0.00	0.00	0.00
20181	0.00	0.000	/ /	0.00	0.00	0.00	0.00	0.00	0.00
Sub Totals For: Fund: General Capital Fund				0.00	0.00	0.00	0.00	0.00	0.00
				0.00	0.00	0.00	0.00	0.00	0.00
Fund: Special Rev-Tax Incr									
10005	TXPOOL	SPECREV	11/01/2017	13.95	260,547.87	13.95	22,359.03	-22,345.08	238,202.79
300004	238,202.79	0.027	/ /	13.95	260,547.87	13.95	22,359.03	-22,345.08	238,202.79
Sub Totals For: Fund: Special Rev-Tax Incr				13.95	260,547.87	13.95	22,359.03	-22,345.08	238,202.79
				13.95	260,547.87	13.95	22,359.03	-22,345.08	238,202.79
Fund: Utility Fund									
10006	TXPOOL	UTIL	11/01/2017	119.89	2,055,467.92	36,938.64	18,150.00	18,788.64	2,074,256.56
300001	2,074,256.56	0.027	/ /	119.89	2,055,467.92	36,938.64	18,150.00	18,788.64	2,074,256.56
10047	TXCLSS	UTIL	01/22/2020	134.48	1,022,192.54	134.48	0.00	134.48	1,022,327.02
70007	1,022,327.02	0.044	/ /	134.48	1,022,192.54	134.48	0.00	134.48	1,022,327.02
Sub Totals For: Fund: Utility Fund				254.37	3,077,660.46	37,073.12	18,150.00	18,923.12	3,096,583.58
				254.37	3,077,660.46	37,073.12	18,150.00	18,923.12	3,096,583.58
Report Grand Totals:				4,503.16	33,586,275.06	5,555,642.82	11,066,049.81	-5,509,325.92	28,076,949.14
				1,557.48	33,587,280.93	5,555,642.82	11,066,049.81	-5,510,372.38	28,076,908.55

Portfolio TAYL

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City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 4
Agenda Title: Hold Public Hearing to receive comments on the proposed Illustrative Plan for redistricting the City Council District

Council Action to be taken: Hold public hearing

Department Submitted: City Management

Staff Contact: Mark Schroeder, Assistant City Attorney
Dianna Barker, City Clerk

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to hold a public hearing to received comments on the draft redistricting map.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council hired the law firm of Bickerstaff, Heath, Delgado, Acosta LLC to perform the redistricting process. A public hearing is required to received comments and questions on the redistricting process and initial redistricting map. Gunnar Seaquist, with Bickerstaff, will be available to answer questions.

3. PROS and CONS

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

4. RECOMMENDATION

Hold a public hearing.

5. FUNDING SOURCE

N/A

6. TIMELINE

December 9th – Introduce Ordinance adopting the 2021 redistricting of Councilmember districts.

January 6, 2022 – Adopt Ordinance

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

N/A

8. ATTACHMENTS

4a. [Draft Plan 1 map](#)



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 5

Agenda Title: Discuss the draft redistricting plan and any amendments if necessary to finalize the draft plan for future adoptions

Council Action to be taken: Provide any amendments to the draft redistricting plan

Department Submitted: City Management

Staff Contact: Mark Schroeder, Assistant City Attorney
Dianna Barker, City Clerk

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to make any updates to the draft plan after receiving updates at the public hearing.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council hired the law firm of Bickerstaff, Heath, Delgado, Acosta LLC to perform the redistricting process.

This item will be to discuss if additional modifications need to be made to the draft map. If additional amendments are needed, they can be made during this discussion and if more time is needed to discuss, a special meeting can be set up to do so.

3. PROS and CONS

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

4. RECOMMENDATION

Discuss draft map and give direction whether it is ready for adoption on January 6th or another drafting meeting is needed.

5. FUNDING SOURCE

N/A

6. TIMELINE

December 9th – Introduce Ordinance adopting the 2021 redistricting of Councilmember districts.

January 6, 2022 – Adopt Ordinance

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

N/A

8. ATTACHMENTS

5a. [Draft district map](#)



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 6
Agenda Title: Introduce Ordinance 2021-37 Amending the FY 2021 budget

Council Action to be taken: Introduce Ordinance 2021-37

Department Submitted: Finance Department

Staff Contact: Jeff Wood, Director of Finance

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to introduce Ordinance 2021-37 amending the FY 2021 Budget.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Council has taken action and approved budget amendments in prior fiscal years. The FY 2021 budget was originally adopted by Council on September 10, 2020 and amended on May 13, 2021 and August 26, 2021

Financial activity during a fiscal year does not always match the anticipated revenues and expenditures approved during the budget development process, and amendments to individual accounts are needed to formally change the budgeted amounts of the affected accounts.

The purpose of this budget amendment is to have the budget closely reflect the actual financial activity that has occurred during FY 2021. We accomplish this by adjusting each account and then summarizing those adjustments by budgeting fund/department and category within the department. We have also included amendments for the Capital Improvement/Bond Funds to reflect the activity related to ongoing capital improvements.

There are two attachments to this request:

Ordinance No. 2021-37 – This is the official document that formalizes the adoption of the changes contained in Exhibit A.

Exhibit A – This attachment is part of the ordinance and specifies the items to be amended by fund and category.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Properly account for unplanned/emergency expenditures and the use of donated, grant, and bond funds. • Maintain efficient processing of purchase orders and accounts payable. • Adjust individual accounts to accurately reflect the fiscal year activity in the account. • Recognize unbudgeted revenues received during the fiscal year or anticipated to be received by fiscal year closing.	• If unapproved, accounts will not accurately reflect the activity that has occurred in the account and some accounts would remain over expended. • Additional revenues cannot be spent without amending the expenditure accounts to increase spending levels

4. RECOMMENDATION

Staff recommends that Council introduce Ordinance 2021-37 to amend the FY 2021 budget.

5. FUNDING SOURCE

Various funding sources as identified in Exhibit A.

6. TIMELINE

Immediate consideration is requested to allow for proper budget management.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 6a. [Draft Ordinance 2021-37](#)
- 6b. [Exhibit A – FY21 Budget Amendment #3](#)
- 6c. [Budget Amendment Presentation](#)

ORDINANCE NO. 2021-37

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS AMENDING ORDINANCE NO. 2021-28 ADOPTED ON AUGUST 26, 2021, MAKING APPROPRIATIONS FOR THE SUPPORT OF THE CITY FOR FISCAL YEAR BEGINNING OCTOBER 1, 2020 AND ENDING SEPTEMBER 30, 2021; BY AMENDING THE AMOUNT OF APPROPRIATIONS FOR THE GENERAL FUND AND OTHER CITY FUNDS THAT PROVIDE FOR THE PAYMENT OF OPERATING EXPENSES AND CAPITAL OUTLAY AND BY CHANGING THE AMOUNT APPROPRIATED FOR VARIOUS DEPARTMENTS OF THE CITY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR:

SECTION 1.0: That the appropriations for the fiscal year beginning October 1, 2020 and ending September 30, 2021, for the support of the general government of the City of Taylor, Texas be amended for said term in accordance with the change in revenues and expenditures shown in the attached Exhibit A.

SECTION 2.0: That the amendment, as shown in words and figures in Exhibit A, is hereby approved in all aspects and adopted as an amendment to the City budget for the fiscal year October 1, 2020 and ending September 30, 2021.

SECTION 3.0: In accordance with Article 8 of the City Charter, this ordinance was introduced before the City Council of the City of Taylor, Texas on the 18th day of November, 2021.

PASSED, APPROVED, and ADOPTED this the ____ day of _____, 2021.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

APPROVED AS TO FORM:

Ted Hejl, City Attorney

EXHIBIT A ORDINANCE 2020-21

FY 2020-21 YTD
AMENDED BUDGET

FY 2020-21 YEAR -
END ACTUALS

FY 2020-21 YEAR -
END AMENDMENTS

100 - GENERAL FUND

REVENUES

310-TAXES	12,575,000	12,721,666	146,666
320-PERMITS AND LICENSES	854,800	925,248	70,448
330-INTERGOVERNMENTAL REV	368,635	427,598	58,963
340-CHARGES FOR SERVICES	272,400	371,998	99,598
410-FINES AND FORFEITURES	266,500	168,557	(97,943)
420-ASSESSMENTS	13,000	514,234	501,234
430-USE OF MONEY AND PROP	458,800	577,895	119,095
440-DONATIONS FROM PRIVAT	12,500	10,085	(2,415)
450-INTERFUND OPERATING T	2,008,182	1,984,486	(23,696)
460-PROCEEDS GEN FIXED AS	0	0	0
470-PROCEEDS GEN LONG TER	0	0	0

100 - GENERAL FUND TOTAL REVENUES	\$16,829,817	\$17,701,767	\$871,950
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500 - CITY COUNCIL

100 - EMPLOYEE SERVICES	30,163	32,917	2,754
200 - OPERATIONAL SUPPLIES	14,221	12,524	(1,697)
300 - FACILITIES OPERATIONS	2,880	3,060	180
500 - CONTRACT SERVICE AND FEES	142,559	194,068	51,509
800 - CONTRIBUTION	35,765	33,393	(2,372)

500 - CITY COUNCIL TOTAL	\$225,588	\$275,962	\$50,374
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501 - CITY MANAGEMENT

100 - EMPLOYEE SERVICES	647,725	643,511	(4,214)
200 - OPERATIONAL SUPPLIES	28,562	21,886	(6,676)
300 - FACILITIES OPERATIONS	2,800	2,264	(536)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,500	663	(837)
500 - CONTRACT SERVICE AND FEES	4,621	20,765	16,144
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

501 - CITY MANAGEMENT TOTAL	\$685,208	\$689,089	\$3,881
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503 - PUBLIC INFORMATION

100 - EMPLOYEE SERVICES	74,789	75,026	237
200 - OPERATIONAL SUPPLIES	9,180	2,802	(6,378)
300 - FACILITIES OPERATIONS	1,200	1,228	28
400 - EQUIPMENT OPERATIONS/MAINTENANCE	0	0	0
500 - CONTRACT SERVICE AND FEES	113,130	95,168	(17,962)
700 - CAPITAL OUTLAY	0	0	0

503 - PUBLIC INFORMATION TOTAL	\$198,299	\$174,224	(\$24,075)
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504 - HUMAN RESOURCES

100 - EMPLOYEE SERVICES	168,614	183,588	14,974
200 - OPERATIONAL SUPPLIES	10,489	9,597	(892)
300 - FACILITIES OPERATIONS	665	857	192
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,400	663	(737)
500 - CONTRACT SERVICE AND FEES	81,890	73,406	(8,484)
700 - CAPITAL OUTLAY	0	0	0

504 - HUMAN RESOURCES TOTAL	\$263,058	\$268,113	\$5,055
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512 - FINANCE

100 - EMPLOYEE SERVICES	443,021	414,746	(28,275)
200 - OPERATIONAL SUPPLIES	4,950	3,331	(1,619)
300 - FACILITIES OPERATIONS	645	1,492	847
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,930	1,274	(656)
500 - CONTRACT SERVICE AND FEES	159,760	178,219	18,459
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

512 - FINANCE TOTAL	\$610,306	\$599,063	(\$11,243)
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516 - MUNICIPAL COURT

100 - EMPLOYEE SERVICES	308,879	282,546	(26,333)
200 - OPERATIONAL SUPPLIES	10,641	7,221	(3,420)
300 - FACILITIES OPERATIONS	6,463	7,394	931
400 - EQUIPMENT OPERATIONS/MAINTENANCE	2,221	2,224	3
500 - CONTRACT SERVICE AND FEES	80,079	41,333	(38,746)
700 - CAPITAL OUTLAY	0	0	0

516 - MUNICIPAL COURT TOTAL	\$408,283	\$340,719	(\$67,564)
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522 - DEVELOPMENT SERVICES

100 - EMPLOYEE SERVICES	704,685	693,119	(11,566)
200 - OPERATIONAL SUPPLIES	14,190	7,542	(6,648)
300 - FACILITIES OPERATIONS	4,347	5,175	828
400 - EQUIPMENT OPERATIONS/MAINTENANCE	20,870	20,383	(487)
500 - CONTRACT SERVICE AND FEES	513,898	484,133	(29,765)
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

522 - DEVELOPMENT SERVICES TOTAL	\$1,257,990	\$1,210,353	(\$47,637)
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524 - MAIN STREET PROGRAM

100 - EMPLOYEE SERVICES	91,327	88,517	(2,810)
200 - OPERATIONAL SUPPLIES	19,150	2,049	(17,101)
300 - FACILITIES OPERATIONS	630	699	69
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,000	893	(107)
500 - CONTRACT SERVICE AND FEES	2,057	8,855	6,798
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

524 - MAIN STREET PROGRAM TOTAL	\$114,164	\$101,013	(\$13,151)
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527 - MOODY THEATER

100 - EMPLOYEE SERVICES	0	0	0
200 - OPERATIONAL SUPPLIES	2,200	1,953	(247)
300 - FACILITIES OPERATIONS	5,870	4,016	(1,854)
500 - CONTRACT SERVICE AND FEES	1,825	675	(1,150)

527 - MOODY THEATER TOTAL	\$9,895	\$6,644	(\$3,251)
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527 - PUBLIC LIBRARY

100 - EMPLOYEE SERVICES	378,118	368,893	(9,225)
200 - OPERATIONAL SUPPLIES	26,580	20,563	(6,017)
300 - FACILITIES OPERATIONS	22,322	17,217	(5,105)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,000	454	(546)
500 - CONTRACT SERVICE AND FEES	13,764	11,969	(1,795)
700 - CAPITAL OUTLAY	59,000	51,913	(7,087)
800 - CONTRIBUTION			

532 - PUBLIC LIBRARY TOTAL	\$500,784	\$471,008	(\$29,776)
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542 - FIRE

100 - EMPLOYEE SERVICES	2,263,030	2,326,629	63,599
200 - OPERATIONAL SUPPLIES	92,200	85,943	(6,257)
300 - FACILITIES OPERATIONS	33,150	29,069	(4,081)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	363,911	363,943	32
500 - CONTRACT SERVICE AND FEES	87,100	79,449	(7,651)
700 - CAPITAL OUTLAY	221,497	181,927	(39,570)
800 - CONTRIBUTION	0	0	0

542 - FIRE TOTAL	\$3,060,888	\$3,066,960	\$6,072
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552 - POLICE

100 - EMPLOYEE SERVICES	3,543,427	3,481,330	(62,097)
200 - OPERATIONAL SUPPLIES	45,190	37,330	(7,860)
300 - FACILITIES OPERATIONS	34,565	32,313	(2,252)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	234,302	240,983	6,681
500 - CONTRACT SERVICE AND FEES	241,930	224,896	(17,034)
700 - CAPITAL OUTLAY	127,797	127,797	(0)
800 - CONTRIBUTION	18,000	18,000	0

552 - POLICE TOTAL	\$4,245,211	\$4,162,649	(\$82,562)
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558 - ANIMAL CONTROL

100 - EMPLOYEE SERVICES	123,393	121,825	(1,568)
200 - OPERATIONAL SUPPLIES	8,380	5,194	(3,186)
300 - FACILITIES OPERATIONS	15,000	14,484	(516)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	19,719	19,719	0
500 - CONTRACT SERVICE AND FEES	91,210	89,545	(1,665)
700 - CAPITAL OUTLAY	0	0	0

558 - ANIMAL CONTROL TOTAL	\$257,702	\$250,767	(\$6,935)
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563 - STREET & GROUND MAINTENANCE

100 - EMPLOYEE SERVICES	1,033,870	1,054,072	20,202
200 - OPERATIONAL SUPPLIES	115,524	96,327	(19,197)
300 - FACILITIES OPERATIONS	84,513	74,905	(9,608)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	265,153	263,298	(1,855)
500 - CONTRACT SERVICE AND FEES	296,709	283,297	(13,412)
700 - CAPITAL OUTLAY	12,400	12,395	(5)

563 - STREET & GROUND MAINTENANCE TOTAL	\$1,808,169	\$1,784,293	(\$23,876)
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565 - PARKS & RECREATION

100 - EMPLOYEE SERVICES	531,453	536,209	4,756
200 - OPERATIONAL SUPPLIES	98,806	75,840	(22,966)
300 - FACILITIES OPERATIONS	149,670	142,387	(7,283)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	106,636	106,636	0
500 - CONTRACT SERVICE AND FEES	172,319	185,570	13,251
700 - CAPITAL OUTLAY	323,800	380,652	56,852

565 - PARKS & RECREATION TOTAL	\$1,382,684	\$1,427,294	\$44,610
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566 - INTERNAL SVCS/BLDG

100 - EMPLOYEE SERVICES	259,668	264,155	4,487
200 - OPERATIONAL SUPPLIES	21,370	18,644	(2,726)
300 - FACILITIES OPERATIONS	189,767	183,628	(6,139)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	24,615	24,409	(206)
500 - CONTRACT SERVICE AND FEES	69,100	68,988	(112)
700 - CAPITAL OUTLAY	0	0	0

566 - INTERNAL SVCS/BLDG TOTAL	\$564,520	\$559,824	(\$4,696)
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573-ENGINEERING & INSPECT

100 - EMPLOYEE SERVICES	0	0	0
200 - OPERATIONAL SUPPLIES	0	0	0
300 - FACILITIES OPERATIONS	0	693	693
400 - EQUIPMENT OPERATIONS/MAINTENANCE	0	0	0
500 - CONTRACT SERVICE AND FEES	270,000	274,749	4,749
700 - CAPITAL OUTLAY	0	0	0

573 - ENGINEERING & INSPECT TOTAL	\$270,000	\$275,442	\$5,442
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575 - INFORMATION TECHNOLOGY (IT)

100 - EMPLOYEE SERVICES	71,782	71,043	(739)
200 - OPERATIONAL SUPPLIES	32,703	40,276	7,573
300 - FACILITIES OPERATIONS	31,736	31,412	(324)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	15,352	15,352	0
500 - CONTRACT SERVICE AND FEES	124,210	131,837	7,627
700 - CAPITAL OUTLAY	0	0	0

575 - INFORMATION TECHNOLOGY (IT) TOTAL	\$275,783	\$289,920	\$14,137
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592 - NON DEPARTMENTAL

100 - EMPLOYEE SERVICES	0	0	0
200 - OPERATIONAL SUPPLIES	0	572,645	572,645
300 - FACILITIES OPERATIONS	0	0	0
400 - EQUIPMENT OPERATIONS/MAINTENANCE	0	0	0
500 - CONTRACT SERVICE AND FEES	331,450	365,463	34,013
600 - DEPRECIATION/BAD DEBT	0	0	0
700 - CAPITAL OUTLAY	30,000	0	(30,000)
800 - CONTRIBUTION	281,100	100,863	(180,237)
900 - DEBT SERVICE	0	0	0

592 - NON DEPARTMENTAL TOTAL	\$642,550	\$1,038,971	\$396,421
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TOTAL GENERAL FUND EXPENDITURES	\$16,781,082	\$16,992,306	\$211,224
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119 - TAX INCREMENT FINANCING FUND (TIF)**REVENUE**

TOTAL TIF REVENUE	337,500	385,743	48,243
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EXPENDITURE

TOTAL TIF EXPENDITURES	436,132	398,862	(37,270)
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120 - HOTEL MOTEL TAX FUND**REVENUE**

TOTAL HOTEL MOTEL REVENUE	205,000	184,979	(20,021)
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EXPENDITURE

TOTAL HOTEL MOTEL EXPENDITURES	205,000	200,358	(4,642)
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123 - MAIN STREET REVENUE FUND**REVENUE**

TOTAL MAIN STREET REVENUE	107,100	46,175	(60,925)
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EXPENDITURE

TOTAL MAIN STREET EXPENDITURES	102,650	38,841	(63,809)
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124-CEMETERY LAND & TRUST FD**REVENUE**

TOTAL CEMETERY LAND & TRUST FD REVENUE	1,200	21	(1,179)
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EXPENDITURE

TOTAL CEMETERY LAND & TRUST FD EXPENDITURES	0	0	0
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125-MUNICIPAL CRT SPECIAL FEE**REVENUE**

TOTAL MUNICIPAL CRT SPECIAL FEE REVENUE	17,000	12,712	(4,288)
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EXPENDITURE

625 - MUNICIPAL COURT BLDG	10,212	240	(9,972)
626 - MUNICIPAL COURT TECHNOLOGY	0	10,035	10,035
627 - MUN COURT JUDICIAL	13,585	13,516	(69)

129-LIBRARY GRANT/DONATION**REVENUE**

TOTAL LIBRARY GRANT/DONATION REVENUE	5,300	685	(4,615)
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EXPENDITURE

TOTAL LIBRARY GRANT/DONATION EXPENDITURES	10,395	8,781	(1,614)
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140-I & S FOR G O BONDS**REVENUE**

TOTAL I & S FOR G O BONDS REVENUE	2,796,150	2,885,378	89,228
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EXPENDITURE

TOTAL I & S FOR G O BONDS EXPENDITURES	2,816,950	2,793,728	(23,222)
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143-MDUS I&S**REVENUE**

TOTAL MDUS I&S REVENUE	279,750	279,750	0
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EXPENDITURE

TOTAL MDUS I&S EXPENDITURES	279,750	279,885	135
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144-I&S UTILITY CO'S & BONDS**REVENUE**

TOTAL I&S UTILITY CO'S & BONDS REVENUE	2,616,376	2,616,376	0
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EXPENDITURE

TOTAL I&S UTILITY CO'S & BONDS EXPENDITURES	2,616,376	2,616,376	0
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146-I & S FOR AIRPORT CO'S**REVENUE**

TOTAL I&S FOR AIRPORT CO'S REVENUE	106,700	106,700	0
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EXPENDITURE

TOTAL I&S FOR AIRPORT CO'S EXPENDITURES	106,700	106,701	1
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147-TUF(STREETS) I&S FUND**REVENUE**

TOTAL TUF STREETS I&S FUND REVENUE	290,919	290,926	7
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EXPENDITURE

TOTAL TUF STREETS I&S FUND EXPENDITURES	290,919	291,159	240
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162-GENERAL CAPITAL IMPROVEME**REVENUE**

TOTAL GENERAL CAPITAL IMPROVEMENT REVENUE	0	7,248,679	7,248,679
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EXPENDITURE

TOTAL GENERAL CAPITAL IMPROVEMENT EXPENDITURES			
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561	0	718,345	718,345
566	0	0	0
576	0	167,247	167,247
577	0	17,708	17,708
637	0	693,304	693,304
653	0	0	0
657	0	0	0
661	0	11,678	11,678
679	0	0	0
685	0	62,340	62,340
694	0	571,326	571,326
802	0	9,441	9,441
901	0	5,176,385	5,176,385
902	0	0	0

164-MDUS IMPROVEMENT PROJECTS**REVENUE**

TOTAL MDUS IMPROVEMENT PROJECTS REVENUE	0	581	581
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EXPENDITURE

TOTAL MDUS IMPROVEMENT PROJECTS EXPENDITURES			
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509 - MISC DRAINAGE	0	82,291	82,291
510 - MUSTANG CK TRIBUTORY	0	326,987	326,987
515 - MDUS 8 PROJ DESIGN	0	0	0
565 - EDMOND ST PH 1 MDUS	0	0	0
814 - HOLLY SPRINGS	0	0	0

165-2013 COMBINATION CO**REVENUE**

TOTAL 2013 COMBINATION CO REVENUE	0	898	898
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EXPENDITURE

TOTAL 2013 COMBINATION CO EXPENDITURES	0	702,651	702,651
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166-2017 PERFORMANCE CONTRACT**REVENUE**

TOTAL 2017 PERFORMANCE CONTRACT REVENUES	0	211	211
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EXPENDITURE

TOTAL 2017 PERFORMANCE CONTRACT EXPENDITURES	0	0	0
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200-ROADWAY IMPACT FEE FUND**REVENUE**

TOTAL ROADWAY IMPACT FEE FUND REVENUES	35,000	107,469	72,469
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EXPENDITURE

TOTAL ROADWAY IMPACT FEE FUND EXPENDITURES	30,000	59,160	29,160
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210-TRANSPORTATION FUND**REVENUE**

TOTAL TRANSPORTATION FUND REVENUES	793,000	1,639,575	846,575
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EXPENDITURE

TOTAL TRANSPORTATION FUND EXPENSES	761,719	3,972,398	3,210,679
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300-MUNICIPAL DRAINAGE UTILIT**REVENUE**

TOTAL MUNICIPAL DRAINAGE UTILITY REVENUES	501,000	477,705	(23,295)
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EXPENDITURE

TOTAL MUNICIPAL DRAINAGE UTILITY EXPENDITURES	490,400	459,803	(30,597)
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320-SANITATION FUND**REVENUE**

TOTAL SANITATION FUND REVENUES	1,843,000	1,790,030	(52,970)
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EXPENDITURE

TOTAL SANITATION FUND EXPENDITURES	1,821,700	1,863,730	42,030
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340-PUBLIC UTILITIES FUND**REVENUE**

TOTAL PUBLIC UTILITIES FUND REVENUES	10,390,500	9,543,887	(846,613)
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EXPENDITURE

701	461,194	466,550	5,356
706	706,867	636,163	(70,705)
708	1,851,376	1,726,427	(124,949)
709	7,141,958	7,085,925	(56,033)

345-UTILITY IMPACT FEE FUND**REVENUE**

TOTAL UTILITY IMPACT FEE FUND REVENUES	250,000	693,550	443,550
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EXPENDITURE

TOTAL UTILITY IMPACT FEE FUND EXPENDITURES	125,000	145,954	20,954
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350-AIRPORT FUND**REVENUE**

TOTAL AIRPORT FUND REVENUES	426,700	444,148	17,448
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EXPENDITURE

TOTAL AIRPORT FUND EXPENDITURES	428,382	454,127	25,745
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370-CEMETERY OPERATING FUND**REVENUE**

TOTAL CEMETERY OPERATING FUND REVENUES	194,644	326,845	132,201
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EXPENDITURE

TOTAL CEMETERY OPERATING FUND EXPENDITURES	229,646	233,680	4,034
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382-FLEET SERVICES OPERATING**REVENUE**

TOTAL FLEET SERVICES OPERATING REVENUES	777,506	785,765	8,259
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EXPENDITURE

TOTAL FLEET SERVICES OPERATING EXPENDITURES	796,538	865,414	68,876
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384-FLEET REPLACEMENT FUND**REVENUE**

TOTAL FLEET REPLACEMENT FUND REVENUES	416,355	433,614	17,259
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EXPENDITURE

TOTAL FLEET SERVICES OPERATING EXPENDITURES	408,355	468,030	59,675
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410-CEMETERY PERMANENT FUND**REVENUE**

TOTAL CEMETERY PERMANENT FUND REVENUES	20,300	16,578	(3,722)
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EXPENDITURE

TOTAL CEMETERY PERMANENT FUND EXPENDITURES	12,000	700	(11,300)
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FY 2021 Year-End Budget Amendments/Adjustments



EXHIBIT A ORDINANCE 2020-21

FY 2020-21 YTD
AMENDED BUDGET

FY 2020-21 YEAR -
END ACTUALS

FY 2020-21 YEAR -
END AMENDMENTS

100 - GENERAL FUND

REVENUES

310-TAXES	12,575,000	12,721,666	146,666
320-PERMITS AND LICENSES	854,800	925,248	70,448
330-INTERGOVERNMENTAL REV	368,635	427,598	58,963
340-CHARGES FOR SERVICES	272,400	371,998	99,598
410-FINES AND FORFEITURES	266,500	168,557	(97,943)
420-ASSESSMENTS	13,000	514,234	501,234
430-USE OF MONEY AND PROP	458,800	577,895	119,095
440-DONATIONS FROM PRIVAT	12,500	10,085	(2,415)
450-INTERFUND OPERATING T	2,008,182	1,984,486	(23,696)
460-PROCEEDS GEN FIXED AS	0	0	0
470-PROCEEDS GEN LONG TER	0	0	0

100 - GENERAL FUND TOTAL REVENUES	\$16,829,817	\$17,701,767	\$871,950
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500 - CITY COUNCIL

100 - EMPLOYEE SERVICES	30,163	32,917	2,754
200 - OPERATIONAL SUPPLIES	14,221	12,524	(1,697)
300 - FACILITIES OPERATIONS	2,880	3,060	180
500 - CONTRACT SERVICE AND FEES	142,559	194,068	51,509
800 - CONTRIBUTION	35,765	33,393	(2,372)

500 - CITY COUNCIL TOTAL	\$225,588	\$275,962	\$50,374
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501 - CITY MANAGEMENT

100 - EMPLOYEE SERVICES	647,725	643,511	(4,214)
200 - OPERATIONAL SUPPLIES	28,562	21,886	(6,676)
300 - FACILITIES OPERATIONS	2,800	2,264	(536)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,500	663	(837)
500 - CONTRACT SERVICE AND FEES	4,621	20,765	16,144
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

501 - CITY MANAGEMENT TOTAL	\$685,208	\$689,089	\$3,881
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503 - PUBLIC INFORMATION

100 - EMPLOYEE SERVICES	74,789	75,026	237
200 - OPERATIONAL SUPPLIES	9,180	2,802	(6,378)
300 - FACILITIES OPERATIONS	1,200	1,228	28
400 - EQUIPMENT OPERATIONS/MAINTENANCE	0	0	0
500 - CONTRACT SERVICE AND FEES	113,130	95,168	(17,962)
700 - CAPITAL OUTLAY	0	0	0

503 - PUBLIC INFORMATION TOTAL	\$198,299	\$174,224	(\$24,075)
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504 - HUMAN RESOURCES

100 - EMPLOYEE SERVICES	168,614	183,588	14,974
200 - OPERATIONAL SUPPLIES	10,489	9,597	(892)
300 - FACILITIES OPERATIONS	665	857	192
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,400	663	(737)
500 - CONTRACT SERVICE AND FEES	81,890	73,406	(8,484)
700 - CAPITAL OUTLAY	0	0	0

504 - HUMAN RESOURCES TOTAL	\$263,058	\$268,113	\$5,055
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512 - FINANCE

100 - EMPLOYEE SERVICES	443,021	414,746	(28,275)
200 - OPERATIONAL SUPPLIES	4,950	3,331	(1,619)
300 - FACILITIES OPERATIONS	645	1,492	847
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,930	1,274	(656)
500 - CONTRACT SERVICE AND FEES	159,760	178,219	18,459
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

512 - FINANCE TOTAL	\$610,306	\$599,063	(\$11,243)
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516 - MUNICIPAL COURT

100 - EMPLOYEE SERVICES	308,879	282,546	(26,333)
200 - OPERATIONAL SUPPLIES	10,641	7,221	(3,420)
300 - FACILITIES OPERATIONS	6,463	7,394	931
400 - EQUIPMENT OPERATIONS/MAINTENANCE	2,221	2,224	3
500 - CONTRACT SERVICE AND FEES	80,079	41,333	(38,746)
700 - CAPITAL OUTLAY	0	0	0

516 - MUNICIPAL COURT TOTAL	\$408,283	\$340,719	(\$67,564)
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522 - DEVELOPMENT SERVICES

100 - EMPLOYEE SERVICES	704,685	693,119	(11,566)
200 - OPERATIONAL SUPPLIES	14,190	7,542	(6,648)
300 - FACILITIES OPERATIONS	4,347	5,175	828
400 - EQUIPMENT OPERATIONS/MAINTENANCE	20,870	20,383	(487)
500 - CONTRACT SERVICE AND FEES	513,898	484,133	(29,765)
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

522 - DEVELOPMENT SERVICES TOTAL	\$1,257,990	\$1,210,353	(\$47,637)
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524 - MAIN STREET PROGRAM

100 - EMPLOYEE SERVICES	91,327	88,517	(2,810)
200 - OPERATIONAL SUPPLIES	19,150	2,049	(17,101)
300 - FACILITIES OPERATIONS	630	699	69
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,000	893	(107)
500 - CONTRACT SERVICE AND FEES	2,057	8,855	6,798
700 - CAPITAL OUTLAY	0	0	0
800 - CONTRIBUTION	0	0	0

524 - MAIN STREET PROGRAM TOTAL	\$114,164	\$101,013	(\$13,151)
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527 - MOODY THEATER

100 - EMPLOYEE SERVICES	0	0	0
200 - OPERATIONAL SUPPLIES	2,200	1,953	(247)
300 - FACILITIES OPERATIONS	5,870	4,016	(1,854)
500 - CONTRACT SERVICE AND FEES	1,825	675	(1,150)

527 - MOODY THEATER TOTAL	\$9,895	\$6,644	(\$3,251)
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527 - PUBLIC LIBRARY

100 - EMPLOYEE SERVICES	378,118	368,893	(9,225)
200 - OPERATIONAL SUPPLIES	26,580	20,563	(6,017)
300 - FACILITIES OPERATIONS	22,322	17,217	(5,105)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	1,000	454	(546)
500 - CONTRACT SERVICE AND FEES	13,764	11,969	(1,795)
700 - CAPITAL OUTLAY	59,000	51,913	(7,087)
800 - CONTRIBUTION			

532 - PUBLIC LIBRARY TOTAL	\$500,784	\$471,008	(\$29,776)
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542 - FIRE

100 - EMPLOYEE SERVICES	2,263,030	2,326,629	63,599
200 - OPERATIONAL SUPPLIES	92,200	85,943	(6,257)
300 - FACILITIES OPERATIONS	33,150	29,069	(4,081)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	363,911	363,943	32
500 - CONTRACT SERVICE AND FEES	87,100	79,449	(7,651)
700 - CAPITAL OUTLAY	221,497	181,927	(39,570)
800 - CONTRIBUTION	0	0	0

542 - FIRE TOTAL	\$3,060,888	\$3,066,960	\$6,072
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552 - POLICE

100 - EMPLOYEE SERVICES	3,543,427	3,481,330	(62,097)
200 - OPERATIONAL SUPPLIES	45,190	37,330	(7,860)
300 - FACILITIES OPERATIONS	34,565	32,313	(2,252)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	234,302	240,983	6,681
500 - CONTRACT SERVICE AND FEES	241,930	224,896	(17,034)
700 - CAPITAL OUTLAY	127,797	127,797	(0)
800 - CONTRIBUTION	18,000	18,000	0

552 - POLICE TOTAL	\$4,245,211	\$4,162,649	(\$82,562)
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558 - ANIMAL CONTROL

100 - EMPLOYEE SERVICES	123,393	121,825	(1,568)
200 - OPERATIONAL SUPPLIES	8,380	5,194	(3,186)
300 - FACILITIES OPERATIONS	15,000	14,484	(516)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	19,719	19,719	0
500 - CONTRACT SERVICE AND FEES	91,210	89,545	(1,665)
700 - CAPITAL OUTLAY	0	0	0

558 - ANIMAL CONTROL TOTAL	\$257,702	\$250,767	(\$6,935)
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563 - STREET & GROUND MAINTENANCE

100 - EMPLOYEE SERVICES	1,033,870	1,054,072	20,202
200 - OPERATIONAL SUPPLIES	115,524	96,327	(19,197)
300 - FACILITIES OPERATIONS	84,513	74,905	(9,608)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	265,153	263,298	(1,855)
500 - CONTRACT SERVICE AND FEES	296,709	283,297	(13,412)
700 - CAPITAL OUTLAY	12,400	12,395	(5)

563 - STREET & GROUND MAINTENANCE TOTAL	\$1,808,169	\$1,784,293	(\$23,876)
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565 - PARKS & RECREATION

100 - EMPLOYEE SERVICES	531,453	536,209	4,756
200 - OPERATIONAL SUPPLIES	98,806	75,840	(22,966)
300 - FACILITIES OPERATIONS	149,670	142,387	(7,283)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	106,636	106,636	0
500 - CONTRACT SERVICE AND FEES	172,319	185,570	13,251
700 - CAPITAL OUTLAY	323,800	380,652	56,852

565 - PARKS & RECREATION TOTAL	\$1,382,684	\$1,427,294	\$44,610
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566 - INTERNAL SVCS/BLDG

100 - EMPLOYEE SERVICES	259,668	264,155	4,487
200 - OPERATIONAL SUPPLIES	21,370	18,644	(2,726)
300 - FACILITIES OPERATIONS	189,767	183,628	(6,139)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	24,615	24,409	(206)
500 - CONTRACT SERVICE AND FEES	69,100	68,988	(112)
700 - CAPITAL OUTLAY	0	0	0

566 - INTERNAL SVCS/BLDG TOTAL	\$564,520	\$559,824	(\$4,696)
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573-ENGINEERING & INSPECT

100 - EMPLOYEE SERVICES	0	0	0
200 - OPERATIONAL SUPPLIES	0	0	0
300 - FACILITIES OPERATIONS	0	693	693
400 - EQUIPMENT OPERATIONS/MAINTENANCE	0	0	0
500 - CONTRACT SERVICE AND FEES	270,000	274,749	4,749
700 - CAPITAL OUTLAY	0	0	0

573 - ENGINEERING & INSPECT TOTAL	\$270,000	\$275,442	\$5,442
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575 - INFORMATION TECHNOLOGY (IT)

100 - EMPLOYEE SERVICES	71,782	71,043	(739)
200 - OPERATIONAL SUPPLIES	32,703	40,276	7,573
300 - FACILITIES OPERATIONS	31,736	31,412	(324)
400 - EQUIPMENT OPERATIONS/MAINTENANCE	15,352	15,352	0
500 - CONTRACT SERVICE AND FEES	124,210	131,837	7,627
700 - CAPITAL OUTLAY	0	0	0

575 - INFORMATION TECHNOLOGY (IT) TOTAL	\$275,783	\$289,920	\$14,137
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592 - NON DEPARTMENTAL

100 - EMPLOYEE SERVICES	0	0	0
200 - OPERATIONAL SUPPLIES	0	572,645	572,645
300 - FACILITIES OPERATIONS	0	0	0
400 - EQUIPMENT OPERATIONS/MAINTENANCE	0	0	0
500 - CONTRACT SERVICE AND FEES	331,450	365,463	34,013
600 - DEPRECIATION/BAD DEBT	0	0	0
700 - CAPITAL OUTLAY	30,000	0	(30,000)
800 - CONTRIBUTION	281,100	100,863	(180,237)
900 - DEBT SERVICE	0	0	0

592 - NON DEPARTMENTAL TOTAL	\$642,550	\$1,038,971	\$396,421
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TOTAL GENERAL FUND EXPENDITURES	\$16,781,082	\$16,992,306	\$211,224
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119 - TAX INCREMENT FINANCING FUND (TIF)**REVENUE**

TOTAL TIF REVENUE	337,500	385,743	48,243
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EXPENDITURE

TOTAL TIF EXPENDITURES	436,132	398,862	(37,270)
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120 - HOTEL MOTEL TAX FUND**REVENUE**

TOTAL HOTEL MOTEL REVENUE	205,000	184,979	(20,021)
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EXPENDITURE

TOTAL HOTEL MOTEL EXPENDITURES	205,000	200,358	(4,642)
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123 - MAIN STREET REVENUE FUND**REVENUE**

TOTAL MAIN STREET REVENUE	107,100	46,175	(60,925)
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EXPENDITURE

TOTAL MAIN STREET EXPENDITURES	102,650	38,841	(63,809)
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124-CEMETERY LAND & TRUST FD**REVENUE**

TOTAL CEMETERY LAND & TRUST FD REVENUE	1,200	21	(1,179)
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EXPENDITURE

TOTAL CEMETERY LAND & TRUST FD EXPENDITURES	0	0	0
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125-MUNICIPAL CRT SPECIAL FEE**REVENUE**

TOTAL MUNICIPAL CRT SPECIAL FEE REVENUE	17,000	12,712	(4,288)
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EXPENDITURE

625 - MUNICIPAL COURT BLDG	10,212	240	(9,972)
626 - MUNICIPAL COURT TECHNOLOGY	0	10,035	10,035
627 - MUN COURT JUDICIAL	13,585	13,516	(69)

129-LIBRARY GRANT/DONATION**REVENUE**

TOTAL LIBRARY GRANT/DONATION REVENUE	5,300	685	(4,615)
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EXPENDITURE

TOTAL LIBRARY GRANT/DONATION EXPENDITURES	10,395	8,781	(1,614)
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140-I & S FOR G O BONDS**REVENUE**

TOTAL I & S FOR G O BONDS REVENUE	2,796,150	2,885,378	89,228
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EXPENDITURE

TOTAL I & S FOR G O BONDS EXPENDITURES	2,816,950	2,793,728	(23,222)
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143-MDUS I&S**REVENUE**

TOTAL MDUS I&S REVENUE	279,750	279,750	0
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EXPENDITURE

TOTAL MDUS I&S EXPENDITURES	279,750	279,885	135
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144-I&S UTILITY CO'S & BONDS**REVENUE**

TOTAL I&S UTILITY CO'S & BONDS REVENUE	2,616,376	2,616,376	0
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EXPENDITURE

TOTAL I&S UTILITY CO'S & BONDS EXPENDITURES	2,616,376	2,616,376	0
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146-I & S FOR AIRPORT CO'S**REVENUE**

TOTAL I&S FOR AIRPORT CO'S REVENUE	106,700	106,700	0
------------------------------------	---------	---------	---

EXPENDITURE

TOTAL I&S FOR AIRPORT CO'S EXPENDITURES	106,700	106,701	1
---	---------	---------	---

147-TUF(STREETS) I&S FUND**REVENUE**

TOTAL TUF STREETS I&S FUND REVENUE	290,919	290,926	7
------------------------------------	---------	---------	---

EXPENDITURE

TOTAL TUF STREETS I&S FUND EXPENDITURES	290,919	291,159	240
---	---------	---------	-----

162-GENERAL CAPITAL IMPROVEME**REVENUE**

TOTAL GENERAL CAPITAL IMPROVEMENT REVENUE	0	7,248,679	7,248,679
---	---	-----------	-----------

EXPENDITURE

TOTAL GENERAL CAPITAL IMPROVEMENT EXPENDITURES			
--	--	--	--

561	0	718,345	718,345
566	0	0	0
576	0	167,247	167,247
577	0	17,708	17,708
637	0	693,304	693,304
653	0	0	0
657	0	0	0
661	0	11,678	11,678
679	0	0	0
685	0	62,340	62,340
694	0	571,326	571,326
802	0	9,441	9,441
901	0	5,176,385	5,176,385
902	0	0	0

164-MDUS IMPROVEMENT PROJECTS**REVENUE**

TOTAL MDUS IMPROVEMENT PROJECTS REVENUE	0	581	581
---	---	-----	-----

EXPENDITURE

TOTAL MDUS IMPROVEMENT PROJECTS EXPENDITURES			
--	--	--	--

509 - MISC DRAINAGE	0	82,291	82,291
510 - MUSTANG CK TRIBUTORY	0	326,987	326,987
515 - MDUS 8 PROJ DESIGN	0	0	0
565 - EDMOND ST PH 1 MDUS	0	0	0
814 - HOLLY SPRINGS	0	0	0

165-2013 COMBINATION CO**REVENUE**

TOTAL 2013 COMBINATION CO REVENUE	0	898	898
-----------------------------------	---	-----	-----

EXPENDITURE

TOTAL 2013 COMBINATION CO EXPENDITURES	0	702,651	702,651
--	---	---------	---------

166-2017 PERFORMANCE CONTRACT**REVENUE**

TOTAL 2017 PERFORMANCE CONTRACT REVENUES	0	211	211
--	---	-----	-----

EXPENDITURE

TOTAL 2017 PERFORMANCE CONTRACT EXPENDITURES	0	0	0
--	---	---	---

200-ROADWAY IMPACT FEE FUND**REVENUE**

TOTAL ROADWAY IMPACT FEE FUND REVENUES	35,000	107,469	72,469
--	--------	---------	--------

EXPENDITURE

TOTAL ROADWAY IMPACT FEE FUND EXPENDITURES	30,000	59,160	29,160
--	--------	--------	--------

210-TRANSPORTATION FUND**REVENUE**

TOTAL TRANSPORTATION FUND REVENUES	793,000	1,639,575	846,575
------------------------------------	---------	-----------	---------

EXPENDITURE

TOTAL TRANSPORTATION FUND EXPENSES	761,719	3,972,398	3,210,679
------------------------------------	---------	-----------	-----------

300-MUNICIPAL DRAINAGE UTILIT**REVENUE**

TOTAL MUNICIPAL DRAINAGE UTILITY REVENUES	501,000	477,705	(23,295)
---	---------	---------	----------

EXPENDITURE

TOTAL MUNICIPAL DRAINAGE UTILITY EXPENDITURES	490,400	459,803	(30,597)
---	---------	---------	----------

320-SANITATION FUND**REVENUE**

TOTAL SANITATION FUND REVENUES	1,843,000	1,790,030	(52,970)
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EXPENDITURE

TOTAL SANITATION FUND EXPENDITURES	1,821,700	1,863,730	42,030
------------------------------------	-----------	-----------	--------

340-PUBLIC UTILITIES FUND**REVENUE**

TOTAL PUBLIC UTILITIES FUND REVENUES	10,390,500	9,543,887	(846,613)
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EXPENDITURE

701	461,194	466,550	5,356
706	706,867	636,163	(70,705)
708	1,851,376	1,726,427	(124,949)
709	7,141,958	7,085,925	(56,033)

345-UTILITY IMPACT FEE FUND**REVENUE**

TOTAL UTILITY IMPACT FEE FUND REVENUES	250,000	693,550	443,550
--	---------	---------	---------

EXPENDITURE

TOTAL UTILITY IMPACT FEE FUND EXPENDITURES	125,000	145,954	20,954
--	---------	---------	--------

350-AIRPORT FUND**REVENUE**

TOTAL AIRPORT FUND REVENUES	426,700	444,148	17,448
-----------------------------	---------	---------	--------

EXPENDITURE

TOTAL AIRPORT FUND EXPENDITURES	428,382	454,127	25,745
---------------------------------	---------	---------	--------

370-CEMETERY OPERATING FUND**REVENUE**

TOTAL CEMETERY OPERATING FUND REVENUES	194,644	326,845	132,201
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EXPENDITURE

TOTAL CEMETERY OPERATING FUND EXPENDITURES	229,646	233,680	4,034
--	---------	---------	-------

382-FLEET SERVICES OPERATING**REVENUE**

TOTAL FLEET SERVICES OPERATING REVENUES	777,506	785,765	8,259
---	---------	---------	-------

EXPENDITURE

TOTAL FLEET SERVICES OPERATING EXPENDITURES	796,538	865,414	68,876
---	---------	---------	--------

384-FLEET REPLACEMENT FUND**REVENUE**

TOTAL FLEET REPLACEMENT FUND REVENUES	416,355	433,614	17,259
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EXPENDITURE

TOTAL FLEET SERVICES OPERATING EXPENDITURES	408,355	468,030	59,675
---	---------	---------	--------

410-CEMETERY PERMANENT FUND**REVENUE**

TOTAL CEMETERY PERMANENT FUND REVENUES	20,300	16,578	(3,722)
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EXPENDITURE

TOTAL CEMETERY PERMANENT FUND EXPENDITURES	12,000	700	(11,300)
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City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 7

Agenda Title: Consider ordinance 2021-35 regarding the adoption of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan and Implementation Plan.

Council Action to be taken: consider ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

This agenda item allows for the ordinance adoption of the Envision Taylor Comprehensive Plan.

Chapter 213 of the Texas Local Government Code authorizes cities to adopt comprehensive plans. The Code states:

“The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.

A comprehensive plan may:

- (1) include but is not limited to provisions on land use, transportation, and public facilities;
- (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations.”

Prior to adoption of the comprehensive plan, the plan must first be reviewed by the City’s Planning and Zoning Commission.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City of Taylor last adopted a comprehensive plan in 2004. City Council authorized funding for the update of the City’s comprehensive plan in the FY 2019-2020 budget.

After soliciting qualifications from consulting firms, the City selected Lionheart Places to lead the planning effort with Verdunity providing fiscal analysis.

Due to COVID-19, the project was paused in early 2020 and restarted in August of 2020. Since then, 3 community workshops, 2 Strong Towns presentations, 4 CPAC meetings, 4 planning for growth workshops, a P&Z workshop and a joint meeting between City Council, P&Z and the CPAC have been held.

Public meetings related to the comprehensive plan were held on the following dates:

September 17, 2020 – Strong Towns Presentation
September 22, 2020 – Community Workshop #1
January 27, 2021 – Planning for Growth Workshop #1
March 3, 2021 – Planning for Growth Workshop #2
March 10, 2021 – Community Workshop #2
April 7, 2021 – Planning for Growth Workshop #3
May 5, 2021 – Planning for Growth Workshop #4
July 14, 2021 – Community Workshop #3
August 10, 2021 – P&Z Workshop
September 28, 2021 – City Council, P&Z, CPAC Joint Workshop
October 12, 2021 – Planning and Zoning Commission public hearing and recommendation
October 28, 2021 – City Council public hearing and ordinance introduction

Updates since October 28th meeting:

Staff and the consultant team have made edits to the comprehensive plan document since the public hearing on October 28th including the following:

- Minor revisions to the land use and transportation plan maps to correct errors and properly reflect the future land use and transportation systems
- Updates to all maps to correct boundary issues and map color inconsistencies
- Text edits to correct errors
- Text edits to clarify content
- Updates to population numbers to be consistent throughout the document and to address the undercount from the 2020 Census
- Updates to charts to correct errors and clarify content
- Update to the Value Per Acre Map to align it with the land use district boundaries

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Provides a needed update to the 2004 comprehensive plan • Creates a framework for financially sustainable development • Provides policies to encourage new development in the core of the city • Provides policies to encourage to provision of housing that is	• N/A

affordable for all residents of Taylor Provides for a safe and efficient transportation system	
--	--

4. RECOMMENDATION

The Planning and Zoning Commission held a public hearing on the Envision Taylor Comprehensive Plan on October 12, 2021 and unanimously recommended approval of the plan.

City Council held a public hearing and introduced the ordinance on October 28, 2021.

5. FUNDING SOURCE

Funding for the plan was allocated in both the FY 2019-20 and 2020-21 fiscal years.

6. TIMELINE

Public hearing and recommendation from P&Z was held October 12, 2021

Public hearing and introduction of the ordinance adopting the plan - October 28, 2021

Final action on adoption of the plan - November 18, 2021

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

7a. [Ordinance 2021-35](#)

7b. [Envision Taylor Comprehensive Plan](#)

ORDINANCE NO. 2021-35

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, ADOPTING AN UPDATED COMPREHENSIVE PLAN; 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 adoption of the updated 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 October 12, 2021, reviewed the plan and recommended that the City Council adopt the Comprehensive Plan; and

WHEREAS, the City Council held a public hearing on October 28, 2021, 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. Comprehensive Plan. The City Council hereby adopts the Comprehensive Plan attached hereto as **Exhibit “A”**. The Comprehensive Plan replaces and supersedes the Comprehensive Plan that was in effect prior to the effective date of this Ordinance. The Comprehensive Plan, as it is amended from time to time, shall be kept in the office of the City Clerk and shall be available for public inspection during normal office hours. Pursuant to Chapter 211 of the Texas Local Government Code, Zoning change applications, as considered from time to time at the request of the landowner or on motion of the City, shall be acted on in accordance with the Comprehensive Plan, as amended. Pursuant to Chapter 212 of the Texas Local Government Code, the Comprehensive Plan is the general plan of the City and all plat applications subject to the City’s jurisdiction shall be in conformance with the Comprehensive Plan, as amended. The City may amend the Comprehensive Plan at the discretion of the City Council in accordance with state law as necessary to address changing conditions in the City.

Section 3. 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 4. 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 5. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below.

Section 6. 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, *Chapt. 551, Tex. Gov't. Code.*

PASSED, APPROVED, AND ADOPTED on the ____ day of _____, 2021.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl,
City Attorney

CITY OF TAYLOR COMPREHENSIVE PLAN

DECEMBER 2021





ENVISION TAYLOR COMPREHENSIVE PLAN





PREPARED FOR:
CITY OF TAYLOR

PREPARED BY:
LIONHEART
www.lionheartplaces.com

ACKNOWLEDGMENTS

CITY OF TAYLOR

Brian LaBorde - City Manager

Jeffery Jenkins - Deputy City Manager

Tom Yantis, AICP - Assistant City Manager/Director of Development Services

Colin Harrison - Assistant Director of Development Services

Shelly Shelton, AICP - Senior Planner

McKenzi Hicks - Planning Technician

Stacey Osborne - Public Information Officer

Kendra Dubee - Communications Coordinator

PLANNING AND ZONING COMMISSION

Donna Frazier, Chair

Leland Stevens, Vice Chair

Mike Eaton, Secretary

Amy Everhart, Member

Rick Selin, Member

Annette Maruska, Member

Michael Aplin, Member

Kellie Billings-Ray, Member

Anette Maruska, Member

Nora Roy, Member

Don Mcalister, Former Chair

Faith Gardner, Former Member

CITY COUNCIL

Brandt Rydell, Mayor/District 3

Gerald Anderson, Mayor Pro Tem/District 1

Mitchell Drummond, District 2

Robert Garcia, District 4

Dwayne Ariola, At Large

COMPREHENSIVE PLAN ADVISORY COMMITTEE

Betty Day, Economic Development Corporation/Electric Reliability Council of Texas

Jeff Snyder, Business Owner

Mark Nibbelink, Downtown Property/Business Owner

Doug Moss, Downtown Property Owner/Architect

Leslie Hill, Opportunities for Williamson/Burnet Counties

Debbie Kovar, Real Estate Broker

Cliff Olle, Developer

Janetta Mccoy, Public Arts Advisory Board

Kellie Billings-Ray, Planning and Zoning Commission

Jose Orta, Community Advocate

Ed Komandosky, Lower Brushy Creek Water Control and Improvement District

Ebby Green, Taylor Housing Authority - Ex-Officio

Devin Padavil, Taylor ISD - Ex-Officio

Tia Stone, Taylor Chamber of Commerce - Ex-Officio

CONSULTANT TEAM

 LIONHEART

 VERDUNITY



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EXECUTIVE SUMMARY

KEY CHALLENGE: FISCAL SUSTAINABILITY

The City of Taylor has drafted the Envision Taylor Comprehensive Plan to address the key challenge of establishing and maintaining fiscal sustainability. The type and location of development has a large impact on the cost of providing and maintaining high quality public services and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided by the City, they are paid for by residents and businesses. Inefficient development patterns result in residents having to accept either lower quality services or higher costs and potentially higher taxes to pay for new development. Envision Taylor tackles this challenge through a resilient approach to development.

APPROACH: RESILIENCY

To remain strong, Taylor requires communities, infrastructure, and systems that can thrive in the face of future economic, fiscal, and environmental uncertainties. Resilient communities do not wait until challenges present themselves to react but instead work to build a strong foundation based in sustainable decision making. Using resilience as a guiding principle requires making infrastructure, natural systems, and social structures more durable so that they can withstand and recover from acute shocks and chronic stresses. Addressing the key challenge of fiscal sustainability means that as we make land use and infrastructure decisions we ensure that there will be enough money to pay for basic services and infrastructure now and in the future.

ENVISION TAYLOR - BY THE NUMBERS

The Envision Taylor process included a detailed analysis of some of the key elements of a City including the people, the land, the economic resources, and housing. Below is a summary of some of the key projections and targets established through the Envision Taylor process.

YEAR	POPULATION	HOUSING UNITS	TAX REVENUE/ACRE CITYWIDE	LARGE LOT SINGLE FAMILY	MISSING MIDDLE	LARGE APARTMENTS
2020	16,267	5,732	\$540	74%	23%	3%
2040	39,552	13,878	\$3,329	50%	43%	7%

Figure 1: Key projections and targets

BIG IDEAS

Big Ideas and Policies about how Taylor should accommodate the projected growth were developed through an extensive public outreach process. Policy statements are categorized by Land Use, Transportation, and Housing and are further related to the Big Ideas in each chapter.



Fiscal Sustainability and Infrastructure

Make smart investments that maximize use of existing infrastructure and provide sufficient resources for long-term maintenance, repairs, and replacement.



Community Character

Maintain Taylor’s uniqueness and small town atmosphere where people feel connected.



Diverse Housing

Ensure that housing accommodates all ages, abilities, household types, and income levels.



Inclusive Growth

Be intentional and thoughtful about ensuring that all people and communities benefit from growth.



Economic Resilience

Support and promote unique, local businesses.

POLICIES

LAND USE

LU1

New development should resemble the form and scale of traditional development patterns in Taylor.

LU2

Create, preserve, and enhance special destinations and experiences that celebrate and build on Taylor's history.

LU3

New mixed-use centers should complement the existing Downtown and accommodate additional growth within a compact urban fabric that includes walkable streets, mixed-use buildings, and high-quality public spaces.

LU4

New development and growth should not increase the flood hazards or other risks associated with climate change in existing neighborhoods.

LU5

New buildings and developments should be constructed in a way that they can be repurposed over time and as market conditions change.

LU6

Continue to leverage existing downtown assets to support more small businesses.

LU7

Economic development incentives should support the downtown and future mixed-use centers.

LU8

A jobs-housing balance that supports people living and working in Taylor should be encouraged.

LU9

Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.

LU10

New development should generate sufficient revenue to support the long-term cost of maintaining the infrastructure that serves it.

LU11

Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.

TRANSPORTATION

T1

New streets should connect to Taylor's existing street grid and should be consistent with traditional block sizes in Taylor.

T2

Investments in streets and other infrastructure should be prioritized for maintenance or replacement in existing neighborhoods before extensions to new areas.

T3

The transportation network should encourage all modes of travel including support for a future transit network.

T4

Utilize durable materials and construction techniques to lengthen the life of major infrastructure and improve safety.

T5

Improve access management policies along major corridors to encourage fiscally sustainable land use patterns.

T6

Improve the utilization of roadways that have available capacity and evaluate existing roadways for opportunities to expand or enhance alternative modes of transportation.

T7

Link investments in infrastructure to revenue generated from adjacent development.

T8

Streets should be designed to prioritize economic productivity and placemaking while roads should be designed to prioritize vehicular throughput.

HOUSING

H1

Neighborhoods should have a mix of housing affordable to all income levels and age groups.

H2

Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.

H3

Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.

H4

Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

EXECUTIVE SUMMARY

THE GROWTH SECTORS MAP

The Growth Sectors Map identifies the areas within Taylor and its ETJ where development and redevelopment are intended, where they should be controlled, and areas where they should be restricted. Envision Taylor's Growth Sectors Map focuses growth into areas where infrastructure is already available or adjacent. The Growth Sectors Map forms the framework for the Future Land Use Map.

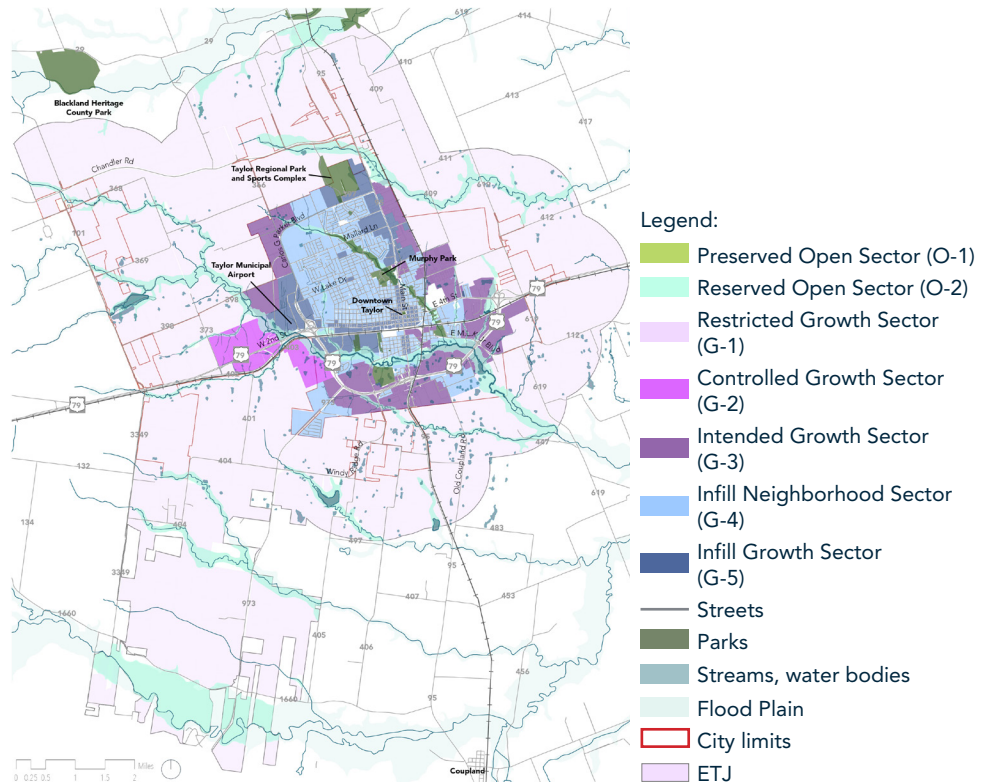


Figure 2: Growth Sectors

THE FUTURE LAND USE MAP (FLUM)

While the Growth Sectors Map identifies where development and redevelopment should be focused the Future Land Use Map guides how that development or redevelopment should look and function.

The Future Land Use Map is an important policy tool that is used to guide future growth in the City of Taylor. The map forms the basis for future regulatory decisions like new and updated development standards or future zoning changes. The Future Land Use Map should be aligned with the Big Ideas and policies of this Comprehensive Plan.

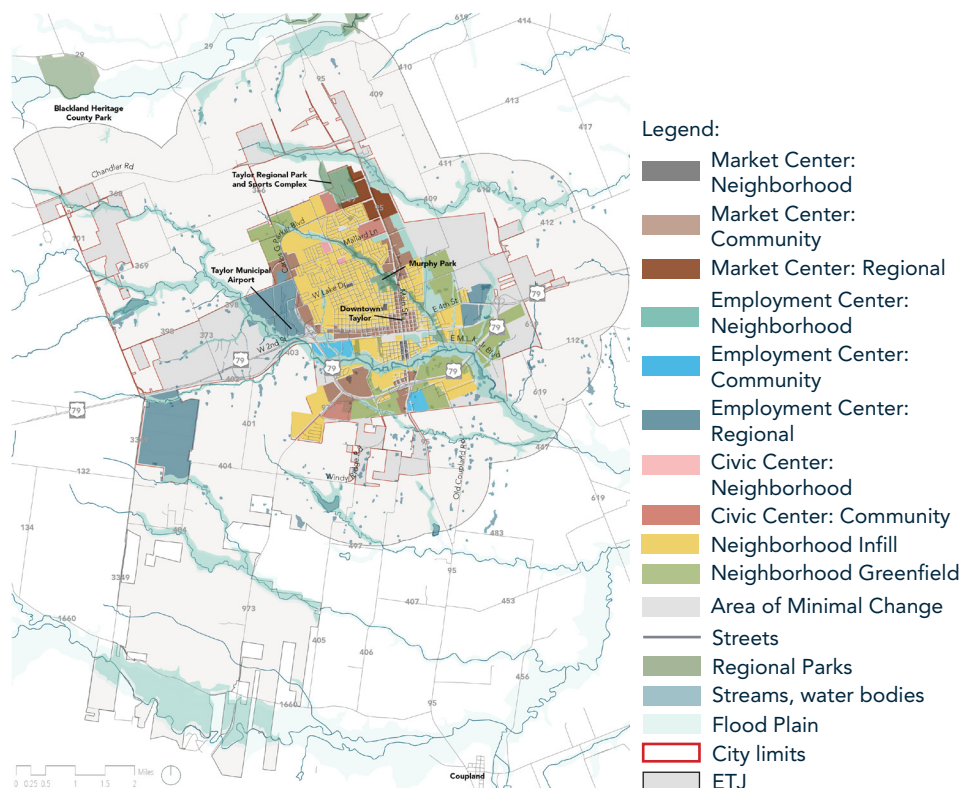


Figure 3: Future Land Use

TRANSPORTATION MASTER PLAN

The goal of the Transportation Master Plan is to meet the future mobility needs of the City of Taylor by identifying smart transportation investments that maximize the use of existing infrastructure and enable the city to provide and utilize sufficient resources for long-term maintenance, repairs, and replacement. The City of Taylor's vision is to develop transportation infrastructure to create community wealth fosters inclusive growth, and maintaining Taylor's small-town atmosphere, where people feel connected.

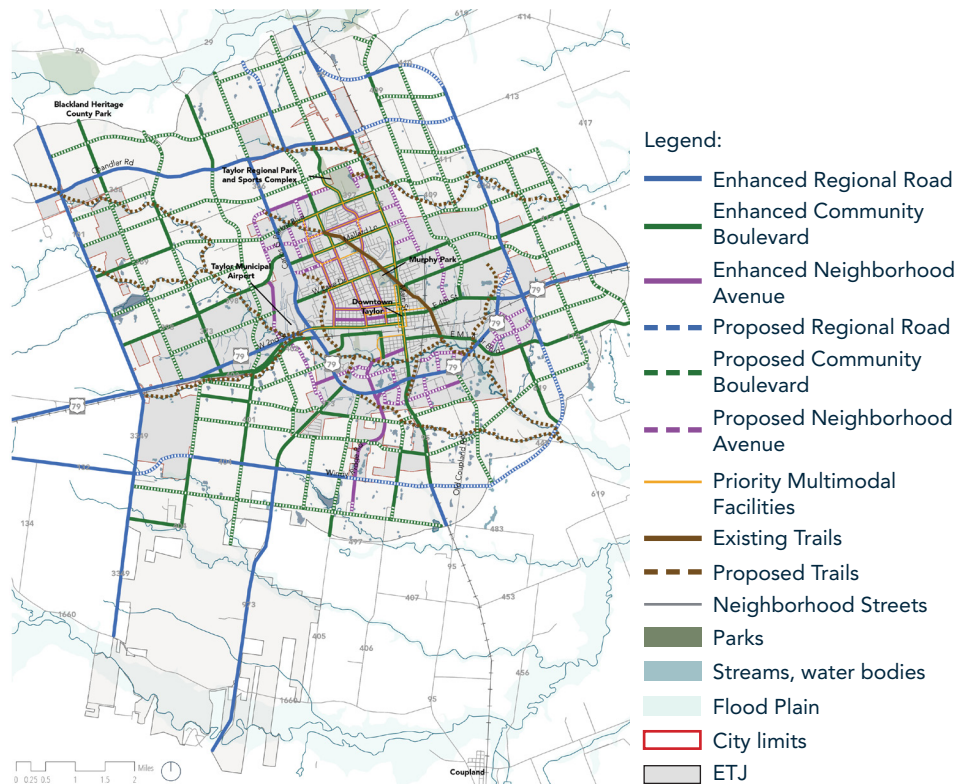


Figure 4: Transportation Master Plan

IMPLEMENTATION STRATEGIES

There are a total of 15 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools, and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan.

1. Taylor Preferred Growth Dashboard
2. Land Use Evaluation Tool
3. Direct Growth to Centers
4. Update Development Standards to support Centers and Infill
5. Implement policies to Discourage Development in Restricted Growth Sectors
6. Implement the new Transportation Plan
7. Plan for Non-Vehicular Trips
8. Adopt a Vision Zero Policy
9. Prioritize Infill Areas and Centers for Street Improvements
10. Enhance Cross-town Corridors
11. Encourage Missing Middle Housing
12. Discourage Displacement
13. Encourage more Accessory Dwelling Units
14. Maintain Small Town Character in New Neighborhoods
15. Expand and Connect the Park and Trail System







CHAPTER 1

INTRODUCTION AND CONTEXT

↳ HISTORY

↳ ENVISION TAYLOR

↳ FISCAL SUSTAINABILITY AND LAND USE
FISCAL ANALYSIS

↳ COMMUNITY OUTREACH

↳ BIG IDEAS

↳ COMMUNITY AND DEMOGRAPHIC PROFILE

HISTORY

Originally named Taylorsville, the city was laid out by the Texas Land Company in anticipation of the coming railroad and incorporated in 1882. Like many towns in Texas, Taylor was a railroad town. After the International and Great Northern Railroad (IG&N) built a route through Williamson County, early business people saw the potential and purchased land along the proposed line and sold lots for a town site. Taylor's location became more significant when the Missouri, Kansas and Texas railroad line was extended to the city.

On February 25, 1879 a fire started at the International Hotel, located between First and Second Streets. Fanned by wind, the fire spread quickly to neighboring structures. The wind died down and flames were extinguished for a little while, but overnight winds fanned the embers and the fire grew. By the time it was over, 29 of the 32 downtown businesses were in ruin. Taylor rebuilt, and you can still see the brick and stone buildings today.

By 1900, settlers from Bohemia, Germany, Austria, England, Scotland, and Mexico had created a lively community with a mayor/council

government, a public school system, banks, a cotton compress, electric company and several newspapers. These community structures enabled the city to maintain steady growth throughout the 20th century and helped make Taylor the largest city in Williamson County until 1980. While other cities in the county grew rapidly, Taylor remained an important commercial and community center in the region.

Today, Taylor is an ethnically diverse city with a population of over 16,000, proud of its "small town" atmosphere and friendly people.



"Trades Day" in Taylor created a bustle of activity in the downtown (1923).

Source: Taylor Public Library

REGIONAL CONTEXT

Located in central Texas, Taylor is an established regional residential, agricultural, and manufacturing center. Approximately 29 miles northeast of Austin and 17 miles east of IH 35, the city is part of the five county Austin - Round Rock - San Marcos Metropolitan Statistical Area (MSA), one of the fastest growing areas of the United States.

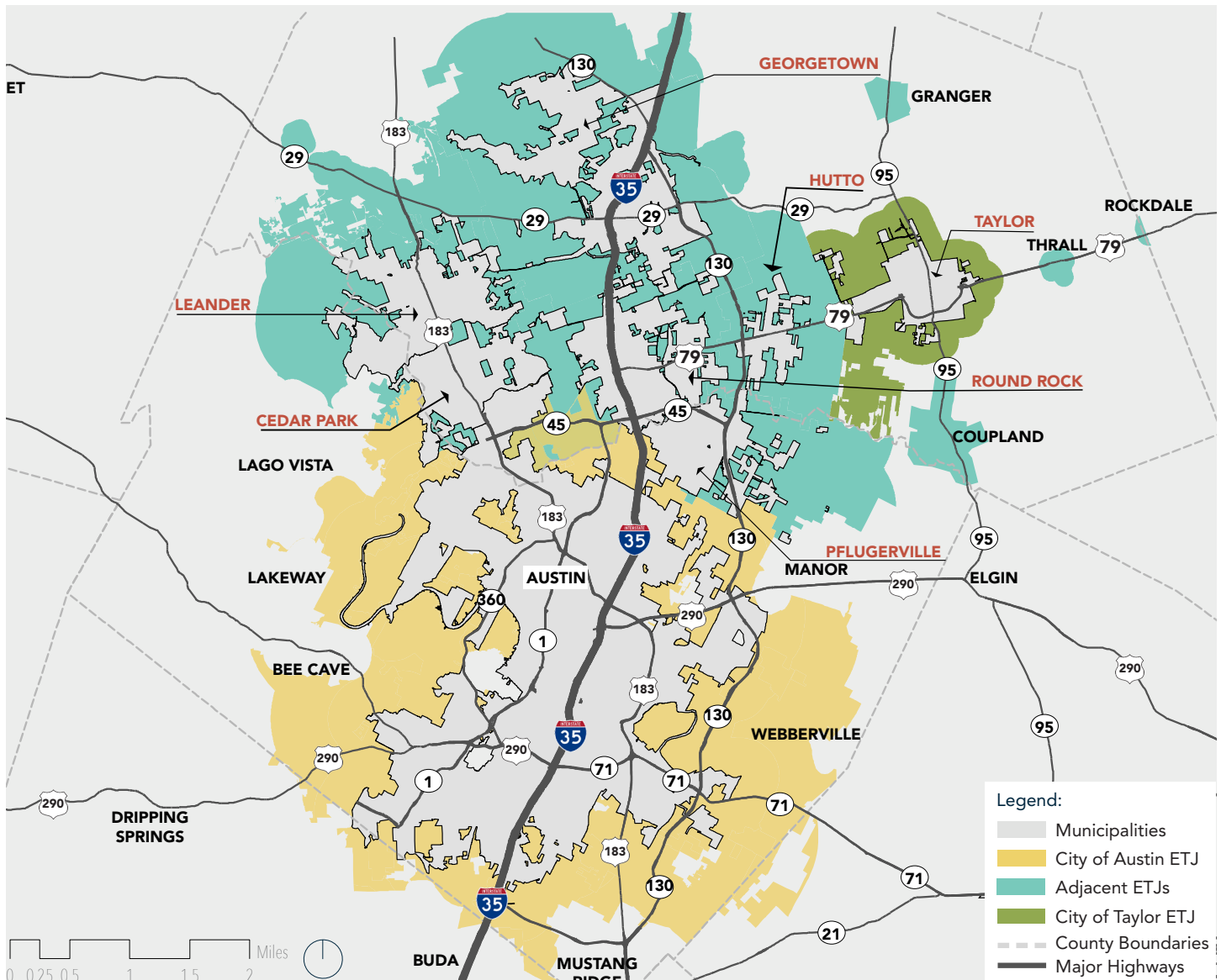


Figure 5: Regional Context

Source: City of Taylor, City of Austin, Williamson County, TxDOT

ENVISION TAYLOR

Envision Taylor as officially recommended by the Planning and Zoning Commission and adopted by City Council, is a comprehensive plan that establishes a vision and framework for the future of the City. Created through an extensive public process, it reflects the vision and desires of Taylor residents.

Envision Taylor Comprehensive Plan is a policy document used by city leaders, developers, business owners, and citizens to make decisions about how Taylor will develop and where growth will take place.

The prior Comprehensive Plan was adopted in 2004. Taylor has seen a lot of growth and change since that time and anticipates a significant population increase over the next 20 - 30 years. Envision Taylor reflects the needs relevant to the community today and is intended to be a framework for building a stronger, more financially resilient, and fiscally sustainable future.

Comprehensive Plans are guiding documents used to plan for long-range development and the degree to which this vision is realized will be based on the degree to which future decisions follow the plan.

The geographical planning area for this Plan is shown in *Figure 2: City of Taylor's City Limits and ETJ* to the right. It includes the incorporated city shown in dark gray and the one-mile Extraterritorial Jurisdiction (ETJ) in light gray. The ETJ also includes a number of properties that have executed voluntary ETJ agreements with the City. In these areas, the ETJ has been extended to the south. The City has the authority to protect and effectively manage growth patterns within the ETJ.



Main Street has transitioned over time from a rural road to a bustling shopping street then, again, to a state highway.

Source: Taylor Public Library

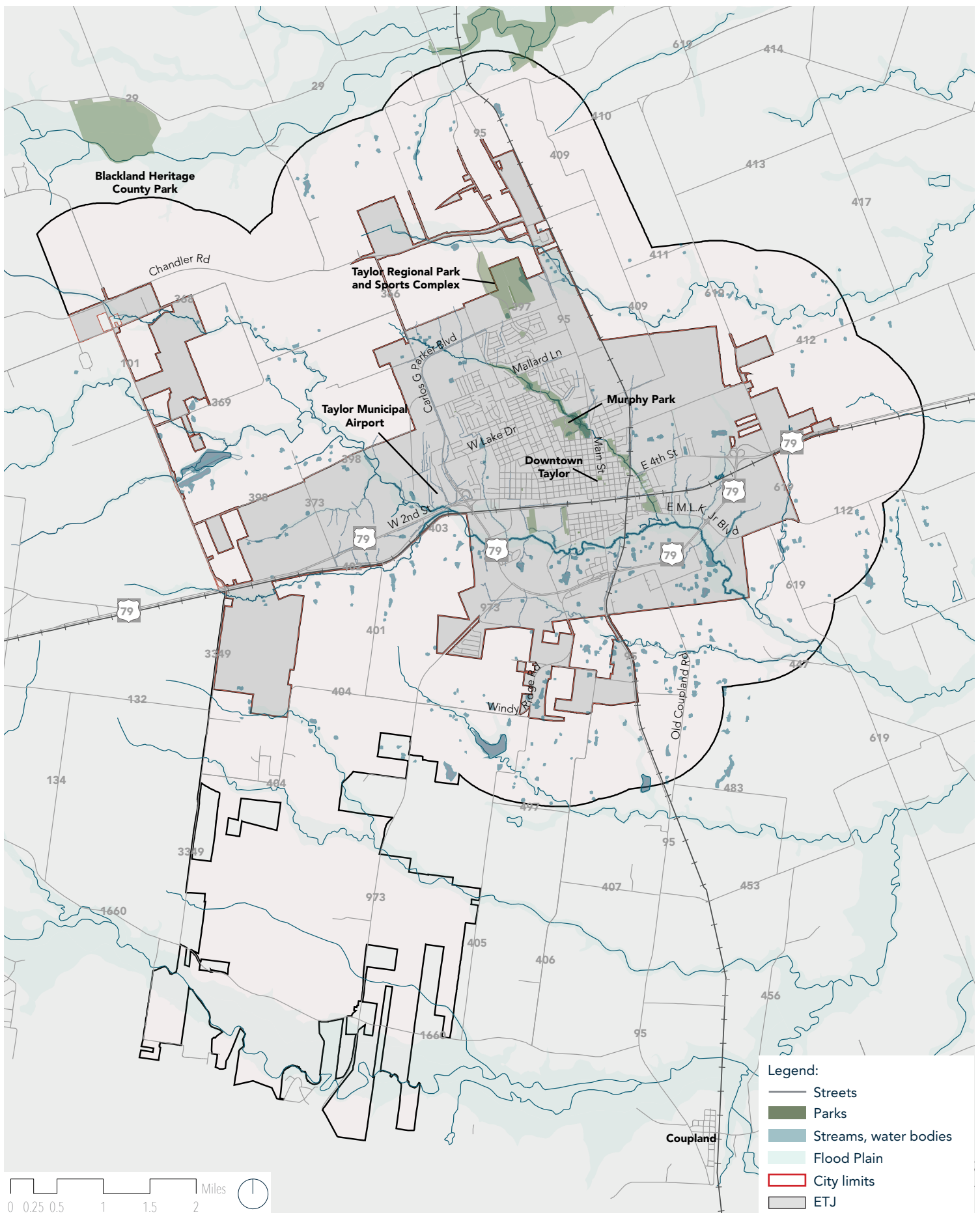


Figure 6: City of Taylor's City Limits and ETJ

Source: City of Taylor, Williamson County

FISCAL SUSTAINABILITY AND LAND USE FISCAL ANALYSIS

WHAT DOES IT MEAN TO BE FISCALLY SUSTAINABLE?

Being fiscally sustainable means having sufficient resources to cover the basic needs and services of residents, not just today, but over time. In most communities, there is a growing gap between the funds cities have available and what is needed to serve and maintain neighborhoods and infrastructure.

Post World War II, cities across the country have aggressively pursued fast growth and auto-centric development in the near-term (and the revenue boost

that comes from new development) without fully considering long-term costs and impacts of these decisions. During this growth phase, many new neighborhoods and commercial developments are built and a city's service area expands significantly over a short period of time – typically one or two decades.

This presents what Strong Towns founder Charles Marohn refers to as an "illusion of wealth", where the overall look and feel of the community is new

and affluent. During this time, there is also typically pressure to keep property taxes down and sales tax revenue will fluctuate up and down based on market conditions and demand. As cities age and expand, development and the revenue boost from the additional homes and businesses slows down, but there is more infrastructure to maintain and more services to provide. Community leaders are left struggling to keep up with basic service, employment and lifestyle expectations with limited resources.

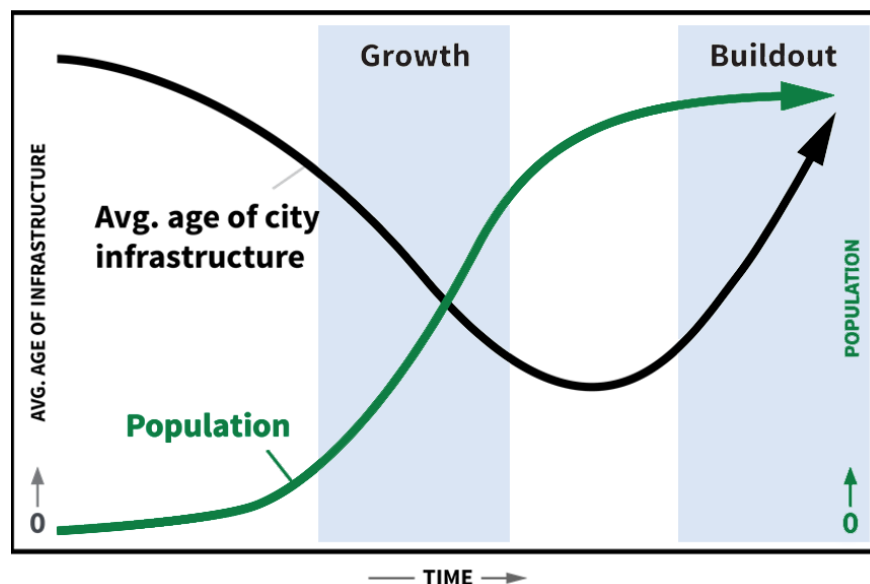


Figure 7: Impacts of Rate and Pattern of Growth

Source: Verdunity



Land use fiscal analysis provides the baseline to inform the future land use and growth management elements of the comprehensive plan. The goal is to align the City's development pattern and service levels with what citizens are willing and able to pay for - now and in the future.

BRIDGING THE RESOURCE GAP

For Taylor to be fiscally resilient and affordable for years to come, city leaders must work to close the gap between their resources and their obligations to citizens. More specifically, they must find ways to generate additional revenue to rebuild aging streets and infrastructure. **Generally speaking, there are three ways in which the city can close this gap.**

1

Keep development patterns and service levels as-is but charge more (via higher taxes and fees) to cover the true costs. This is a difficult option because an increasing number of people do not have the means to pay much more than they are currently paying.



Increase Taxes or Fees

2

Maintain current taxes and fees where they are but cut services to align with revenues. This is what most cities are currently doing, where services and maintenance needs are budgeted to fit available revenue and those that are unfunded get deferred. This can work for a short period, but eventually the neighborhoods and infrastructure must be maintained, or property values will start to decline and people and businesses will leave the city.



Reduce Services

3

Adjust development and infrastructure to enable an affordable balance of services and taxes. By prioritizing infill, redevelopment, and more financially productive development patterns, the city can generate additional tax base from its service area and improve the return on investment of taxpayer dollars without necessarily having to raise the tax rate or charge more fees. This is the most feasible and effective option.



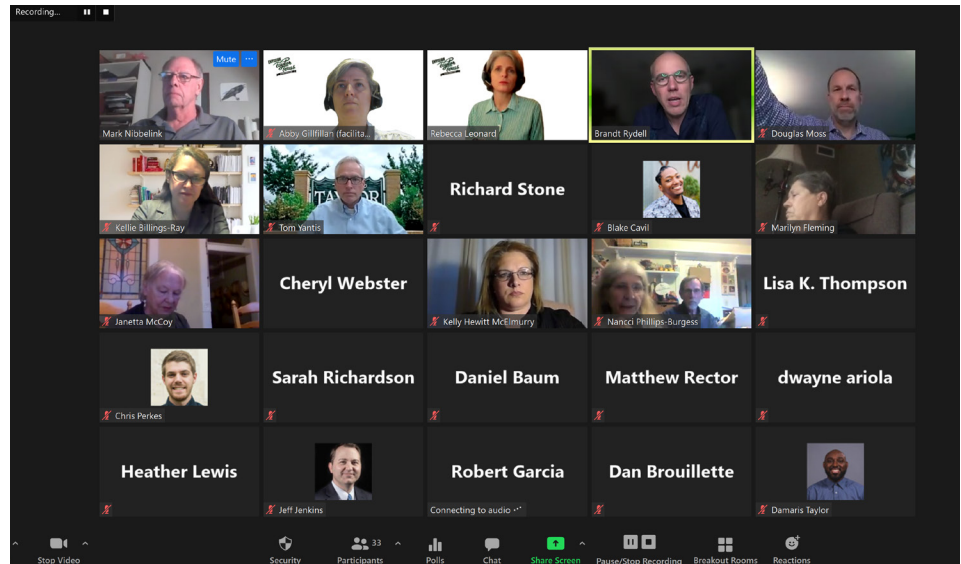
Develop Responsibly

COMMUNITY OUTREACH

WORKSHOP 1

Defining our Vision and Goals

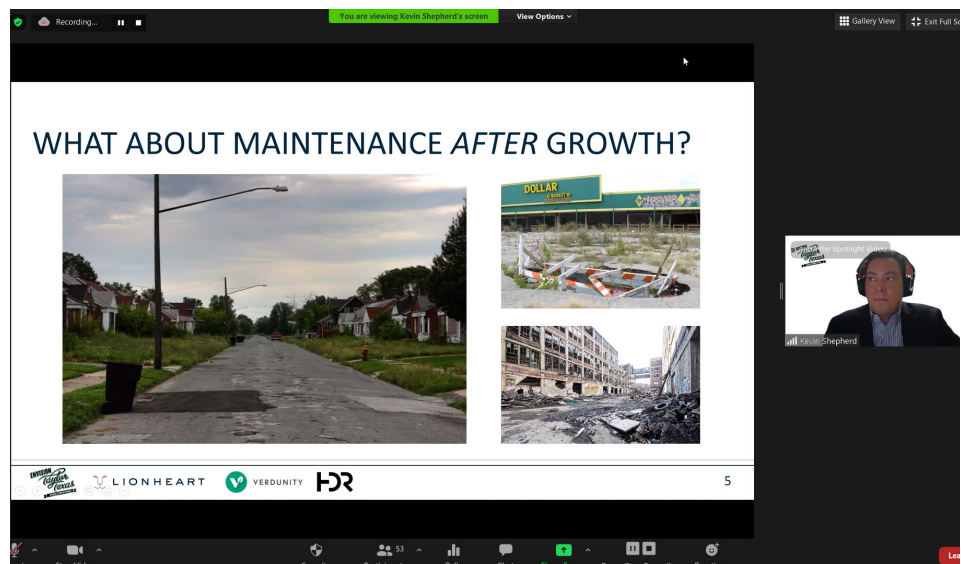
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



WORKSHOP 2

Defining a Preferred Path Forward

Workshop 2 included an overview of the results of the existing conditions analysis and description of several different growth scenarios.



WORKSHOP 3

Turning Vision into Action

During the final workshop, the results of the planning process were presented and participants discussed strategies for implementing the plan.



CITY COUNCIL GROWTH WORKSHOPS

The City of Taylor City Council held a four part workshop series focused on how the City can guide growth that support the big ideas from the Envision Taylor Comprehensive Plan including:

1. Community Character,
2. Inclusive Growth,
3. Diverse Housing,
4. Fiscal Sustainability, and
5. Economic Resilience.

The four workshops were:

Public Workshop #1- Fiscal Impacts of New Development

Public Workshop #2 - Neighborhood Design that Promotes Small-town Atmosphere

Public Workshop #3 - Prioritizing the Use of Existing Infrastructure before Expanding Outward

Public Workshop #4 - Housing Types and Price Points that Meet the Needs of All Income Levels and Household Types

STRONG TOWN WEBINAR AND PRESENTATIONS

Strong Towns founder, Charles Marohn, Jr. presented about Strong Towns: A bottom-up revolution to rebuild American prosperity on 09/17/20 followed by a Q & A.

Charles Marohn then came to Taylor in person towards the end of the process for a second presentation on 08/30/2021.



COMMUNITY OUTREACH

ADVISORY COMMITTEE

The purpose of the Comprehensive Plan Advisory Committee is to utilize local knowledge and expertise to advise the City Council, staff and consultants on relevant issues and opportunities that are important for the future of Taylor.

The advisory committee acted as a sounding board. As community engagement materials and outreach efforts were proposed the Advisory Committee reviewed and helped shape the message to ensure that all perspectives and interests within the City of Taylor would be represented. In summary the advisory committee:

- Assisted with community engagement;
- Helped review community engagement formats to achieve the most successful outcomes;

- Helped review public meeting materials before each outreach milestone; and
- Acted as an ambassador for the Comprehensive Plan process within the community.

Advisory Committee Meetings and Events:

- August 2020
- September 2020
- February 2021
- March 2021
- June 2021
- July 2021
- August 2021

PROJECT WEBSITE

The Envision Taylor website, which served as the portal for public information relating to the Comprehensive Plan, provided visitors information to learn about the guiding principles of the plan, submit input, find meeting materials, and information about upcoming events.

Building a Stronger Taylor

The City of Taylor is working on a new Comprehensive Plan, a policy document used by city leaders, developers, business owners, and citizens to make decisions about how we want to grow and develop in the future. The **current comprehensive plan** was adopted in 2004 and Taylor has seen a lot of growth and change in that time.

"Envision Taylor" is an opportunity for the community to shape the future of Taylor. To build a successful new plan, we must understand the priorities and concerns of the community through a robust and inclusive community engagement process. The process for developing the new plan will include multiple opportunities to get involved and have your voice heard. This web site will be the "home base" of the planning process and we encourage you to check back often for updates!

Envision Taylor website page

A Message From the Mayor



The screenshot shows a video player interface. At the top, it says "Comprehensive Plan Kick Off with May..." with a "Watch later" button and a "Share" button. Below the video player, there is a play button icon. To the left of the play button, it says "STRONG TOWNS PRESENTED BY CHUCK MAROHN Live webinar Thursday, September 7 at 6 p.m.". To the right of the play button, it says "VIRTUAL COMMUNITY WORKSHOP Tuesday, September 22 at 6 p.m.". At the bottom, it says "FOR MORE INFORMATION, VISIT WWW.TAYLORTX.GOV".

HOW COMMUNITY INPUT SHAPED ENVISION TAYLOR

The Envision Taylor process informed, involved and empowered stakeholders. Following are responses to key pad polling questions and input and feedback that was provided throughout the process.



In your opinion, should the percentage of infill housing be more, less, or equal to the percentage of infill housing constructed over the last four years?

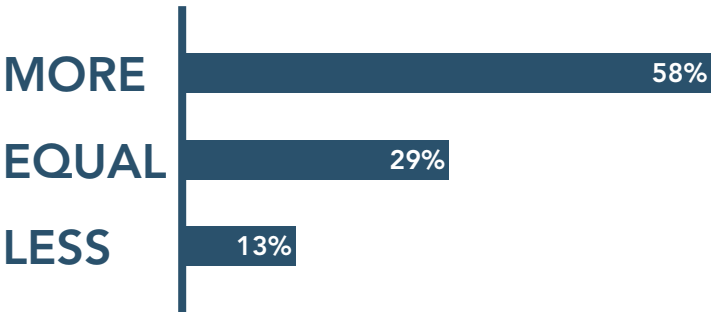


Figure 8: Responses to Question About Infill Housing

Which of these alternative growth scenarios best advances the community’s Big Ideas?

Trend Scenario: uses more land and requires more infrastructure to create greenfield development and single-use retail centers.

Fiscal Scenario: increases utilization of infill to maximize use of existing infrastructure and encourage mixed-use centers to create higher tax revenue per acre.

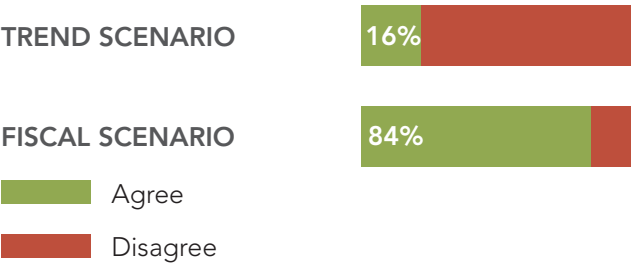


Figure 9: Responses to Question About Growth Scenarios

COMMUNITY OUTREACH

How do you feel about the Envision Taylor population projections for the year 2040?

The population is expected to increase by 21,169 people by 2040, a growth rate of 128%.

53% ON TARGET **27%** TOO HIGH **10%** TOO LOW

Figure 10: Responses to Question About Growth Rate

One of the main reasons my husband and I moved to Taylor was because it was one of the few remaining, charming small towns in the Austin area.

It's OK to be a small town, but courting folks who can bring businesses and restaurants to the town would be nice.

The population in 2040 is expected to be older, more diverse, and high-income earners. Do you agree?

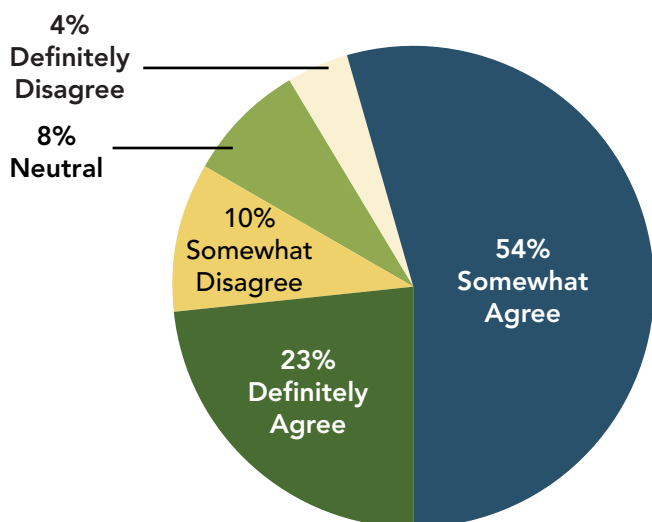


Figure 11: Responses to Question About Future Diversity Projections

I believe there will be an increase in the white population. Looking at the current situation in town, I believe there will be a much larger gap between populations in the health equity zone and newer residents in the developing subdivisions.

I think there will be more families wanting to move here - if the schools improve. The town needs to encourage more people in their 30s and 40s to move, to continue to revitalize downtown.

BIG IDEAS

The big ideas of the Envision Taylor Comprehensive Plan set the direction for the planning process and cast a vision for what the plan is about.

FISCAL SUSTAINABILITY AND INFRASTRUCTURE



Make smart investments that maximize use of existing infrastructure and provide sufficient resources for long-term maintenance, repairs, and replacement.

COMMUNITY CHARACTER



Maintain Taylor's uniqueness and small town atmosphere where people feel connected.

INCLUSIVE GROWTH



Be intentional and thoughtful about ensuring that all people and communities benefit from growth.

DIVERSE HOUSING



Ensure that housing accommodates all ages, abilities, household types, and income levels.

ECONOMIC RESILIENCE



Support and promote unique, local businesses.

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION GROWTH

Past, current and future population characteristics are important in understanding the current development patterns and characteristics of a city, and in planning for its future. The following section examines the historical population of the City of Taylor and Williamson County, current trends, projections and methodologies.

HISTORICAL POPULATION

The decades that saw the largest change in population in Taylor were the 1940's, 1990's and 2000's. While the City of Taylor has seen consistent growth since 1940, it has not experienced the same level of growth that Williamson County has experienced. Williamson County experienced the most dramatic change in population during the 1970's, 1980's, and 1990's.

POPULATION TRENDS IN WILLIAMSON COUNTY

In March of 2020 the Census Bureau named Williamson County as one of the top 10 fastest growing counties since 2010. Until approximately 1980, the City of Taylor was the largest city in Williamson County. Since the 1980's four cities in Williamson County have surpassed the population of Taylor while Taylor's population has remained relatively stable.

YEAR	TAYLOR POP.	CHANGE (%)	WILLIAMSON POP.	CHANGE (%)	TAYLOR'S % OF COUNTY
1940	7,875		41,698		18.9%
1950	9,071	15.2%	38,853	-6.8%	23.3%
1960	9,434	4.0%	35,044	-9.8%	26.9%
1970	9,616	1.9%	37,305	6.5%	25.8%
1980	10,619	10.4%	76,521	105.1%	13.9%
1990	11,472	8.0%	139,551	82.4%	8.2%
2000	13,575	18.3%	249,967	79.1%	5.4%
2010	15,191	11.9%	422,679	69.1%	3.6%
2020*	16,267	7.1%	590,551	39.7%	2.8%

* Based on the April 1, 2020 Census Count

Source: Decennial Census, American Community Survey

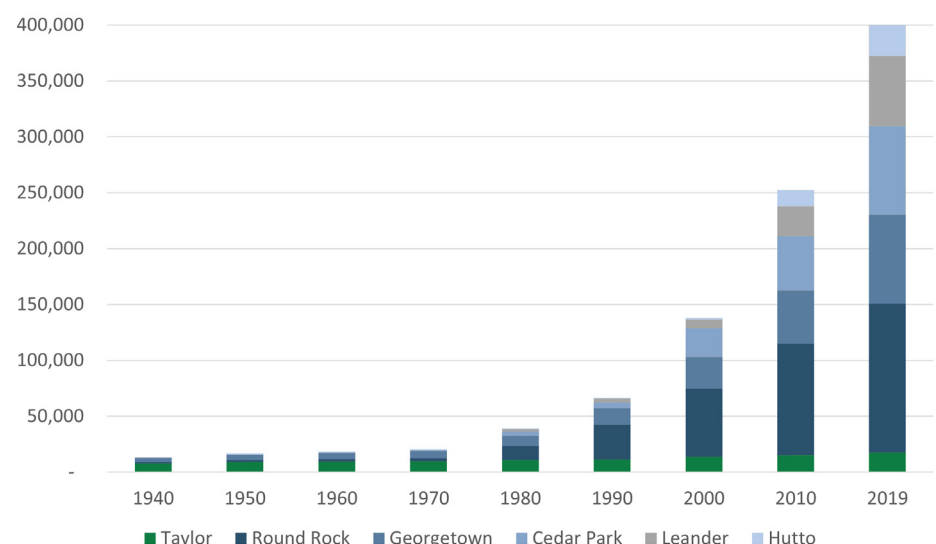
Figure 12: City of Taylor and Williamson County Historic Population Totals

YEAR	TAYLOR POP.	CHANGE (%)	WILLIAMSON POP.	CHANGE (%)	TAYLOR'S % OF COUNTY
2011	15,275	0.6%	442,031	4.6%	3.5%
2012	15,475	1.3%	455,750	3.1%	3.4%
2013	15,734	1.7%	470,017	3.1%	3.3%
2014	16,001	1.7%	487,913	3.8%	3.3%
2015	16,276	1.7%	507,133	3.9%	3.2%
2016	16,492	1.3%	527,622	4.0%	3.1%
2017	16,603	0.7%	546,251	3.5%	3.0%
2018	16,811	1.3%	566,463	3.7%	3.0%
2019*	17,383	3.4%	590,551	4.3%	2.9%

*Based on the July 1, 2019 Population Estimate

Source: Decennial Census, American Community Survey

Figure 13: City of Taylor and Williamson County Current Population Trends



Source: Decennial Census, American Community Survey

Figure 14: Comparison of Growth Patterns in Williamson County

HISTORICAL AND REGIONAL POPULATION PROJECTIONS

Population projection methodologies utilize existing population trends and extrapolate those trends into the future. Projection methodologies that directly extrapolate historical growth trends into the future are called trend extrapolation techniques. Projection methodologies that extrapolate future populations based on the share of population within another larger jurisdiction are called ratio-share techniques.

2004 COMPREHENSIVE PLAN PROJECTIONS

The 2004 Comprehensive Plan utilized three different population projection methodologies as described here. The linear regression methodology provided the most accurate prediction of population and the step down method was the least accurate.

Step Down Method

A ratio-share technique, where a ratio is established between the county's population and the city's then that proportional relationship is projected into the future. Based on this methodology the city's proportional relationship was 5.4% and the 2030 population was projected to be 31,564.

Linear Regression Method

A trend extrapolation technique that projects future values as a straight line trend. Based on this methodology the 2030 population of Taylor was projected to be 19,884.

Exponential Growth Method

A trend extrapolation technique that shows greater increases in population with the passing of time. Based on this methodology the 2030 population of Taylor was projected to be 22,493.

REGIONAL AGENCY PROJECTIONS

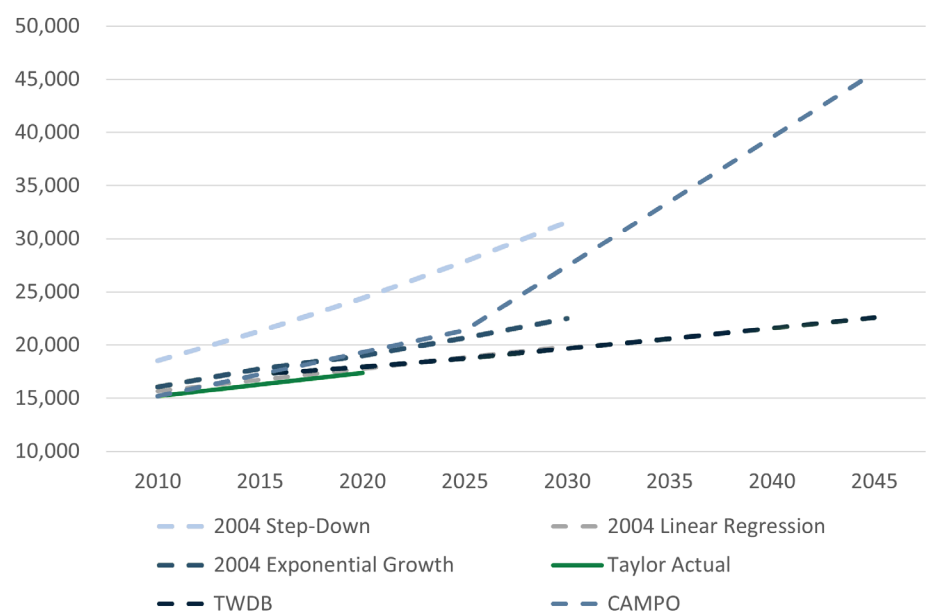
The Texas Water Development Board (TWDB) and the Capital Area Metropolitan Planning Organization (CAMPO) are two different regional agencies that project population growth for the purpose of regional infrastructure planning. These projections generally were the most aggressive in terms of population growth.

YEAR	TAYLOR ACTUAL	'04 STEP-DOWN	'04 LINEAR REGRESSION	'04 EXP. GROWTH	TWDB	CAMPO
2010	15,191	18,536	15,678	16,064	15,191	
2015	16,276	21,314	16,730	17,781	16,276	
2020	17,383*	24,419	17,781	19,008	17,233	
2025		27,872	18,833	20,677	17,981	21,375
2030		31,564	19,884	22,493	18,728	
2035					19,659	
2040					20,589	
2045					21,592	45,611
2050					22,594	

* 2019 Population estimates were used

Source: www.twdb.texas.gov; CAMPO 2045 Plan

Figure 15: Previous Population Projections for Taylor Compared to Actuals



Source: www.twdb.texas.gov; CAMPO 2045 Plan

Figure 16: 2004 Comprehensive Plan and Regional Population Projections for Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

REGIONAL GROWTH TRENDS

Williamson County's population growth has largely been fueled by people moving to cities in Williamson County from Travis County. According to the 2018 American Community Survey, net in-migration from Travis County made up 33% of all in-migration to Williamson County. *Figure 17: Regional Growth Peaks by Decade* shows average annual growth rate of surrounding cities and the decade in which the largest population growth began. Similarly *Figure 18: Regional Population Growth by Decade of Highest Annual Growth*

displays the growth trend measured by the percent change in population by decade.

Population growth began in Williamson County in the 1970's and was primarily fueled by cities such as Round Rock and Cedar Park.

The next comparison cities to feel the influences of out-migration from the City of Austin were the City of Leander in the 1990's and the City of Hutto in the early 2000's. The City of Taylor

has not yet felt the impacts of out migration from the City of Austin and growth rates have largely stayed below the average growth rates for the State of Texas.

It is expected that within the study period of this comprehensive plan, Taylor will likely experience larger growth due to the expansion of the Austin metro area and the location of significant employment centers along FM 973, US 290, US 79, and SH 130.

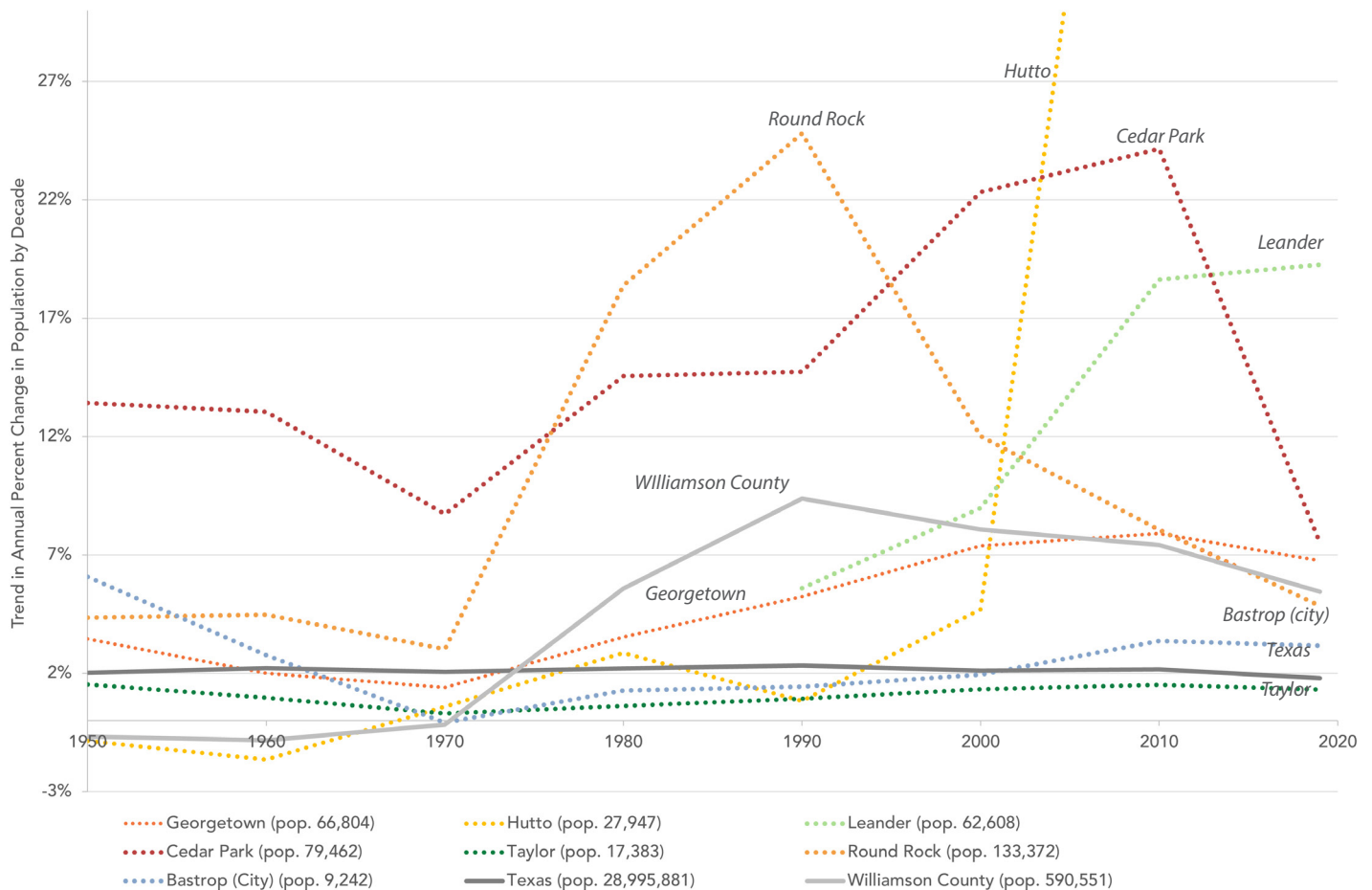
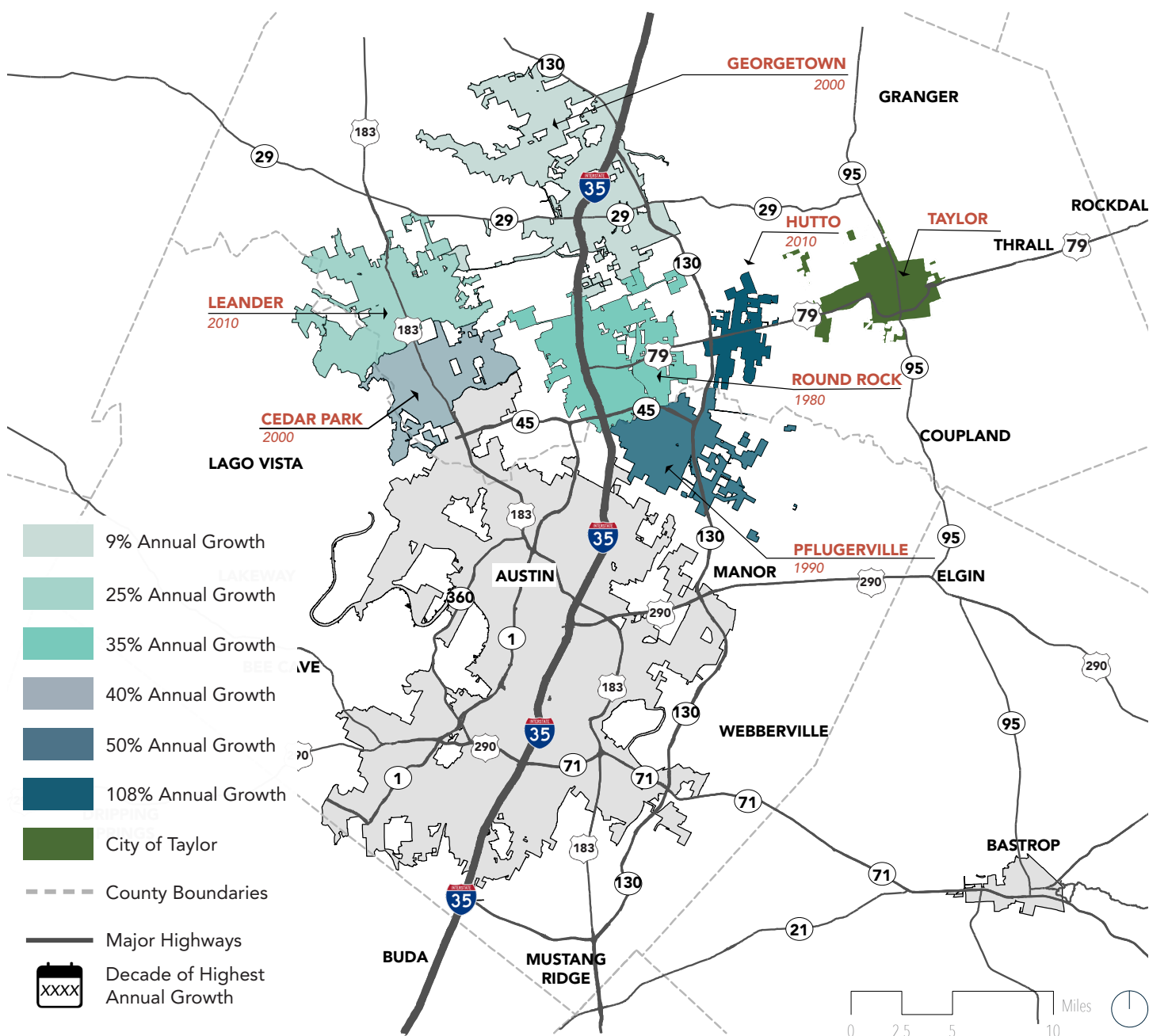


Figure 17: Regional Growth Peaks by Decade

Source: www.twdp.texas.gov; CAMPO 2045 Plan

The central Texas region is experiencing rapid growth, largely expanding outwards from the Austin core into its immediate suburbs and nearby communities that are regionally connected via highways. As shown in Figure 18: Regional Population Growth by Decade of Highest Annual Growth below, these surrounding communities

have historically experienced a spike in population growth, followed by a nearly two-decade growth period before slowing down. The map depicts the decade which the comparison cities experienced the highest population growth rate.



Source: City of Taylor, City of Austin, Williamson County, TxDOT, Decennial Census, American Community Survey

Figure 18: Regional Population Growth by Decade of Highest Annual Growth

COMMUNITY AND DEMOGRAPHIC PROFILE

ENVISION TAYLOR POPULATION PROJECTIONS

Envision Taylor is utilizing a combination of population methodologies informed by the accuracy of past projections and current and historic population growth trends in Williamson County and the City of Taylor. The following key observations and assumptions have been incorporated into the recommended population projections for Envision Taylor.

- 1. The rate of growth in Williamson County is higher than in the City of Taylor. However, the rate of growth in the City of Taylor is increasing at a faster rate than in Williamson County.
- 2. Regional growth trends in the Central Texas corridor indicate that people are moving from the City

of Austin to smaller cities within an ever expanding radius of the downtown core. In addition to growth moving out from the core, growth is beginning to move to the east of Austin along SH 130, and SH 45 as well as FM 973. These trends will most likely have an impact on the City of Taylor by 2040.

- 3. During the 2004 comprehensive planing effort, the linear regression model proved to be the most accurate methodology.
- 4. The Texas Water Development Board is anticipating the current linear growth trend to continue in the City of Taylor.
- 5. The CAMPO 2045 Plan projects a 3% annual growth rate for the entire CAMPO region. The plan projects

a higher growth rate for the City of Taylor with a 2.4% annual growth rate between 2015 and 2025 and a 5.7% annual growth rate between 2025 and 2045.

Based on these assumptions, Envision Taylor is recommending that population projections rely more heavily on regional trends than historical population trends.

**Envision Taylor
Population
Projection.**

39,552 in 2040.

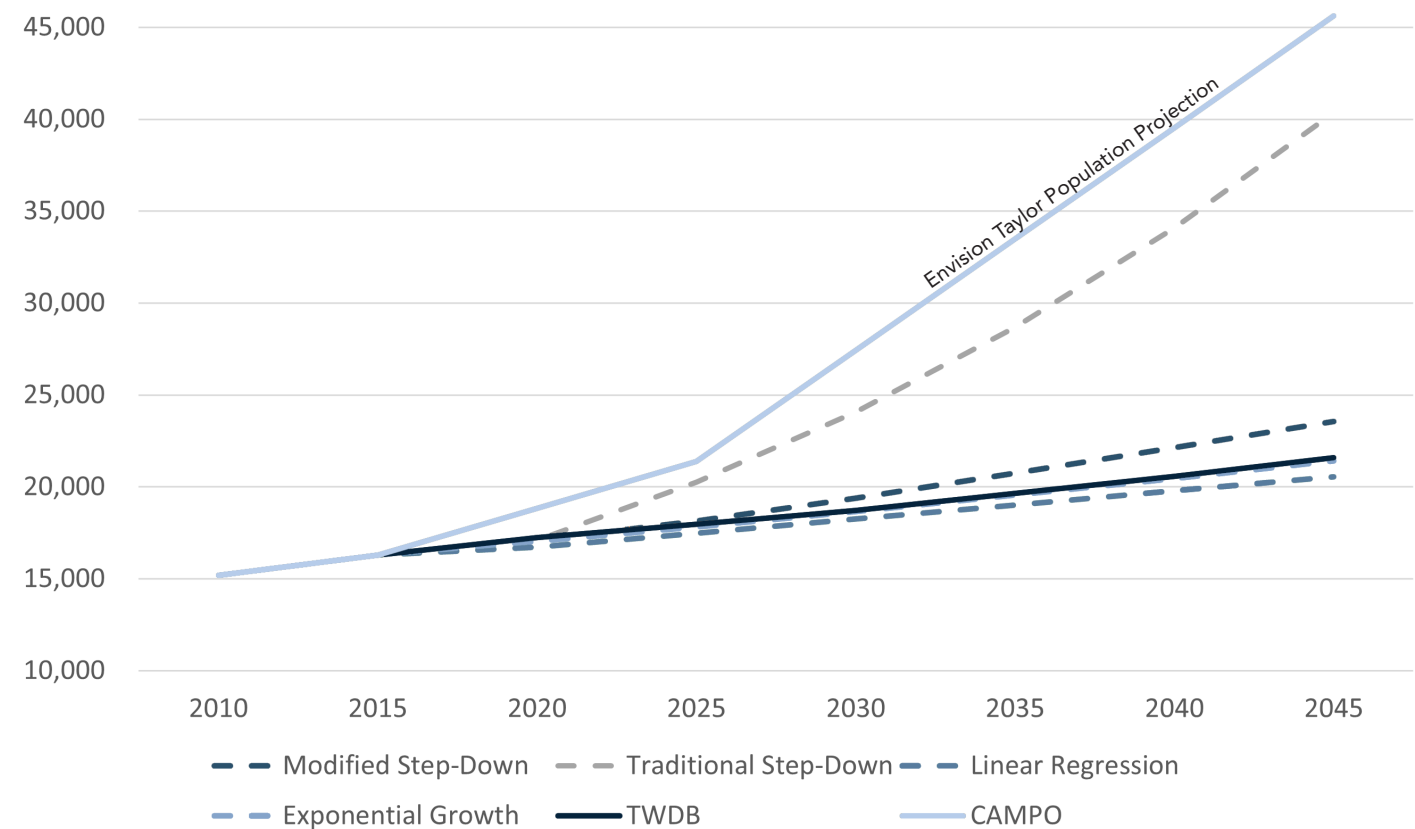


Figure 19: Envision Taylor Population Projections

Source: www.twdp.texas.gov; CAMPO 2045 Plan

POPULATION DENSITY TRENDS

Prior to 1990, the population density in the City of Taylor was increasing. This means that as more people were moving to Taylor, the city limits only grew moderately to accommodate the new residents and the overall population density of the city increased. During the 1990's and even more significantly the 2000's the City of Taylor grew it's city limits at a faster rate than population growth. This trend slowed between 2010 and 2019.

**Pop. Density
in 1990**

2.29

**Pop. Density
in 2019**

1.33

The population density of Taylor has been decreasing since 1990.

	ACREAGE IN CITY LIMITS	POP.	POP. DENSITY (ACRES)	POP. DENSITY (SQUARE MILES)	ANNUAL PERCENT CHANGE IN POP. DENSITY
1890	4,612	2,584	0.56	359	
1900	4,612	4,211	0.91	584	6.30%
1910	4,612	5,314	1.15	737	2.62%
1920	4,612	5,965	1.29	828	1.23%
1930	4,612	7,463	1.62	1,036	2.51%
1940	4,612	7,875	1.71	1,093	0.55%
1950	4,612	9,071	1.97	1,259	1.52%
1960	4,612	9,434	2.05	1,309	0.40%
1970	4,732	9,616	2.03	1,301	-0.07%
1980	4,836	10,619	2.20	1,405	0.83%
1990	5,019	11,472	2.29	1,463	0.41%
2000	6,820	13,575	1.99	1,274	-1.31%
2010	10,629	15,191	1.43	915	-2.81%
2019	13,084	17,383	1.33	850	-0.70%

Source: Decennial Census, American Community Survey

Figure 20: Growth and Density Comparison Chart

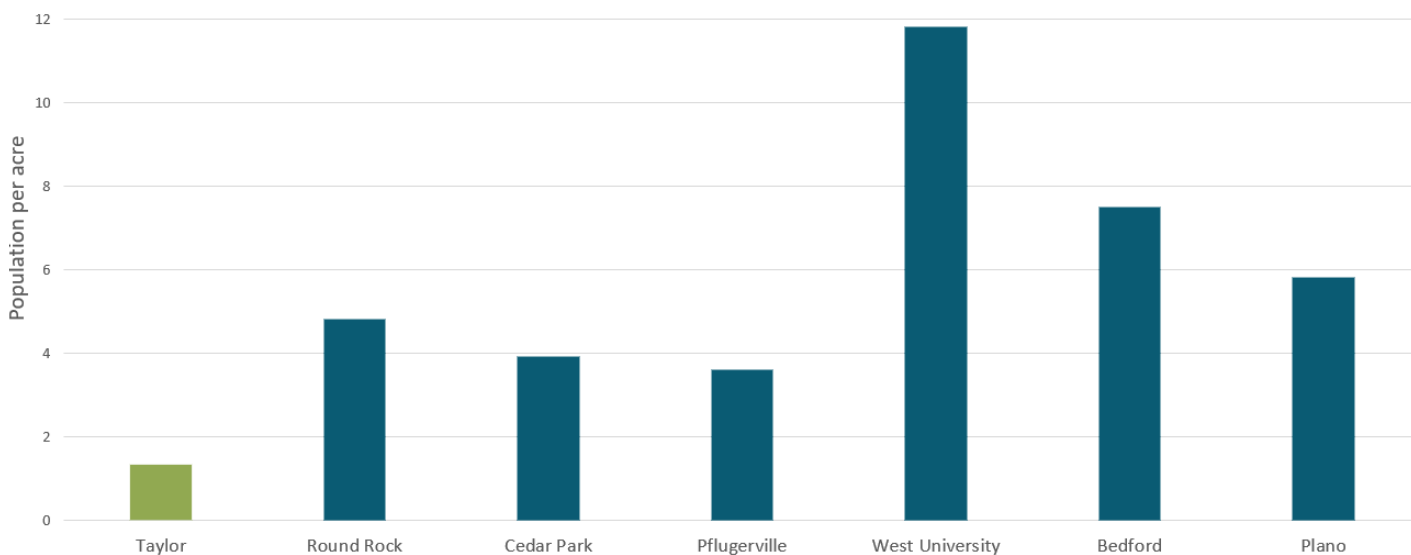


Figure 21: Population density of Texas cities

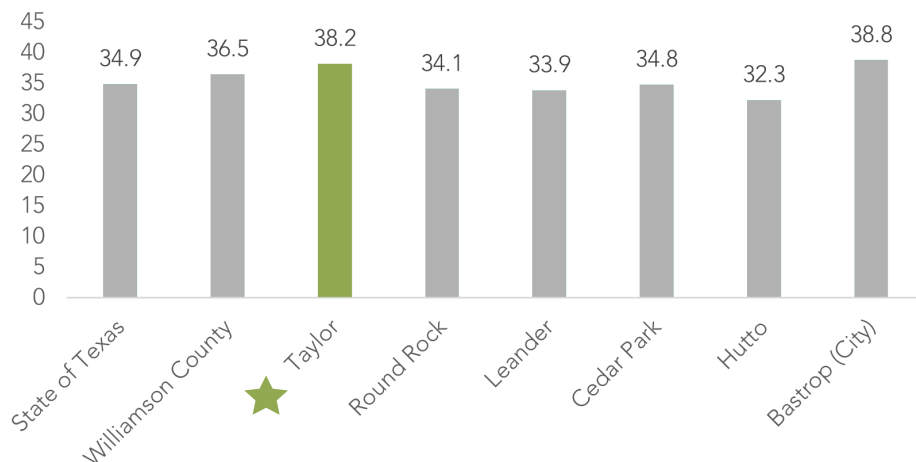
Source: City of Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION CHARACTERISTICS

AGE

The median age in Taylor is 38.2 which is higher than the median age in the State of Texas, Williamson County, or any other comparison city with the exception of Bastrop. The higher median age is a result of older adults (age 45-64) comprising the largest group of residents in Taylor. While older adults make up the largest age cohort, the fastest growing age group between 2010 and 2018 were young adults between the ages of 25 and 34. The next fastest growing age groups were seniors (65 and older) and older adults.



Source: Decennial Census, American Community Survey

Figure 22: Median Age Comparison Cities

	2000		2010		2018		ANNUAL GROWTH RATE 2010 - 2018
	Num.	Pct.	Num.	Pct.	Num.	Pct.	
Infants and Toddlers (Under 5 years)	1,075	7.9%	930	6.2%	924	5.5%	-0.1%
School Aged Children (5-19)	3,163	23.2%	3,255	21.9%	3,090	18.3%	-0.6%
College Aged Adults (20-24)	875	6.4%	963	6.5%	919	5.5%	-0.6%
Young Adults (25-34)	1,964	14.5%	1,755	11.8%	2,674	15.9%	6.5%
Middle Adults (35-44)	1,984	14.6%	2,391	16%	2,401	14.3%	0.1%
Older Adults (45-64)	2,604	19.1%	3,668	24.6%	4,379	26%	2.4%
Seniors (65 and Older)	1,910	14.1%	1,966	13.2%	2,424	14.4%	2.9%
Total	13,575	100%	14,928	100%	16,811	100%	1.6%

Figure 23: Age Trends in Taylor

Source: Decennial Census, American Community Survey

GENDER

Gender characteristics in Taylor are balanced and similar to comparison cities and the State of Texas as a whole. Williamson County has a slightly higher population of males to females (50.8 percent males to 49.2 percent females).



Source: Decennial Census, American Community Survey

Figure 24: Gender Characteristics in Taylor

RACE AND ETHNICITY

The City of Taylor's largest ethnic group identifies as Hispanic, 44.1 percent, and the next largest group 42.3 percent is Non-Hispanic White. The Hispanic population increased between 2010 and 2018 by 4.8 percent. Just less than 10 percent of Taylor residents are Black or African American, and the remaining 2 - 3 percent belong to other racial minority groups.

	TAYLOR ★	ROUND ROCK	LEANDER	CEDAR PARK	HUTTO	BASTROP, CITY	STATE OF TEXAS	WILLIAMSON COUNTY
Hispanic	44.1%	24.8%	24.1%	18.8%	29.8%	21.2%	39.6%	24.8%
Non-Hispanic White	42.3%	55.4%	63.0%	65.0%	51.9%	66.2%	41.1%	58.4%
Black or African American	9.5%	10.1%	5.3%	2.7%	13.5%	9.5%	11.9%	6.1%
American Indian and Alaska Native	0.2%	0.1%	0.1%	0.2%	0.2%	0.7%	0.2%	0.1%
Asian	0.6%	6.3%	3.2%	9.7%	1.7%	2.0%	4.9%	6.8%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%
Other, non-Hispanic minority	0.0%	0.3%	0.0%	0.6%	0.1%	0.0%	0.2%	0.3%

Source: Decennial Census, American Community Survey

Figure 25: Racial and Ethnic Characteristics in Taylor

	2010		2018		ANNUAL GROWTH RATE 2010 - 2018
	Num.	Pct.	Num.	Pct.	
Hispanic	5368	36.0%	7418	44.1%	4.8%
Non-Hispanic White	7815	52.4%	7108	42.3%	-1.1%
Black or African American	1337	9.0%	1605	9.5%	2.5%
American Indian and Alaska Native	0	0.0%	36	0.2%	--
Asian	319	2.1%	106	0.6%	-8.3%
Native Hawaiian and Other Pacific Islander	16	0.1%	0	0.0%	-12.5%
Other, non-Hispanic minority	64	0.4%	0	0.0%	-12.5%

Source: Decennial Census, American Community Survey

Figure 26: Racial and Ethnic Trends

COMMUNITY AND DEMOGRAPHIC PROFILE

HOUSEHOLD CHARACTERISTICS

The City of Taylor has seen an increase in all family types with the exception of married couples with children. The household type that increased the most was non-family households which saw a 3.1 percent increase between 2000 and 2018. Changes in household types can be linked to trends in age groups moving to or remaining in Taylor.

PEOPLE PER HOUSEHOLD

While the average number of people per household has increased in the last 18 years in both the City of Taylor and Williamson County, the average people per household has grown at a slower rate in the City of Taylor.

Average people per household is an important metric for understanding how increasing population is accommodated within a city. As the population continues to increase and home values rise the average people per household will begin to more closely resemble the ratio in Williamson County.

	2000		2018		AVG. ANNUAL % CHANGE
	Num.	Pct.	Num.	Pct.	
Family households	3,429	72.5%	3,703	64.6%	0.4%
Married couple families	2,486	52.6%	2,643	46.1%	0.4%
- with children under 18	1,192	25.2%	992	17.3%	-0.9%
- without children under 18	1,294	27.4%	1,651	28.8%	1.5%
Female householder, no spouse	681	14.4%	771	13.5%	0.7%
- with children under 18	420	8.9%	432	7.5%	0.2%
- without children under 18	261	5.5%	339	5.9%	1.7%
Non-family households	1,301	27.5%	2,029	35.4%	3.1%
Total households	4,730		5,732		1.2%

Source: Decennial Census, American Community Survey

Figure 27: Household Trends in Taylor

	2000	2018	ANNUAL GROWTH RATE
Taylor	2.74	2.85	0.22%
Williamson County	2.82	2.99	0.33%

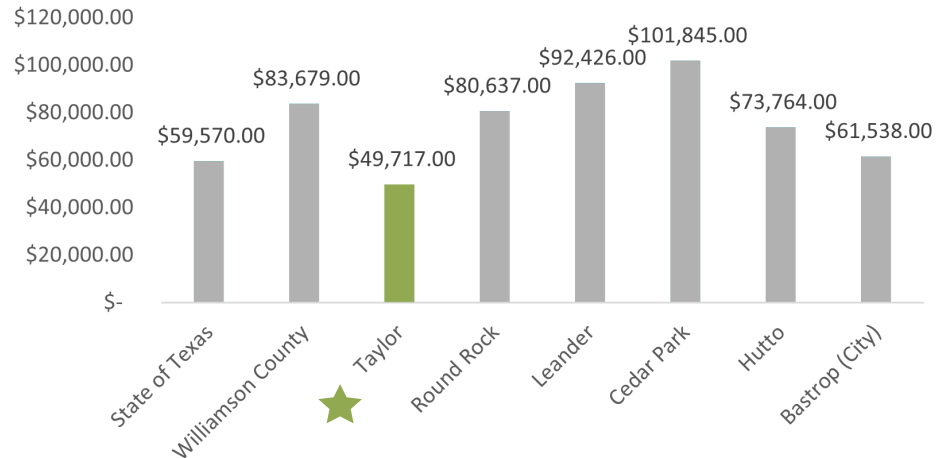
Source: Decennial Census, American Community Survey

Figure 28: Household Size Trends in Taylor

INCOME

Taylor's median household income is significantly lower than the median state, county and comparison city median incomes. The difference between Taylor's median and the state's median, which is the next lowest, is nearly \$10,000.

Comparison cities that experienced dramatic population increases as a result of people moving from the central Austin core, such as Hutto, experienced a corresponding increase in median income with the growth. Hutto's median income grew from \$53,295 in 2000 to \$73,764 in 2018.



Source: Decennial Census, American Community Survey

Figure 29: Median Household Income Comparison - 2018

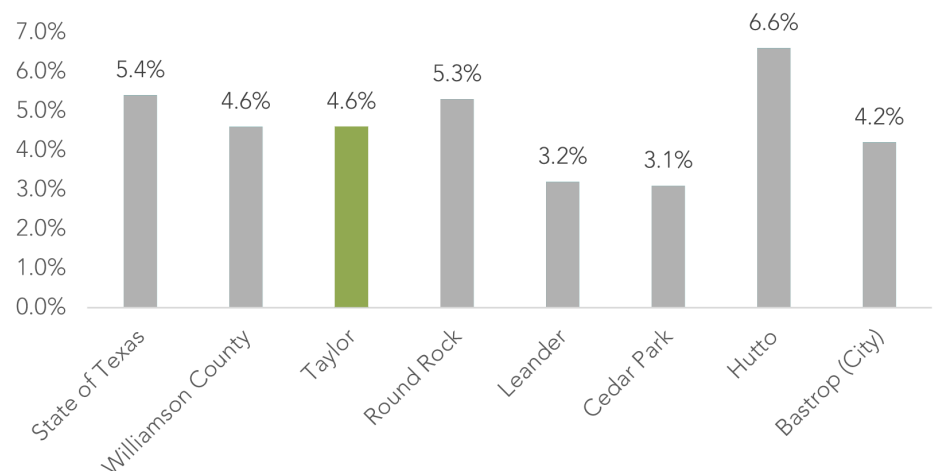
INCOME CATEGORY	2000	2018	PERCENTAGE POINT CHANGE
Less than \$25,000	32.5%	21.4%	-11.1%
\$25,000-\$50,000	29.6%	28.9%	-0.7%
\$50,000-\$75,000	20.2%	19.7%	-0.5%
\$75,000-\$100,000	9.3%	14.7%	+5.4%
\$100,000+	8.4%	15.4%	+0.7%

Source: Decennial Census, American Community Survey

Figure 30: Income Trends 2000 - 2018 in Taylor

UNEMPLOYMENT RATE

Taylor's unemployment rate is 4.6 percent, which is below the state average, but even with the county average. Nearby, larger cities like Round Rock and Hutto have higher rates of unemployment.



Source: Decennial Census, American Community Survey

Figure 31: Comparison of Unemployment Rates - 2018

Vintage Affaire
Antiques, Gifts & Whimsy



CHAPTER 2

LAND USE

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ GROWTH & DEVELOPMENT PATTERN

↳ LAND USE FISCAL ANALYSIS

↳ FUTURE LAND USE

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

The land use element of Envision Taylor Comprehensive Plan provides a framework for making decisions and setting policy about what will be built and where. Land use decisions impact public spaces, development patterns, and overall quality of life. The table below includes the policy statements that should be used when making land use decisions and links them to the most relevant Big Ideas.

POLICY ID	BIG IDEA	POLICY STATEMENT
LU1	 Community Character	New development should resemble the form and scale of traditional development patterns in Taylor.
LU2	 Community Character	Create, preserve, and enhance special destinations and experiences that celebrate and build on Taylor's history.
LU3	 Community Character	New mixed-use centers should complement the existing Downtown and accommodate additional growth within a compact urban fabric that includes walkable streets, mixed-use buildings, and high-quality public spaces.
LU4	 Inclusive Growth	New development and growth should not increase the flood hazards or other risks associated with climate change in existing neighborhoods.
LU5	 Economic Resilience	New buildings and developments should be constructed in a way that they can be repurposed over time and as market conditions change.
LU6	 Economic Resilience	Continue to leverage existing downtown assets to support more small businesses.
LU7	 Economic Resilience	Economic development incentives should support the downtown and future mixed-use centers.
LU8	 Economic Resilience	A jobs-housing balance that supports people living and working in Taylor should be encouraged.
LU9	 Fiscal sustainability and infrastructure	Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.
LU10	 Fiscal sustainability and infrastructure	New development should generate sufficient revenue to support the long-term cost of maintaining the infrastructure that serves it.
LU11	 Fiscal sustainability and infrastructure	Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.



EXISTING CONDITIONS

ZONING

A city's zoning code, map, and regulations control the types of land uses allowed within a certain area of a city. These regulations can determine parameters such as setbacks, height limits, and building coverage.

As displayed in the overall chart below, the City of Taylor is predominantly zoned for Single Family land uses (62%), with Commercial (22%) and Industrial (11%) following. Multifamily (5%) land uses make up the remaining area.

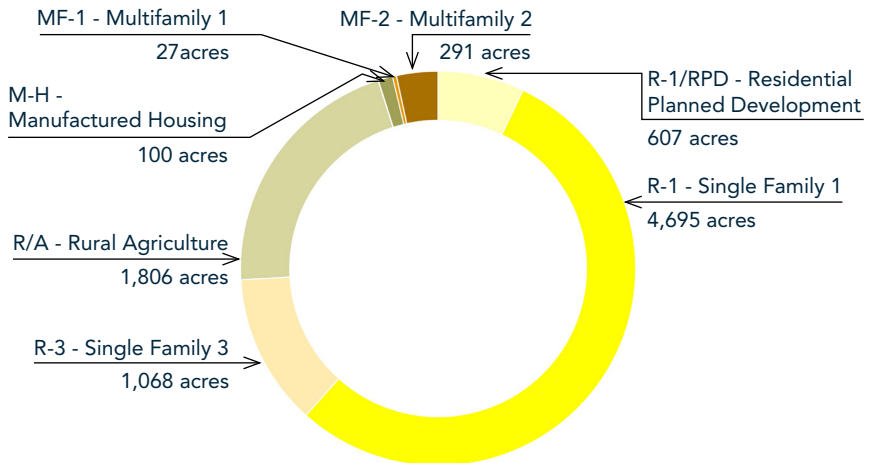


Figure 32: Residential Zoning Districts by Acre

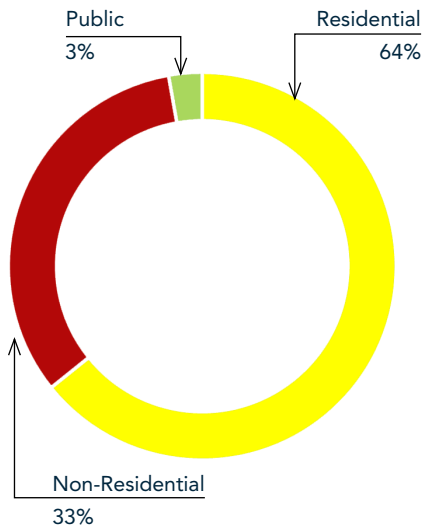


Figure 35: Overall Zoning Districts

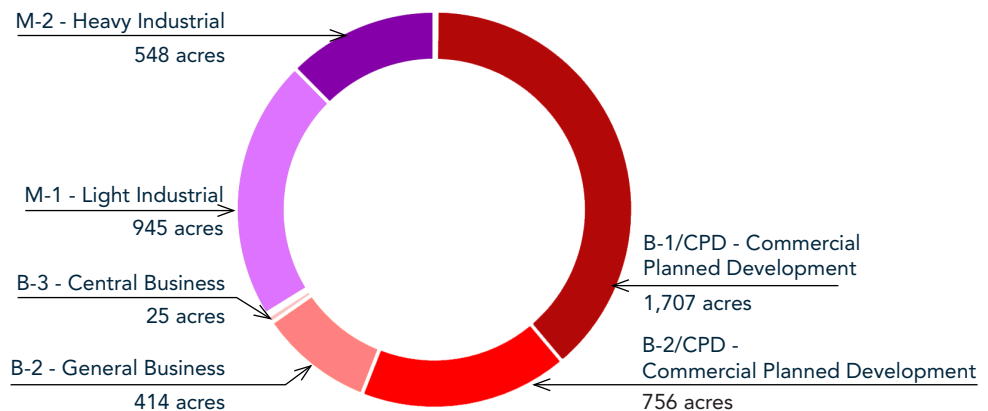


Figure 33: Non-Residential Zoning Districts by Acre

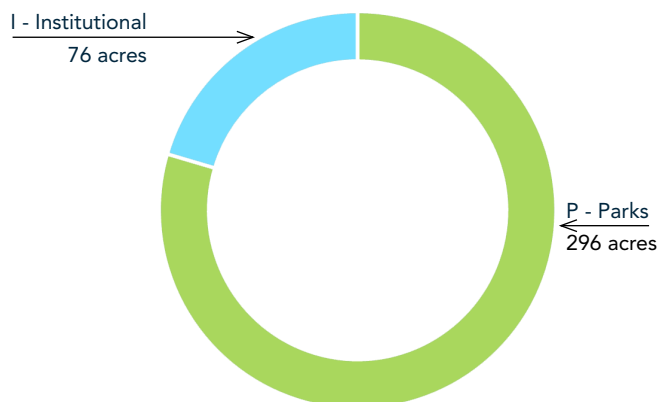


Figure 34: Public Zoning Districts by Acre

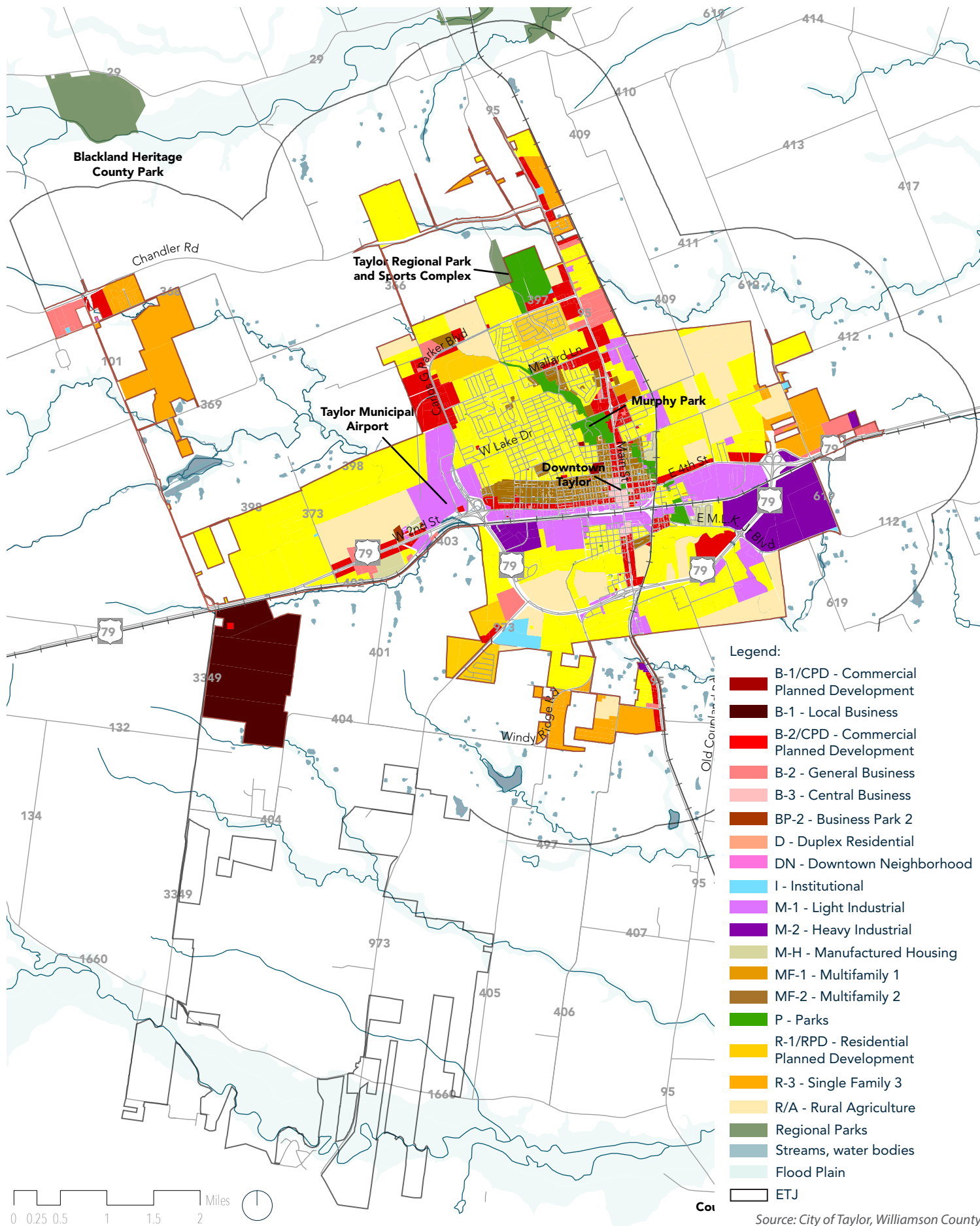


Figure 36: Existing Zoning

EXISTING CONDITIONS

DEVELOPMENT PATTERNS

Recent residential permit data shows that geographically diverse infill is being permitted, the vast majority of new residential being built in recent years is at the suburban fringes in two subdivisions: Avery Glen (near Taylor High School in the southwest) and Summerfield (near the Taylor Regional Park and Sports Complex in the north). While there are plenty of vacant infill lots 83% of new housing is built on new greenfield lots.



Empty lot on 700 W. 6th Street, Taylor Tx.

Should the percentage of infill housing be more, less, or equal to the percentage of infill housing (18%) constructed over the last four years?

"There are so many great plots available in the town that should be utilized. Additionally, the city is already struggling to maintain the roads they already have. Why add additional roads when we need to utilize what we have?"

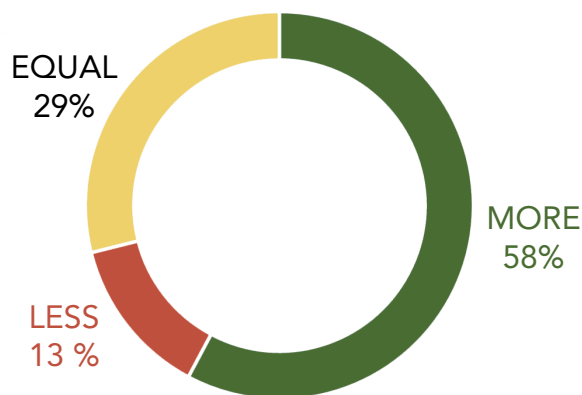


Figure 37: Result from the public survey question

"New housing is needed but also revitalizing existing homes will help maintain the character of the town. Invest in restoration not just new development."



402 Booth St, Taylor TX



400 Booth St, Taylor TX



305 Lizzie St, Taylor TX

Source: Envision Taylor Stakeholder Poll

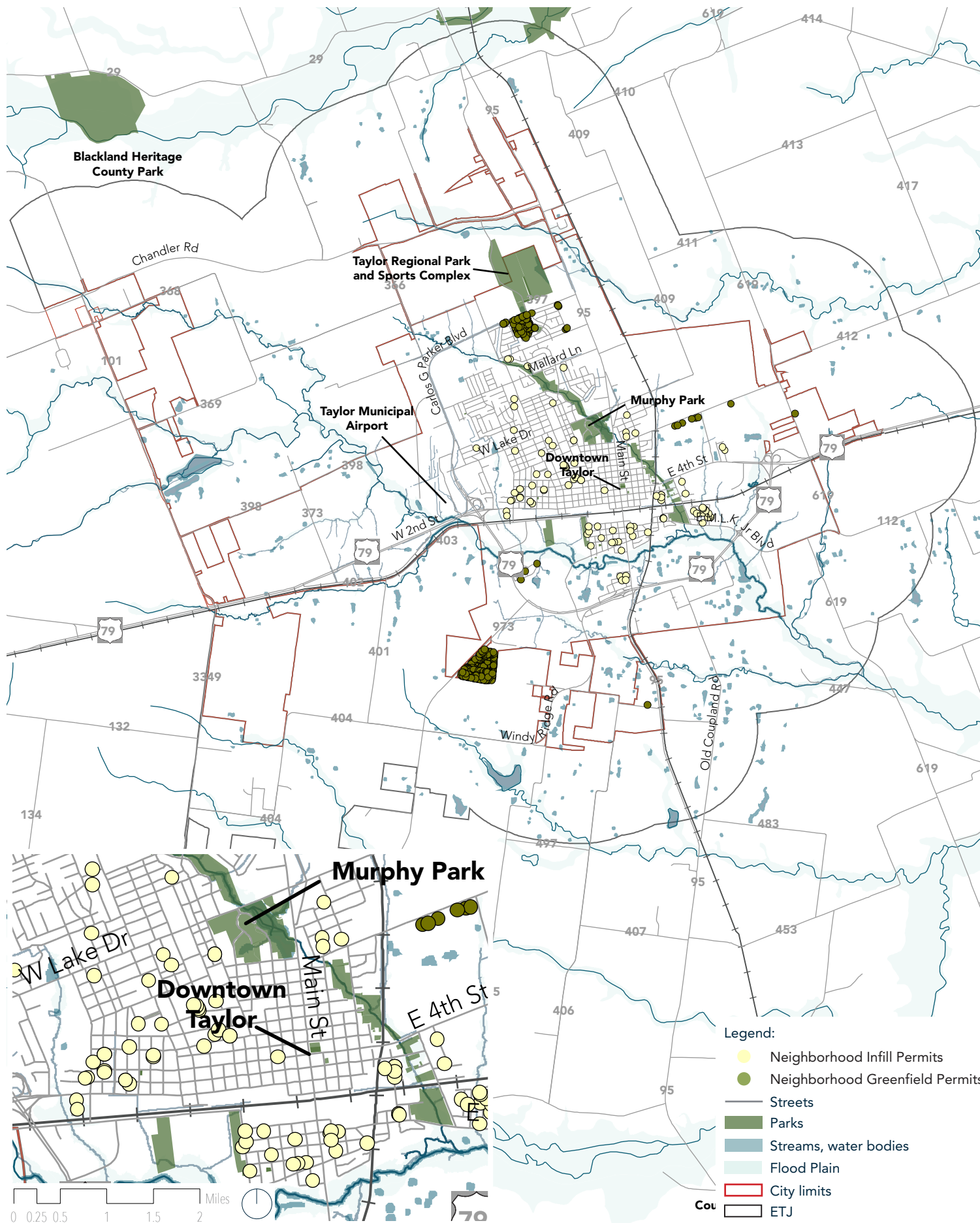


Figure 38: Development Patterns (2016-2020)

Source: City of Taylor Permit Data, Williamson County

EXISTING CONDITIONS

VACANT LOTS

More than half of the land area within the city limits is vacant (55 percent), defined here as having zero improvement value associated with the parcel. The categories of vacant lots described to the right break down the vacant lot category based on the types of improvements and adjacency to existing infrastructure. Currently, the majority of vacant parcels are zoned for Single Family or Rural/Agriculture uses, with another large portion zoned as Local Business.

Figure 39: Existing Vacant Lots depicts where these vacant parcels are geographically distributed across the city. One key takeaway is that the majority of these vacant parcels appear to be located towards the edges of the city limits as opposed to the inner core.

VACANT LOTS

This category consists of vacant lots of less than one acre in size and an improvement value of less than \$10,000. These lots have access to water and wastewater lines.

UNDERDEVELOPED LOTS

This category consists of underdeveloped lots of less than one acre in size where the improvement value is more than \$10,000 and building coverage is less than 40% of the lots area. Underdeveloped means that the improvement value is low when compared to the minimum lot size permitted by the zoning and additional units could be added. These lots have access to water and wastewater lines.

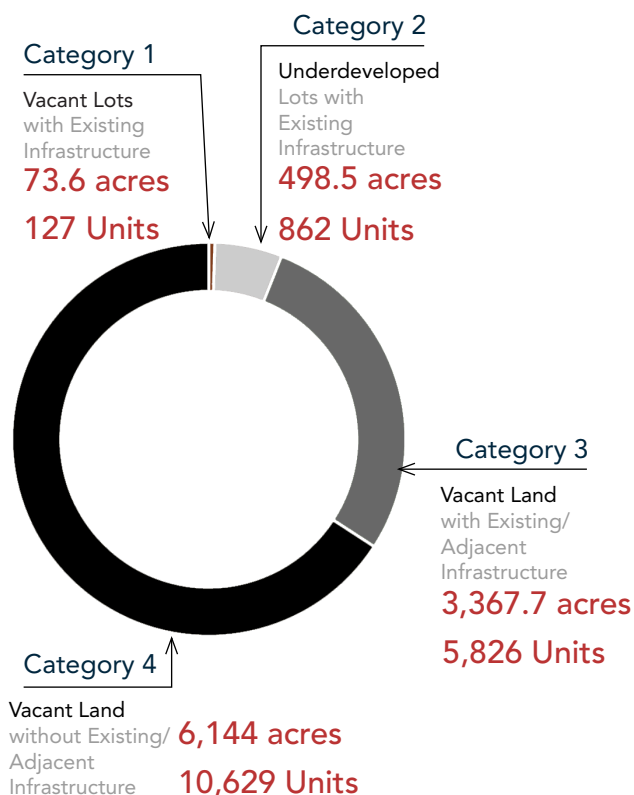
VACANT LAND WITH INFRASTRUCTURE

This category consists of vacant land holdings greater than one acre in size with improvement value of less than \$10,000. Land in this category is located within 100-feet of a wastewater line.

VACANT LAND NO INFRASTRUCTURE

This category consists of vacant land holdings greater than one acre in size with improvement value of less than \$10,000. Land in this category does not have a wastewater line within 100-feet.

At current density of 1.73



City limits: **13,400 acres**

Vacant and underutilized area **10,084 acres**

Fully Developed area: **3,316 acres**

Existing number of Units = **5,732**

Units per acre of Fully Developed Area = **1.73**

Total Capacity Vacant and Underutilized Land: **17,445 Units** at density of 1.73

Taylor is projected to add **8,146 Units** by 2040.

Figure 39: Proportion of Existing Vacant Lots and Number of Units at Current Density of 1.73 Units Per Acre

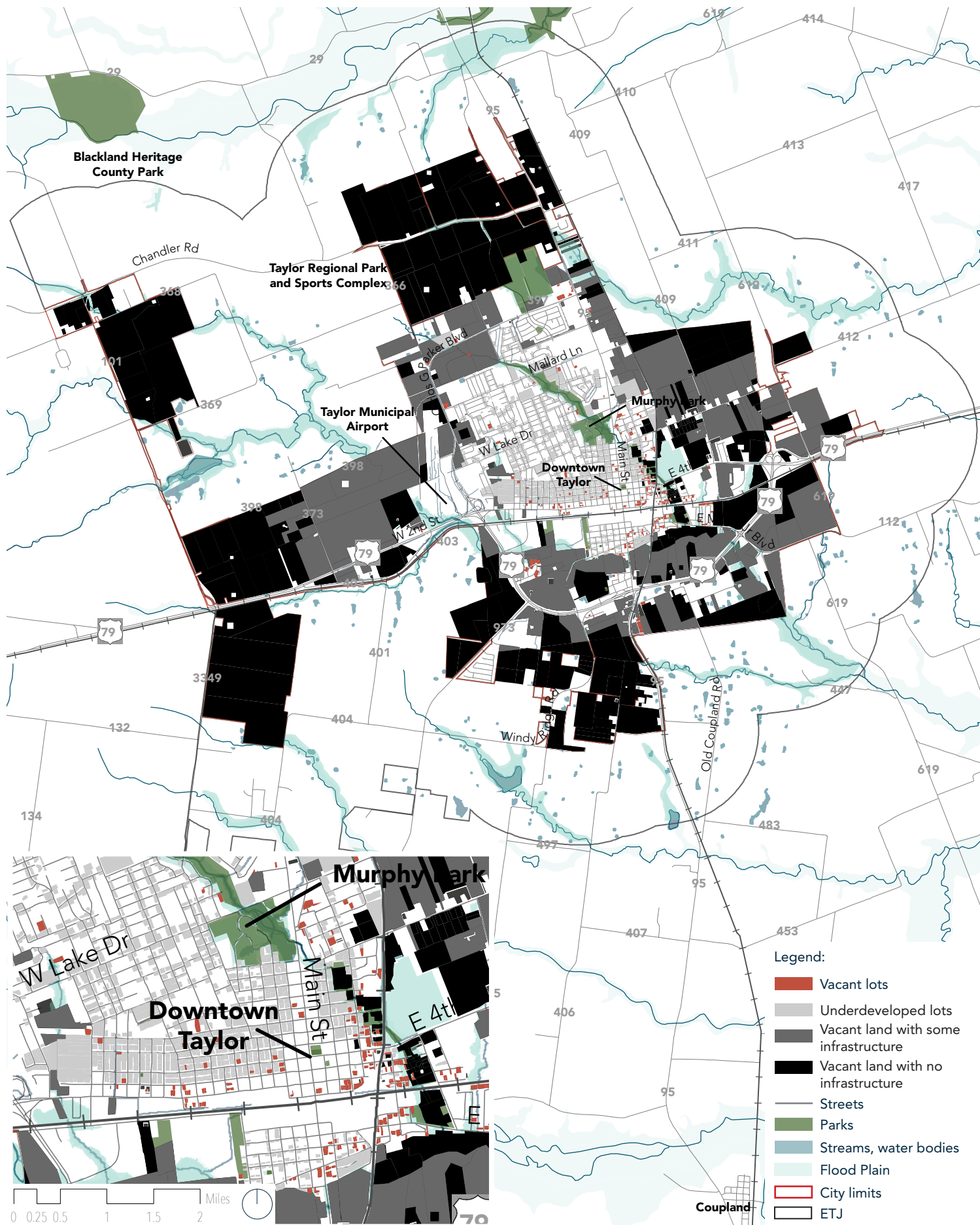


Figure 40: Existing Vacant Lots

Source: City of Taylor, Williamson County

GROWTH SECTORS MAP

PRESERVED OPEN SECTOR (O-1)

The Preserved Open Sector is made up of open space that is protected from development in perpetuity. This includes dedicated parkland and any other conservation easement.

RESERVED OPEN SECTOR (O-2)

The Reserved Open Sector consists of land that is not yet protected but is valuable as open space. This includes floodplains and floodways and may also include areas of steep slope, desired open space, desired transportation corridors, buffers, or viewsheds.

RESTRICTED GROWTH SECTOR (G-1)

The Restricted Growth Sector consists of areas that have value as open space or agricultural land and where increased development and additional entitlements are discouraged. This includes large lot homesteads and farmland with limited infrastructure availability. Expansion into this area is not anticipated during the time frame of this plan.

CONTROLLED GROWTH SECTOR (G-2)

The Controlled Growth Sector consists of areas that can support limited development based on proximity to an existing or planned Thoroughfare. The Controlled Growth Sector should be limited in area to nodes where infrastructure or services already exist, but these areas are not adjacent to the existing developed areas.

INTENDED GROWTH SECTOR (G-3)

The Intended Growth Sector consists of areas with access to existing or planned transportation / infrastructure and are on the periphery of existing developed areas. These are primarily vacant, underutilized, or poorly developed commercial areas adjacent to existing centers and service areas. Growth policies should encourage the development or redevelopment of these areas as compact residential and mixed-use development.

INFILL NEIGHBORHOOD SECTOR (G-4)

The Infill Neighborhood 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.

INFILL GROWTH SECTOR (G-5)

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.

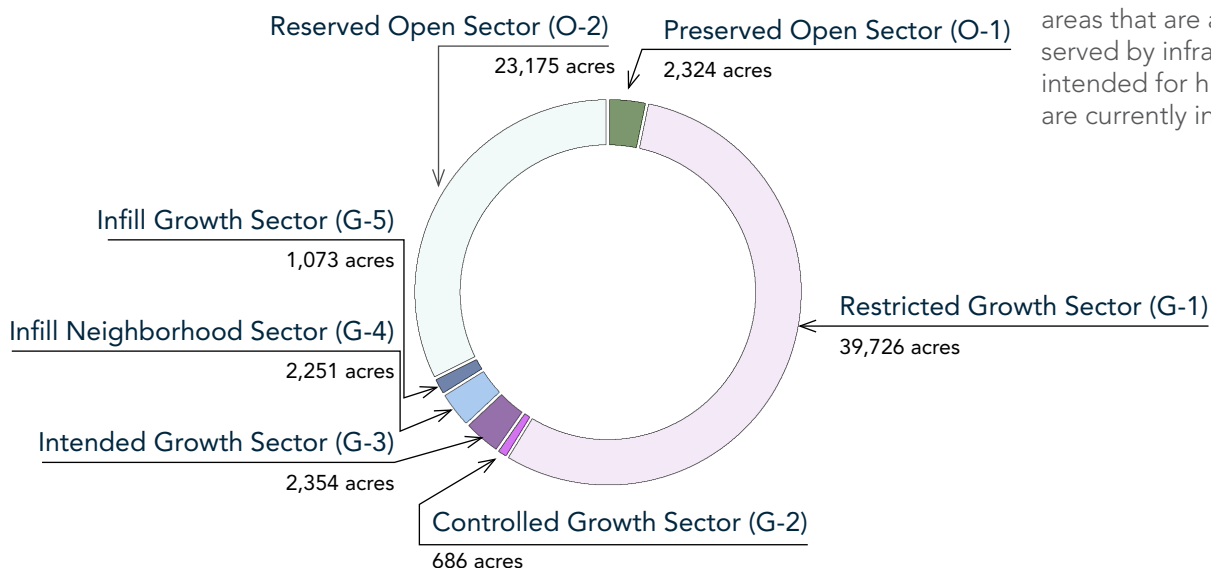


Figure 41: Ws Chart by acreage

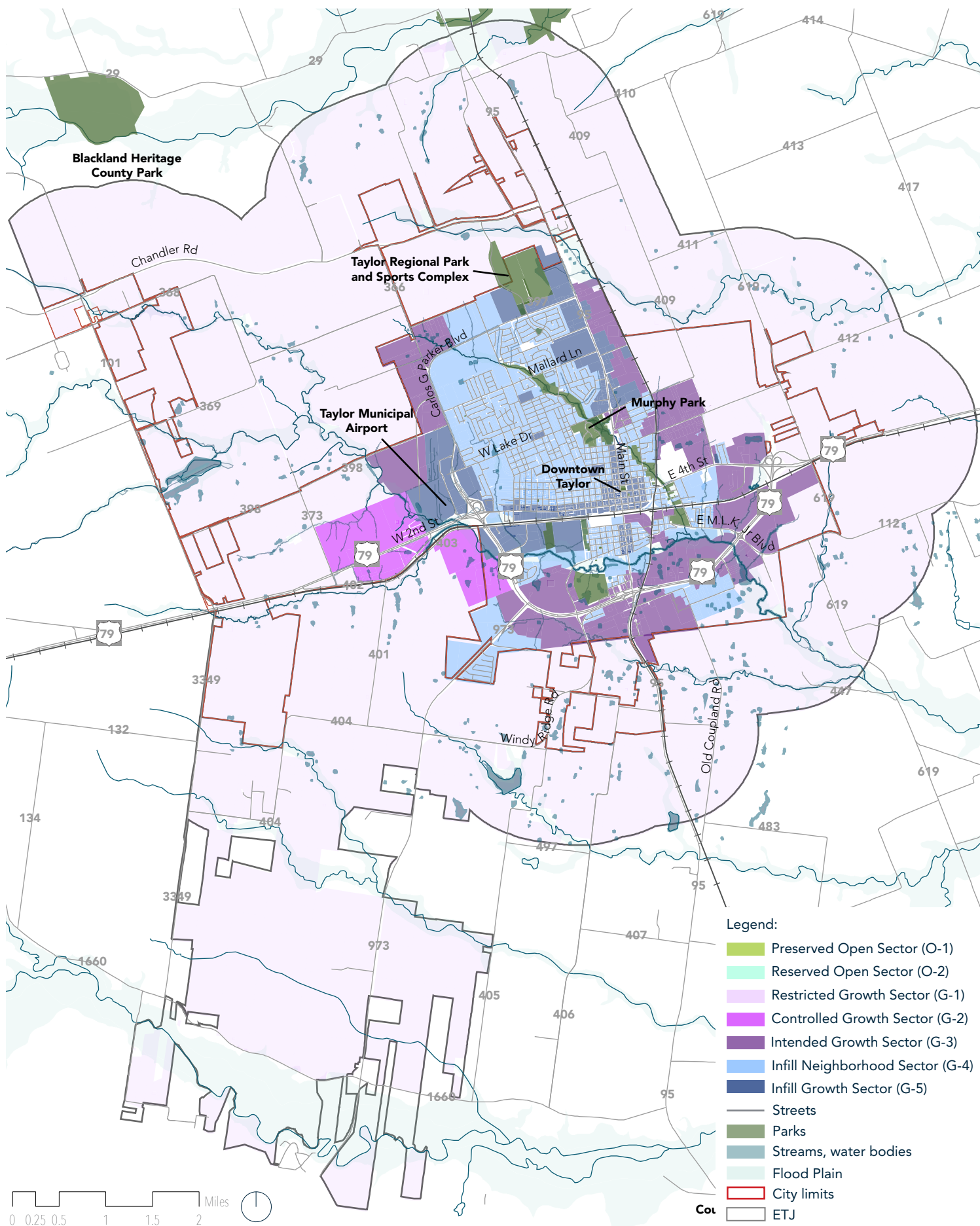


Figure 42: Growth Sectors

Source: City of Taylor, Williamson County

GROWTH & DEVELOPMENT PATTERN

EXPLOSIVE GROWTH

Taylor is in the early years of an “explosive growth” phase. Historical population growth has been relatively slow and consistent, but the city is projected to grow at a much faster rate in the next decade or two. Early in Taylor’s history the city’s development footprint was fairly compact and grew relatively in concert with population. There was even moderate intensification between the 1940s and the 1990s. Since 1990 though, major annexations have expanded the city limits outward in multiple directions, increasing the service area to 13,155 acres in 2020. But population growth has not maintained a similar rate. This means that the cost to build and maintain infrastructure for this much larger area is shared by a smaller group of people, increasing household costs via a higher tax levy.



Figure 44: Historical Annexation Progression

Source: City of Taylor, Verdunity

Trends Pre-1990



Population Density Increasing



Few New Infrastructure Improvements



Slow, Incremental Annexation

Trends Post-1990



Population Density Decreasing



Major New Infrastructure



Significant Expansion of City Limits and Service Responsibilities

Figure 43: Trends, pre and post 1990

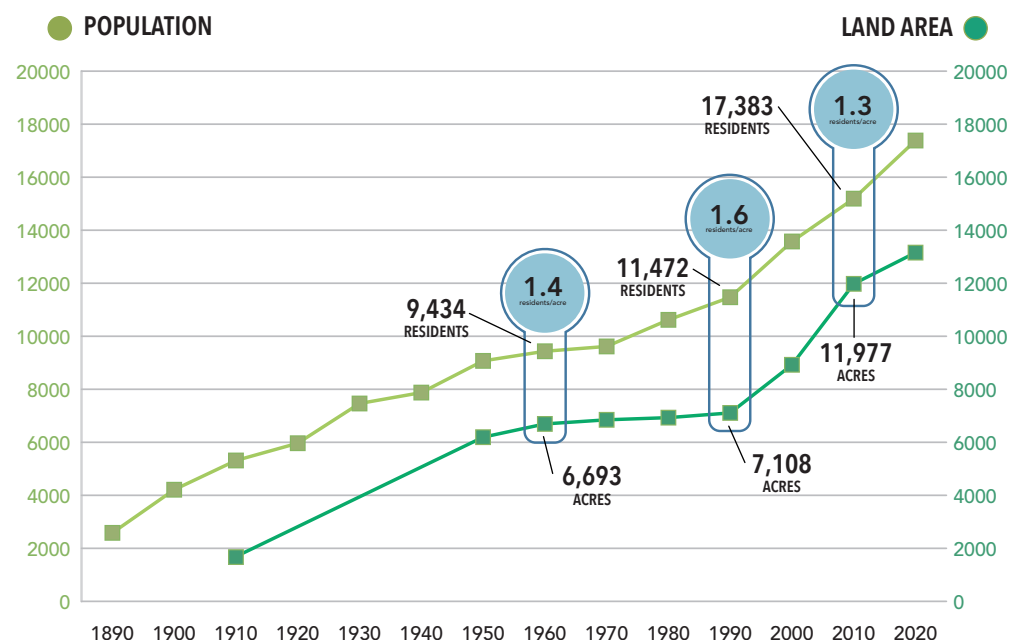


Figure 45: Taylor's Population and Land Area in Acres by Decade

Source: US Census, City of Taylor

GENERAL FUND BENCHMARKING

In a property tax state like Texas, ideally the property tax revenue generated by development in a city should be enough to cover street maintenance and reconstruction as well as at least half the cost of other basic services. When property tax revenue can cover more basic services, this frees up revenue from sales tax to focus on economic development and quality of life improvements that preserve and enhance property values over time. The more a city has to rely on sales tax for basic services, the less funding it will have for amenities and economic development incentives.

The city's total **general fund revenue** for the FY19/20 fiscal year was \$14.8 million, which comes out to roughly **\$1,050 per acre**. The table to the right shows how Taylor's general fund metrics compare to some other communities in the region. Taylor has the lowest GF/Acre and lowest population/acre. **Just over \$7 million of this (52%) was obtained from property tax.**

	TAYLOR	ROUND ROCK	LEANDER	CEDAR PARK	HUTTO
2020 Pop. Est.	17,383	128,739	56,111	76,999	26,434
2020 GF Revenue	\$14,830,304	\$121,760,638	\$41,787,626	\$57,136,667	\$18,152,056
Area (Acres)	13,155	22,976	21,811	15,680	4,960
Pop. Per Acre	1.30	5.60	2.57	4.91	5.33
Tax Rate	0.788000	0.420000	0.551867	0.449000	0.515171
GF Per Capita	\$864	\$946	\$745	\$742	\$687
GF Per Acre	\$1,050	\$5,299	\$1,916	\$3,644	\$3,660
GF Per Household	\$2,177	\$2,383	\$1,877	\$1,870	\$1,730

Figure 46: Nearby City Comparative Data Source: Decennial Census, American Community Survey



CULTIVATING FISCAL HEALTH AND LOCAL WEALTH

By focusing infrastructure, housing, and economic development investments into redevelopment and infill in older neighborhoods and prioritizing high return on investment development patterns such as smaller/narrower lots, vertical buildings, and mixed use, the city has an opportunity to generate additional property tax revenue without necessarily having to adjust the tax rate. In addition to improving the fiscal health of the city's operation, partnering with local residents, entrepreneurs, and developers to build more small scale residential and commercial spaces can also help to cultivate the wealth of residents and local businesses and increase community pride and identity. Together, this combination of cultivating public and private wealth can put Taylor on the path to becoming a vibrant, inclusive, and resilient community for years to come.

\$1.7M

Current Yearly Budget for Street Maintenance/Replacement

\$543

Average Property Tax Revenue/Acre – Citywide

TAYLOR'S RESOURCE GAP

PROJECTED STREET REPLACEMENT COSTS

The city has roughly 150 miles of street today. Using a lean replacement cost of \$500,000 per 11' lane-mile, it would require over \$124 million to replace the existing streets when they reach the end of their life cycle. Averaged over 20 years, this would require the city to be saving or spending an average of \$6.2M per year on street reconstruction, \$4.5M per year more than what the city currently allocates to street maintenance from its General Fund. Street costs for more recent projects have exceeded \$1 million per lane-mile. If this higher value is used, the city's street liabilities could exceed \$248 million total or \$12.4 million per year, which is almost as much as the city's entire general fund budget (\$14.8M). If you incorporate Capital Improvement Program (CIP) dollars into this, it partially reduces this gap, but not nearly enough to get the city to a break-even point. As additional development is built, the amount of streets to maintain and replace in the future will continue to increase.

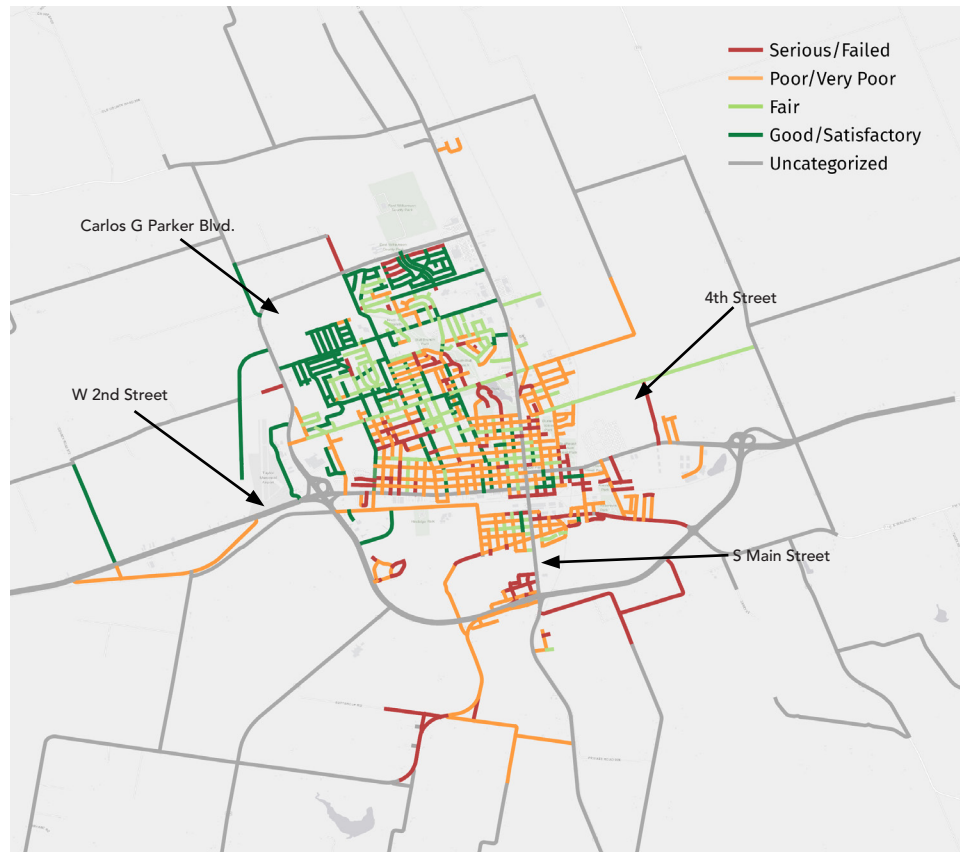


Figure 47: Pavement Condition

Source: City of Taylor, Verdunity

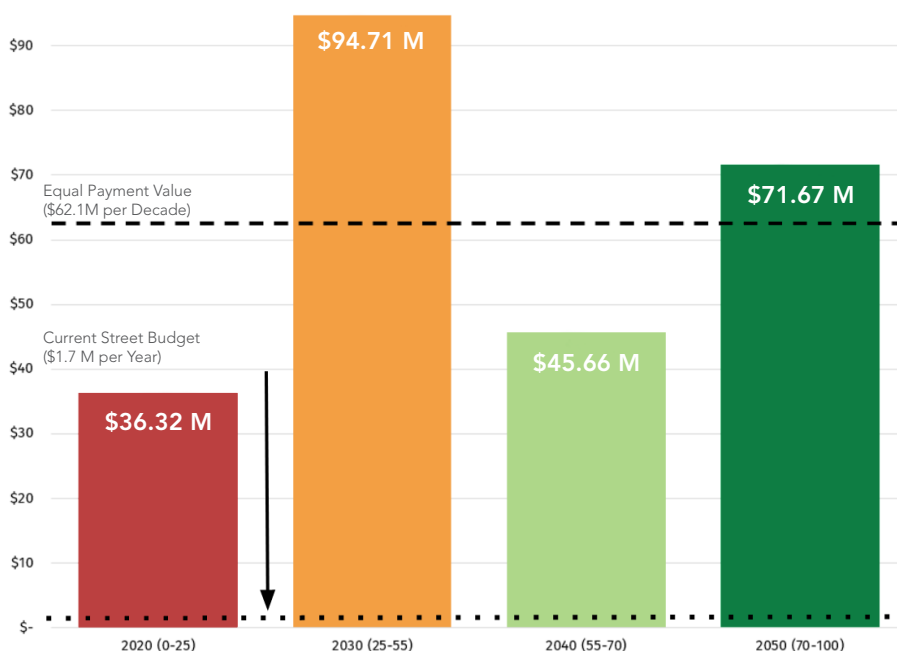
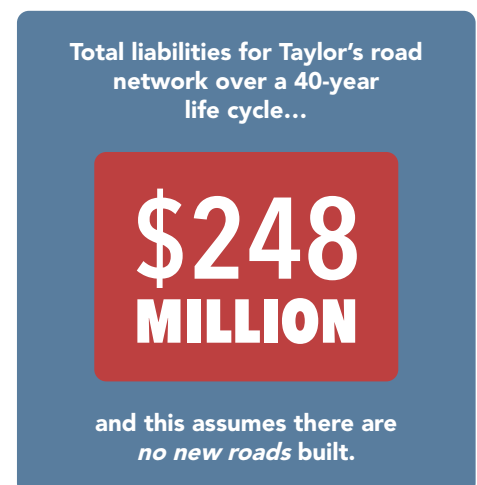


Figure 48: Pavement Replacement Chart

Source: City of Taylor, Verdunity



COMPARING THE VALUE OF DEVELOPMENT PATTERNS

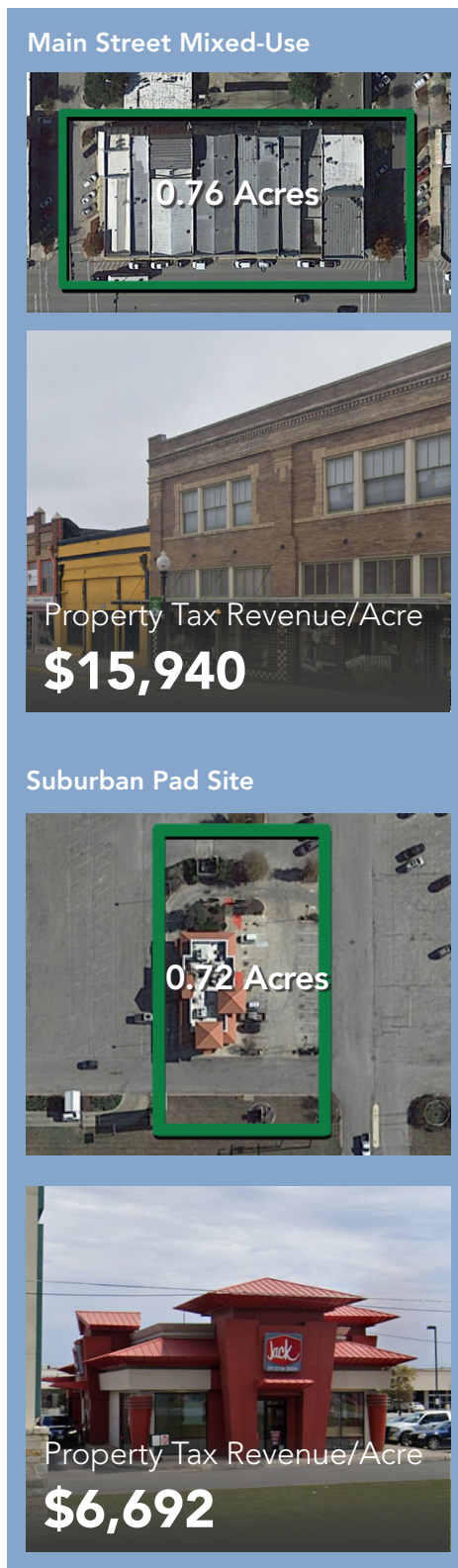


Figure 49: Main Street & Pad Site Comparison



Figure 50: Traditional Grid & Big Box Comparison

Source: WCAD, Google Earth, Verdunity

LAND USE FISCAL ANALYSIS

An in-depth analysis of the fiscal productivity of Taylor's development pattern and service model was performed as part of the comprehensive plan process. A parcel-level analysis of the property taxes and general fund service costs for the various land uses and development patterns in Taylor provides a glimpse into which perform better than others in terms of their ability to meet their costs, including long-term roadway maintenance. The analysis used the metrics of property tax revenue per acre and net revenue per acre to map the net fiscal productivity (revenue minus costs) of all parcels in Taylor. Three levels of analysis were completed to understand the fiscal performance of development today and when costs for future infrastructure replacement are considered.

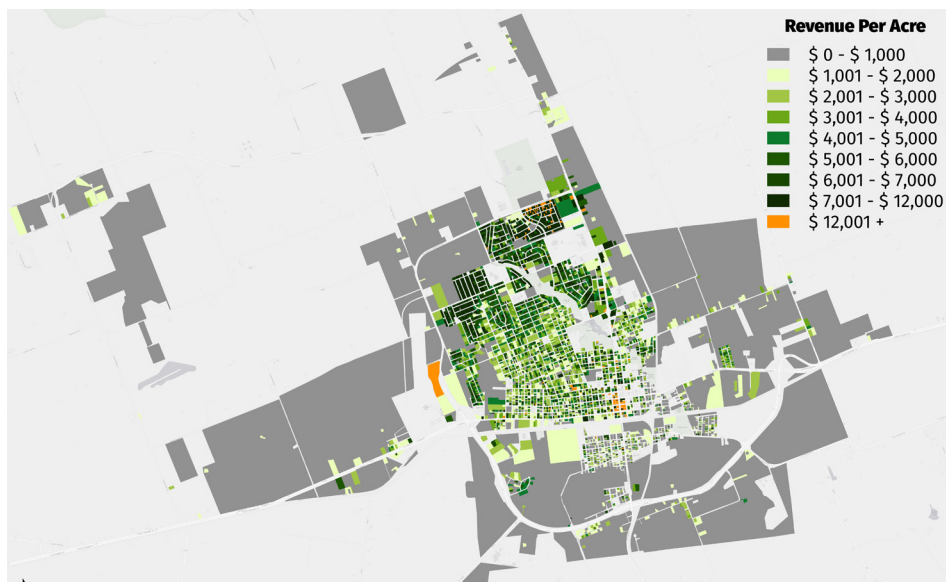


Figure 51: Revenue Per Acre

Source: Verdunity

LEVEL 1: PROPERTY TAX REVENUE PER ACRE

Existing property tax revenue (levy) on a per acre basis for all parcels in the city was mapped. Exempt parcels such as city owned properties, churches, and other tax exempt entities were removed from the analysis.

LEVEL 2: NET PER ACRE - CURRENT CONDITIONS (WHAT THE CITY CURRENTLY SPENDS)

Existing property tax revenue minus current operating budget funded by property taxes was mapped to get a net value for each parcel. This map shows which parcels produce more in property tax revenue than they cost to serve, and which ones cost more than they generate in revenue.

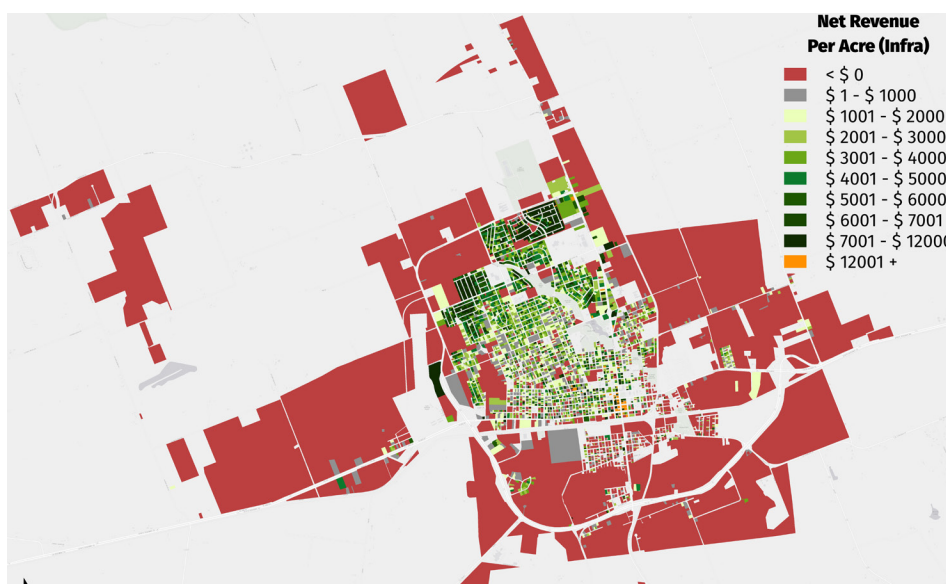


Figure 52: Net Revenue Per Acre (Current + Projected Costs)

Source: Verdunity

LEVEL 3: NET PER ACRE - DEFICIT (WHAT THE CITY REALLY NEEDS)

The final step adds unfunded street replacement costs to reveal how parcels perform if street reconstruction costs are factored in.

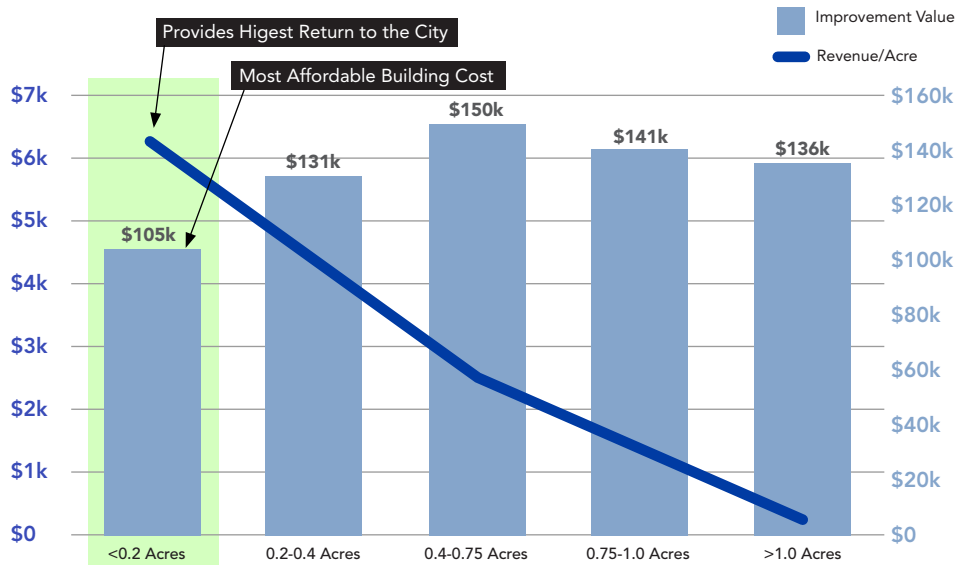


Figure 53: Single Family Improvement Value compared to Rev/Acre Source: Verdunity

Analysis Results

Taylor is in the middle of its growth, with a more compact core that includes some highly productive parcels in the downtown area, and less productive areas around the periphery of the city limits that are in the city's service area but have yet to build out. In its current state, only 20% of the city's area generates enough revenue to cover current costs. Less than 10% of the city's area covers anticipated future costs.



In order to generate sufficient revenue to cover future service costs and infrastructure liabilities, the City must increase the value per acre in existing parts of the city while ensuring new development covers its costs, if not producing a surplus

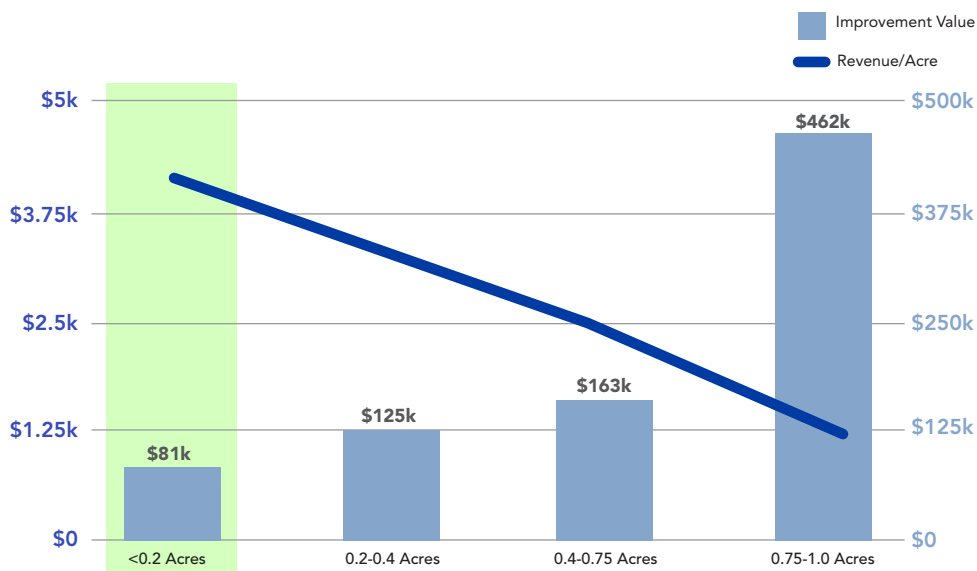


Figure 54: Multi-Family Improvement Value compared to Rev/Acre Source: Verdunity

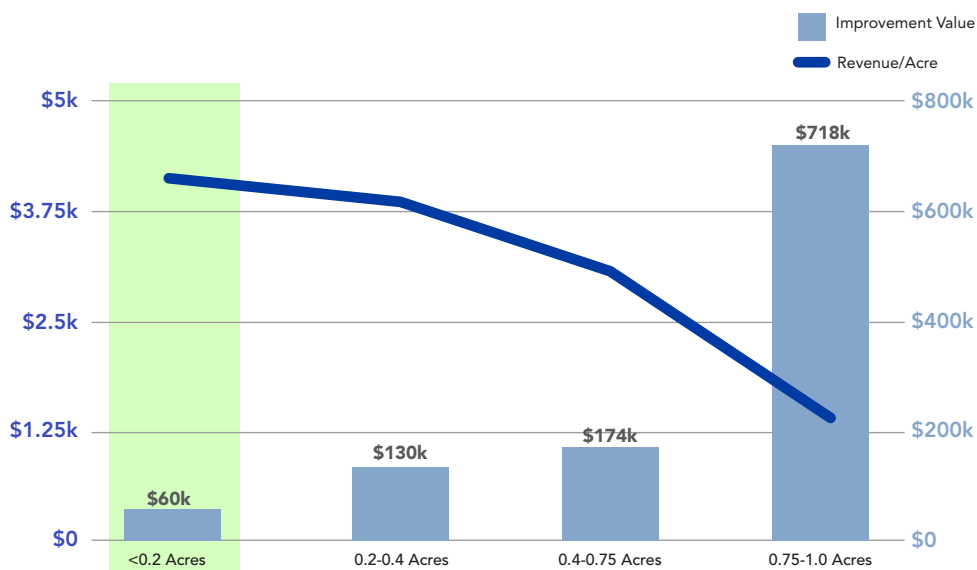


Figure 55: Commercial Improvement Value compared to Rev/Acre Source: Verdunity

One of the key concepts introduced during the modeling process and reinforced with the model results is how more compact development outperforms more spread-out development. *Figure 64: Comparing Improvement Value to Revenue Per Acre* below shows how the revenue per acre for single family is the highest for the smallest lots. Buildings on these smaller lots also tend to be less expensive due to their smaller size. This presents a "win-win" opportunity for the city where it can provide more affordable housing and commercial options for residents and small business owners/entrepreneurs while also maximizing tax revenues to the city (on a per acre basis) - just by building smaller buildings on smaller lots.

3D VALUE MAPPING

MAP 1: PROPERTY TAX REVENUE PER ACRE

Existing property tax revenue (levy) on a per acre basis for all parcels in the city was mapped. Exempt parcels such as city owned properties, churches, and other tax exempt entities were removed from the analysis.

MAP 2: NET PER ACRE - CURRENT CONDITIONS (WHAT THE CITY CURRENTLY SPENDS)

Existing property tax revenue minus current operating budget funded by property taxes was mapped to get a net value for each parcel. This map shows which parcels produce more in property tax revenue than they cost to serve, and which ones cost more than they generate in revenue.

MAP 3: NET PER ACRE - DEFICIT (WHAT THE CITY REALLY NEEDS)

The final step adds unfunded street replacement costs to reveal how parcels perform if street reconstruction costs are factored in.

MAPS LEGEND



DOWNTOWN

In all calculations, the compact development pattern seen in Downtown Taylor provides consistent high value.

1 REVENUE PER ACRE

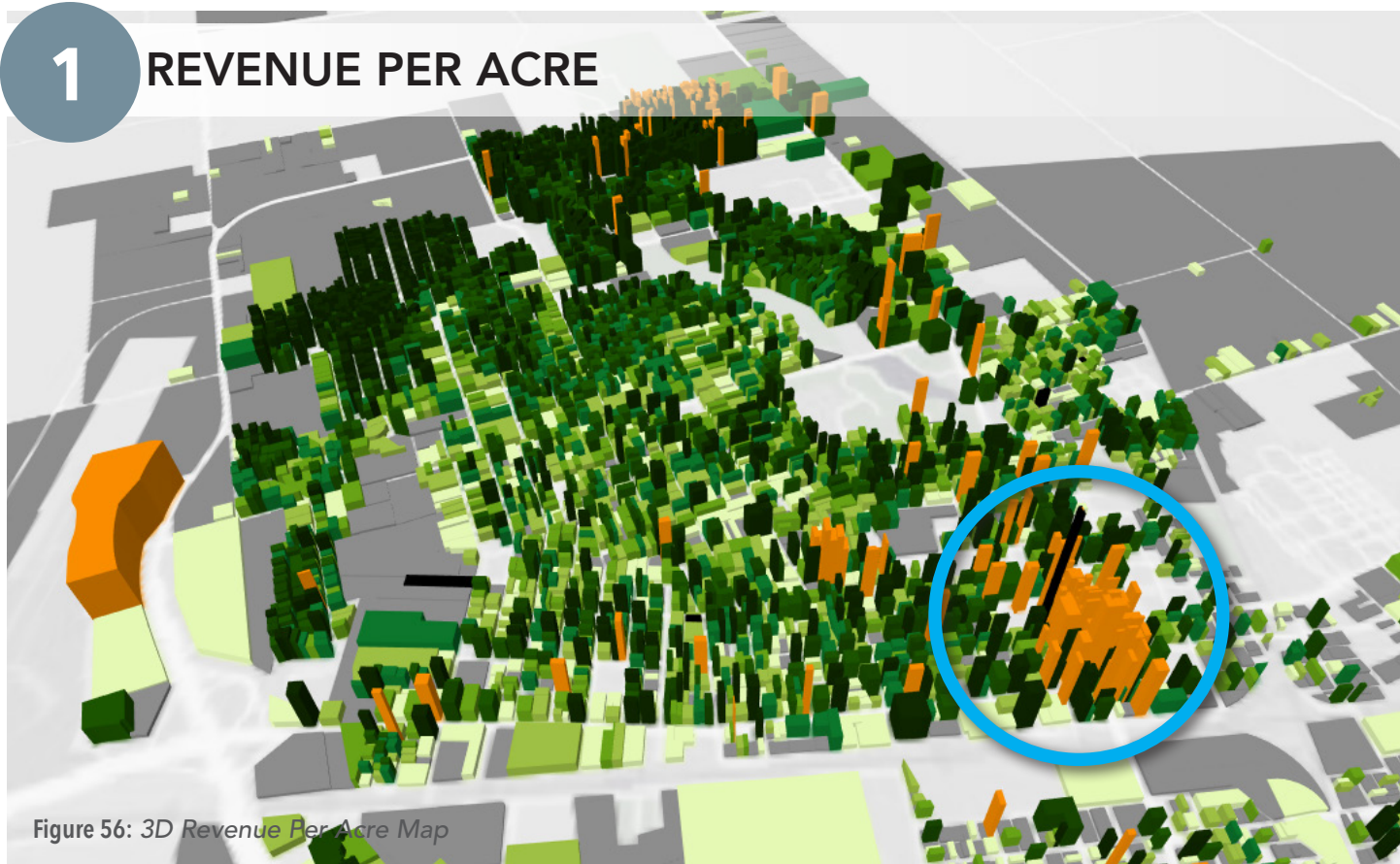


Figure 56: 3D Revenue Per Acre Map

2

NET REVENUE PER ACRE

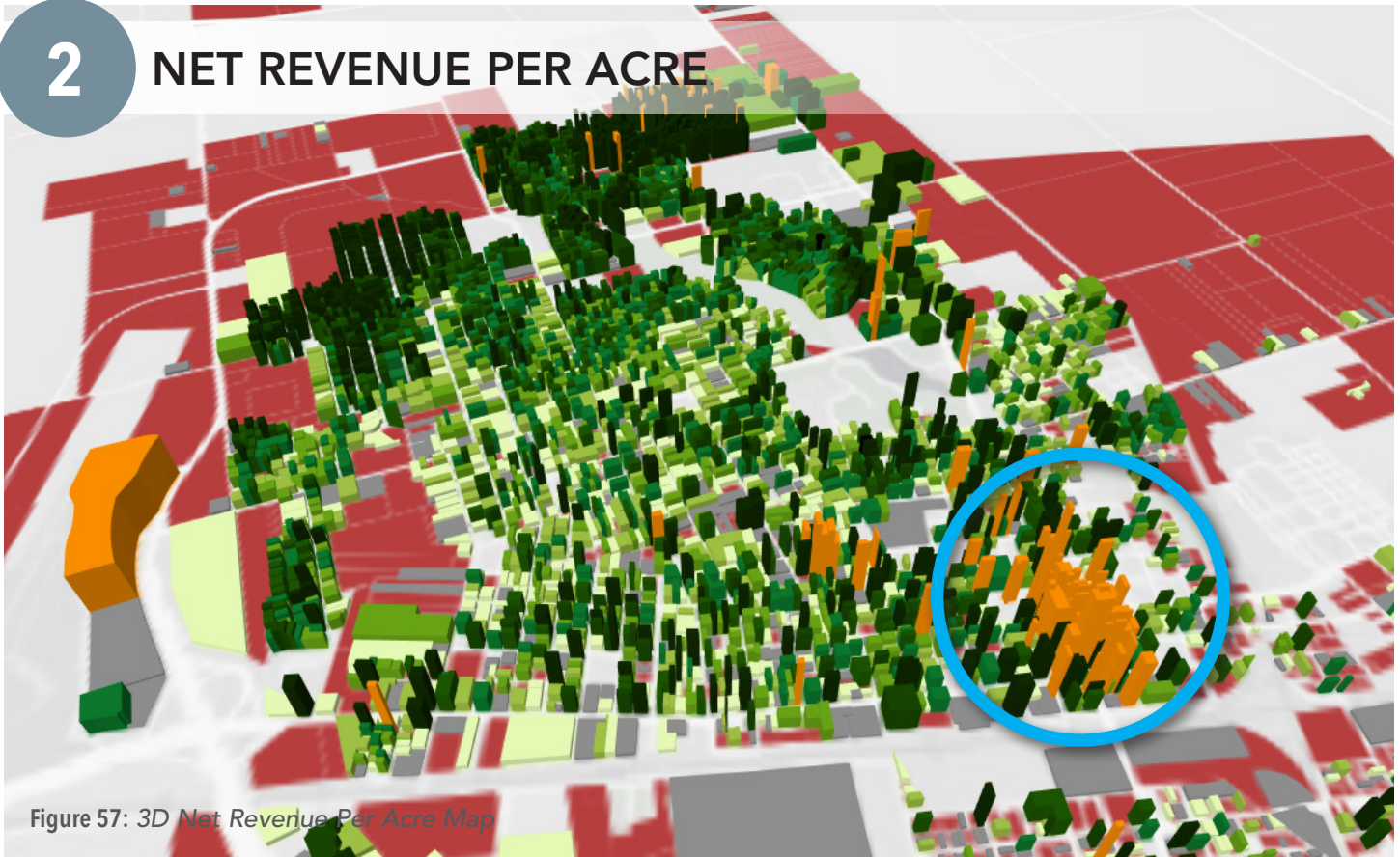


Figure 57: 3D Net Revenue Per Acre Map

3

NET REVENUE PER ACRE + INFRASTRUCTURE COSTS

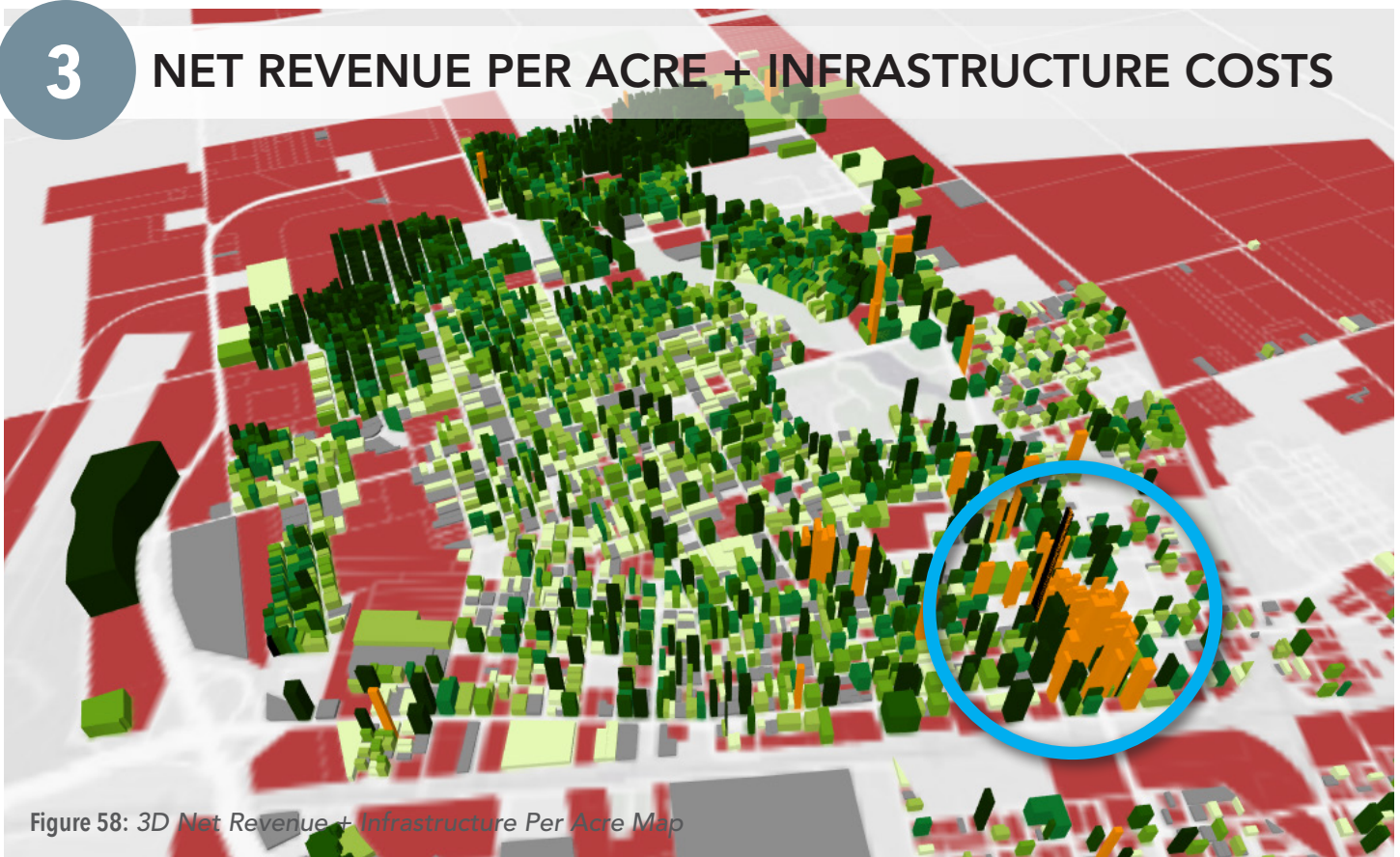


Figure 58: 3D Net Revenue + Infrastructure Per Acre Map

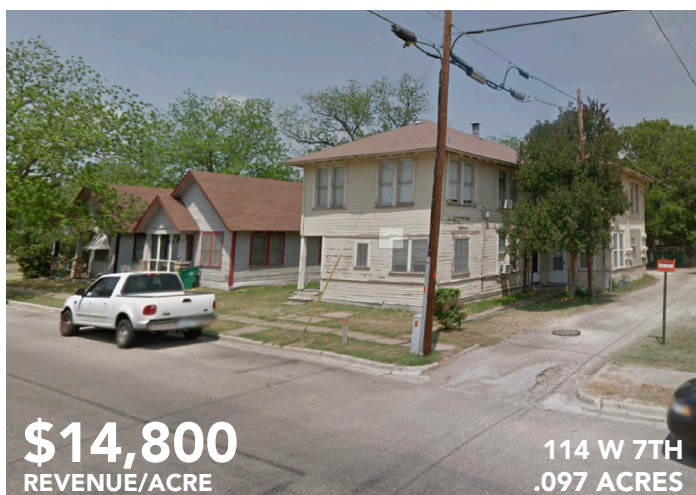
THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

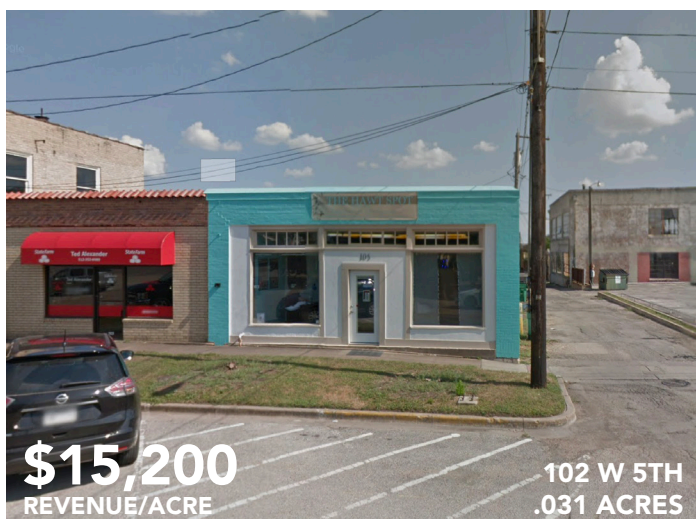
Single Family



Multi-Family



Commercial



Sources: Verdunity, Google Street View, 2018 WCAD Parcel Data

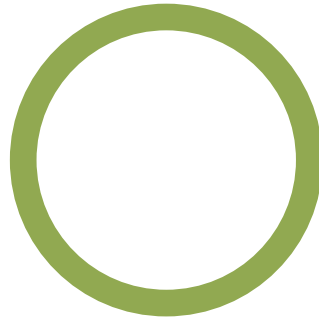
LARGER LOTS



TAKEAWAYS

City costs *are going to increase* - this will consist of primarily infrastructure maintenance and replacement. The current general fund per acre is only \$1,716 per acre. At current tax rate and revenue source ratios, it would require at least \$5,000 per acre to cover existing street infrastructure liabilities with property tax. This value will need to be significantly higher to cover all infrastructure and service needs when the city is closer to buildout. To cover these costs, the city needs to increase revenues. Raising tax rates and fees is not popular, so adjusting the development pattern to generate more revenue per acre and reduce costs per acre is a reasonable place to start.

Depending on the location and pattern of new development, the city will likely need to generate above \$4,000 per acre for its general fund from property to cover future costs. The lower of these values assumes development will be done in a more compact pattern with a large amount of infill and narrower streets, while the higher value assumes new development will follow a more spread out, suburban style pattern with wider streets.



\$540/acre **Where we are now**

Current Property Tax/Acre

\$2500/acre **Break-even**

Estimated target to cover current services plus existing street infrastructure liabilities with property tax revenue.

\$4000+/acre **Fiscally Sustainable**

Potential future target to sustain and expand city services to larger population and service area.

HIGHEST VALUE PARCELS



Figure 59: Highest Value Parcels

Source: Verdunity

The majority of the highest performing parcels are small lots or buildings Downtown along Main Street. The parcels identified on this map show these highest performing properties and their location in the core of Taylor. The table in Figure 57 lists addresses and the net revenue per acre for these properties.

LABEL	ADDRESS	NET REVENUE PER ACRE (B+S)
A	423 Main Street	\$17,700
B	103 W Fifth Street	\$20,649
C	406 Talbot Street	\$19,888
D	120 W Fourth Street	\$31,021
E	314 N Main Street	\$15,914
F	303 N Main Street	\$15,907
G	202 N Main Street	\$17,704
H	201 N Main Street	\$22,156
I	109 N Main Street	\$21,980
J	311 Davis Street	\$16,209

Figure 60: Highest Value Parcels

Source: Verdunity

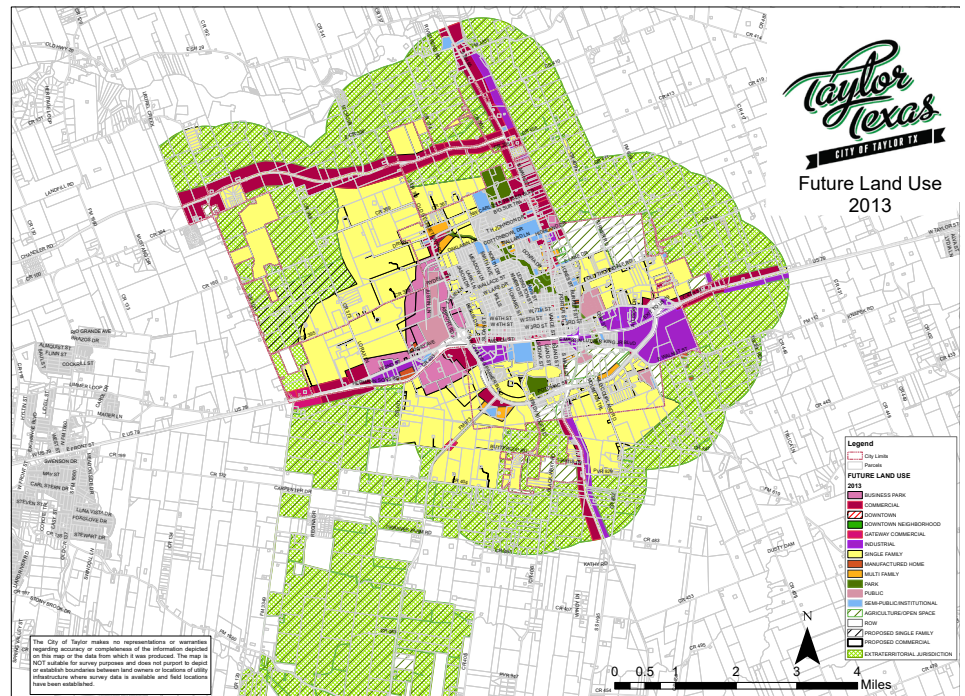
FUTURE LAND USE

PURPOSE

The city's existing land use patterns coalesce around the key corridors of SH 95 (Main Street) and West 2nd Street. These corridors accommodate the bulk of the commercial and multifamily land uses. Industrial uses exist adjacent to railroads, with parks largely following the creek system. Single family and agricultural land uses fill in the remainder of the city limits.

A Future Land Use Map is a policy tool that is used to guide future growth in the City of Taylor. The map forms the basis for future regulatory decisions like new and updated development standards or future zoning changes. The Future Land Use Map should be aligned with the guiding principles of being financially resilient and fiscally sustainable and the Big Ideas of this Comprehensive Plan.

The past Future Land Use Map was designed around locating and describing different land uses. The proposed Future Land Use Map focuses more on maximizing development within the core of the City using existing infrastructure and developing in a more compact fiscally sustainable pattern.



Source: City of Taylor, Williamson County

Figure 61: Future Land Use originally adopted in 2004 as updated in 2013

ELEMENTS OF A FUTURE LAND USE MAP

The Future Land Use Map is made up of the major elements below:

Centers - Compact mixed-use areas where development and redevelopment is focused. These areas are intended to change in order to accommodate the majority of projected growth and align with the guiding principles and big ideas of the plan.

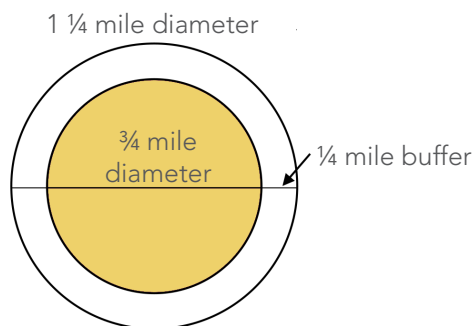
Infill - Existing developed areas that are intended for infill on vacant and underutilized lots that generally matches the character of the existing development while accommodating incremental increases in population density.

Areas of Minimal Change - Areas of minimal change are characterized as areas lacking in street and utility infrastructure. These areas are not intended to accommodate future growth and redevelopment and should generally remain unchanged during the time frame of the Envision Taylor Comprehensive Plan.

SCALES OF THE CENTERS

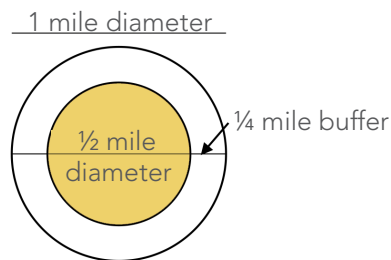
Centers at all scales are intended as compact, walkable places designed at a human scale instead of an auto-oriented scale. Centers come in different sizes intended to serve individual neighborhoods, several neighborhoods, or the region as described below. All centers should include a mixture of uses that includes a variety of higher density housing types.

REGIONAL CENTER



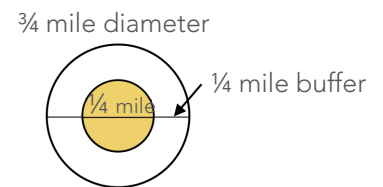
Regional centers are the largest center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions along side higher density mixed use developments.

COMMUNITY CENTER

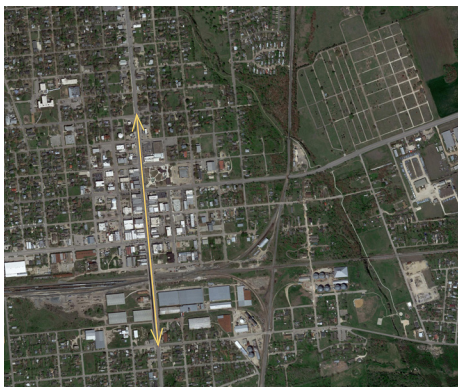


Community centers are larger than neighborhood centers but often serve several neighborhoods within the city. Community centers often include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets.

NEIGHBORHOOD CENTER



Neighborhood centers offer a full depth of goods and services to residents within the local neighborhood. These centers typically have 10 to 15 smaller retailers such as a bank, cafe, dry cleaner, or florist.



3/4 mile diameter



1/2 mile diameter



1/4 mile diameter

Figure 62: Scales of the centers

FUTURE LAND USE MAP (FLUM)

DEVELOPING THE FUTURE LAND USE MAP

The process of developing the future land use map included an analysis of two different development scenarios.

TREND SCENARIO

The Trend Scenario accommodates the projected population out to 2040 in a similar way to the current development patterns. Current development patterns were analyzed for both the location and type of the development. In the Trend Scenario most of the new commercial development occurs along major corridors as single use large format buildings. Residential primarily takes the form of new greenfield development of single family homes.

Comparing the two scenarios:

The Trend Scenario requires the development of approximately **22%** more land than the Fiscal Scenario.

The Fiscal Scenario includes approximately **46%** more missing middle housing types.

The Trend Scenario requires **22%** more lane miles of new streets.

FISCAL SCENARIO

The Fiscal Scenario accommodates the projected population out to 2040 in a way that provides the highest fiscal benefits. This scenario focuses on filling in all vacant land with development and building types that provide the highest degree of fiscal benefits. This scenario limits new growth outside the existing infrastructure footprint and focuses growth into compact and mixed use centers.



The Fiscal Scenario
was preferred
by 83.7% of
respondents to
best advance the
community's
big ideas.

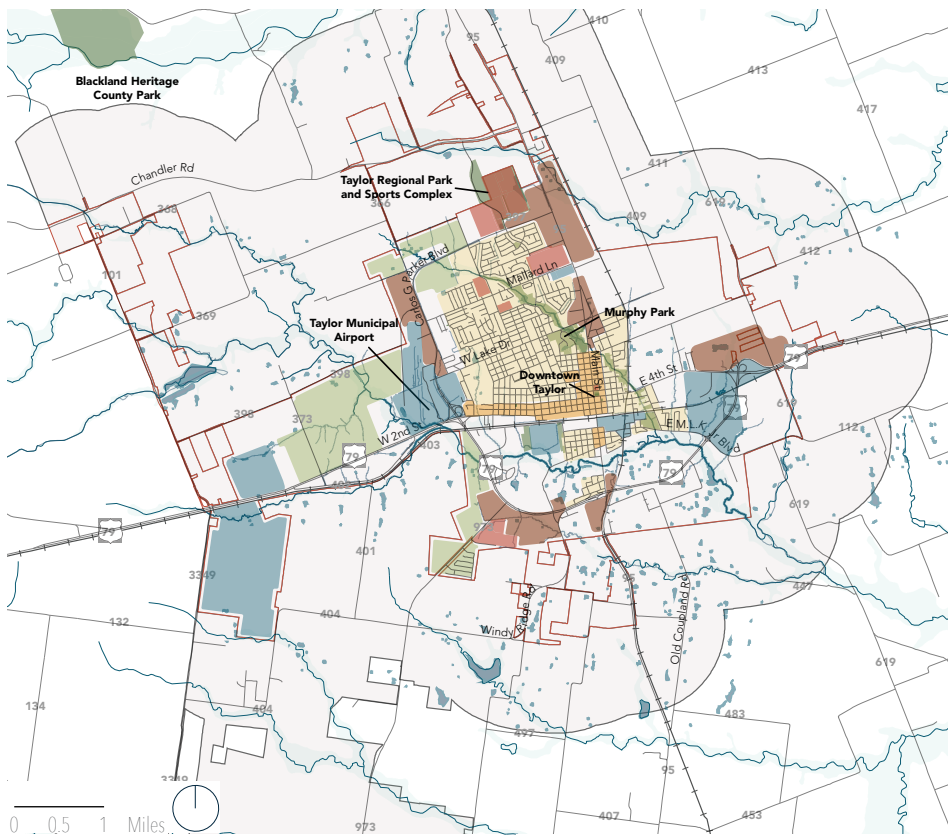


Figure 63: Trend Scenario

Source: City of Taylor

Legend:

- Retail Center (713 acres)
- Market Center (46 acres)
- Civic Center (462 acres)
- Employment Center (713 acres)
- Neighborhood Infill Areas (20 acres)
- Neighborhood Greenfield Areas (1,300 acres)
- Area of Minimal Change
- Streets
- Streams, water bodies
- Flood Plain
- City limits
- ETJ

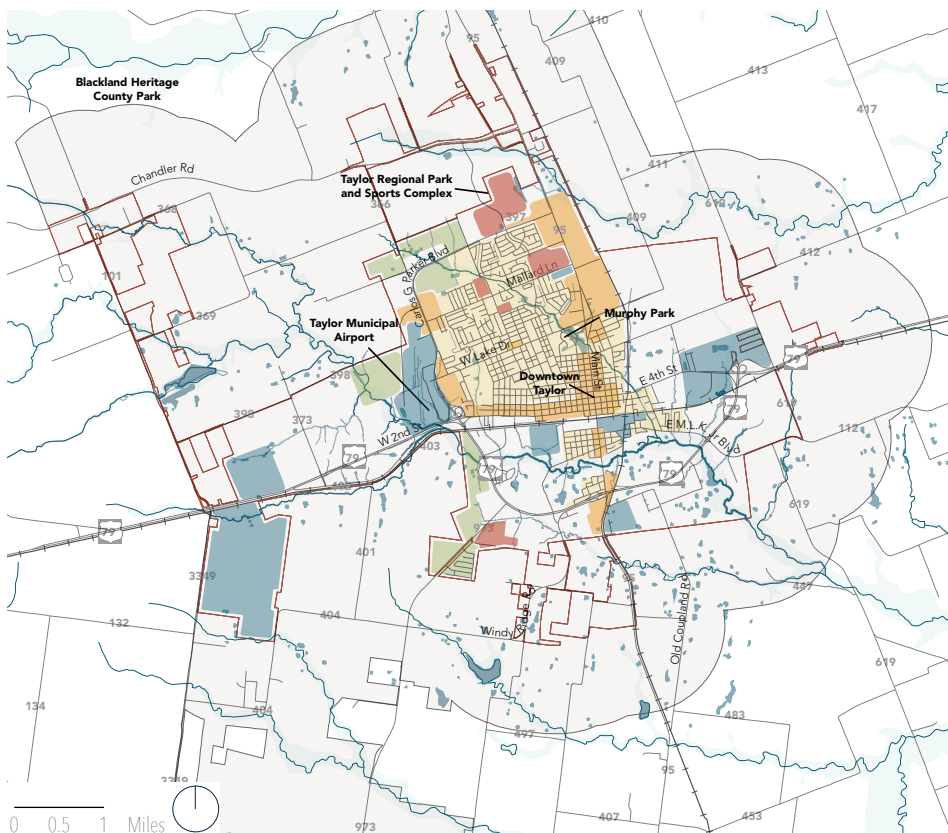


Figure 64: Fiscal Scenario

Source: City of Taylor

Legend:

- Market Center (648 acres)
- Civic Center (346 acres)
- Employment Center (1,540 acres)
- Neighborhood Infill Areas (200 acres)
- Neighborhood Greenfield Areas (1,163 acres)
- Area of Minimal Change
- Streets
- Streams, water bodies
- Flood Plain
- City limits
- ETJ

FUTURE LAND USE MAP (FLUM)

The type and location of development has a significant impact on the cost of providing and maintaining high quality public service and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided by the City, they are paid for by residents and businesses, who must accept either lower quality services or higher costs resulting from inefficient development patterns. Using fiscal sustainability as a guiding principle means that land use and infrastructure decisions ensure that there will be enough money to pay for basic services and infrastructure maintenance now and in the future.

Resilient communities do not wait until challenges present themselves to react but instead work to build a strong foundation based in sustainable decision making. Using resilience as a guiding principle requires making infrastructure, natural systems, and social structures more durable so that they can withstand and recover from acute shocks and chronic stresses.

On the following pages are descriptions of each of the land use categories except for the area of minimal change. These areas are within the restricted growth sector and are intended to retain their existing land uses and development intensity for the time frame of this plan.

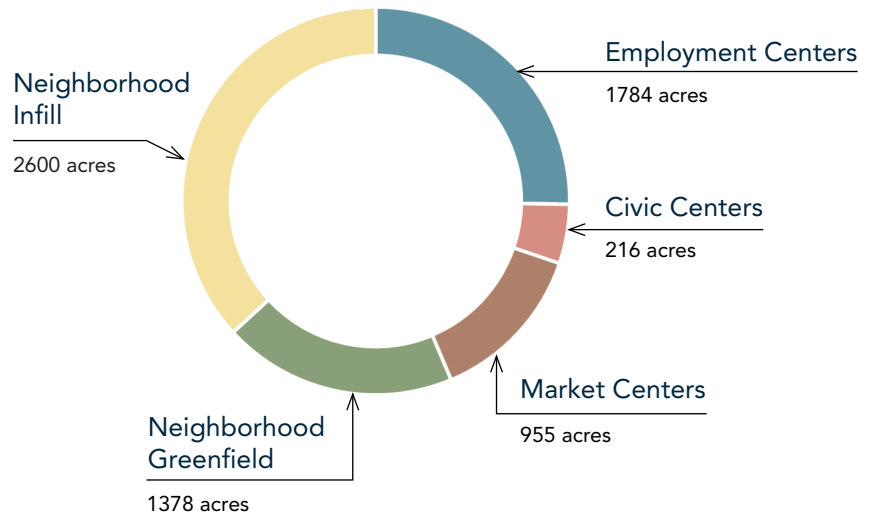
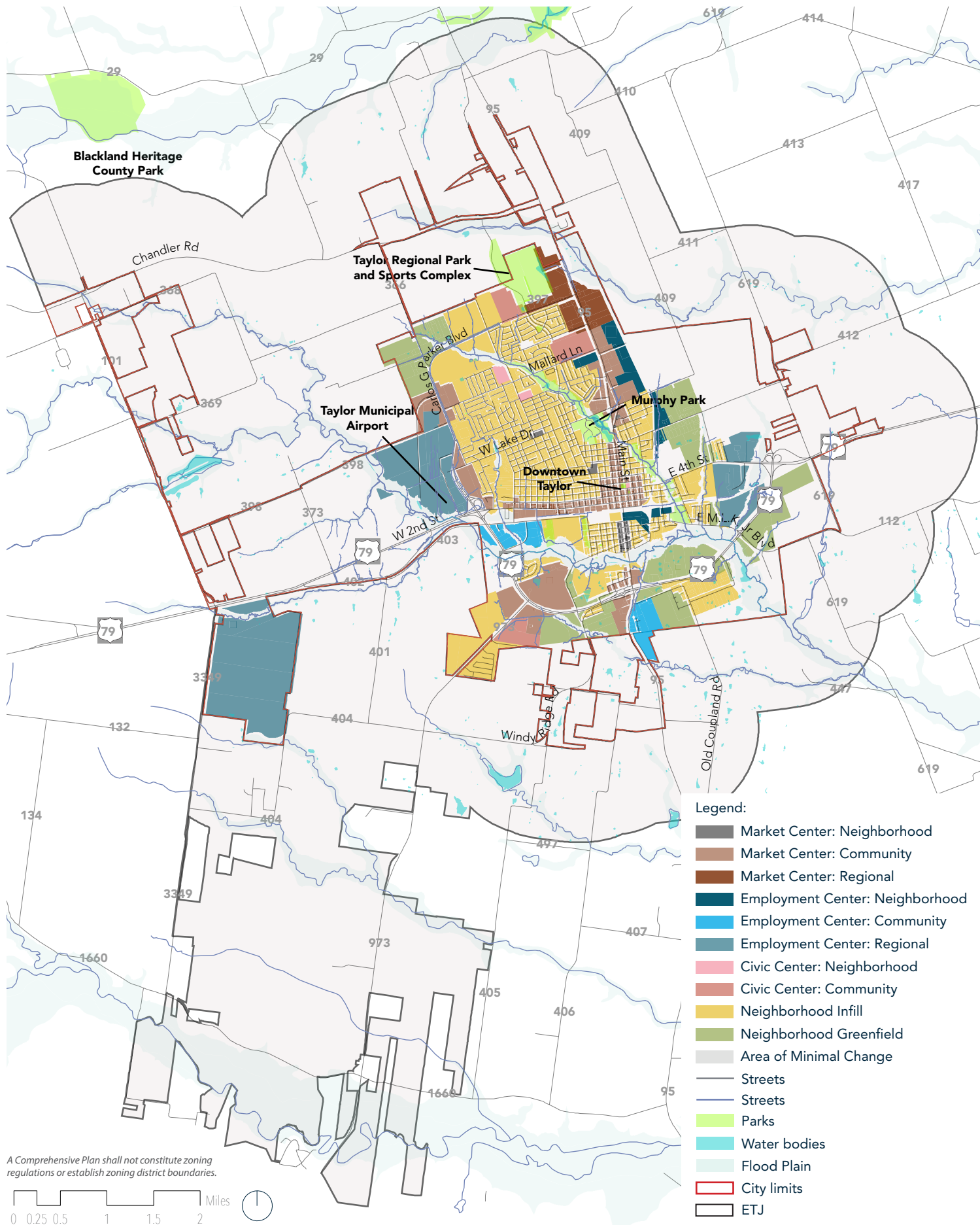


Figure 65: Future Land Use by Acreage



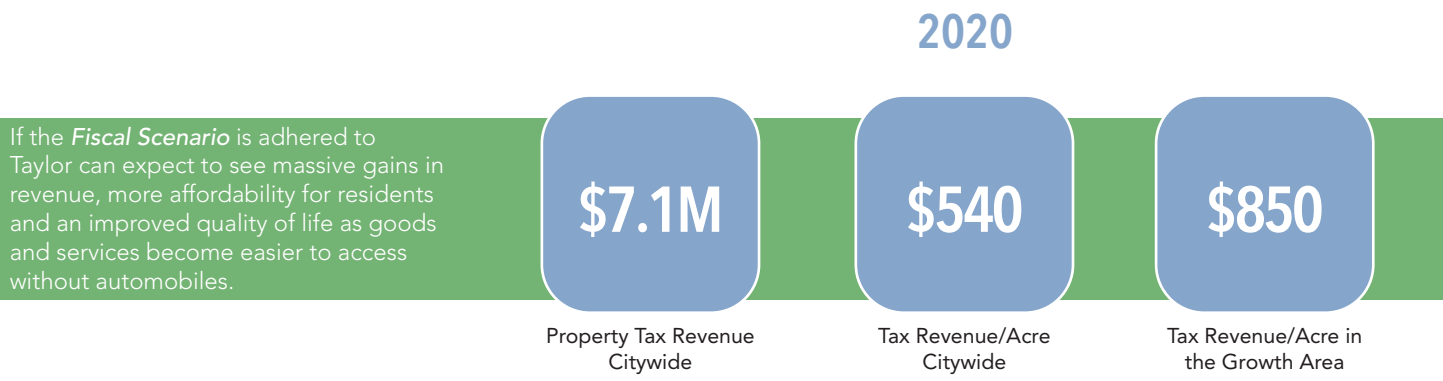
A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.



Figure 66: Future Land Use

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE PLAN



FORECAST MAP

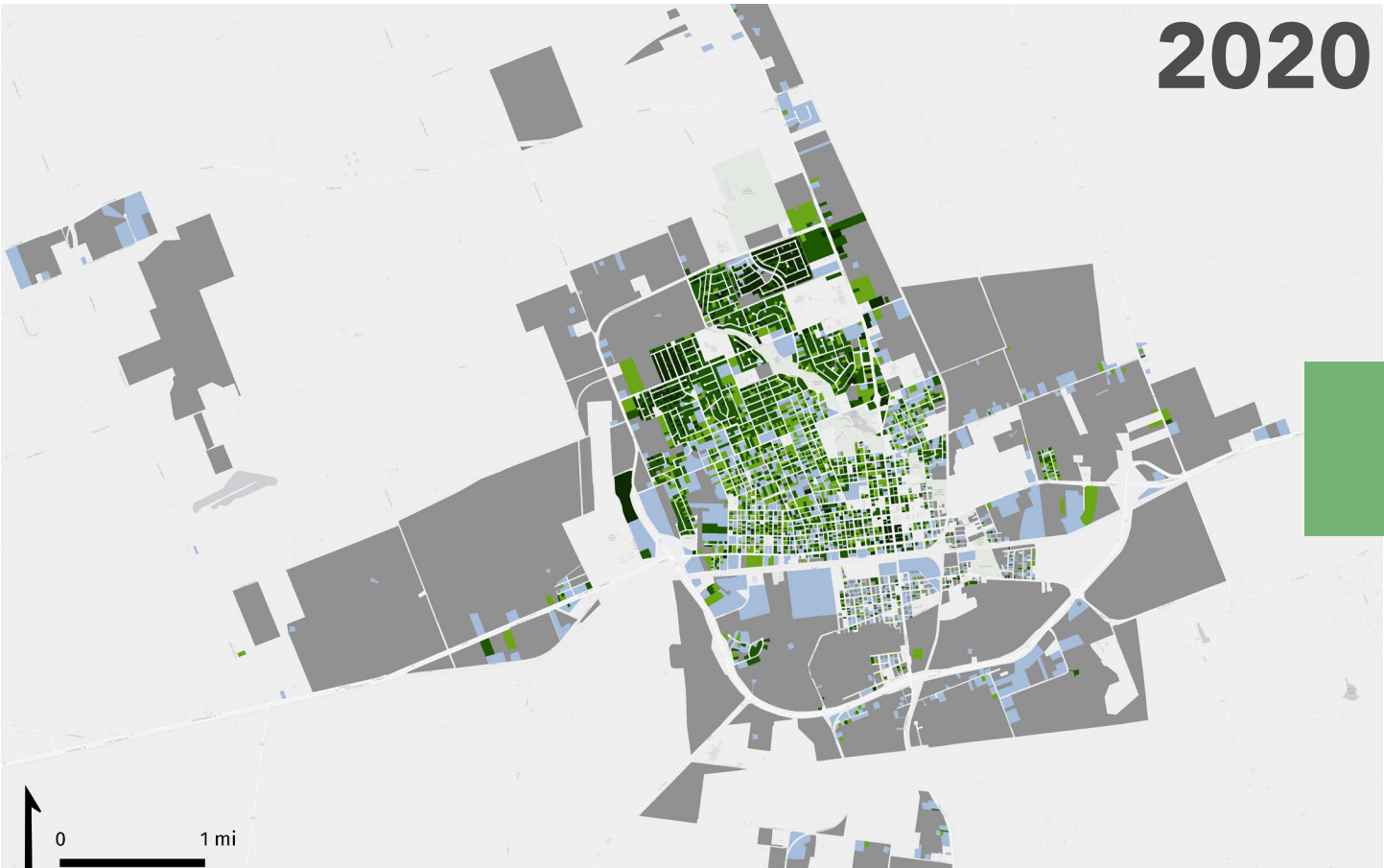
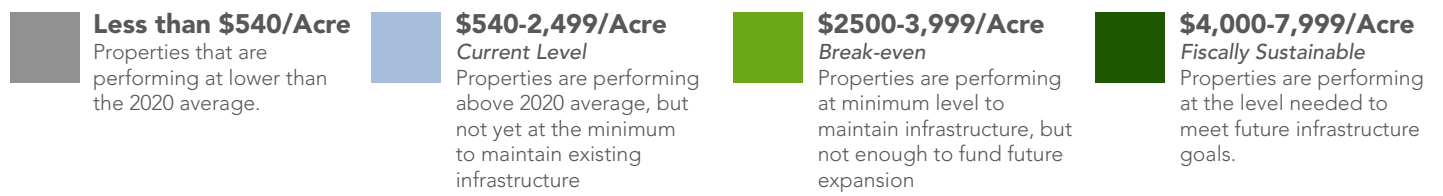


Figure 67: Current Value Per Acre Source: Verdunity

2040

\$43.8M

↑ 6.1X

Projected Property Tax
Revenue Citywide

\$3,329

↑ 6.1X

Projected Tax Revenue/Acre
Citywide

\$5,282

↑ 6.2X

Projected Tax Revenue/Acre
in the Growth Area

\$8,000+/Acre

Properties are performing
at double or better the
Fiscally Sustainable level.



Figure 68: Projected Value Per Acre

Source: Verdunity

MARKET CENTERS

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. Neighborhood, community, and regional Market Centers differ by the scale of the development but not in the types of uses or the walkable nature.

Market Centers can be developed as new centers or as a redevelopment of an existing suburban big box retail center. The series of images included below shows how a retail center can redevelop over time to become a mixed use and walkable place.

Total area: **948 acres**

Land Use and Building Types:
Multifamily: **25%**, Retail: **52.5%**,
Office: **5%**, Mixed use: **2.5%**, Public:
2.5%, and Industrial: **12.5%**

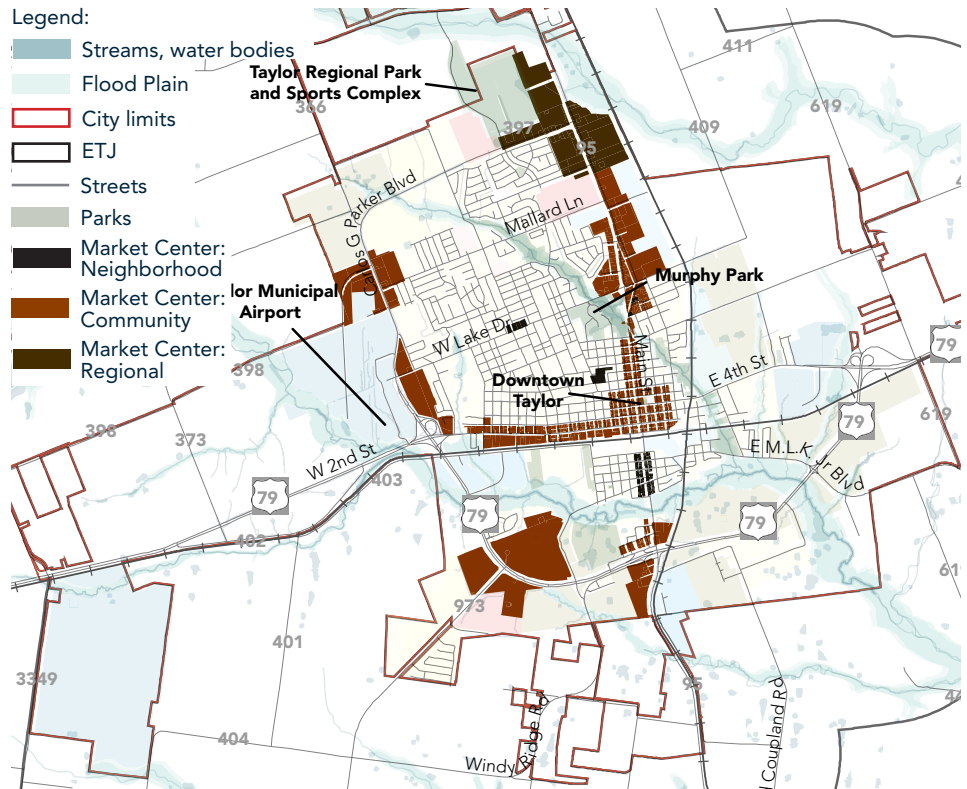


Figure 69: Market Centers

Source: City of Taylor



Local restaurants thrive in neighborhood centers.

Source: Phys.org



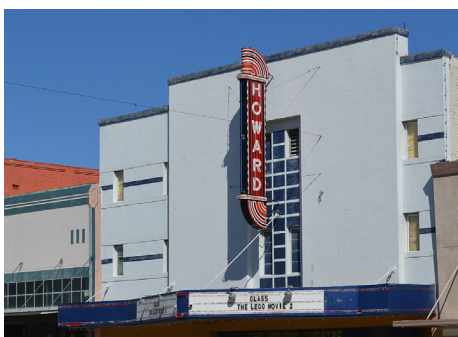
Small businesses line the streets in Downtown Taylor.

Source: City of Taylor



Small businesses provide a variety of products and services.

Source: Explore Texas



Howard is a local and popular movie theatre in Taylor.

Source: City of Taylor



Larger mixed-use developments typically draw a larger customer base.

Source: Opticos design2



New mixed-use developments are being built in many communities.

Source: David Veselenak

MARKET CENTER TRANSFORMATION

BELMAR, COLORADO

Belmar is a destination in Lakewood, Colorado that opened in 2004 as a redevelopment of the Villa Italia Mall. It is a case study to highlight the potential of market centers in towns.



The businesses employ more than 3,000 workers.

Source: Continuumpartners.com

Villa Italia had once been an economic and cultural center for Lakewood, but by 1999 it had deteriorated and was having a negative impact on the surrounding community.

The goal also was to prevent further neighborhood deterioration and provide a source of employment.



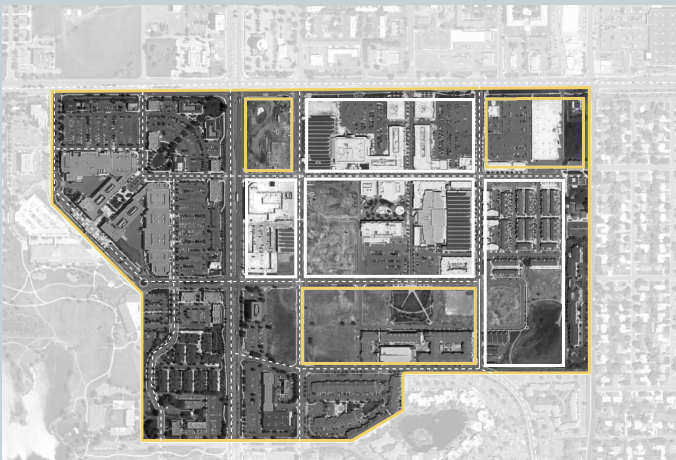
1993: Lakeview Commons plot is not yet developed and there is a big box retail at Belmar.



2002: Breaking of the existing big box retail at Belmar and construction of Lakeview Commons.

Belmar has 80 shops and restaurants, and more along with several live + work arrangements.

Since opening, Belmar property values have increased 700 percent from 2004 to 2012. In the Alameda corridor, property values increased 36 percent from 2001 to 2013.



2006: On going construction of Belmar Shopping mall.



2015: Belmar Shopping Complex and Lakeview commons as seen today.

CIVIC CENTERS

Civic Centers are mixed-use areas centered around a civic destination such as a school, library, recreation center or park.

Neighborhood and community Civic Centers differ in terms of the size and scale of the development and the region that is served but not in the types of uses or the walkable nature.

Total area: 349 acres

Land Use and Building Types: Retail: **10%**, Office: **10%**, Mixed use: **10%**, and Public: **70%**

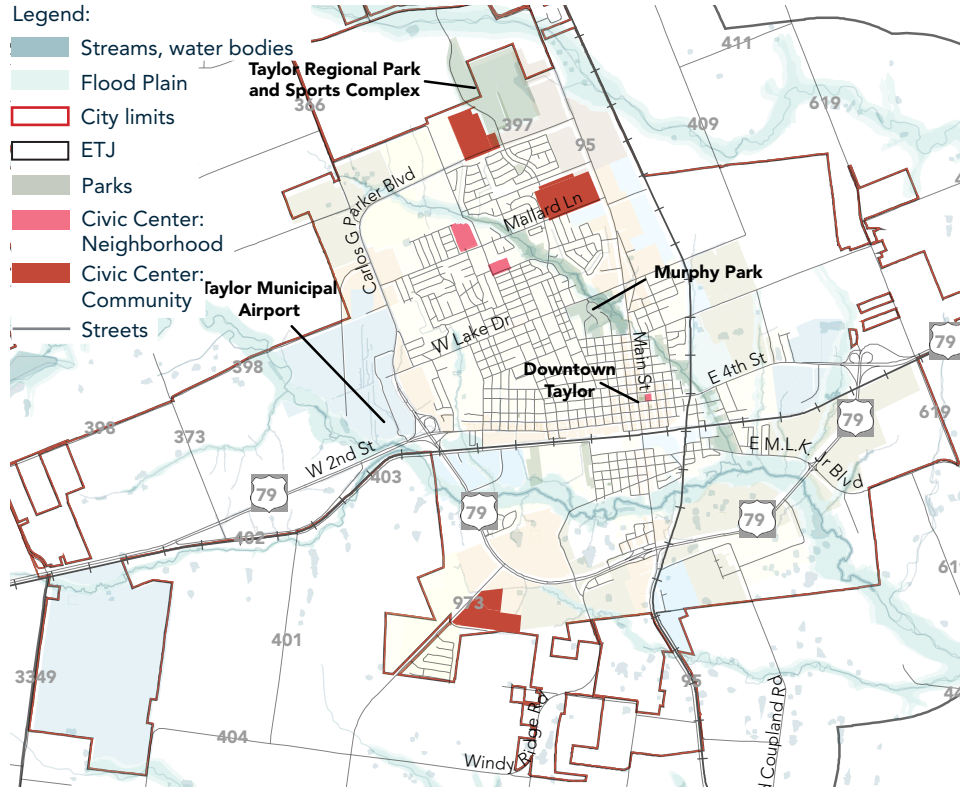


Figure 70: Civic Centers

Source: City of Taylor



Neighborhood parks provide recreational opportunities for families.

Source: City of Taylor



Murphy Park is one of the most visited parks in Taylor.

Source: City of Taylor



Bull Branch Park hosts several outdoor activities for the residents.

Source: Phys.org



An example of a school in Taylor.

Source: Phys.org



Moody Museum is an integral part of Downtown Taylor.

Source: City of Taylor



Taylor has two fire stations within the city limits.

Source: City of Taylor

EMPLOYMENT CENTERS

Employment Centers are mixed-use areas centered around office or industrial uses that can support significant employment. The office and industrial uses help support local retail and restaurants.

Neighborhood, community, and regional Employment Centers differ by the scale of the development and the employment area they draw from but not in the types of uses or the walkable nature.

Total area: 1,784 acres

Land Use and Building Types: Retail: **22.5%**, Office: **10%**, Mixed use: **2.5%**, Public: **5%**, and Industrial: **60%**

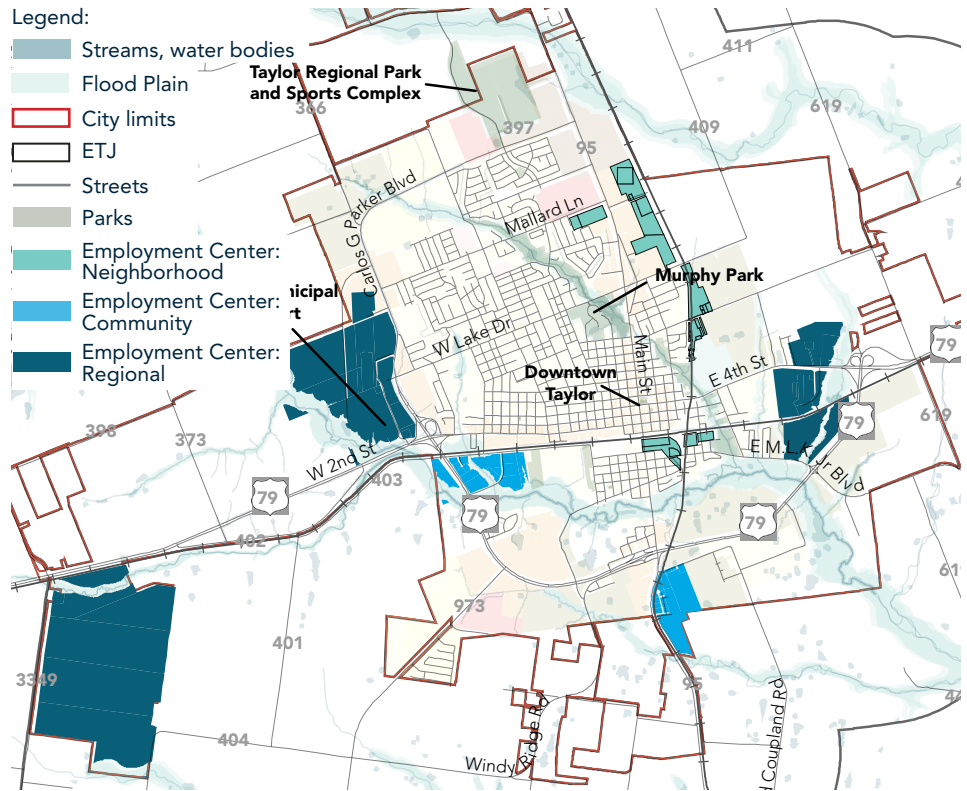


Figure 71: Employment Centers

Source: City of Taylor



Industrial uses like this metal fabricator provide needed services to the community.
Source: City of Taylor



Transportation projects are often coordinated with warehouse development.
Source: Prologis.com



Neighborhood scale employment centers provide jobs within walking distance.



Warehouses like this are typically located in regional centers.
Source: Loop.net



Dell, Round Rock is an example of a regional center.
Source: Community Impact



Employment Centers are typically accessible to transportation routes.

NEIGHBORHOOD INFILL

Infill Neighborhoods represent existing developed areas in Taylor that have access to existing streets and utility infrastructure. Infill development is anticipated to fill in vacant and underutilized lots within the City of Taylor. These 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.

Total area: 2,600 acres

Land Use and Building Types: Single family residential (DUA 5): **30%**, 2-4 Units (DUA 10): **60%**, 5+ Units (DUA 12): **10%**

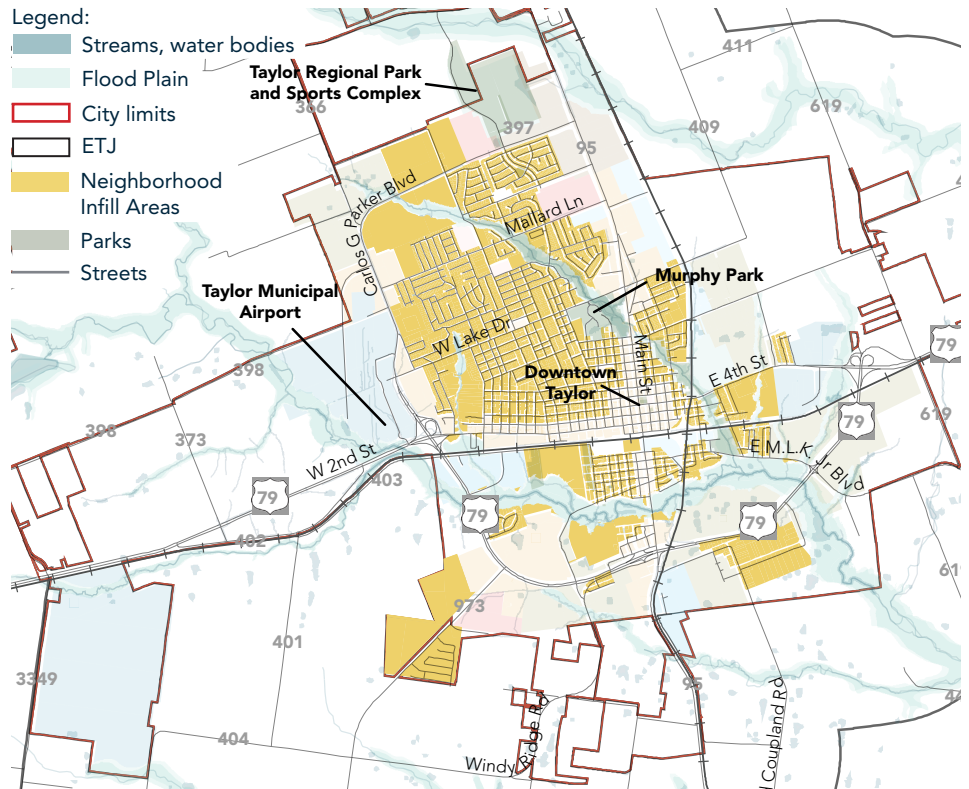


Figure 72: Neighborhood Infill

Source: City of Taylor



Accessory dwelling unit are often tucked into backyards.



House scale structures can include 5 - 6 units.



Detached small lot units can provide the efficiency of development.



Attached units or townhouses can be tucked into neighborhoods.



Detached small lot units provide more housing while preserving neighborhood character.

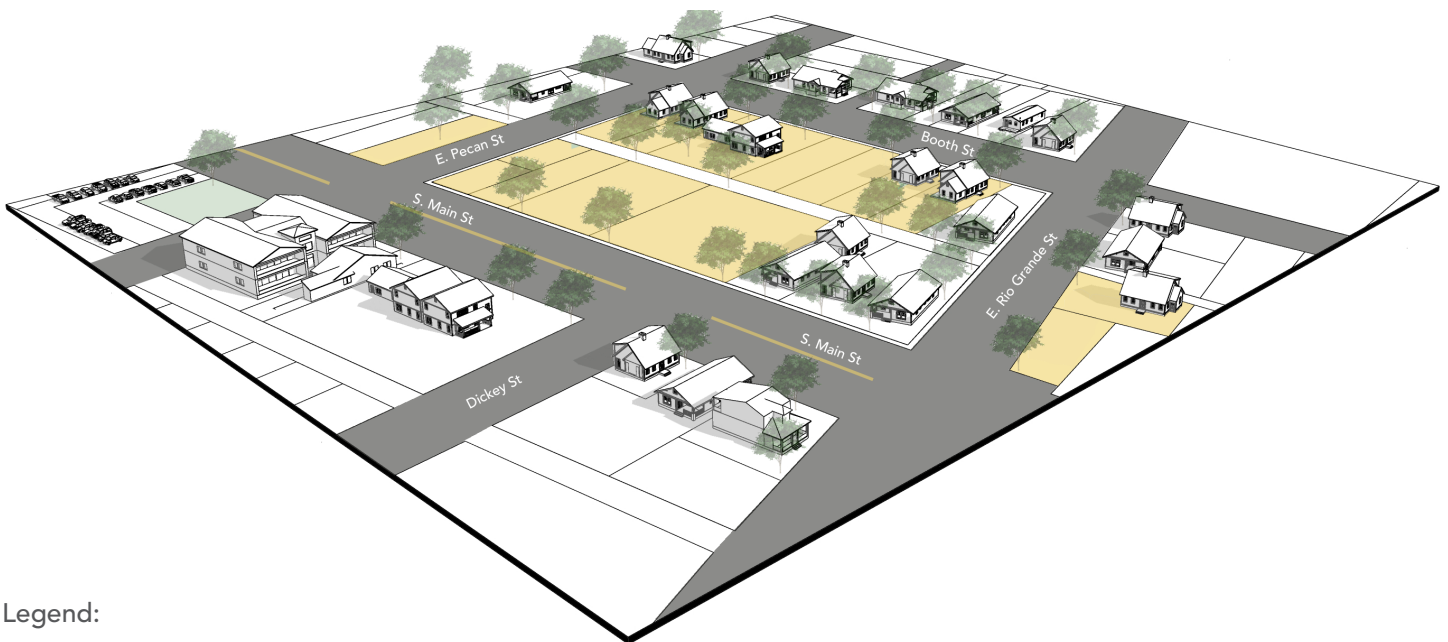


Courtyard cottages are becoming a more common housing typology.
Source: cottage court

EXISTING SCENARIO

Existing Revenue: \$8464

Existing Rev/Ac: \$1442



Legend:

Vacant and Underdeveloped plots

Total area: 5.72 acres

Vacant and Underdeveloped area:
1.26 acres

Existing residential units: 29

Figure 73: Existing conditions at E. Pecan Street and Booth Street, Taylor

PROJECTED SCENARIO

2019*

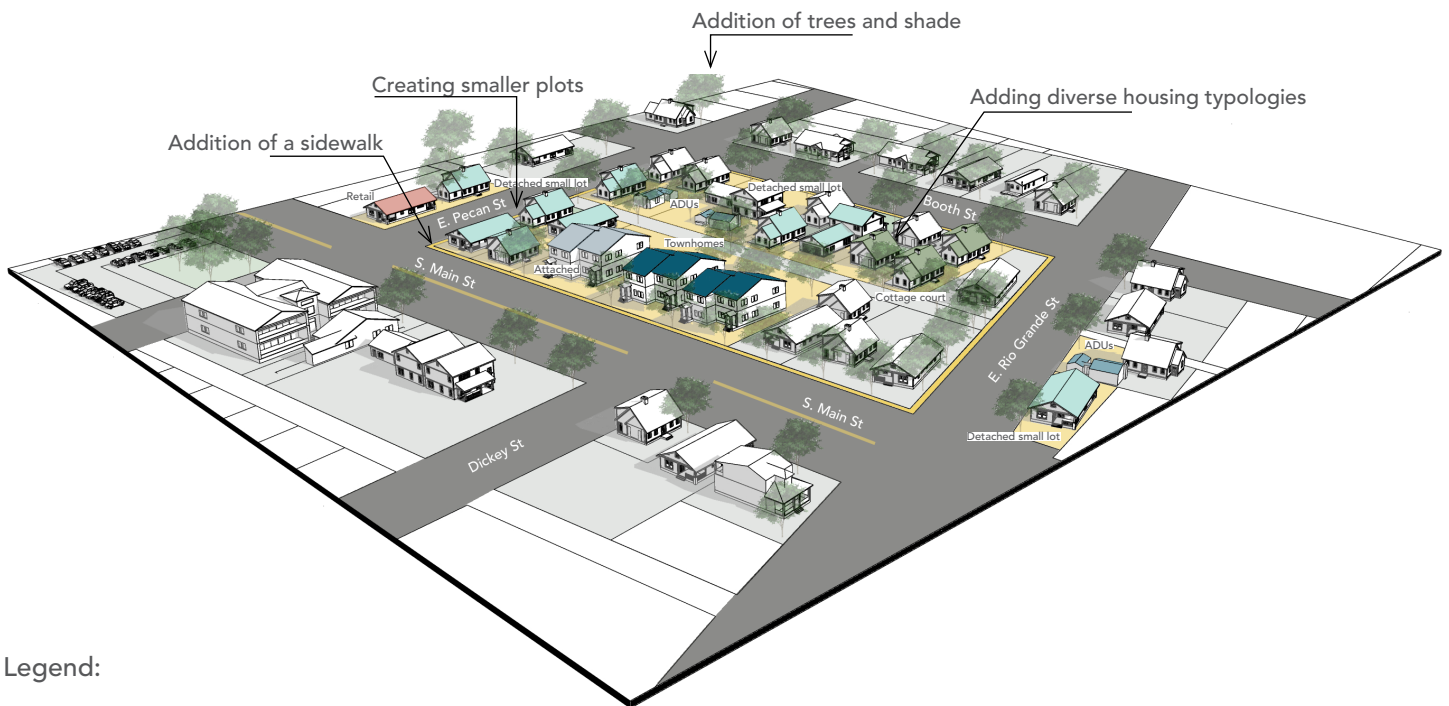
Revenue: \$31,293
Rev/Ac: \$5334

* Assuming this area was fully built out with the proposed mix in 2019

2040**

Revenue: \$44,238
Rev/Ac: \$7539

** Assuming this area was fully built out with the proposed mix and property values gradually increased by 2040



Legend:

- Redeveloped plots
- Existing developed plots
- Detached Small Lot (Less than 5,000 SF)
- Cottage Court
- Attached
- Accessory Dwelling Units
- Townhomes
- Retail

Total area: 5.72 acres
Vacant and Underutilized area: 0 acres

New Units: 22

- 9 Detached Small Lot (Less than 5,000 SF)
- 3 Cottage Court
- 2 Attached
- 3 Accessory Dwelling Units
- 4 Townhomes
- 1 Retail

Total Units: 58

Figure 74: Example of a Projected Infill Development at E. Pecan Street and Booth Street, Taylor

NEIGHBORHOOD GREENFIELD

Greenfield Neighborhoods are new communities that contain a wide mix of residential uses and neighborhood services. Greenfield development should be developed as an extension of the existing urban fabric in Taylor.

Total area: 1,378 acres

Land Use and Building Types: The greenfield neighborhoods should include a mix of residential building types and neighborhoods serving retail and services.

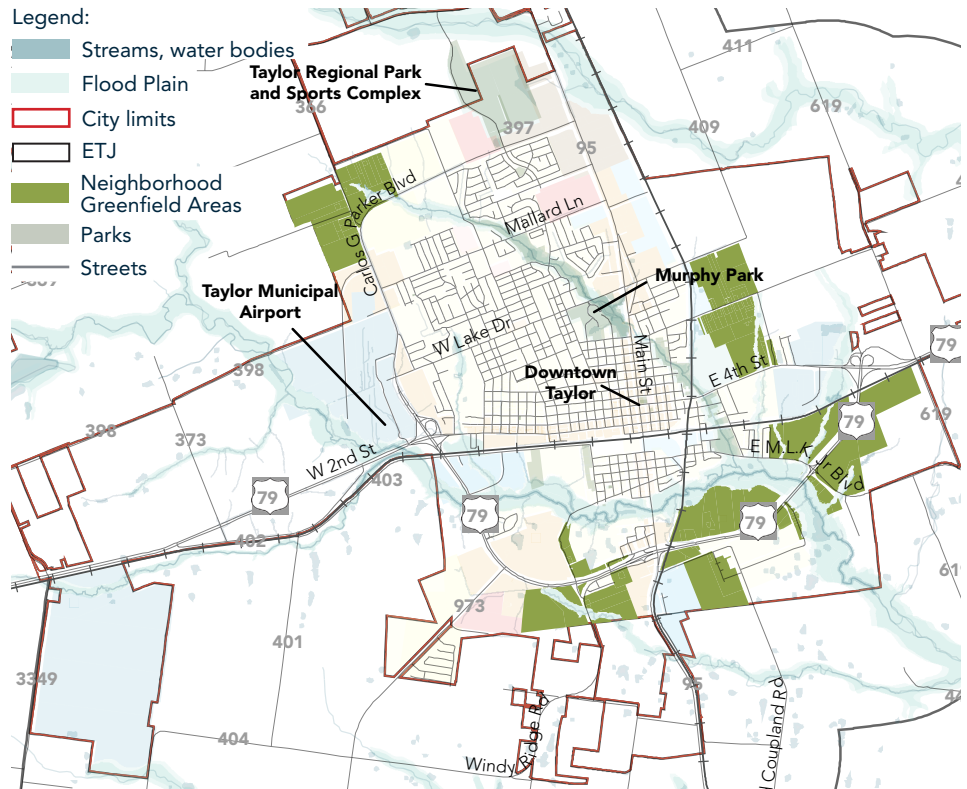


Figure 75: Neighborhood Greenfield

Source: City of Taylor



Shared Open Space can be included as part of a cottage court.

Source: The Balance



Duplex development is becoming more common again.

Source: City of Taylor



Greenfield developments can include mixed use buildings.

Source: Vision properties



A row of townhomes with 3 - 5 units encourage gentle density.

Source: Builders and co



House scale apartment buildings fit into a neighborhood.

Source: NAHB



Newer apartment developments are being built with less convention styles.

Source: Glenmont Metro

TRADITIONAL NEW DEVELOPMENT

HOMETOWN, NORTH RICHLAND HILLS, TX



The development is centered around a natural recreation space.

Source: Arcadia Realty



The HomeTown Master Plan highlights the various components of the development.



The first phase included construction of residential areas which generally matched the surrounding character.

HomeTown is Traditional Neighborhood Development (TND) designed in collaboration with Andres Duany. Upon completion, the community will include 850 single family homes, 1,200 multi-family units, 100,000 square feet of retail and flex space, a city library, a performing arts center, a recreation center, a elementary school, and a hockey and ice skating arena. The project is partly financed with funds from a Tax Increment Finance District (TIF), which was set-up in cooperation with the city, the county and Arcadia.



The project extended the existing street network wherever possible.



The project as seen today, includes a walkable, connected mix of residential and non-residential uses.

SUMMARY AND KEY TAKE AWAYS

1

Focus on developing small and infill lots.

This is the fastest way to close the City's resource gap. There are a number of vacant parcels and plenty of opportunities for Accessory Dwelling Units (ADUs) and vertical development to add incremental density and diversify housing and commercial options without requiring more infrastructure. Where possible, the City should coordinate economic development, housing, and CIP/infrastructure investments into infill and redevelopment of the downtown and adjacent neighborhoods. Providing smaller units is more affordable for residents and small business owners.



Revenue/Acre Increase
+\$10,212



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging infill housing supports a diversity of needs.

2

Develop greenfield properties thoughtfully.

When greenfield development is considered, it should be done in a way that doesn't dilute services or add to the City's resource gap. While it's likely that future growth can be accommodated in the city's existing infrastructure footprint and service area, there will still be some new development in greenfield areas. The City should require a fiscal impact analysis for all proposed development projects that includes future infrastructure replacement costs so that decision makers can understand the impact new development will have on service costs and future liabilities.



Source: TBG Partners



Thoughtful greenfield development doesn't increase the tax burden on existing residents.



Greenfield development can match the character of Taylor.



Thoughtful development patterns lead to resilience.



Ensure that new development pays for itself.

3

Build a network of local, small developers.

Identify, connect, and train a network of local small developers and builders who want to build at a smaller scale. Connecting local small developers and builders with a network of local “community investors” , entrepreneurs, small business owners, and residents interested in owning, operating, and/or leasing small buildings is a key component of growing a self-sustaining local economy and workforce and cultivating local wealth in the community.



Source: Google Street View



Create local wealth and workforce opportunities.



Small, local developers offer unique character building assets projects.



Local Networks build resilience.



Ensure that new development pays for itself.

4

Maintain the character of Taylor.

Development and redevelopment should match the existing character of Taylor. The traditional pattern of development in Taylor achieves the goals of this plan. New development should continue this pattern whether constructed in infill or greenfield settings.



Maintaining the character builds on Taylor's history.



Supporting and enhancing unique places in Taylor builds resilience.

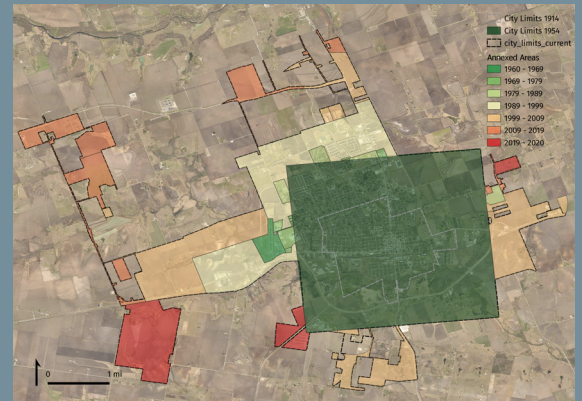


Support and enhance the character of existing neighborhoods and housing.

5

Accommodate new growth within the existing developed area.

Projected population growth in Taylor can and should be accommodated within the existing footprint of developed area. Even though Taylor is projected to see a major population boom compared to historical growth trends analysis conducted with this Comprehensive Plan shows that expansion of the City Limits and extension of new infrastructure is not required to accommodate a majority of the growth.



Investments and improvements serve existing residents.



Enhance the existing fabric of Taylor.



Limiting the expansion of the City reduces service area and costs.



Increase population density.



CHAPTER 3

TRANSPORTATION

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ TRANSPORTATION PLAN

↳ STREET DESIGN

↳ STREET CROSS SECTIONS

↳ ON GOING RECOMMENDATIONS

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

The purpose of the City of Taylor Transportation Master Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel within and through the City of Taylor. Mobility improvements evaluated as part of this plan include enhancements to roadway operations and safety, as well as pedestrian and bicycle facilities. Through the evaluation of future roadway and multi-modal improvements, in addition to planned development activities and their subsequent impacts on traffic volumes and operations, the improvements recommended in this report can help to achieve the visions and goals of the City of Taylor.

#	BIG IDEA	POLICY STATEMENT
T1	 Community Character	New streets should connect to Taylor's existing street grid and should be consistent with traditional block sizes in Taylor.
T2	 Inclusive Growth	Investments in streets and other infrastructure should be prioritized for maintenance or replacement in existing neighborhoods before extensions to new areas.
T3	 Inclusive Growth	The transportation network should encourage all modes of travel including support for a future transit network.
T4	 Inclusive Growth	Utilize durable materials and construction techniques to lengthen the life of major infrastructure and improve safety.
T5	 Fiscal Sustainability	Improve access management policies along major corridors to encourage fiscally sustainable land use patterns.
T6	 Inclusive Growth	Improve the utilization of roadways that have available capacity and evaluate existing roadways for opportunities to expand or enhance alternative modes of transportation.
T7	 Fiscal Sustainability	Link investments in infrastructure to revenue generated from adjacent development.
T8	 Economic Resilience	Streets should be designed to prioritize economic productivity and placemaking while roads should be designed to prioritize vehicular throughput.

The goal of the Transportation Master Plan is to meet the future mobility needs of the City of Taylor by identifying smart transportation investments that maximize the use of existing infrastructure and enable the city to provide and utilize sufficient resources for long-term maintenance, repairs, and replacement. The City of Taylor's vision is to develop transportation infrastructure to create community wealth, foster inclusive growth, and maintain Taylor's small-town atmosphere, where people feel connected.

The City of Taylor is operating with an existing Thoroughfare Plan approved as part of the 2004 Comprehensive Plan. The plan focused on a traditional roadway hierarchy including arterials, collectors, and local streets. Transportation improvements included widening of existing roadway sections to provide needed capacity. The Thoroughfare Plan recommended construction of new arterials and collectors entering Taylor as well as a route to bypass the center of the city. One of the limitations of the existing plan is the consolidation of traffic onto a few major roadways. This Transportation Master Plan will focus on providing a more robust, connected roadway network that builds on Taylor's traditional street grid. The plan differentiates between streets which are the framework for building community wealth through adjacent land uses, and roads which are high speed connections between communities.

EXISTING CONDITIONS

EXISTING ROADWAY NETWORK

The City of Taylor's roadway network includes a grid system of streets, operated and maintained by the City of Taylor. These streets are connected to the Central Texas area through regional county roads and state highways. Roadways within the City of Taylor ETJ are operated and maintained by Williamson County, and the Texas Department of Transportation. These roadways serve as major routes through the City of Taylor:

CARLOS G PARKER BOULEVARD ("THE LOOP")

Carlos G. Parker Boulevard is a loop road surrounding the core of the City of Taylor. US 79 forms the southeast and southwest quadrants of "The Loop" as a four-lane divided roadway. CR 397 connects at US 79 to the west and SH 95 to the north to form the northwest quadrant of "The Loop" and varies between two and four lanes. The northeast quadrant of "The Loop" has not yet been constructed.

W. SECOND STREET/E. FOURTH STREET

This four-lane roadway serves as the primary east/west route through Downtown Taylor. Parking is provided along W 2nd Street but is not provided along E 4th Street. Center turn lanes are not provided. The City of Taylor operates and maintains this roadway.

STATE HIGHWAY 95 (MAIN STREET)

SH 95 is a TxDOT-maintained four-lane roadway that operates as Main Street through the City of Taylor. This is the primary north/south roadway serving business in Downtown Taylor. Parking is provided on both sides of Main Street between 2nd Street and 6th Street. Center turn lanes are provided north of Lake Drive.

US HIGHWAY 79

This four-lane divided roadway serves as the primary highway connecting Taylor to the Austin metropolitan area. US 79 bypasses Taylor to the south and intersects at grade-separated interchanges with W 2nd Street and E 4th Street on either side of the city. Grade separation is also provided at SH 95. US 79 offers limited access to adjacent properties.



Main Street is a primary route through Taylor.

Source: HDR

EXISTING CONDITIONS

FM 973

This two-lane roadway serves as a north/south major arterial route connecting agricultural areas outside of city limits to US 79 and the core of the City of Taylor. FM 973 also provides access to Taylor High School south of US 79 and continues to US 290 in Manor. Center turn lanes are provided north of Kyra Lane.

CR 101/FM 3349

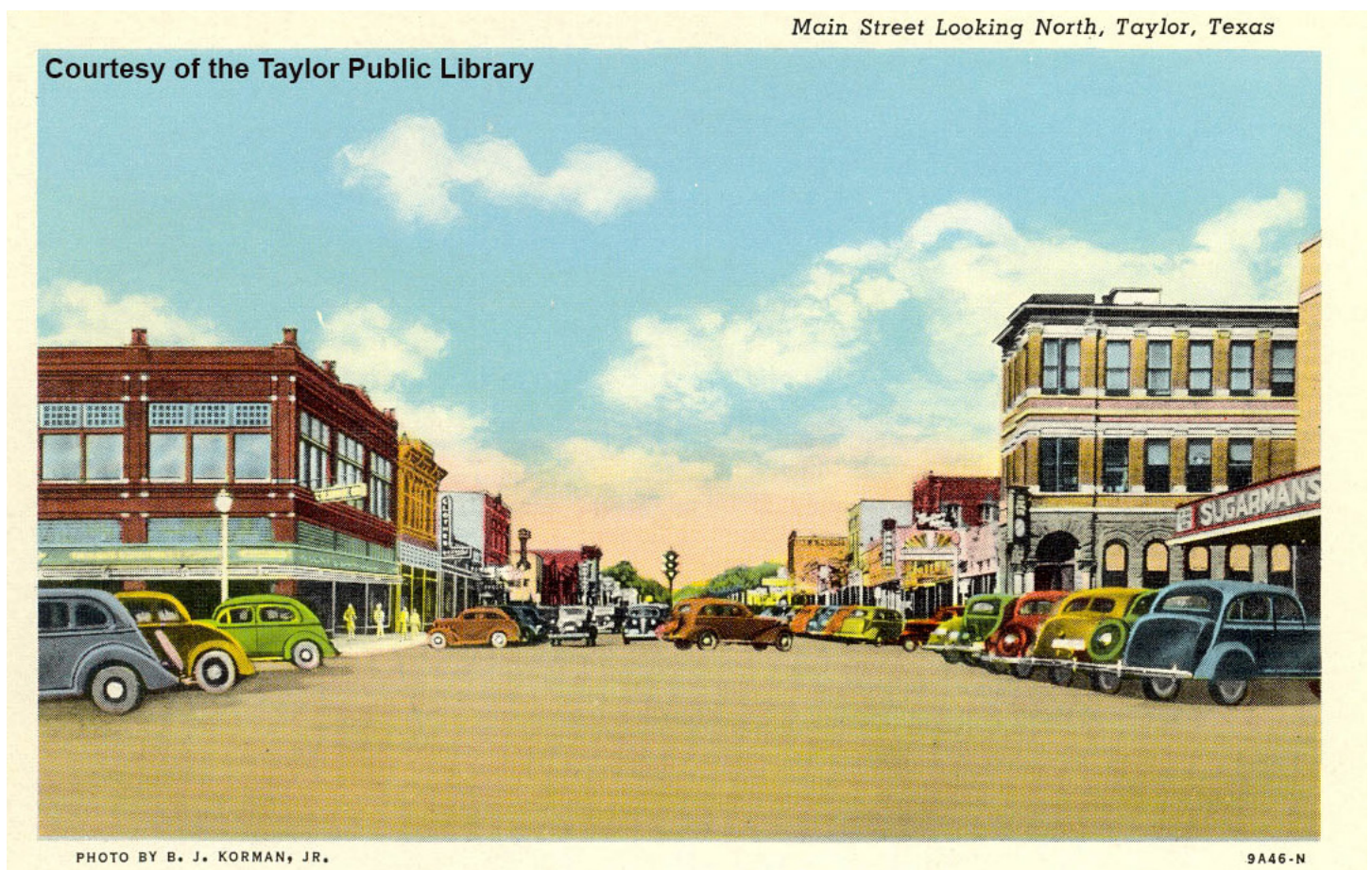
CR 101 and FM 3349 are two-lane roadways north and south of US 79, respectively. CR 101 is a major arterial connecting surrounding agricultural areas to Chandler Road to the north. FM 3349 is a minor arterial connecting surrounding agricultural areas to FM 1660 to the south. Williamson County plans to provide a grade-separated railroad crossing at the FM 3349 and US 79 interchange in the future.

CHANDLER ROAD

This two-lane roadway serves as one of the primary east/west routes connecting SH 95 to SH 130 and IH 35 to the west. Chandler Road is a major arterial and provides access to adjacent properties and Williamson County Expo Center. Williamson County plans to extend Chandler Road east to FM 619 and south to US 79 in the future.

FM 619

This two-lane roadway intersects with US 79 to the east of Taylor and provides access to surrounding agricultural areas. FM 619 operates as a collector road north of CR 413 and south of FM 112, a minor arterial between US 79 and FM 112, and a major arterial between US 79 and CR 413. In the current absence of a northeast quadrant of The Loop, FM 619 serves as the primary north/south major arterial connecting US 79 to northeast Taylor.



Vintage image showing historic heart of Taylor.

Source: Taylor Public Library

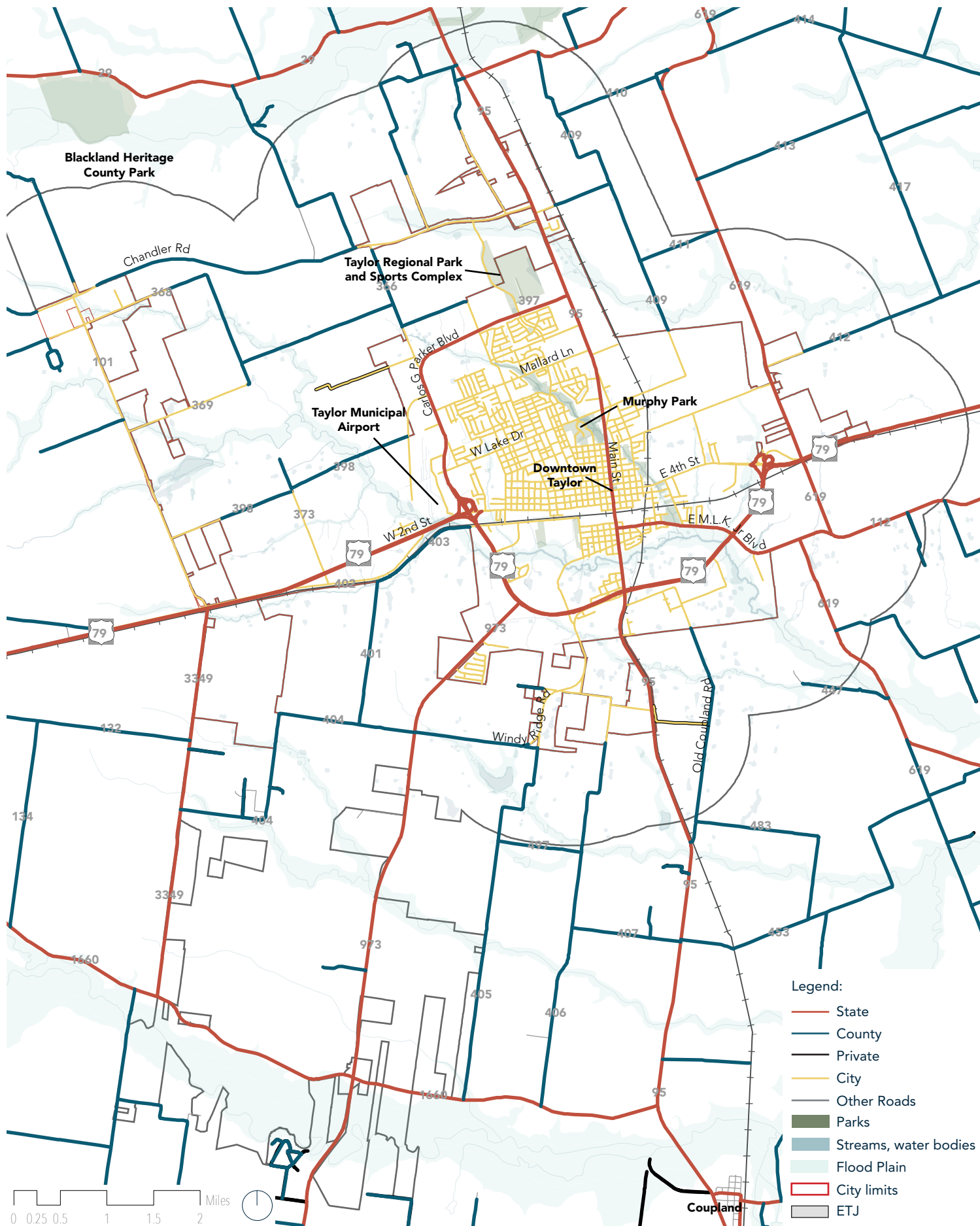


Figure 73: Road Ownership

Source: City of Taylor, HDR

EXISTING CONDITIONS

PAVEMENT CONDITIONS

The maintenance of existing city-owned transportation facilities is a challenge for Taylor. Many local streets are in poor or failing conditions. In 2020, a Pavement Condition Assessment was done for all roadways maintained by the City of Taylor. Pavement condition index scores were given to every block. These scores indicated that many of the existing roadways in the City of Taylor need repair and/or replacement and maintenance. As part of the Taylor Streets project funded by the city's 2019 Infrastructure Bond, five streets are being reconstructed to improve mobility and safety: W Lake Drive, W Third Street, N Lynn Street, N Robinson Street, and Edmond Street. City funds should continue to be allocated towards maintenance and repair of existing streets as necessary. It is critical that construction of new transportation infrastructure be balanced with the ability to operate and maintain the existing facilities.



Poor Pavement Conditions, Taylor Texas

Source: HDR

The City of Taylor completed a Capital Improvement Project for 3rd Street in 2021. The project included street reconstruction, construction of new sidewalks, and improvements to drainage, water, and wastewater infrastructure. The street improvements have a life cycle of 20 years and the cost of repairs was \$875,000. The adjacent properties generate an annual property tax revenue of approximately \$13,000. If all of the property tax revenue for these properties was dedicated to this project, it would require 65 years to pay off the investment. This is more than three times the project's life. Maintenance investments made by the City should consider adjacent property values. It is important that the City continue to fund maintenance of and repair of the existing street system and prioritize projects in a thoughtful manner.



3rd Street, Taylor Texas

Source: HDR

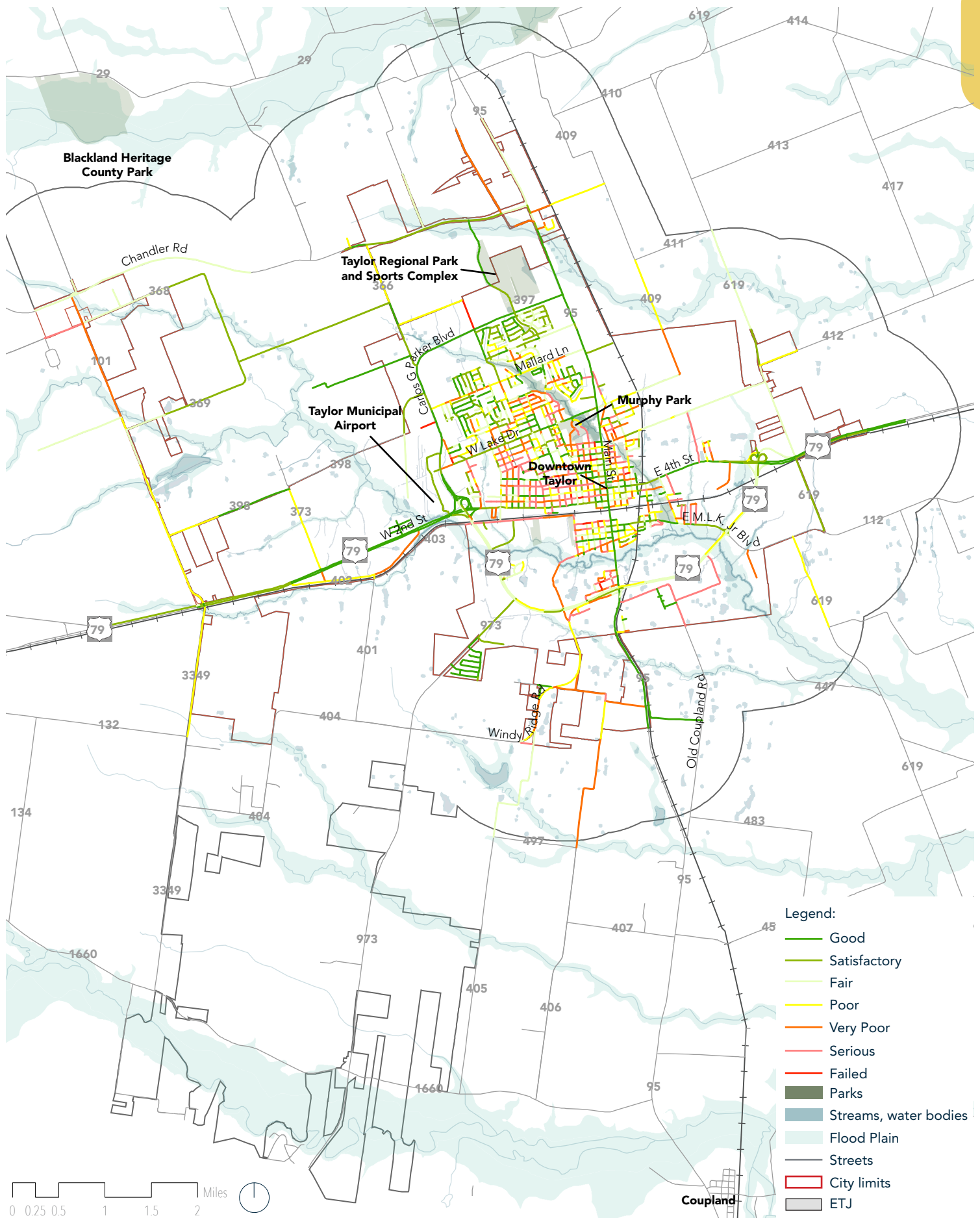


Figure 74: Existing Roadway Pavement Conditions

Source: City of Taylor, HDR

EXISTING CONDITIONS



Downtown is a major traffic destination.

Source: HDR

MAJOR TRAFFIC DESTINATIONS

Several public and private facilities impact traffic operations in the City of Taylor. These locations require consideration during thoroughfare planning to provide adequate roadway capacity and multimodal connectivity to these destinations. The following locations have been identified as notable destinations.

- Downtown Taylor
- Taylor ISD Schools
- Walmart
- HEB
- Electric Reliability Council of Texas (ERCOT)
- Taylor Municipal Airport
- T Don Hutto Residential Center
- Williamson County Expo Center
- Taylor Regional Park and Sports Complex
- Taylor Plaza Shopping Center
- Taylor ISD Offices and Event Center
- Baylor Scott and White Medical Center
- Old Taylor High
- Taylor Opportunity Center
- Temple College
- East Williamson County Cooperative
- Union Pacific Railroad
- Williamson County Grain

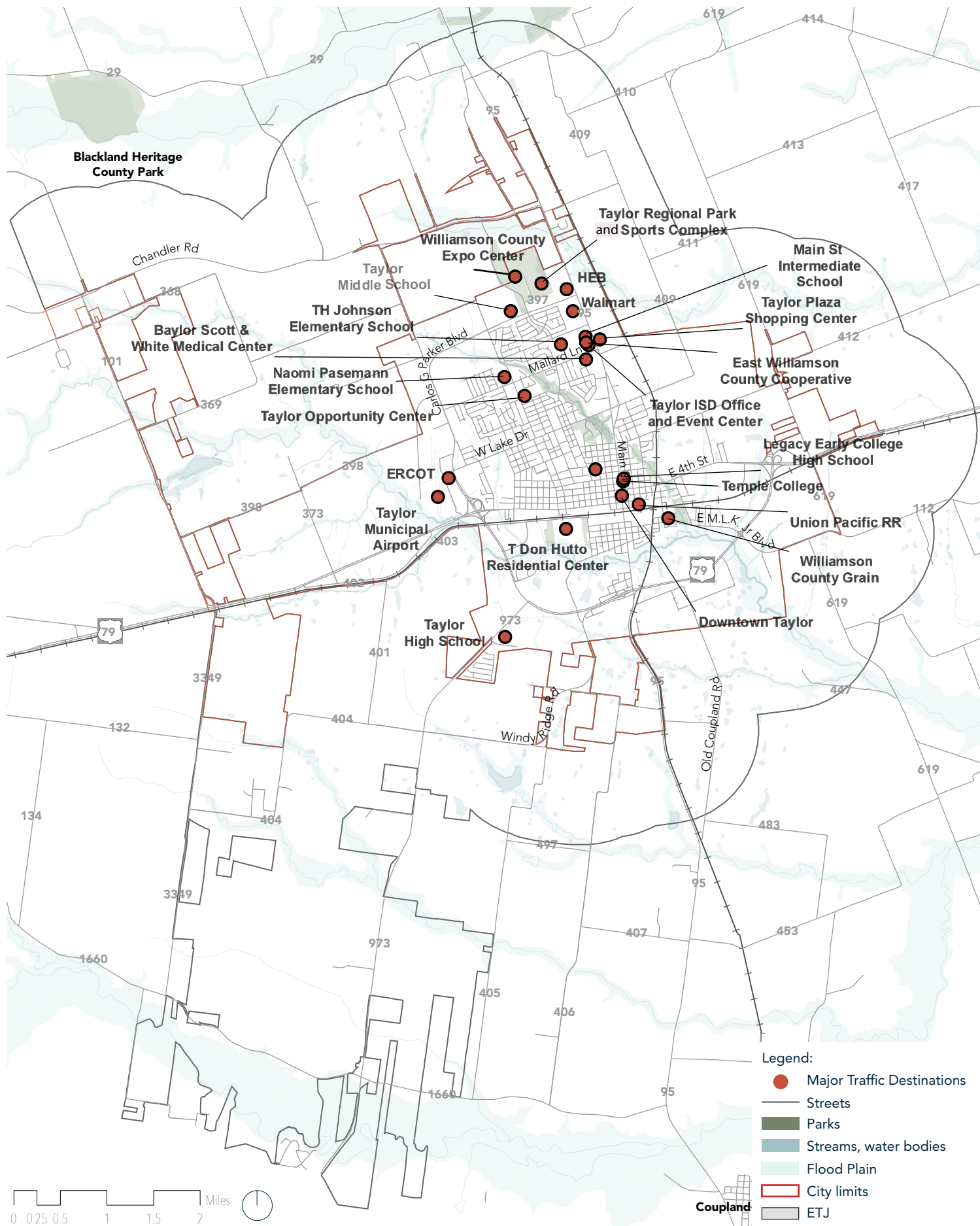


Taylor High School influences traffic patterns in the area.

Source: HDR



Retail centers drive vehicular trips
Source: HDR



EXISTING CONDITIONS

An assessment of existing conditions helps identify current issues with the roadway network, areas of special importance, and provides a baseline for future traffic projections and planning.

DAILY TRAFFIC VOLUMES

Average daily traffic (ADT) volumes form the basis of the roadway capacity analysis to determine needed roadway sizes. As part of this study, a database of existing traffic count data was compiled from TxDOT's Traffic Count Database System and supplemented with 24-hour bi-directional tube counts in locations downtown on Second Street and Fourth Street where traffic volumes are of special concern.

EXISTING TRAFFIC OPERATIONS

After daily traffic volumes are collected, they are compared against the available capacity of each roadway to determine a volume to capacity (v/c) ratio. A v/c ratio greater than 1.0 indicates that the roadway is over capacity, and delays will be unacceptable to drivers; whereas a low v/c ratio indicates that the roadway has sufficient capacity for the number of vehicles it serves, and delays are likely to be minimal. Roadways with v/c ratios above 0.85 may experience congestion during various times of the day, including non-peak hours.

ROADWAY	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	NUMBER OF TRAVEL LANES	PM PEAK PERIOD V/C
US 79	23,000	4 LANES	0.62
SH95/MAIN STREET	19,600	4 LANES	0.59
W. 2ND STREET	18,800	4 LANES	0.39
FM 397/CARLOS G PARKER BOULEVARD N.W.	15,300	2 LANES	0.88
FM 973	10,200	2 LANES	0.61
E. 4TH STREET	9,400	4 LANES	0.25
CHANDLER ROAD	7,400	2 LANES	0.44
LAKE DRIVE	5,500	2 LANES	0.45
MALLARD LANE	4,700	2 LANES	0.35

TRANSIT

Similar to comparable communities of its size and location, transit options are relatively limited for Taylor residents at the present time. CARTS provides an interurban coach route and a country bus route through Taylor that provide service for intercity connections, which are very valuable for residents needing to access medical care and other services in the greater metropolitan Austin area. Although there are no fixed route transit services within Taylor, CARTS has recently launched their CARTS NOW app-based, on-demand service that provides service within the city. This emerging mobility option leverages technology to provide door-to-door, van-based, low cost service for the general public within the city, with service offered Monday-Friday from 7 a.m.- 7 p.m. An express route to Taylor along US 79 is planned as part of the CARTS 2045 Plan, as well as a future Park and Ride and/or station improvements with micro transit service in the city. An inter modal transit station is also proposed to be constructed and will serve as a hub for Amtrak and other transit services. The city should continue to coordinate with Taylor's Main Street program, CARTS, TxDOT, Amtrak, and the Union Pacific Railroad to further develop the intermodal transit station.

TRANSPORTATION PLAN

PURPOSE

The Thoroughfare Plan will serve as a planning tool that establishes a framework for the development of the transportation network within the City of Taylor and ETJ. The transportation network will:

- Establish a grid network for expansion of the city's transportation system and the creation of valuable land uses
- Differentiate streets and roads
- Reserve the required right-of-way for transportation corridors
- Integrate all modes of transportation and prioritize people on streets and vehicles on roads
- Implement cross-sections that reflect the adjacent land use context

The Thoroughfare Plan proposes a connected system of community boulevards and neighborhood avenues throughout the intended growth sector. This system is supported by a grid network of local streets that serve to create valuable land uses. The roadway network is comprised of existing roadways that may be enhanced to meet the City of Taylor's goals and new connectivity designed for responsible growth.

A proposed network of community boulevards is depicted in the ETJ in the controlled and restricted growth sectors. These community boulevards should only be constructed if required to meet the needs of development in the region. Community boulevards will be supported by neighborhood avenues, and neighborhood streets, consistent with the existing Taylor grid system.

Multimodal systems are planned on each one of the local streets, avenues, and community boulevards. The Thoroughfare Plan indicates corridors that should be prioritized for implementation of multimodal facilities. The type of multimodal facilities must consider the context of the place and the function of the road, whether this be sidewalks, bicycle facilities, or transit integration.



A pedestrian-friendly intersection in Taylor, Texas.

Source: HDR

TRANSPORTATION PLAN

MULTIMODAL SYSTEMS

All proposed roadways in the City of Taylor network include multimodal accommodations. Several multimodal facilities are identified for incorporation into the roadway sections. The selection of a multimodal facility would depend on several factors, including pedestrian demand, bicycle demand, vehicular volumes, adjacent travel speeds, right-of-way availability, multimodal connectivity, and adjacent land use. These multimodal facilities may be implemented on the city network prior to proposed roadway enhancements. Priority facilities identified in the Thoroughfare Plan should be considered for near-term implementation.

- Sidewalks are 5'-12' wide facilities designed to accommodate pedestrian traffic and provide access to adjacent land uses. Cyclists may use wider sidewalks, which may not follow bicycle design standards.
- Shared-use paths are 10'-12' wide facilities designed to accommodate both pedestrian and bicycle traffic. Shared-use paths work well with low-volume bicycle traffic or within limited right-of-way. Shared-use paths should follow bicycle design standards.
- Bicycle lanes are recommended in areas of high-volume bicycle traffic. It is recommended that these be designed as raised, separated facilities. However, a phased implementation of a bicycle network is common. This could include retrofitting of existing roadways to include striped, buffered bicycle facilities.
- Trails are off-street facilities, 10'-12' wide, that serve both pedestrian and bicycle traffic. Trails should follow bicycle design standards.



Sidewalks create a walkable Downtown.
Source: HDR



Wide trails are multimodal.

Source: HDR



CARTS Taylor Station provides transit service.

Source: HDR

TRANSIT INTEGRATION

Taylor has the benefit of a relatively compact development footprint with a grid street network, which can help to support more cost-effective public transportation services as origins and destinations within the local area are relatively close together. However, future growth and the form it takes will also go far in determining how transit-supportive the city can become as it continues to evolve and change. A Transit-Oriented Development (TOD) is used to describe a type of community or district designed to capitalize on transit accessibility. Planned as compact, walkable, mixed use places, TODs offer people greater transportation choices, reduce dependence on automobiles, support more financially sustainable and equitable development, and build demand for enhanced transit services.

TODs are medium- to high-density mixed use developments centered on a rail station or rapid transit stop, modeled in many ways after communities like Taylor where the core area was developed before the automobile became the dominant mode of transportation. As all transit trips begin and end with a walking trip, pedestrian-friendliness is a key factor in TOD planning and design. Successful TODs are designed with walkable streets and public spaces, buildings with active ground floor uses and pedestrian-oriented entries and facades, and convenient connections to transit. TODs can be focused on a node or activity center, such as the AMTRAK station area in downtown Taylor, or they can be linear in nature, with development along a boulevard. In either case, preparing for future transit is a collaborative effort, with important roles to be played by planning and advocacy organizations, transit providers, municipalities, developers, and property owners. In sum, successful TOD is a win-win proposition providing stronger and more equitable communities, improved and growing ridership, and economic strength and resiliency for cities and towns.

While creating and facilitating more transit-supportive development is critically important, there is also a need to coordinate with transit service providers (beginning with CARTS) to lay the foundations for increased service levels that can be phased in over time, and to allocate adequate levels of funding to support those services. The best outcomes are achieved when a comprehensive set of mobility solutions, including walking, biking and various forms of transit are integrated to offer choices that meet specific travel needs. The recently launched CARTS NOW service can meet a wide range of mobility needs with its on-demand service, and may offer the opportunity to transition to fixed-route transit services on corridors that exhibit strong ridership potential over time. As technology continues to advance, there is potential for autonomous shuttle services to play an important role as well, such as providing first and last mile connections from Taylor's neighborhoods to job centers or transit hubs. While many factors go into determining how well transit can provide critical mobility services in a community like Taylor, one of the most important is creating and acting on a vision of a place where residents do not have to be dependent on their automobiles.

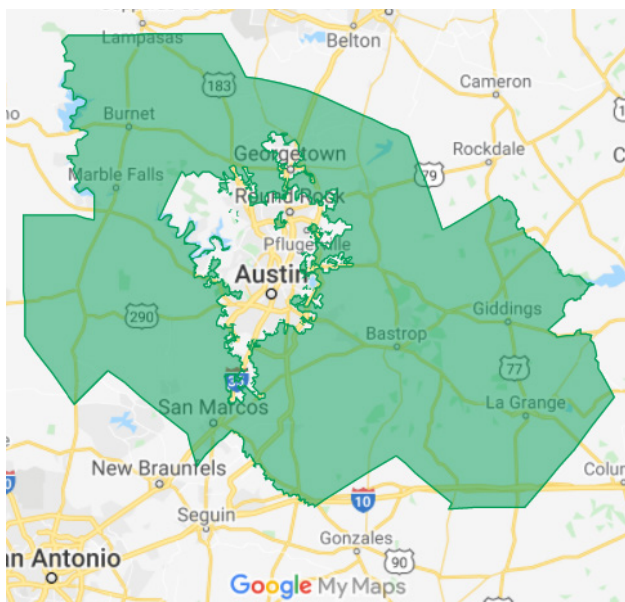


Figure 78: CARTS Service Area

Source: rideCARTS.com

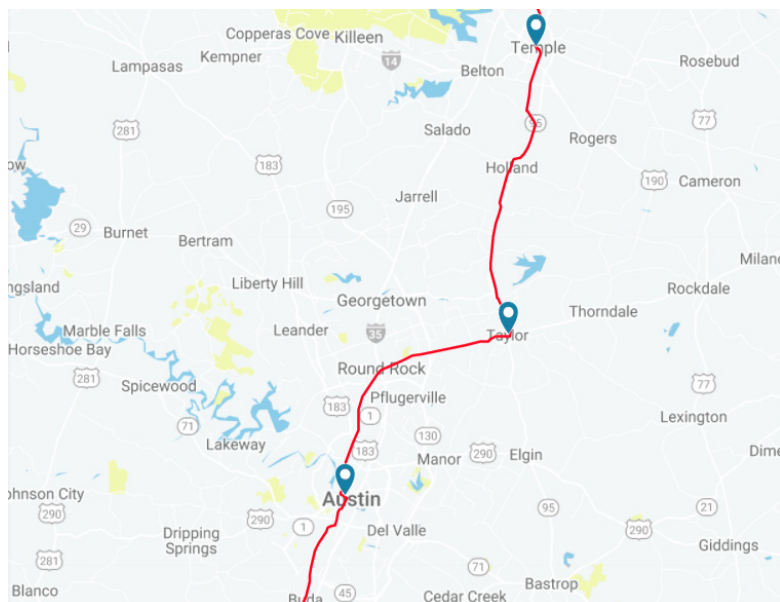


Figure 79: AMTRAK Route

Source: amtrak.com

TRANSPORTATION PLAN

FUTURE TRAFFIC OPERATIONS

Future traffic operations were evaluated on the roadway network using the Capital Area Metropolitan Planning Organization's 2045 Travel Demand Model. Modifications were made to the model to reflect additional roadway connections and the increase in residential infill proposed by the Future Land Use Map.

2045 projected daily traffic volumes were compared against the proposed capacity of each roadway to determine a volume to capacity (v/c) ratio. A v/c ratio greater than 1.0 indicates the roadway is over capacity and delays will be unacceptable to drivers; whereas a low v/c ratio indicates that the roadway has sufficient capacity for the projected number of vehicles and delays are likely to be minimal. Roadways with v/c ratios above 0.85 may experience congestion during various times of the day, including non-peak hours.

ROADWAY	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	NUMBER OF TRAVEL LANES	PM PEAK PERIOD V/C
US 79	45,200	6 LANES	0.73
SH 95/MAIN STREET	33,600	4 LANES	0.81
W. 2ND STREET	35,000	4 LANES	0.79
FM 397/CARLOS G PARKER BOULEVARD N.W.	21,700	4 LANES	0.48
FM 973	49,500	6 LANES	0.81
E. 4TH STREET	18,100	4 LANES	0.45
CHANDLER ROAD	28,200	6 LANES	0.51
LAKE DRIVE	16,800	2 LANES	0.88
MALLARD LANE	12,800	2 LANES	0.75

Major roadways within the City of Taylor will operate at acceptable levels with their current number of travel lanes. It is recommended that Preliminary Engineering Studies be utilized to evaluate specific corridors for integration of complete streets elements, right-sizing, and intersection enhancements.



Main St. is a prominent street in Taylor, Texas.

Source: HDR



2nd Street Traffic Calming improved the pedestrian experience.

Source: HDR

W. SECOND STREET

W. Second Street is a four-lane undivided roadway west of downtown. This roadway serves as a primary route into Downtown Taylor and provides vehicular and pedestrian access to the commercial core. Implementation of a four-lane community boulevard section will provide multimodal enhancements that focus on providing safe spaces for people to interact with the community and stimulate economic development. The City of Taylor has implemented low-cost complete streets enhancements along Second Street in the downtown area. It is recommended that continued enhancements be made to this corridor to promote accessibility to local businesses and walkability in the downtown area. This corridor should be considered for implementation of transit service in the future.

SH 95/MAIN STREET

Main Street is a four-lane undivided roadway between US 79 on the south and Chandler Road on the north. TxDOT currently operates and maintains Main Street as SH 95 through Taylor. This road serves many functions as it traverses Taylor—a state highway connecting Bastrop to Temple, a main street through downtown Taylor, and a major arterial with large-scale retail on the north side of Taylor. With completion of “The Loop” around Taylor, it is anticipated that through traffic will be diverted to this regional roadway and Main Street can function as a four-lane community boulevard that appropriately serves the adjacent land use. This corridor should be considered for implementation of transit service in the future. Multimodal enhancements including wide sidewalks, bulb outs, parking and narrow travel lanes will enhance the pedestrian experience downtown. These will promote resurgence in retail and commercial uses, increasing the wealth generation of the corridor.

TRANSPORTATION PLAN

GRID NETWORK

Two main types of roadway design are common in the United States: grid networks and dendritic networks. Grid networks, given their name, have streets connecting in a grid, with many intersections spread out at equal spacings. Alternatively, dendritic (tree-like) networks have small streets feeding into progressively larger ones, similar to branches on a tree, and they often have fewer connections to external roadways than do grids. Grid street networks offer advantages over dendritic ones. First, they offer greater connectivity, better dispersing traffic and keeping volumes on individual intersections and streets lower. This allows those streets and intersections to be smaller than in a comparable dendritic network. Lower vehicle speeds increase pedestrian safety by reducing the risk of severe injury or death from pedestrian collisions. Reduced road sizes also allow for decreased maintenance costs. Furthermore, grids encourage walkable neighborhoods, with a mix of uses. Providing pedestrians and bicyclists shorter and more direct routes to their destinations can reduce the number of vehicles on the road, reducing traffic congestion.

Taylor's existing roadway grid system provides desirable connectivity for vehicles and pedestrians within Downtown Taylor and the historic neighborhoods. A grid network distributes vehicles over multiple roadways and multiple intersections, thereby reducing the need to provide excess roadway capacity for peak-hour traffic operations. Taylor's existing grid has 350' block lengths. These compact block lengths increase the number of access points and improve pedestrian connectivity. It is recommended that the grid network be continued as a framework throughout the City of Taylor.

Source: transportation.ky.gov

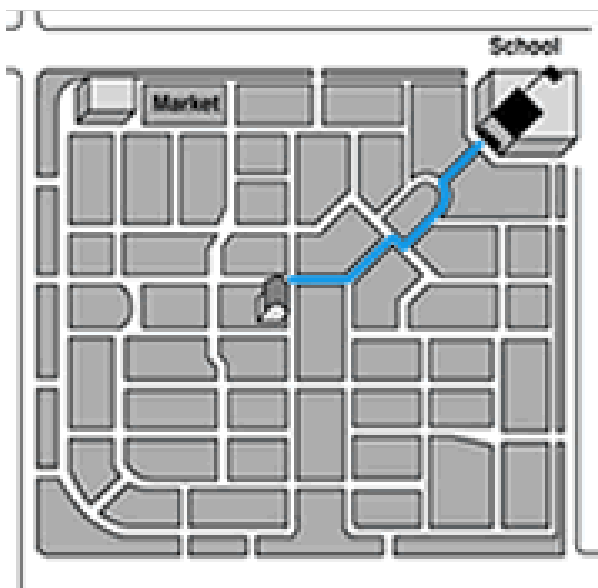


Figure 80: Grid Roadway Network

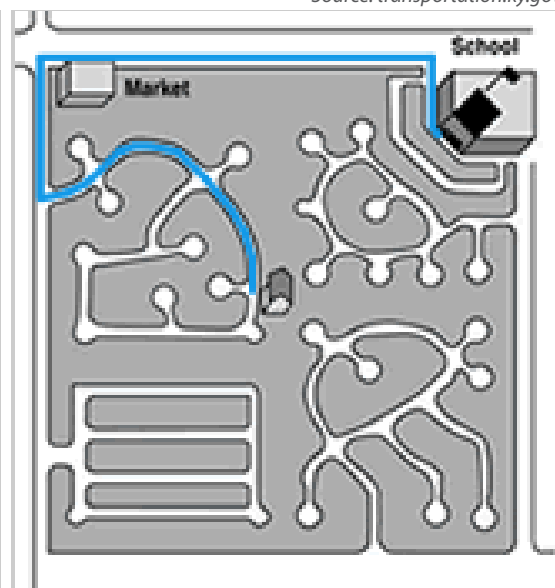


Figure 81: Dendritic Roadway Network

THOROUGHFARE CLASSIFICATIONS

Four thoroughfare classifications are identified for the future City of Taylor thoroughfare network. These thoroughfare classifications are developed to align with the adjacent land use context while serving all users. Thoroughfare classifications should be applied based on traffic volumes and the adjacent land use context.

NEIGHBORHOOD STREETS

Neighborhood Streets are low-speed, low-volume thoroughfares that provide access to serve the abutting land uses. Residential lots will front the neighborhood street. On-street parking is typically permitted on neighborhood streets. These streets include sidewalks for pedestrians. Cyclists share the roadway with vehicular traffic. Parking may be accessed from a rear alley or from a narrow driveway at the street.

NEIGHBORHOOD AVENUES

Neighborhood Avenues connect neighborhoods with the surrounding community. These are low-speed, moderate volume streets. Avenues are typically two-lane streets with additional capacity and turning lanes at major intersections. Medians may be provided along avenues but are not necessary in urbanized contexts. On-street parking is provided around commercial centers. Parking is usually accessed from rear alleys or side streets. Pedestrians are prioritized. Cyclists may be accommodated through bike lanes or shared-use paths.

COMMUNITY BOULEVARDS

Community Boulevards are the primary routes connecting major areas of the city. Boulevards are moderate-speed, high-volume streets that may be constructed in two-, four-, or six-lane sections depending on the location. Pedestrian and bicycle traffic should be separated from vehicular traffic through frontage zones. Pedestrians are prioritized. Cyclists may be accommodated through bike lanes or shared-use paths. On-street parking is provided on boulevards to serve the adjacent land use. Boulevards should be designed to accommodate future transit usage through the repurposing of travel lanes or acquisition of additional right-of-way. Access to parking areas should be restricted on boulevards. Enhanced capacity should be provided on boulevards at major intersections with other boulevards or avenues. Medians are desirable along boulevard sections to control turning movements.

REGIONAL ROADWAYS

Regional Roadways are designed to move vehicles between the City of Taylor and other communities. Regional roadways are typically operated as Williamson County or TxDOT facilities. These roadways will follow the design standards established by Williamson County and/or TxDOT. Regional roadways may include major highways or controlled-access freeway facilities. Access management restrictions on these roads should be implemented.

	NUMBER OF THROUGH TRAVEL LANES	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	TYPICAL POSTED SPEED LIMITS	TYPICAL CHARACTER
NEIGHBORHOOD STREETS	2 LANES	0 - 3,000	20 - 30 MPH	PROVIDES LOCAL ACCESS
NEIGHBORHOOD AVENUES	2 LANES	3,000 - 10,000	30 - 35 MPH	SERVES ADJACENT LAND USE; PRIORITIZES PEDESTRIANS; PROVIDES PARKING
COMMUNITY BOULEVARDS	2 LANES	3,000 - 15,000	35 - 45 MPH	CONNECTS AREAS OF THE CITY; PROVIDES MULTIMODAL TRAVEL OPTIONS
	4 LANES	10,000 - 35,000		
	6 LANES	35,000+		
REGIONAL ROADWAYS	VARIES	AS DEFINED BY WILLIAMSON COUNTY AND/OR TXDOT	AS DEFINED BY WILLIAMSON COUNTY AND/OR TXDOT	PRIORITIZES THROUGHPUT OF VEHICLES

STREET DESIGN

THE PURPOSE OF A TYPICAL SECTION

A typical street section forms the foundation of street design decisions. This is the starting place for design of a new street, street-scape adjacent to a new development, or redesign of an existing street. The ultimate street design however should change as it travels through different contexts within a community and as it serves different users. These two main design considerations are described in this section as designing for place and designing for people. This street design section will first describe the overall design considerations for place and people and next describe the kit-of-parts within a street that can adjust based on the identified design considerations.

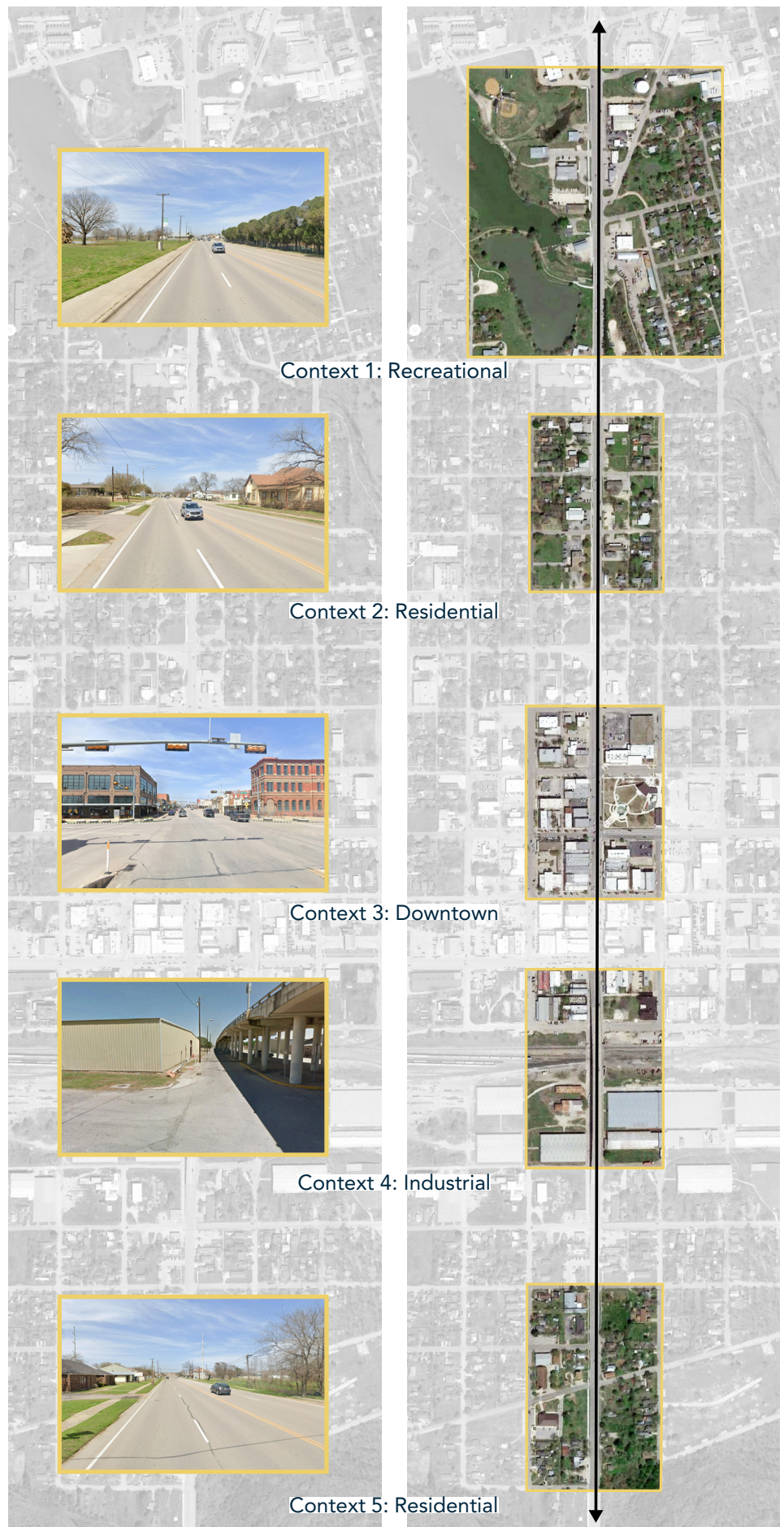


Figure 82: Street Contexts



CONTEXT SENSITIVE DECISION MAKING CHECKLIST

Safety for All Users

Scale of Adjacent Development

Maintenance Costs

Initial Improvement Costs

Drainage Network

Accessibility to Adjacent Schools,
Parks, Libraries

Soil Conditions

Adjacent Land Uses

Local Industry and Freight

Transit Routes

Community Events

Access to Employment

Local Demographics

Bicycle Routes

Tree Canopy

Potential for New Development

Number of Users Benefiting

Noise

DESIGNING FOR PEOPLE (FUNCTION)

TYPE OF USERS

Analyze both the current users of the streets and mode of travel as well as the anticipated or desired types of users and modes of travel when designing a street. This helps to inform the amount and type of space dedicated to different users.

NUMBER OF USERS

Analyze current and projected volumes for all modes of travel to help identify the amount and type of space dedicated to each mode of travel within the ROW.

DESIGNING FOR PLACE (CONTEXT)

BUILT ENVIRONMENT

The scale of buildings and blocks and the mix of uses that frame each street make up the character of the place. Transportation facilities provided within the street shape mobility and travel decisions, directly and indirectly impacting environmental quality, public health and safety, and quality of life.

NATURAL ENVIRONMENT

In urban areas, the larger natural environment may include habitats, local ecosystems, and green and blue systems such as floodplains. In the face of climate change, design street networks to respect, protect, embrace, and enhance ecological systems, natural topography, and water bodies, and to manage local climatic conditions.

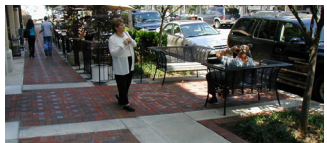
SOCIAL AND CULTURAL CONTEXT

Streets can allow people to live their public life in a city. Design streets to inform a sense of place in each neighborhood, embedding historical and cultural meaning for communities.

ECONOMIC ENVIRONMENT

The level of economic development, political concerns, and investment priorities shape the rate of urbanization, patterns of built form, reliability of transit service, and trends of private car ownership. Analyze the economic environment and identify the types of businesses and industries that use urban streets, and the number of jobs they support.

STREET DESIGN

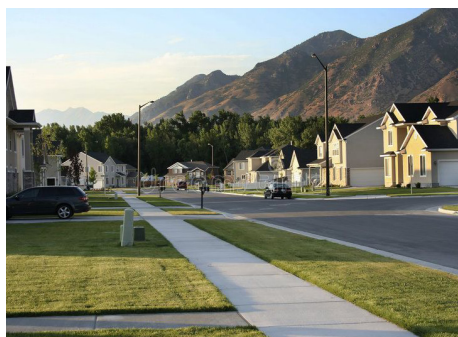
ZONE	DESCRIPTION	DIMENSION	EXAMPLE
FRONTAGE ZONE	The purpose of the frontage zone is to provide a transition between sidewalk and the built environment of the lot which could include a fence, landscaping, and building (in a 0 ft. setback condition). The frontage zone is usually clear for passage into buildings or lots, but may also be an opportunity for outdoor displays and dining.	0 ft. - 6 ft. The frontage zone is typically between 0 ft. and 3 ft. wide. Wider frontage zones should be prioritized in retail areas where outdoor displays or dining. Where ROW is constrained, the frontage zone is the first zone to be reduced or eliminated.	 Source: NACTO  Source: Safe neighborhoods
PEDESTRIAN ZONE	The pedestrian zone includes a sidewalk that is usually clear of all obstructions. The purpose is to allow for pedestrian movement in parallel with the road. Five foot minimum meets ADA compliance and allows people to pass one another easily when walking or in wheelchairs.	5 ft. - 12 ft. The sidewalk is typically between 5 ft. and 12 ft. wide. Wider sidewalks should be prioritized in areas such as the downtown where they can serve as a gathering. A wider sidewalk is also applicable when used as a shared path for bicycles and pedestrians. Where ROW is constrained, the sidewalk is one of the last zones to reduce and should not be reduced less than 5 ft.	 Source: Goulde Vans  Source: Safe neighborhoods  Source: SM Daily Journal
TREE / LANDSCAPE ZONE	The tree / landscape zone refers to all areas where plants are used in the pedestrian realm including tree wells, garden beds and planter pots. These serve a variety of purposes including buffering, water quality, aesthetic enhancement, shade and habitat.	3 ft. - 8 ft. The tree / landscape zone is typically 6 ft. wide and designed to contain a tree. Wider tree / landscape zones should be prioritized in areas with higher speeds to provide a greater buffer. The landscape / tree zones in urbanized areas may contain tree wells to provide greater access from parked cars to the sidewalk. Where ROW is constrained, the tree / landscape zone may be reduced to 3 ft.	 Source: HDR  Source: Mysay

ZONE	DESCRIPTION	DIMENSION	EXAMPLE
VEHICULAR PARKING ZONE	On-street parking should be accommodated on most public streets. On-street parking provides the opportunity for easy access and connectivity to the street-scape and the adjacent land uses.	0 ft. - 17 ft. The parking zone can be undesignated and intermittent allowing a yield condition within the street or designated by striping. Designated parallel parking areas are typically 8 ft. and angled parking is 17 ft. On-street dimensions can be slightly reduced or eliminated in constrained conditions.	 Source: NACTO  Source: NACTO
VEHICULAR TRAVEL ZONE	The travel zone is the space within the ROW where multiple types of vehicles travel. In a multimodal street network, transit, bicyclists and motorists often have separated space so the modes can function safely and reduce conflicts.	20 ft. - 40 ft. The travel zone can be designed for local access or for mobility. Ensuring safety for multiple modes of transportation is key to the function of a street. Travel zones vary significantly but within constrained environments, narrow lane widths (10 ft.) can help improve the safety and efficiency of the street.	 Source: NACTO  Source: NACTO

STREET SECTIONS

YIELD STREET

A neighborhood yield street is a low capacity and low speed street. The street width is limited in order to encourage slower traffic. On-street parking is permitted on both sides but is not continuous or designated by striping. Bicyclists can travel in the street with vehicular traffic due to the low speeds. Sidewalks are separated from the street by a continuous tree zone. Sidewalks are separated from the street by a continuous tree zone.



Source: Safe neighborhoods

Yield Streets are narrow to keep traffic slow.



Source: HDR

Parked cars reduce the width of the travel lanes and cause people to drive slow.



Figure 83: Perspective Section Through Neighborhood Yield Street

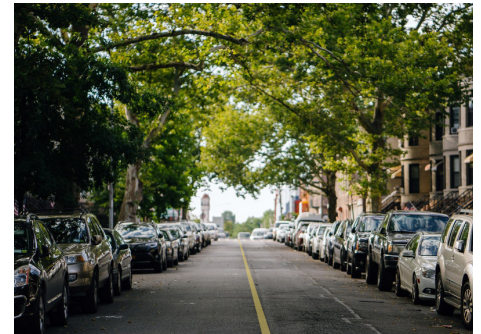
NEIGHBORHOOD STREET

A neighborhood street is a low capacity and low speed street that provides more space for continuously parked vehicles. Bicyclists can travel in the street with vehicular traffic due to the low speeds and sidewalks are separated from the street by a continuous tree zone. These streets are appropriate where there are higher density types adjacent to the street or in commercial or mixed-use areas.



Source: HDR

Mueller in Austin, TX, has a number of Neighborhood Streets.



Source: Construction pros

As a neighborhood street matures, its tree canopy provides nearly full shade.



Figure 84: Perspective Section Through Neighborhood Street

STREET SECTIONS

NEIGHBORHOOD AVENUE

A neighborhood avenue is a street with moderate vehicular capacity and low speeds. Neighborhood Avenues are typically used as cross-town streets and are used to travel between different centers throughout the city. Neighborhood Avenues should accommodate all modes of transportation including transit. Neighborhood Avenues are appropriate for areas with high density housing adjacent to the street or in areas of more intense mixed use/commercial land uses. Vehicular access to the lots is from the alleys + side streets.



Source: HDR

Avenues are scaled for people.



Source: Construction pros

Road diets along existing streets make room for amenities.



Figure 85: Perspective Section Through Neighborhood Avenue

COMMUNITY BOULEVARD - 2 LANE

A community boulevard is a long-distance street that is designed for the most intense mixed use and commercial areas. Turning movements should be limited on community boulevards when possible and vehicular access to private lots should be from secondary streets or alleys. Bicyclists and pedestrians are typically separated from vehicular traffic and transit should be prioritized along Community Boulevards.



Bicycles are separated from vehicles on boulevards.



A shared use path buffered from travel lanes.

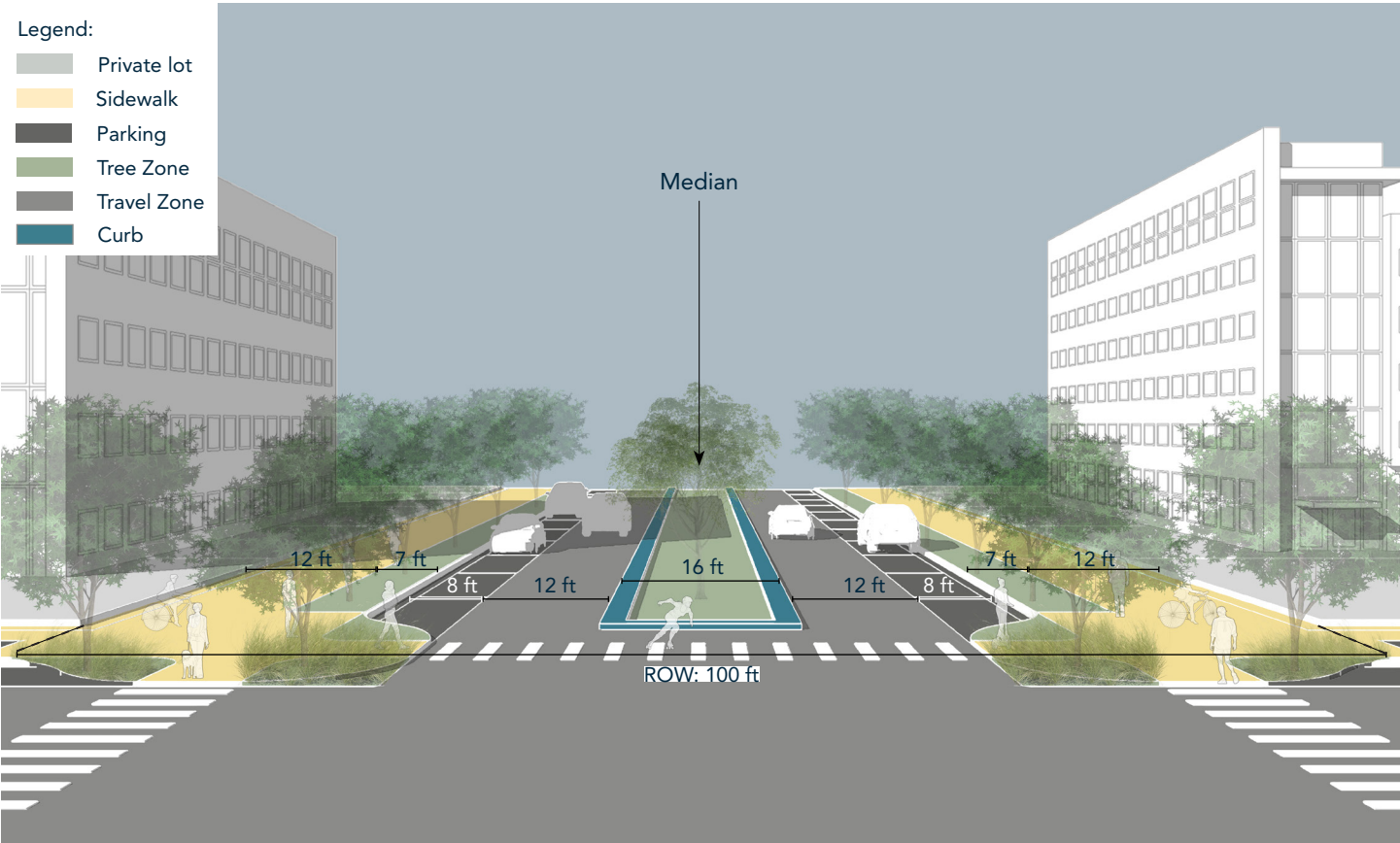


Figure 86: Perspective Section Through Community Boulevard - 2 lane

STREET SECTIONS

COMMUNITY

BOULEVARD - 4 LANE

A community boulevard is a long-distance street that is designed for the most intense mixed use and commercial areas. Turning movements should be limited on community boulevards when possible and vehicular access to private lots should be from secondary streets or alleys. Bicyclists and pedestrians are typically separated from vehicular traffic and transit should be prioritized along Community Boulevards.



Source: HDR

Boulevards serve commercial uses.



Source: HDR

Boulevards provide for high-density development.

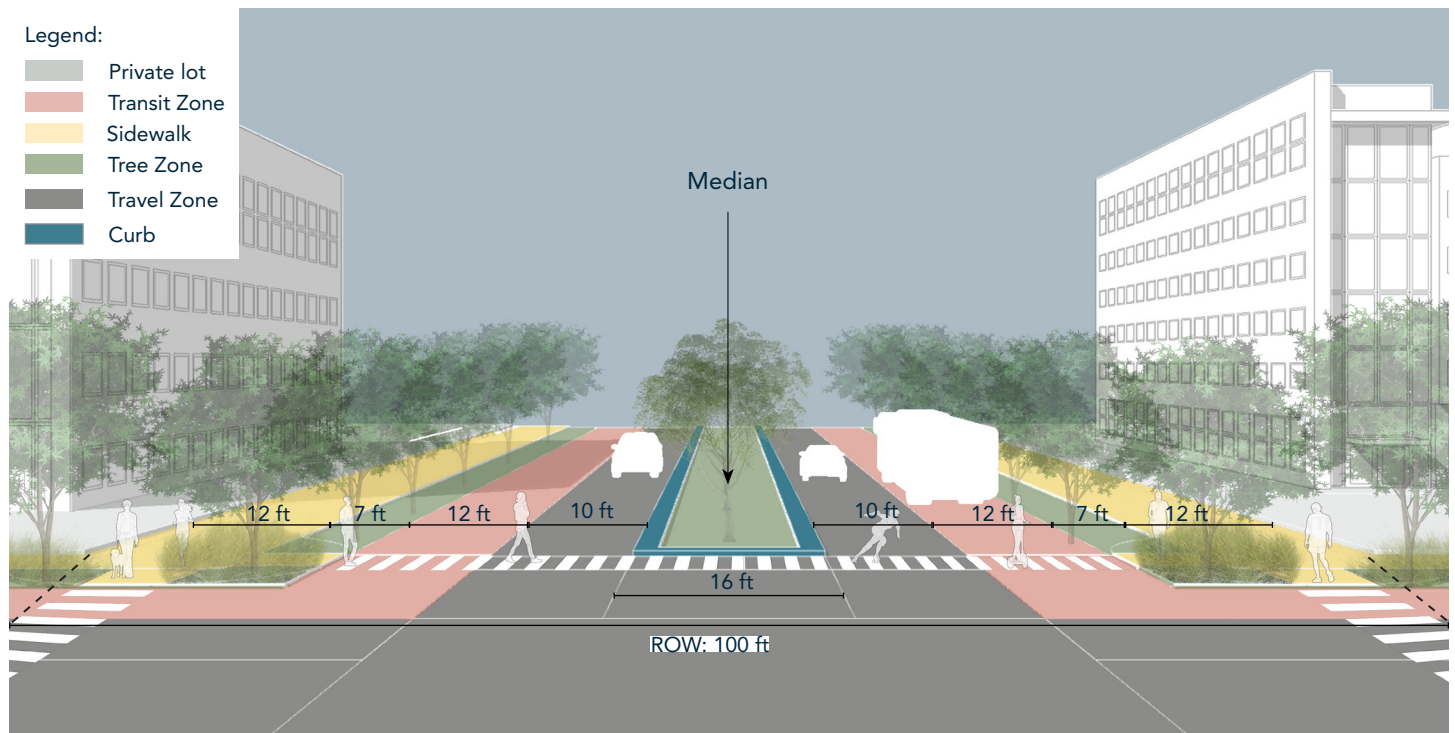


Figure 87: Perspective Section Through Community Boulevard - 4 lane

MULTI-WAY BOULEVARD

A multi-way boulevard is a boulevard section with an adjacent access lane. The access lane is separated from the primary boulevard section and provides local access to driveways and parking. Multi-way boulevards have larger right-of-way needs, but serve the function of separating through traffic, local traffic, pedestrians, any cyclists well. Special consideration should be given to intersection treatments on multi-way boulevards.



A multi-way boulevard with angled parking.

ON GOING RECOMMENDATIONS

Several transportation issues identified previously in the 2004 Comprehensive Plan continue to remain relevant for the City of Taylor. With the CAMPO 2045 Plan forecasting Williamson County's population to reach nearly 1.4 million residents by 2045, these issues will only become more pressing as travel demand in and around Taylor grows.

COMPLETE "THE LOOP"

"The Loop" surrounding the core of Taylor should be completed to provide mobility around the City of Taylor. Streets within the core of the City of Taylor will focus on connecting people within the community, promoting vibrant places that encourage economic activity. Completion of "The Loop" would provide relief from truck noise and roadway congestion by removing through vehicle and truck traffic from other roadways through Taylor. Williamson County is currently conducting a Chandler Road Extension Planning and Preservation Study as part of the County's Long Range Transportation Plan. This project will extend Chandler Road east to FM 619 and south to SH 79 completing the northeastern section of "The Loop".

MULTIMODAL TRANSPORTATION

Additional sidewalk and bicycle facilities are needed to supplement the existing infrastructure and provide multimodal connectivity. The City of Taylor has made strides to improve bicycle and sidewalk infrastructure, especially in new developments, but additional multimodal facilities are needed to provide connectivity along existing roadways and in older parts of the city.

TAYLOR MUNICIPAL AIRPORT

The Taylor Municipal Airport requires continuing maintenance to serve its role as a catalyst for economic development for the City of Taylor and the surrounding area. The City of Taylor Capital Improvement Plan includes new pavement area for expansion of aircraft parking and rehabilitation of existing parking apron and taxi lanes. The city should continue to support and expand its airport as needed.

RAILROAD

The Union Pacific Railroad (UPRR) owns a rail yard in the City of Taylor, along with tracks running both north/south and east/west through the City. Major regional commercial train traffic runs through Downtown Taylor. This is a source of considerable noise, but it also benefits Taylor economically. New roads must consider safety and traffic impacts when crossing UPRR tracks.

AMTRAK/TRANSIT

A lack of a fixed route transit system was identified in the 2004 Comprehensive Plan. The Plan recommended leveraging the existing Amtrak service in Taylor to serve as a regional rail hub that expands transit service. CARTS has since constructed a Transit Station in Taylor though separated from the Amtrak Station. Continued coordination with Taylor's Main Street program, CARTS, Amtrak and Union Pacific Railroad to expand transit services in the City.



Bicycle facilities can be retro-fit into existing streets.

Source: HDR

SUMMARY AND KEY TAKEAWAYS

1

Build Streets and Roads.

A “stroad” is a term coined by Strong Towns to characterize a multi-laned facility that is a dangerous combination of a street and a road,. Streets are places where people intersect with business and residences and are the framework for creating community wealth, and roads are high-speed connections between productive places. This combination of dual-purpose facilities doesn’t serve either purpose well. “Stroads” have developed in many cities, including some parts of Taylor as development patterns became focused on the movement of automobiles.

Main Street, north of Lake Drive, is an example of a “stroad” within Taylor. It is a large, divided four-lane roadway with approximately 60 feet of pavement width. The posted speed limit is 45 miles per hour. Driveways are closely spaced, in some places less than 50 feet apart. A wide, 10’ shared-use path is provided on one side of Main Street. Traffic volumes were approximately 17,000 vehicles per day in 2020. This road is currently providing a regional facility, connecting Bastrop to Temple, and serving as access for regional retail land uses. The existing traffic volumes could be served by a smaller street-section that would be easier to maintain but is challenging because of the regional nature of this facility. The number of access points creates significant conflict points between turning vehicles, through vehicles, and pedestrians that raises safety concerns. Pedestrian amenities are provided, but largely underutilized due to the adjacent high-speed traffic and a lack of pedestrian-oriented businesses.

A well-planned thoroughfare system with an integrated land use map will eliminate the development of these dual-purpose facilities. A goal of this plan is to define transportation facilities and their primary function. Regional roadways will function as roads that efficiently move people and goods between communities. Streets, neighborhood avenues, and community boulevards, will function as streets that serve the neighborhood and community businesses and prioritize people over automobiles.



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

Source: strongtowns.org



Streets:

- Slow traffic
- Put people, bicycles, and transit first, not automobiles
- Intensify adjacent land use
- Embrace complexity

Source: strongtowns.org



Roads:

- Limit access
- Separate automobiles from other modes
- Do not allow adjacent land use to degrade capacity
- Simplify



A “stroad” in North Taylor serves too many functions

2

Designing streets for economic productivity and roads for traffic movement.

Smart Growth America defines Complete Streets as “streets for everyone.” They are designed to enable safe access for people of all ages and abilities, for all modes of travel, and to respond to the communities they serve. A complete street in Taylor will look different from a complete street in another community. Complete streets should integrate multimodal components, integrated traffic calming, curb management, and leverage technologies appropriate for each individual street. Complete streets improve health, safety, and equity for Taylor residents while creating livable communities. Taylor should integrate complete streets into the street and boulevard sections. Local streets should include parking and sidewalks. Avenues should include parking and wide sidewalks that access local businesses. Bicycle facilities may be appropriate on some avenues. Boulevards should include parking, wide sidewalks, separated bicycle facilities, and provide for future transit usage. Taylor should also revisit the existing transportation system for opportunities to expand complete streets components.



Improves all modes of travel, maintaining community character



Create public spaces and integrate transit, supporting inclusive growth



Multimodal transportation allows for housing diversity

3

Improve network connectivity.

New developments should support transportation connectivity by providing multiple street connections to existing roadways and connections to adjacent developments. This promotes efficient traffic distribution and helps prevent congestion at major, concentrated intersections. This desire for connectivity should be balanced with the need for access control, especially on boulevards and regional roadways, to promote safety and efficient traffic operations.



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

4

Integrate access management.

An abundance of access points, such as driveways, in close proximity, can increase congestion and crashes. Implementation of an access management policy will balance access to businesses, institutions, and residences with roadway safety and mobility. Regional roadways should prioritize the throughput of vehicles. Minimal access points are desirable on regional roadways, limiting connections to streets and major intersections. Commercial driveway access should be established from side streets. Community boulevard design will integrate access management techniques, including the incorporation of medians. Joint-access driveways and side street connectivity support the minimization of connections to boulevards and regional roadways.



Integrate access management into development standards that result in economically resilient building types

SUMMARY AND KEY TAKEAWAYS

5

Use traffic calming to reduce speeds.

Traffic speeds within residential areas are a concern for safety and comfort of residents as well as pedestrians and bicyclists. Traffic calming and complete street design concepts should be used to promote safety and to encourage multimodal use by slowing vehicles and separating vehicles and vulnerable streets users. Several design elements will integrate traffic calming into the design of streets, including:

- Narrow travel lanes
- On-street parking
- Wider sidewalks
- Curb extensions and bulb outs
- Raised crosswalks
- Street trees



Creating streets with integrated traffic calming elements create spaces for people and maintains community character



Right-sizing roadways by implementing traffic calming elements creates sustainable infrastructure



Low-cost traffic calming improvements slow cars

Source: HDR

6

Develop and implement a ADA transition plan.

The Americans with Disabilities Act (ADA) requires public entities to develop an ADA Transition Plan for bringing public facilities into compliance with ADA guidelines for accessibility. While many newly-constructed curb ramps, sidewalks, signals, and other public facilities within Taylor comply with ADA guidelines, older facilities should be updated to provide accessibility for all users. The City of Taylor should create an ADA Transition Plan that identifies physical barriers that limit accessibility to programs, activities or services, as well as methods to remove those barriers and a schedule to complete the work.



Accessible public spaces is essential to inclusive growth

7

Develop and implement a way finding strategy.

Many roads and destinations around the City of Taylor lack signage that would help visitors and residents easily locate their destination. The City should work to install guide signs, especially along major routes and near important attractions to help people find their way. This can help improve traffic and tourism within the City.



Accessible public spaces is essential to inclusive growth

8

Develop a Vision Zero program.

Vision Zero is an international safety initiative with the goal of zero fatalities and serious injuries on the roadway network. A safe, healthy, and equitable mobility system is a priority for the City of Taylor. The city should develop a Vision Zero program that defines actionable steps to provide safe mobility. This program should consider design, human behaviors, policies, and technologies to eliminate crashes. Implementation of a Vision Zero Policy requires key components for a successful program:

- Political commitment
- Multidisciplinary leadership
- Cooperation and collaboration
- Action plan
- Equity
- Systems-based approach
- Data-driven
- Community engagement
- Transparency



Safety of all road users is critical to inclusive growth



City improvements lead to safer places for pedestrians and vehicles.

Source: HDR



CHAPTER 4

HOUSING & NEIGHBORHOODS

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ RESIDENTIAL TYPOLOGIES

↳ SUMMARY AND RECOMMENDATIONS

INTRODUCTION

The land use element of Envision Taylor Comprehensive Plan provides a framework for making decisions and setting policy about what will be built and where. Land use decisions impact public spaces, development patterns, and overall quality of life. The table below includes the policy statements that should be used when making land use decisions and links them to the most relevant Big Ideas.

POLICY ID	BIG IDEA	POLICY STATEMENT
H1	 Diverse Housing	Neighborhoods should have a mix of housing affordable to all income levels and age groups.
H2	 Inclusive Growth	Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.
H3	 Inclusive Growth	Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.
H4	 Fiscal sustainability and infrastructure	Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

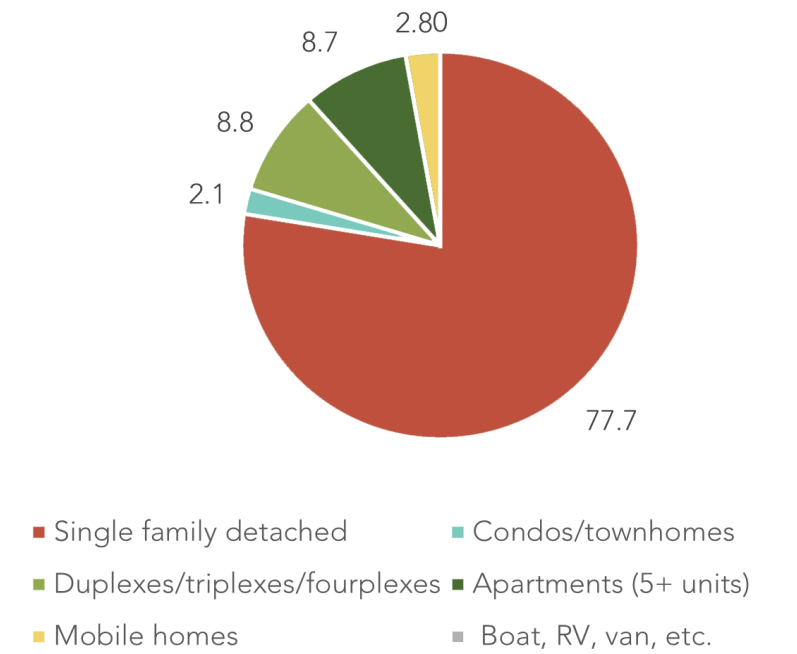


EXISTING CONDITIONS

The US Census counts approximately 5,732 housing units in Taylor. The following section analyzes the type of housing, condition of housing, occupancy of housing, and affordability of housing for Taylor residents now and into the future.

HOUSING TYPE

Taylor’s housing stock is made up primarily of single family detached homes (77.7 percent) followed by Duplexes / Triplexes / Fourplexes (8.8 percent) and Apartments (8.7 percent). The percentage of Taylor’s housing stock made up of single-family detached housing is greater than Williamson County, the State of Texas and all other comparison cities with the exception of Hutto and Leander. Taylor has the highest percentage of Duplex / Triplex / Fourplex housing types which are often referred to as missing middle housing types.



Source: Decennial Census, American Community Survey
Figure 88: Taylor’s Occupied Housing by Type

	State of Texas	Williamson County	Taylor ★	Round Rock	Leander	Cedar Park	Hutto	Bastrop City
Single Family Detached	65.2%	73.2%	77.7%	68%	87.5%	75%	94.7%	68.9%
Single Family Attached	2.6%	2.3%	2.1%	2.2%	0.8%	1.4%	2.4%	2.5%
Duplexes/ Triplexes/ Fourplexes	5.1%	4.3%	8.8%	5.1%	0.9%	2.4%	1.8%	4.9%
Apartments (5+ Units)	19.7%	17.7%	8.7%	24.6%	7.5%	19.9%	0.5%	21.3%
Mobile Homes	7.2%	2.5%	2.8%	0.3%	3.3%	1.3%	0.7%	2.4%

Figure 89: Occupied Housing by Type

Source: Decennial Census, American Community Survey

EXISTING CONDITIONS

AGE AND CONDITION OF HOUSING

The majority of Taylor's Housing Stock was created from 1970-2009 (72 percent). Additionally, a significant portion, 15 percent, of Taylor's Housing Stock is from 1939 or earlier. Older homes typically have higher maintenance costs associated with them, placing more of a cost burden on the owners. This could also be a result of the many restored/renovated homes located within Taylor.

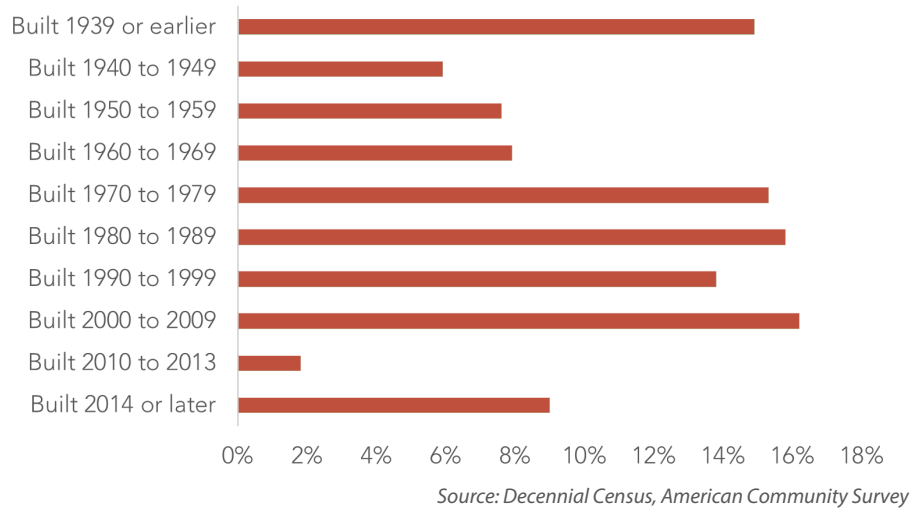


Figure 90: Housing Stock Age in Taylor

VALUE OF EXISTING HOUSING

Taylor's home value trends do not align closely with Williamson County's. The value of Taylor's existing housing stock is significantly lower than Williamson County. The majority of Taylor's home values are within \$100,000- \$199,999 range, whereas Williamson County's majority lies within the \$200,000- \$499,999 range. Additionally, about 22% of Taylor's housing stock is worth less than \$100,000, whereas Williamson County only has about 5% of its housing stock within that range. This could be a result of Taylor's housing stock being smaller, older, or more deteriorated when compared to Williamson County's housing stock. Preservation and maintenance of this older housing stock is key to retaining affordable housing options for Taylor residents at lower income levels.

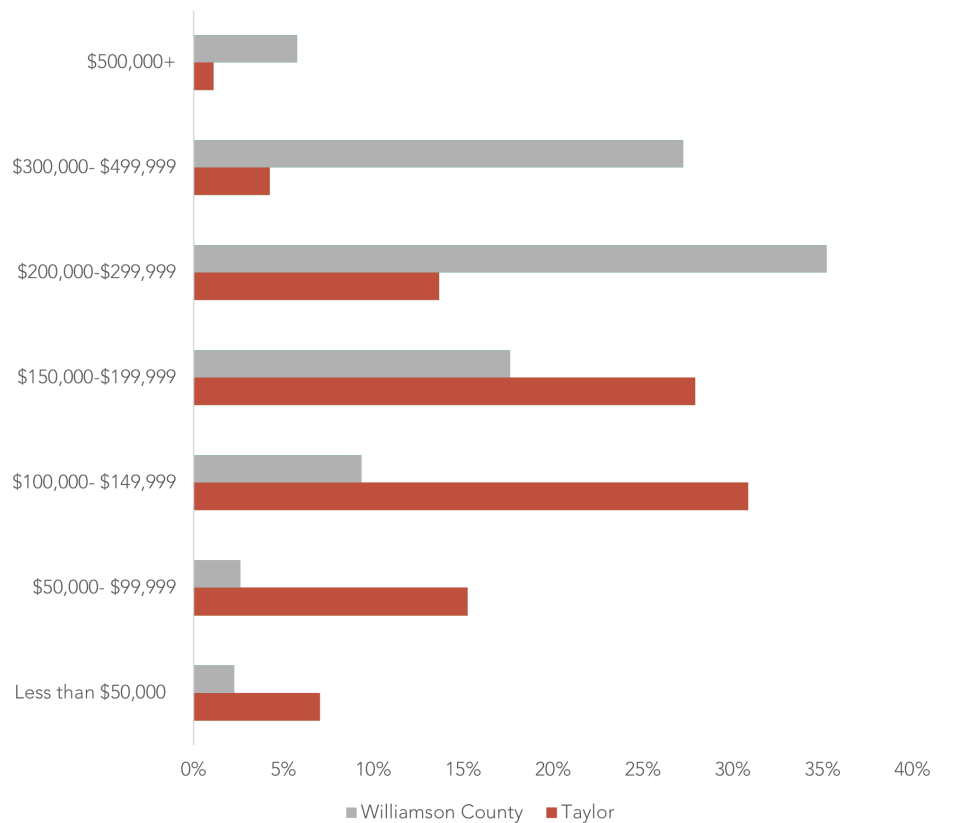


Figure 91: Value of Existing Housing in Taylor

HOMEOWNERSHIP RATE

The ownership rate in the City of Taylor is higher than the ownership rate in the State of Texas (61.9 percent) but lower than the ownership rate in Williamson County (68.8 percent).

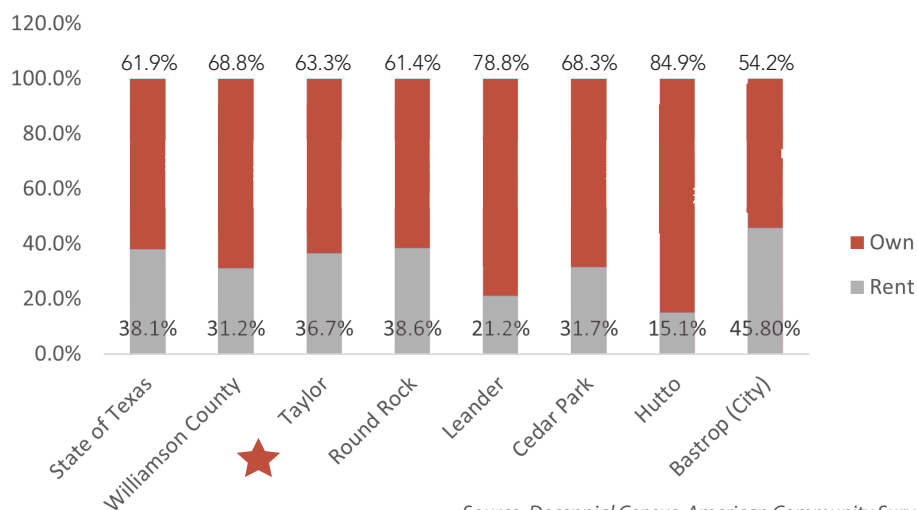


Figure 92: Homeownership Rate in Taylor

SINGLE FAMILY RESIDENTIAL HOME CONSTRUCTION

Single Family permit data in the City of Taylor indicates that the number of new homes constructed since 2017 will more than double in 2020. The average size of homes has been decreasing since 2017 but the permit value reported was decreasing prior to 2020 when it began increasing despite smaller homes being constructed on average.

	# of Permits	Average Square Feet	Average Permit Value	Average Value Per Square Foot
2017	81	2,456	\$275,347.30	\$112.13
2018	59	2,364	\$268,567.79	\$113.62
2019	159	2,302	\$256,766.34	\$111.52
2020	179	2,167	\$267,690.54	\$123.55

Source: City of Taylor Permit Data

Figure 93: New Single Family Home Trends in Taylor

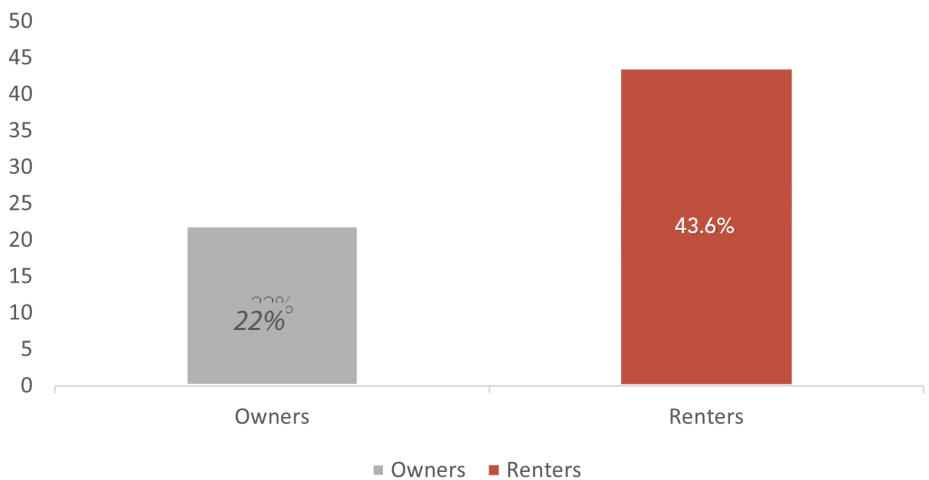
EXISTING CONDITIONS

HOUSING AFFORDABILITY

The federal definition of affordability utilized by the United States Department of Housing and Urban Development (HUD) says that:

1. Housing costs are “affordable” if they do not exceed 30 percent of a household’s gross monthly income.
2. “Costs” include basic utilities, mortgage insurance, HOA fees and property taxes in addition to monthly rent or mortgage.

In Taylor, 22 percent of owner-occupants as well as 43.6 percent of renters are cost-burdened.



Source: Decennial Census, American Community Survey

Figure 94: Cost-Burdened Households in Taylor

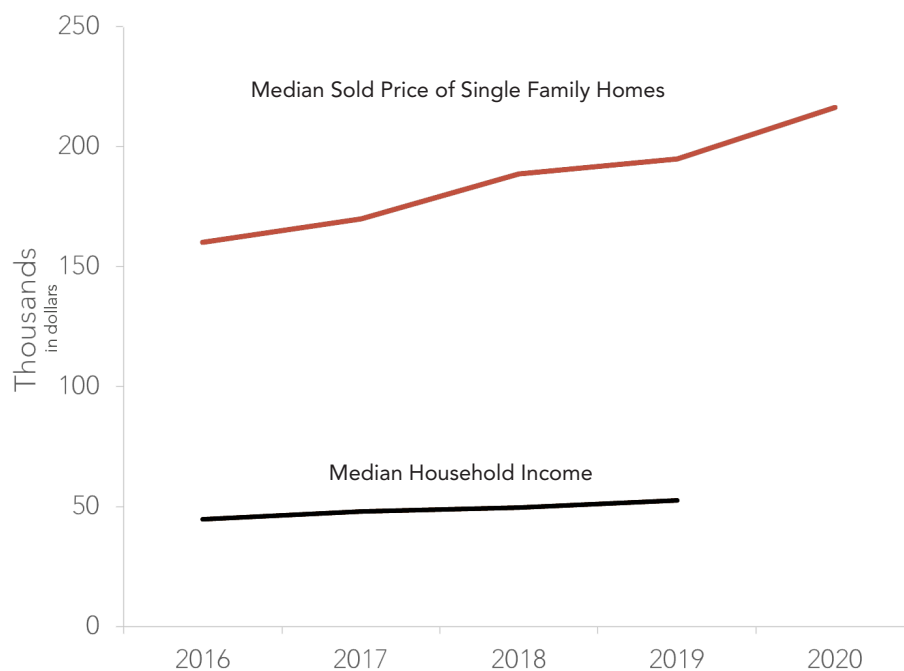
SINGLE FAMILY HOME PRICES

The median price of a single family home sold in Taylor has increased by an average of 7.1 percent per year for the past 5 years with the highest increase from 2019 to 2020 where the median price of a home sold in Taylor increased by 11 percent.

Incomes during this same time period have not increased by this rate to keep up with the growth. Median income in the City of Taylor has only increased by 1.3 percent annually since 2010.

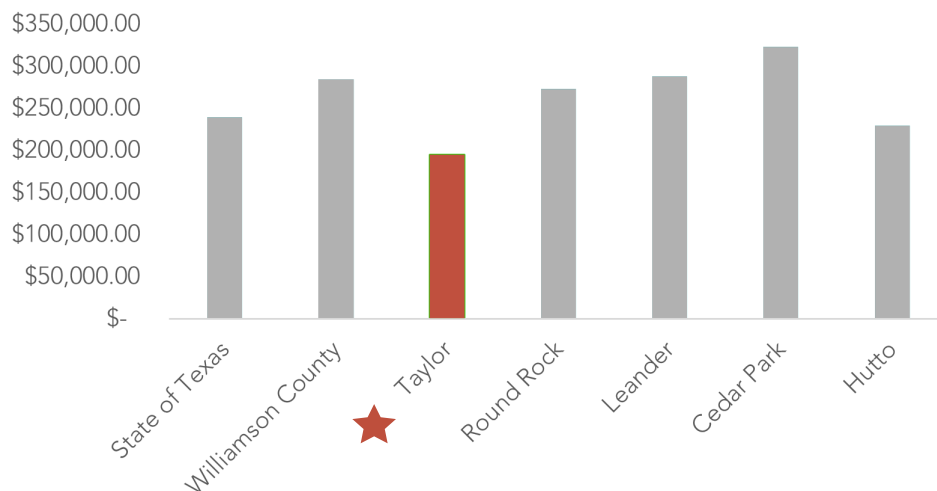


As the cost of land and construction costs continue to increase the cost of a single family home is projected to increase as well. This trend where the median price of a home grows faster than the median household income will result in a wider housing gap over time. This chapter explores the incorporation of missing middle housing types to address the growing unattainability of detached single family homes.



Source: MLS Data; American Community Survey

Figure 95: Median Sold Price of Single Family Homes vs Median Household Income since 2016



Source: MLS Data; American Community Survey

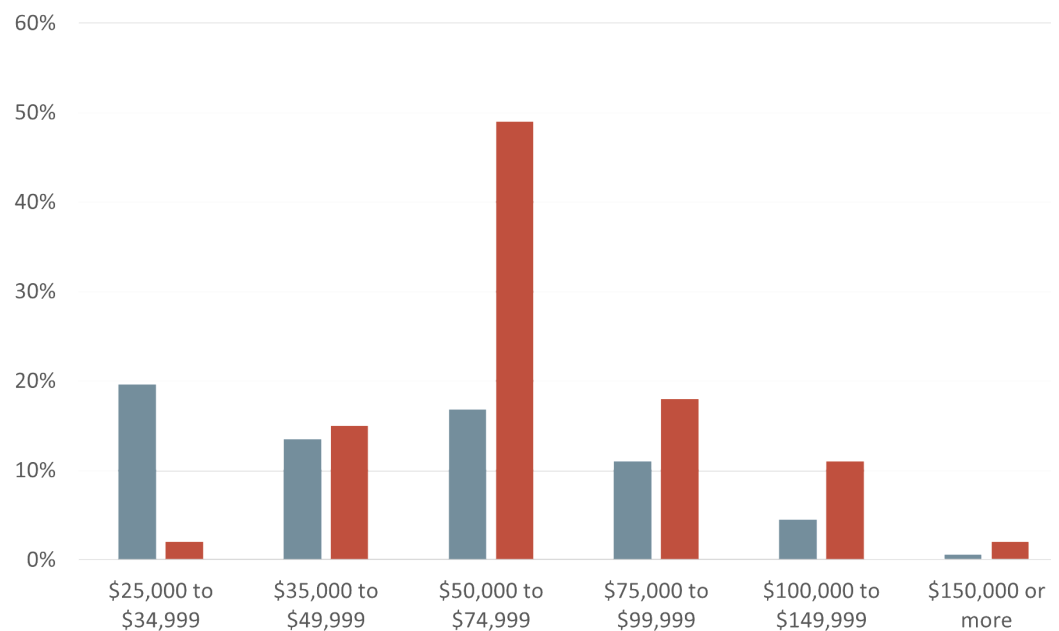
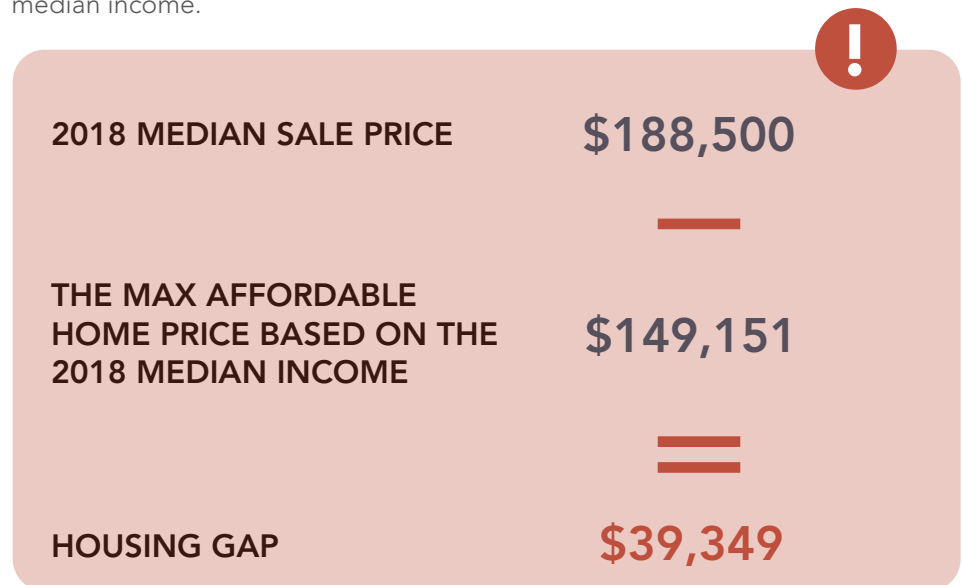
Figure 96: Median Sold Price of Single Family Homes

EXISTING CONDITIONS

HOUSING GAP

In addition to identifying cost-burdened residents, another tool to monitor housing affordability in a community is comparing the housing costs in a community to the income levels. This can be achieved by comparing home prices to incomes in the community and is referred to as the housing gap. *Figure 109: Housing Affordability Chart in Taylor* below calculates the cumulative housing gap in Taylor by income level. Residents earning less than \$25,000 per year are not included in the housing gap because they are not at an income level to support home ownership. For renters making less than \$50,000 per year that would like to enter the homeownership market, there is not enough supply available at that income level. In Taylor, the cumulative housing gap for renters wanting to purchase a home and making less than \$50,000 per year is -16.1 percent. In addition, only 5 of the homes sold for less than \$150,000 were built in the last 20 years.

A more simple way to express the housing gap in a community is a simple comparison between the median sale price of a home and the maximum affordable home price based on the median income.



Source: MLS Data; American Community Survey

Figure 97: Percent of Renters compared to Percent of Homes sold in 2018

	Maximum Affordable Home Price*	Renters		Sold Homes 2018		Purchase Gap	Cumulative Gap excluding >\$25,000
		Pct.	Num.	Pct.	Num.		
Less than \$25,000	\$75,000	34.1%	645	3%	8	-31.1%	
\$25,000 to \$34,999	\$104,997	19.6%	372	2%	4	-17.6%	-17.6%
\$35,000 to \$49,999	\$149,997	13.5%	255	15%	38	1.5%	-16.1%
\$50,000 to \$74,999	\$224,997	16.8%	318	49%	121	32.2%	16.1%
\$75,000 to \$99,999	\$297,000	11.0%	208	18%	45	7%	23.1%
\$100,000 to \$149,999	\$449,997	4.5%	85	11%	27	6.5%	29.6%
\$150,000 or more	\$449,997+	.6%	11	2%	4	1.4%	31.0%
Total							-33.7%

* Maximum affordable home price is an estimate based on a conservative estimate of a person being able to afford a home that is 3 times their income.

Figure 98: Housing Affordability Chart in Taylor

RESIDENTIAL TYPOLOGIES

ADDITION OF THE MISSING MIDDLE

Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with detached single family homes, located in a walkable neighborhood. Existing codes in many cities make it difficult to create missing middle housing, so they aren't as common as single-family or large apartment developments. When allowed, missing middle housing is a more attainable building type for many reasons. Missing middle housing typically has a smaller width, depth and height than large multifamily complexes. The smaller buildings

and lots allow a range of housing types to be blended into an existing neighborhood without disrupting the residential character surrounding them. Density for these development types are often higher than 16 dwelling units per acre and support a walkable area, but do not look like dense multifamily apartment buildings. Missing middle housing also has the potential to deliver affordability that local property owners and developers can take advantage of because of smaller, less expensive lots and less expensive construction costs. A code that identifies and allows missing

middle housing is positive, but there are many other factors that influence the development of missing middle housing that should be considered. These include availability of financing, cost of construction, length of time for approvals, impact fees, and parking requirements.

Missing middle housing is projected to increase from approximately 23% to 43% of all housing in the City as the Comprehensive Plan and Future Land Use Map are implemented.

Legend:

- Detached House Large Lot (Lots greater than 5,000 Sf)
- Accessory Dwelling Unit
- Detached House Small Lot (Lots less than 5,000 Sf)
- Attached House
- Mobile Home
- Courtyard Housing
- Duplex
- Triplex / Quadraplex
- Apartment building: 5 - 9 units
- Apartment building: 10 - 19 units
- Apartment building: 20 + units



Figure 99: Missing middle housing graphic

Source: Opticos



Figure 100: Existing percentage of residential typologies

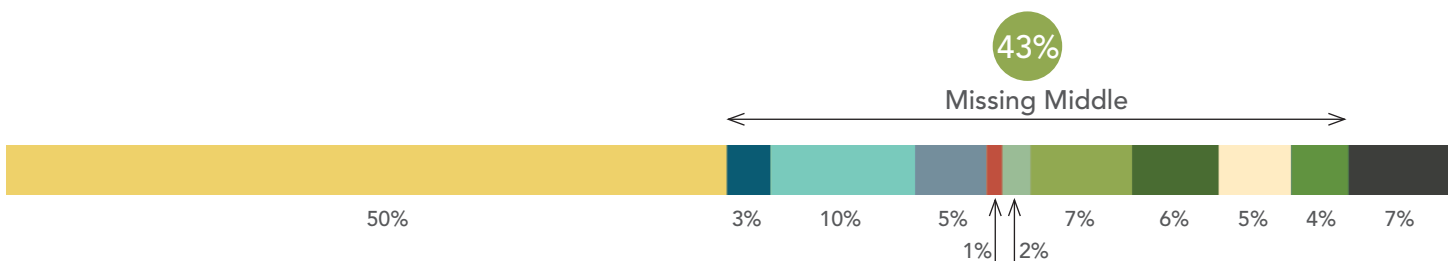


Figure 101: Proposed percentage of residential typologies

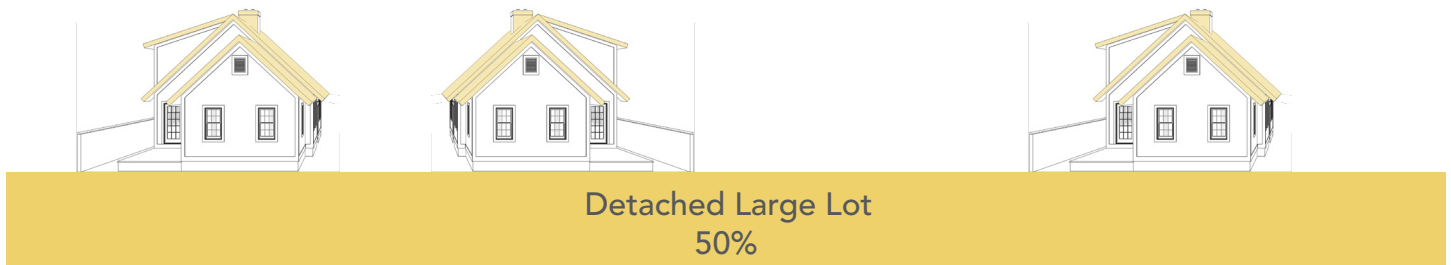


Figure 102: *Detached Large Lot*

DETACHED HOUSE LARGE LOTS: TARGET 106 UNITS PER YEAR

Conventional detached homes on lots greater than 5,000 square feet make up the majority of housing being built in Taylor now and projected into the future. This housing product serves a need for housing particularly for larger families with children. This product type is becoming less and less affordable as both construction cost and land costs continue to rise. Infrastructure costs are high on a per unit basis due to the wider lots and need to extend streets and utilities further distances.



Detached large lots with spacious backyards.

Source: Zillow



This is typical 2-story suburban home with 2 car-garage.

Source: Zillow

RESIDENTIAL TYPOLOGIES



Figure 103: *The Missing Middle*

ACCESSORY DWELLING UNIT: TARGET 14 NEW UNITS PER YEAR

Accessory dwelling units are second houses, garage apartments, granny flats, backyard houses, or offices built alongside single-family homes. Accessory dwelling units provide diverse affordable housing options with a lower intensity. In many cases, accessory dwelling unit standards allow for the conversion of existing structures (such as garages) into secondary dwelling units or as new accessory structures constructed on the existing available space (such as a backyard) of a single parcel. Accessory dwelling units are an affordable type of development because they use existing infrastructure and land, when compared to single or multifamily developments. Accessory dwelling units can increase the density of single-family neighborhoods without negatively impacting the existing neighborhood fabric or character. Accessory dwelling units can also increase the socioeconomic diversity of a neighborhood by providing lower-cost rental housing that is more affordable, resilient, built to today's energy and flooding standards, and building net worth for homeowners.



Accessory Dwelling Units like this one are often accessed from the alley.
Source: [Neighborhoods.com](https://neighborhoods.com)

DETACHED HOUSE SMALL LOT: TARGET 53 NEW UNITS PER YEAR

Detached homes on small lots can be built on vacant lots in infill areas or as new greenfield development. New smaller lots can also be created by subdividing corner lots or larger city lots into two or more lots of less than 5,000 square feet that can accommodate smaller homes. It is important to note that there are many smaller homes existing within the City of Taylor. Efforts to preserve and maintain these smaller structures and creating opportunities to place additional structures on the lot is important to meeting targets for new units and maintaining affordability.



Detached small lot homes like this one are often built in infill areas.



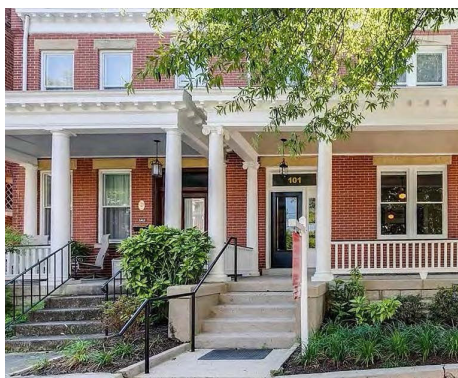
Several homes fronting the street.
Source: [Avenue CDC](https://avenuecdc.org)



Figure 104: The Missing Middle

ATTACHED UNITS: TARGET 28 NEW UNITS PER YEAR

Attached units are typically defined as two to three homes that share a wall and are each on individual lots. Attached homes are also referred to as townhouse units. They provide an opportunity for more affordable home ownership. This housing type typically includes a small yard that requires minimal maintenance and upkeep which can be desirable for young professionals or retirees. Attached homes maximize the infrastructure needed to support them.



Here is an example of attached units which are often found in urban areas.
Source: Daniel Parolek



Attached units vary in style from a rowhouse to a large multiplex house.
Source: Daniel Parolek

COTTAGE COURTYARD: TARGET 14 NEW UNITS PER YEAR

A Cottage Courtyard development typically consists of three to nine small homes arranged around a common courtyard. The homes front on the courtyard and can be either owned or rented. This housing type is a good option for larger lots in existing neighborhoods. The shared spaces provide outdoor space with little to no maintenance requirements and can be desirable for smaller families and retirees. Homes are typically around 1,200 square feet and provide a great option for affordable home ownership that maximizes infrastructure per unit.



Cottage courtyard units provide opportunities to interact with neighbors.
Source: The Cottage Company



The typology provides a great access to common green space.
Source: Opticos Design

RESIDENTIAL TYPOLOGIES

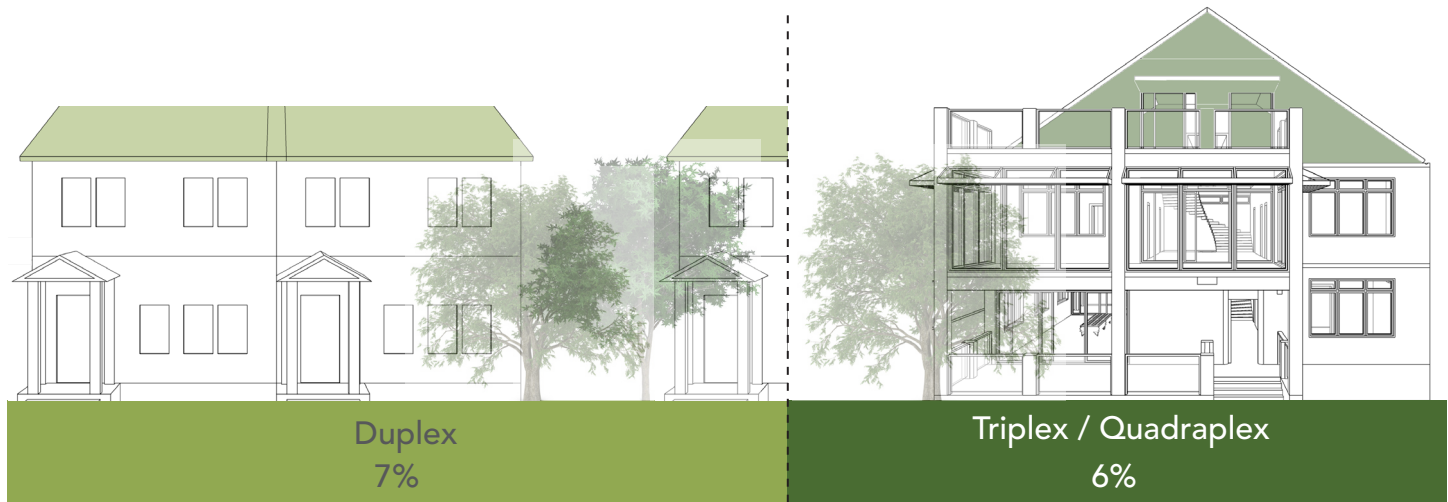


Figure 105: *The Missing Middle*

DUPLEX: TARGET 28 UNITS PER YEAR (14 BUILDINGS)

A duplex can take on many different forms from stacked to side-by-side or front to back. At least one-side of a duplex is typically rented and sometimes both sides. This housing type provides opportunities to integrate renters within a neighborhood in housing types that conform with the character of the neighborhood. Duplexes fit in nicely on a corner lot where there is opportunity for frontage and access from both streets. It offers the opportunity for an owner to reside in one side while building wealth with rental on the other.



A duplex on a corner lot can front both streets.

Source: City of Portland



Side by side duplex are a common form of duplex housing.

Source: Daniel Parolek

TRIPLEX / QUADRAPLEX: TARGET 28 UNITS PER YEAR (7 - 9 BUILDINGS)

Buildings containing 3 - 4 units can be seamlessly mixed into a neighborhood and provide opportunities for smaller for-rent product types to be mixed into a neighborhood.



Triplex houses provide owners the opportunity to generate rental income.

Source: Daniel Parolek



A newly built triplex house with access to the street.

Source: Emzed architecture

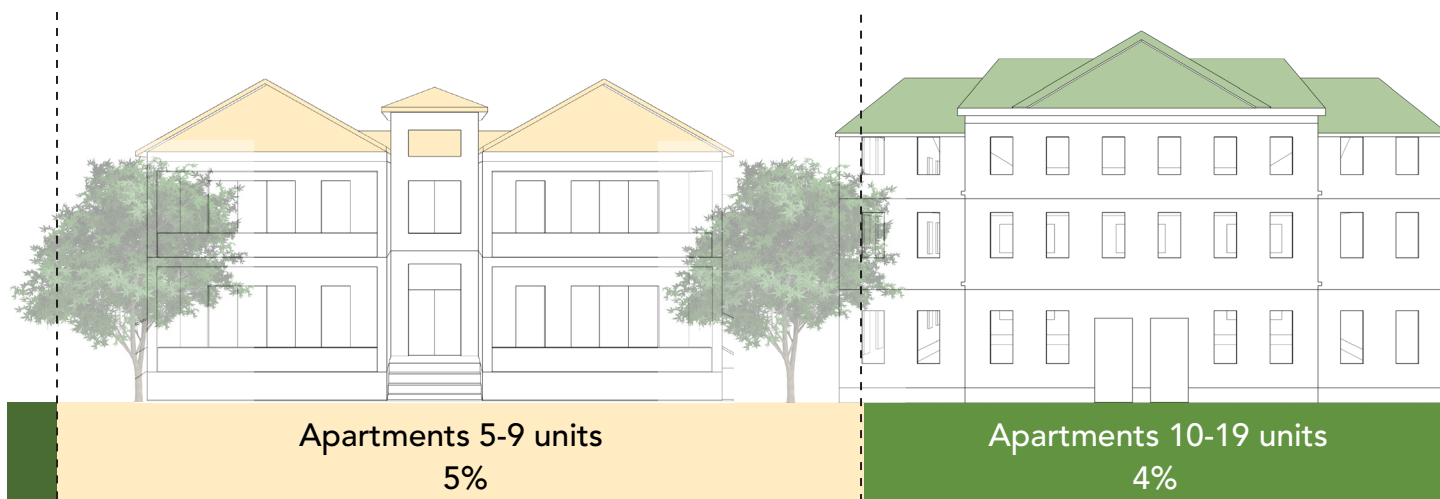


Figure 106: *The Missing Middle*

APARTMENTS 5-9 UNITS: TARGET 21 UNITS PER YEAR (3 - 4 BUILDINGS)

Small apartments with 9 units or less can fit in well within an existing neighborhood or an area transitioning from more intense uses. These buildings can resemble homes from the outside and offer an opportunity for living close in to amenities and within an existing urban fabric of lots and blocks.



Small apartment buildings can provide nicely scaled buildings for neighborhoods.

Source: Daniel Parolek



A small apartment in Taylor can fit 5 - 6 units within a neighborhood

APARTMENTS 10-19 UNITS: TARGET 25 UNITS PER YEAR (2 - 3 BUILDINGS)

Mid sized apartment buildings with between 10 and 19 units can be mixed into a neighborhood and included along larger corridors. These types of apartments can offer living adjacent to important amenities or the downtown.



Urban apartments may be located in mixed use buildings.

Source: Zillow



Small apartments are typically located in areas with good access to services.

Source: Zillow

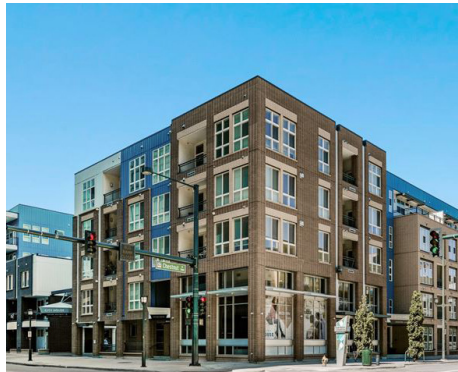
RESIDENTIAL TYPOLOGIES



Figure 107: Apartment building: 20 + units

APARTMENT BUILDING: 20 + UNITS TARGET 35 NEW UNITS PER YEAR

Apartment complexes with 20+ units can be integrated into new mixed-use centers. These urban style apartment buildings are not considered part of the missing middle housing type but are a valuable component to a mixed use center adding the densities needed to support a walkable mixed use environment.



Urban style apartments frame the street and add the density needed for a walkable center.

Source: For rent website



Apartment buildings provide a lot of benefit for urban efficiency.

Source: Vesta Corp website

SUMMARY AND KEY TAKEAWAYS

1

Build more smaller housing.

Building more smaller homes that use less land is one of the key takeaways for becoming more fiscally sustainable as a City. It is also a key element of building new housing that is more affordable. When more units are added within a similarly sized building envelope and on a similarly sized lot construction costs can be reduced. Multiple units are more expensive than a single unit because there are more kitchens and bathrooms but these increased costs can be partially off-set by shared walls and smaller square footages per unit. In addition land costs can be significantly reduced on a per unit basis.

Building more, smaller homes represents the most efficient use of infrastructure, services, and amenities including utilities, streets, parks police and fire, schools and libraries. These services are typically allocated based partially on the proximity. By building more smaller units in close proximity the cost of these services are reduced. By reducing barriers to building more, smaller units within the City and more specifically within existing developed areas, Taylor can achieve it's goals of becoming more fiscally sustainable and more affordable to existing and future residents.



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging small housing supports a diversity of needs.

The diagram illustrates four different building mass configurations on .25-acre lots, showing how increasing the number of units affects the density (DUA) and the building's footprint. Each model is shown with dashed lines indicating its internal structure and the lot it occupies.

Units	DUA
1	4
2	8
4	16
8	32

DUA = DWELLING UNITS PER ACRE

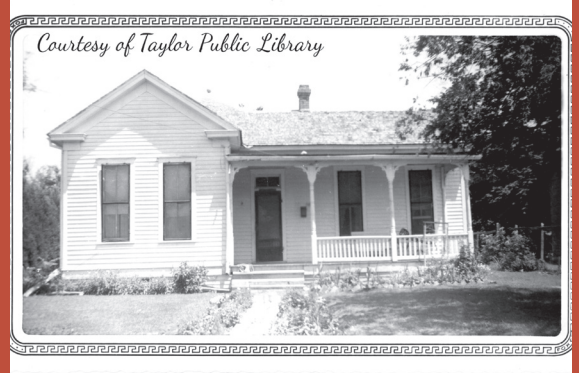
Figure 108: Plot and building mass divided into 1, 2, 4 and 8 units

135

2

Preserve existing housing.

The City of Taylor has many smaller older homes located on larger lots. These homes represent naturally occurring affordability within the community. As property values rise pressure to redevelop these lots with larger less affordable homes may lead to displacement. Programs to assist residents in maintaining older homes, selling off portions of larger lots, or building additional smaller units can help to mitigate displacement caused by rising property values. A housing trust is a tool that can be used to help preserve affordability in the community.



Preserving existing housing helps prevent displacement.



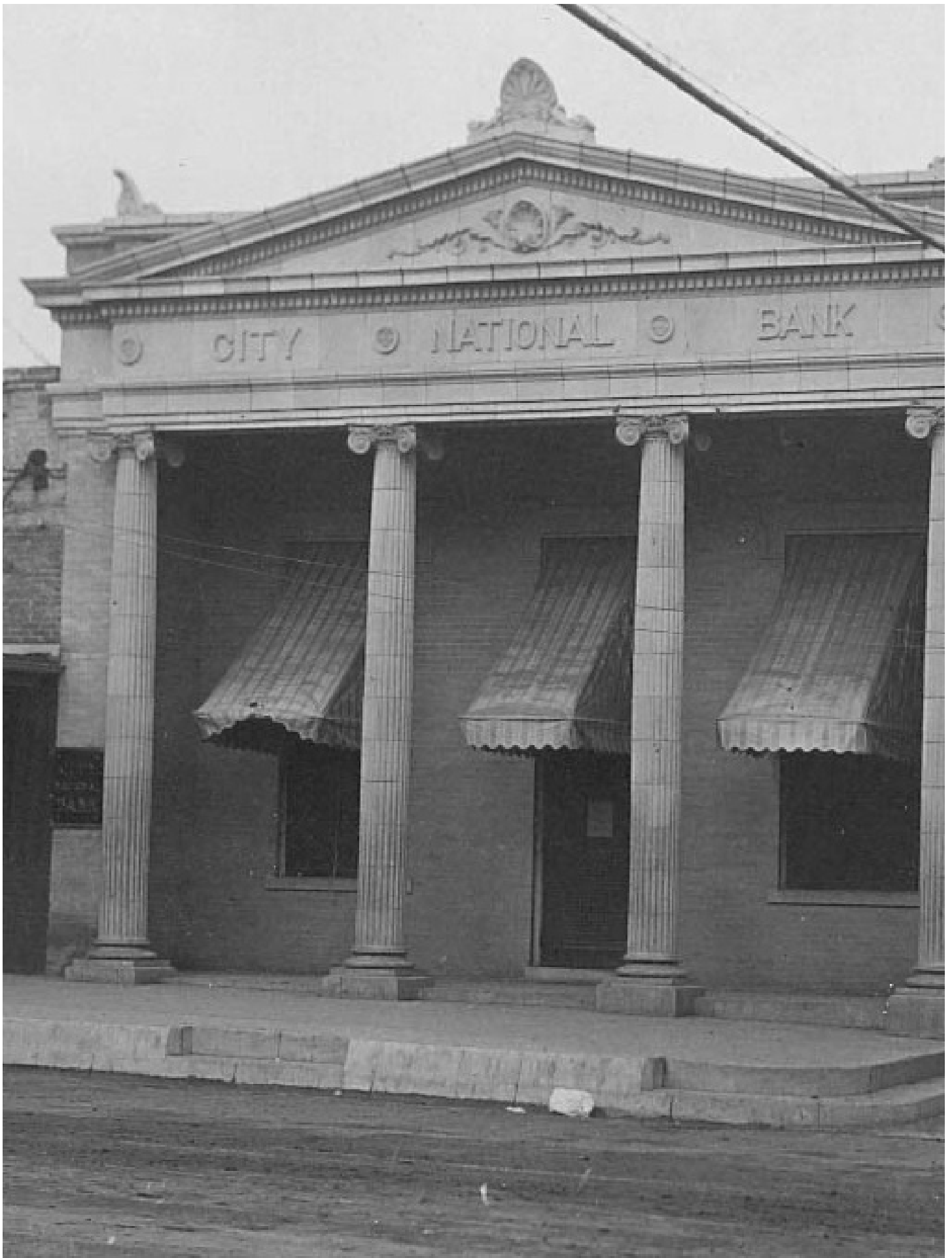
Existing housing represents the character of Taylor.



Existing housing stock is a resource. Its preservation promotes resilience.



Smaller older housing represents naturally occurring affordability.





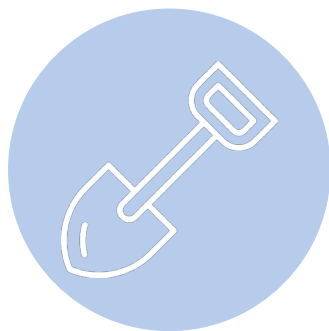
CHAPTER 5

IMPLEMENTATION

↳ STRATEGIES

STRATEGIES

This section provides strategies that the City of Taylor and local leaders can take to implement the Comprehensive Plan. There are a total of 15 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan. The following pages present each strategy in detail. Each strategy includes a list of actions, potential funding sources and leading entities. The strategies should guide the City of Taylor and partners in defining programs, setting priorities, allocating finances and assessing achievements. Over time, this part of the Comprehensive Plan should be revisited and updated to ensure that the strategies remain relevant and current as the City of Taylor continues to evolve.



PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



POLICIES

Policies are legal norms, rules, or definitions that control and influence future changes.

ACTION STEPS



FUNDING TOOLS



PARTNERSHIPS

Figure 109: Policies, Projects, and Programs Description

1

TAYLOR PREFERRED GROWTH DASHBOARD

Develop annual budgets to measure growth in the City of Taylor and publish progress on a dashboard located on the city's website. The dashboard will help the plan to maintain relevance and encourage accountability towards the goals of the plan. This strategy will raise awareness of the Comprehensive Plan growth strategies and lead to updates and recalibration of budgets to adjust for updated population projections. This strategy may require staff resources to keep up with the dashboard, update data collection methodologies with permit submittal; and maintain more accurate and updated geographic information.

ACTIONS

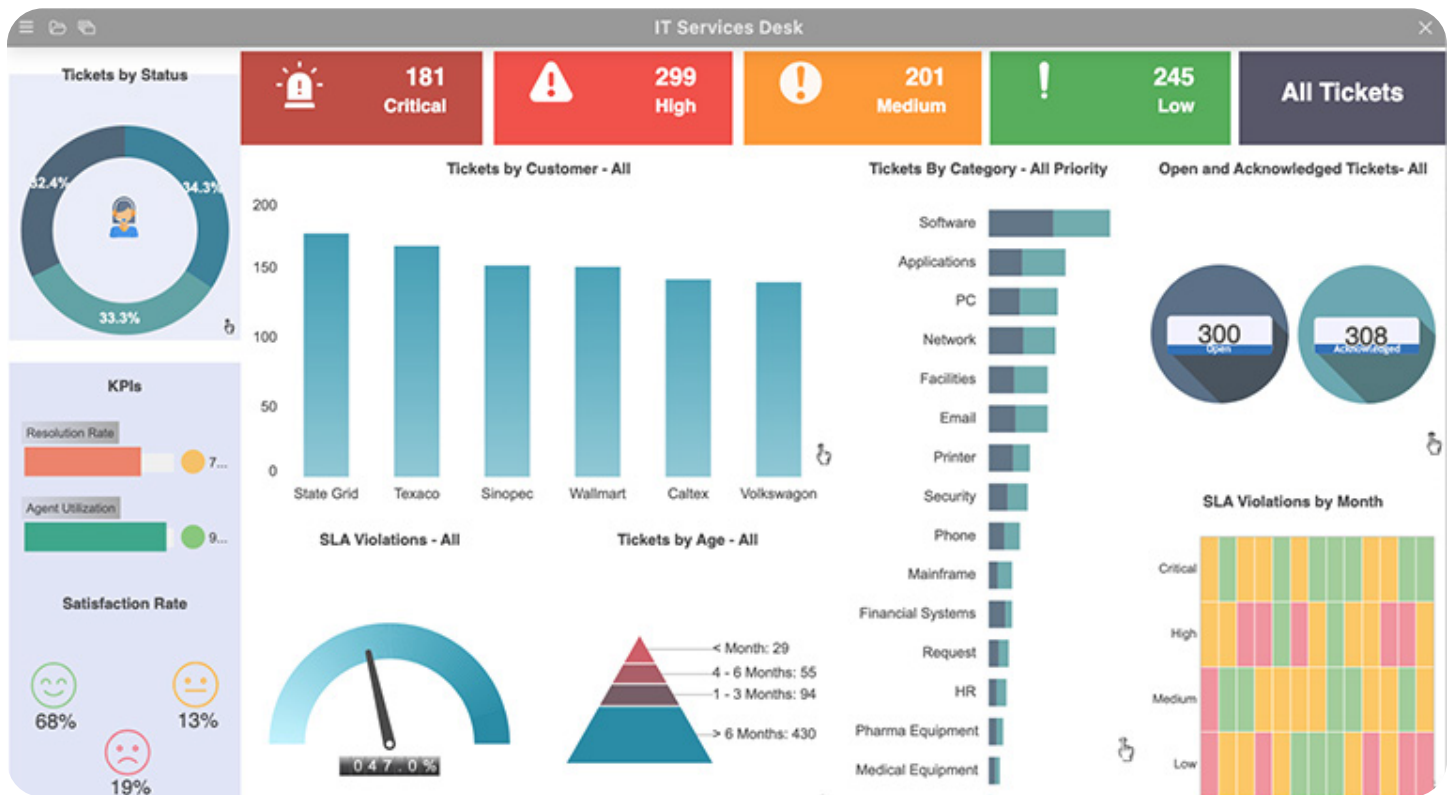
- Identify metrics to track
- Establish a baseline
- Update annually

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate and business community
- Regional governmental entities



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

2

LAND USE EVALUATION TOOL

A land use evaluation tool would analyze the fiscal implications, infrastructure capacity, housing diversity, and proposed land uses against the goals and projections in the Comprehensive Plan. The growth sectors map would be included as an evaluation tool. These metrics would be presented consistently with every new development proposal. This strategy will help ensure that informed decisions are made about future development and not increase the burden on current tax payers.

ACTIONS

- Establish a template and methodology.
- Update zoning and land use application requirements.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate, development and business community



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

3

DIRECT GROWTH TO CENTERS

Use city programs, policies, and projects like reduced impact fees, new capital improvements, infrastructure, and location of city facilities to help catalyze growth. Other policies can include capturing tax increment within new centers and dedicating a certain percentage to improvements within those centers. This strategy can help lead to a more fiscally sustainable future, reduce the burden on infrastructure, and encourage development to match the character of existing development in Taylor. It will be important to find the appropriate balance between investment in new centers and investment in Downtown.

ACTIONS

- Establish a city wide policy for investment in identified centers.
- Adjust current infrastructure programs to consider new centers.
- Prioritize new projects within centers.

FUNDING TOOLS

- Establishment of a Tax Increment District

PARTNERSHIPS

- Real estate and business community
- Public Works Department
- Community services



Prioritize centers for capital improvements and other growth supportive policies that may result in reduced impact fees.

4

UPDATE DEVELOPMENT STANDARDS TO SUPPORT CENTERS AND INFILL

Centers are envisioned as mixed use and walkable places; the city's current development standards do not support this character of development outside of the downtown. Each center has a desired function and character. Development standards need to be updated to allow centers to build out in a way that matches the intent and character. Implementing this strategy will help lead to the development and redevelopment of the centers consistent with the city's goals. This strategy should also streamline development within identified centers. Note that it will be important to balance character based design standards with increases in entitlement to ensure the viability of these centers.

ACTIONS

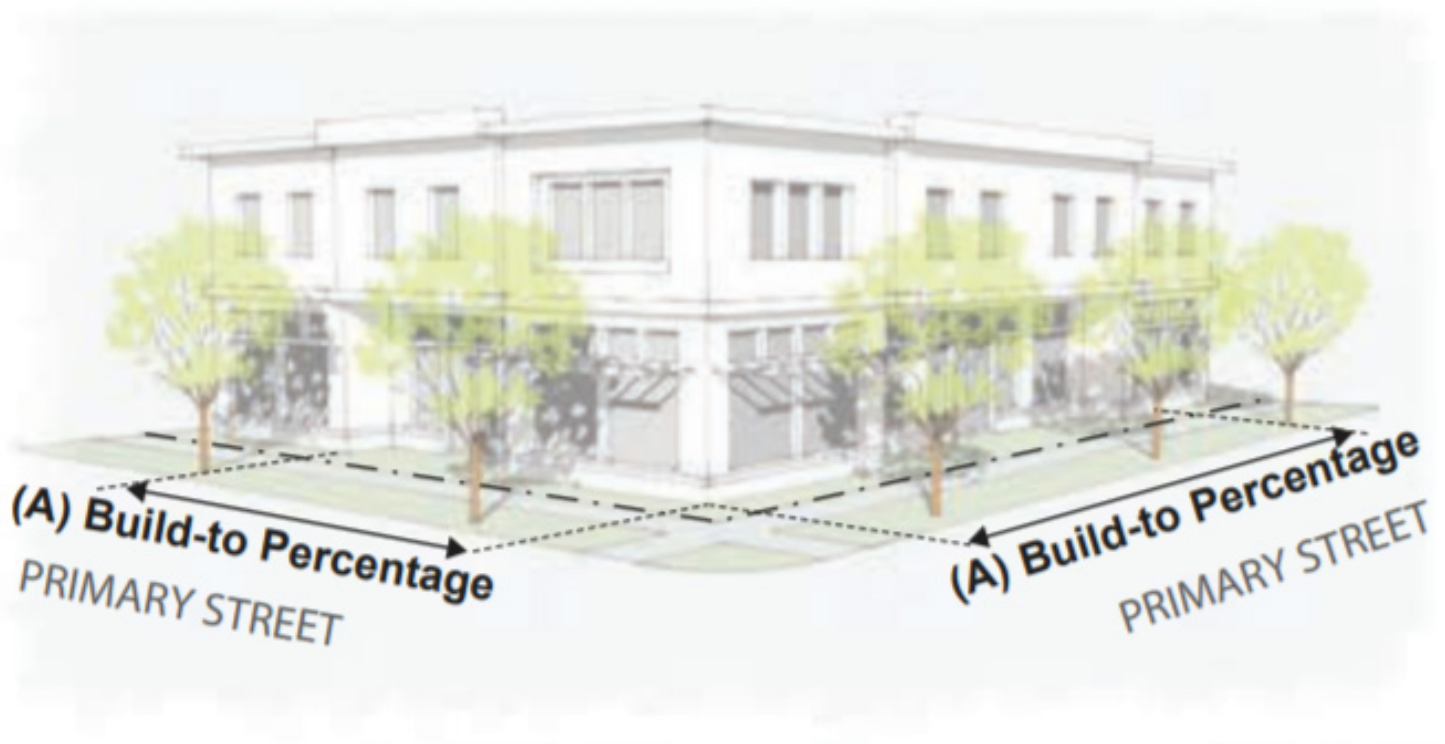
- Identify the scope of the project
- Involve community stakeholders
- Propose standards
- Adopt an updated code with new tools and standards.

FUNDING TOOLS

- City budget

PARTNERSHIPS

- Real estate and business community
- Property owners
- Residents



Revise the development code to ensure that identified centers evolve as envisioned in the Comprehensive Plan.

5

IMPLEMENT POLICIES TO DISCOURAGE DEVELOPMENT IN RESTRICTED GROWTH SECTORS

Property within the restricted growth sector on the growth sectors map does not have access to adequate utility and street infrastructure to support new development. Developing these areas would require service extensions and new streets. This expenditure to support new areas would have a disproportionate impact on current tax payers now and in the future. Discouraging development in restricted growth areas will require strong policies related to enforcing the growth sectors map. These policies can become part of a future development code update. In addition to discouraging development policies can be adopted to assist with preservation of important agricultural land.

ACTIONS

- Adopt policies for the preservation of agricultural land.
- Adopt policies related to development requests in restricted growth areas.
- Update development standards to enforce the growth sectors map.

FUNDING TOOLS

- Land preservation grants

PARTNERSHIPS

- Trust for public lands or other organizations that implement conservation easements



Implement land use and infrastructure policies that discourage the extension of infrastructure into the ETJ and County.

6

IMPLEMENT THE NEW TRANSPORTATION MASTER PLAN

The purpose of the City of Taylor Transportation Master Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel within and through the City of Taylor. The location and design of streets in the Transportation Plan reflect the function of the streets to move people within the city and to generate valuable land uses. This strategy will lead to better maintained streets, help reduce congestion and encourage all modes of travel.

ACTIONS

- Adopt a strategy to prioritize street maintenance where investments in increased property values are occurring.
- Focus on multimodal improvements.
- Ensure the preservation of ROW as development occurs.
- Adopt access management programs to ensure roads maintain mobility and streets create value.

FUNDING TOOLS

- Management districts within the downtown can support some maintenance and beautification
- County, state, and federal infrastructure grants can be pursued.
- Increased values from infill development and redevelopment

PARTNERSHIPS

- Regional governments
- TxDOT
- Main Street



Implement the new hierarchy of streets and associated cross sections.

7

PLAN FOR NON-VEHICULAR TRIPS

When planning a new development or modeling city-wide and regional mobility needs, non-vehicular trips should be accounted for. The number of non-vehicular trips is heavily influenced by the development pattern, street design, and uses. By accounting for non-vehicular trips the amount of space designated to vehicles in the ROW can be reduced. This strategy can lead to a reduction in the number of travel lanes and increase accommodations for non-vehicular modes.

ACTIONS

- Update development standards to include space for non-vehicular travel such as minimum bicycle parking requirements.
- Reduce or eliminate parking standards for infill or compatible new development in centers.
- Update transportation and traffic impact models to account for non-vehicular trips.

ACTIONS CONTINUED

- Expand hike and bike trails to connect neighborhoods, parks, schools, and mixed-use areas.
- Improve pedestrian facilities/safety to encourage walking trips areas.

PARTNERSHIPS

- Regional governments
- TxDOT
- Development community



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

8

ADOPT A VISION ZERO POLICY

A Vision Zero policy includes a goal to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. A Vision Zero policy should include political commitment, multi-disciplinary leadership, an action plan, commitment to equity, and be data-driven. This strategy will help to reduce traffic collisions and increase safety for all users. A Vision Zero policy can help to shift the conversation about street design to prioritize safety. As a part of the Vision Zero policy, an ADA transition plan and way finding can be incorporated.

ACTIONS

- Analyze collisions and safety data
- Assemble a multi-disciplinary team
- Identify strategies
- Implement

FUNDING TOOLS

- Grants may be available

PARTNERSHIPS

- Regional governments
- TxDOT
- Police & Fire
- Non-profit and community groups
- Business community
- Residents



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

9

PRIORITIZE INFILL AREAS AND CENTERS FOR STREET IMPROVEMENTS

Street improvements and maintenance should be focused in infill areas and centers because these areas are anticipated to accommodate the majority of people. In order to be fiscally sustainable the city needs to be able to adequately maintain existing infrastructure prior to building more. This strategy will encourage and support more infill development and maintain a more consistent overall tax burden for current tax payers.

ACTIONS

- Adjust infrastructure extension policies.
- Adjust street maintenance plans.
- Align street maintenance budget with private investments in infill areas and centers.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- Not applicable



Overlay the pavement condition with the land use plan and prioritize the CIP with infill and intended growth areas.

ENHANCE CROSS TOWN CORRIDORS

Cross town corridors are typically designated as either a Neighborhood Avenue or a Community Boulevard and they represent the primary connections from center to center and neighborhood to neighborhood within the City of Taylor. Cross town corridors should prioritize pedestrian, transit, and bicycle travel and accommodate moving vehicles. This strategy will increase transit ridership and accommodate more modes of transportation allowing people to travel safely between centers. Challenges with implementation include constrained ROW and cost of improvements. It can be challenging to accommodate that many different types of users within existing ROW and may require trade offs.

ACTIONS

- Identify priority improvements and important pedestrian and bicycle connections.
- Utilize low-cost methods such as striping and bollards whenever possible.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- CARTS



Prioritize complete streets in the design and implementation of cross-town corridors.

The characteristics of fiscally sustainable developments include a high ratio of building footprint to lot size, multi-story structures, narrow lot frontages, smaller lots and narrower streets in a grid pattern. These characteristics are all represented in missing middle housing typologies. Development standards should be updated to allow and encourage these types of buildings by-right. This strategy will provide clear direction for future development through the use of explanations, photographs, and illustrations. Missing middle housing typologies can be employed by adding new units to lots with an existing home helping property owners stay in place when property values rise. Missing middle housing can also be used on infill lots allowing more, smaller units to be constructed and therefore achieving greater affordability on a per unit basis.

ACTIONS

- Update development standards to allow and encourage missing middle housing.
- Consider programs to help existing property owners build additional dwelling units on existing lots or subdivide and sell a portion of the lot.
- Develop a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Housing subsidies funded through community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers
- Housing Authority



Update zoning and development standards to allow by right those design characteristics that lead to fiscally sustainable neighborhoods.

DISCOURAGE DISPLACEMENT

Pro-actively discourage displacement by encouraging the preservation of naturally occurring affordability in the form of smaller lots and smaller units. This can also include allowing more units on less land for new construction. Consider incentives like allowing additional units to be built on a lot when the main unit is preserved. This strategy will maintain small-town character, lead to more affordability and provide property owners with opportunities to improve their lots and stay in place.

ACTIONS

- Consider strategies to prevent displacement when making infrastructure upgrades that may lead to increased property values in lower income neighborhoods.
- Update development standards to allow more smaller homes to be built on infill lots.
- Support the establishment of a housing trust.

FUNDING TOOLS

- Housing subsidies funded through Community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers
- Housing Authority



Adopt policies to evaluate development proposals in greenfield areas.

13

ENCOURAGE MORE ACCESSORY DWELLING UNITS

Zoning ordinances and development standards need to be updated in order to allow accessory dwelling units to be permitted by-right. Building an accessory dwelling unit on a lot will double the density of that lot without leading to displacement or changing the character of the neighborhood. This strategy will give property owners more options to improve and better utilize their property, provide more housing in areas that already have services and amenities and more efficiently utilize existing infrastructure.

ACTIONS

- Update development standards.
- Consider programs to help existing property owners achieve financing and build accessory dwelling units.

FUNDING TOOLS

- Housing programs

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers



Update the zoning ordinance to allow increased intensity of development in the Neighborhood Infill Land Use designation that fits with the character of the surrounding neighborhood.

MAINTAIN SMALL TOWN CHARACTER IN NEW NEIGHBORHOODS

As new greenfield neighborhoods and housing are built the scale and character of the streets, lots, and buildings should match the scale and character of original Taylor. Calibrate the development standards and subdivision standards to match the patterns of Taylor now. This strategy will maintain Taylor as a place that is unique and encourage more fiscally sustainable development and better utilization of resources.

ACTIONS

- Update development standards.
- Update subdivision standards to ensure new neighborhoods connect and extend the existing street grid.
- Require an urban design review for new neighborhoods.
- Implement a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Development community



Establish development and design standards that achieve the characteristics of “small-town atmosphere in the Neighborhood Land Use Categories.

EXPAND AND CONNECT THE PARK AND TRAIL SYSTEM

As the population grows the parks and trail systems should grow proportionately to ensure that the level of service for existing residents remains consistent. As new development occurs care should be taken to ensure adequate accessibility to parks. The city's trail system should be expanded along the existing drainage network as indicated in the thoroughfare plan map.

ACTIONS

- Implement the parks plan.
- Update the development code to ensure that parkland dedication is sufficient.
- Update the development standards to include park maintenance fees with new development.
- Update subdivision ordinance to ensure that trail systems are extended as identified in the Transportation Master Plan.

FUNDING TOOLS

- Developer dedication and fees
- Grants

PARTNERSHIPS

- Local non-profits and community groups



Work with developers to create parkland dedications and to construct park facilities accessible by the whole community.





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317

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APPENDIX: RECENT PLANNING INITIATIVES

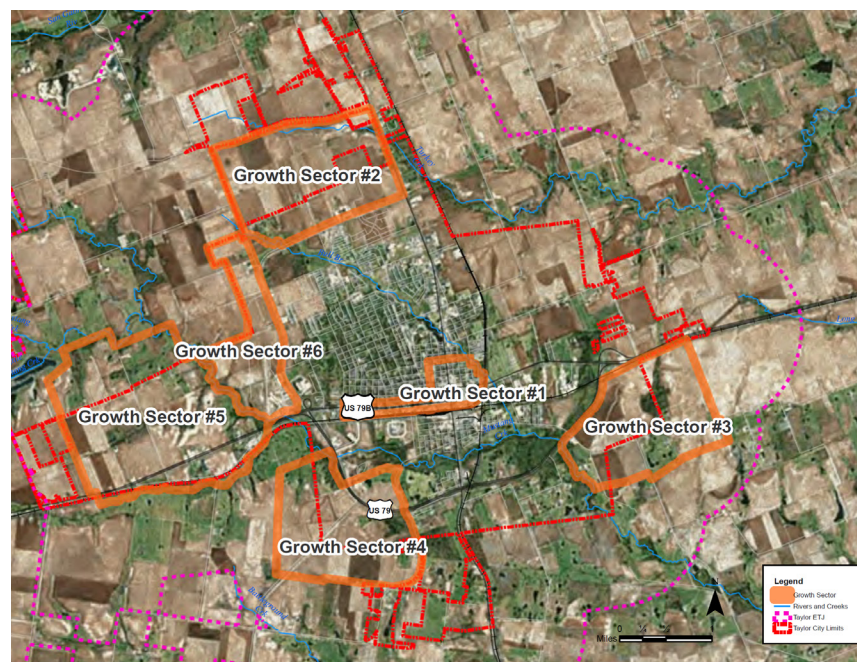
A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

PURPOSE

The purpose of this study is to examine land areas within the existing city limits and ETJ of Taylor that have potential for residential, commercial, office and industrial growth.

RELEVANT INFORMATION

- Six “growth areas” were identified as existing or emerging growth sectors and evaluated with respect to land suitability based on the availability of infrastructure, land use patterns, and natural features.
- Growth Sector 1 was Taylor’s Historic Downtown District. Opportunities identified in this sector include adaptive commercial re-use with offices or residential on the upper floors, the potential for more passenger rail travel, good access to US 79 and SH 130, and opportunities for enhanced industrial development in the southern portion of the Sector.
- Growth Sector 2 was identified as Taylor North and includes 1,241 acres and a major floodplain. Opportunities in this growth sector were identified as residential, service offices, commercial land use along major roads and recreational opportunities along Turkey Creek.
- Growth Sector 3 was identified as Taylor East and includes 1,073 acres. This sector provides excellent opportunities for industrial development based on its adjacency to the Union Pacific Rail and access to major thoroughfares and limited floodplains.
- Growth Sector 4 was identified as Taylor South and is expected to grow with residential development in the near future based on proximity to US 79, the Taylor High School and easy access to Main Street and Downtown.
- Growth Sector 5 was identified as Taylor West and has direct access to US 79 and is located closest to the Austin metro area. Several creeks in the area indicate a high potential for a linear park system.
- Growth Sector 6 was identified as the Airport and has excellent potential for light industrial uses related to aviation. Also located in this area is the operations center for the Electric Reliability Council of Texas (ERCOT), the largest employer in Taylor.



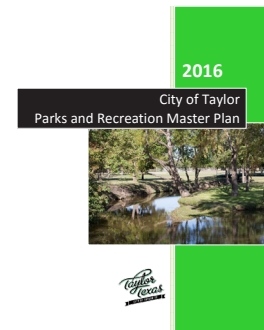
Source: University of Texas at San Antonio

Figure 110: A Vision for Future Development Growth Sector

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2016)

PURPOSE

The purpose of the 2016 City of Taylor Parks and Recreation Master Plan was to use a demand based approach and public input to guide the enhancement and preservation of the current park system while looking to the future and the parks and recreation needs of generations to come.



RELEVANT INFORMATION

The Master Plan identified five goals including:

1. The City of Taylor will increase the percentage of parkland and trail connectivity, including open space and greenbelt areas for trail development;
2. Increase safety in Taylor Parks;
3. Review and implement policies and ordinances;
4. Develop marketing strategies for recreational programs; and
5. Increase usage of parks and recreation facilities through programming.

The Parks and Recreation Master Plan recommends utilizing the National Recreation and Park Association (NRPA) standards of 10 acres of developed parkland per 1,000 population and 5 – 8 acres of Community Parks per 1,000 population.

Based on the NRPA standards, the City of Taylor met the requirements for the amount of parkland per 1,000 population in 2016. Recommendations from the City of Taylor Parks and Recreation Master Plan focus on increasing the diversity of park and recreation opportunities and the upkeep and maintenance of existing parks.

The City recently adopted master plans for Murphy, Robinson and Bull Branch Parks.

PRIORITIES	PRIORITY TIMELINE
Construct a cross town recreational trail along Bull Branch Creek.	Short
Perform upgrades to the Robinson Park softball field.	Short
Construct splash pad and ball field improvements at Robinson Park.	Short
Continue renovation and maintenance of existing facilities.	Medium
Identify grants and budget for park enhancements.	Medium
Build enhancements to downtown Heritage Park.	Medium
Construct a downtown skate park.	Medium
Add shade trees and native landscaping to parks.	Long
Identify land for a pocket park.	Long
Identify and acquire land for additional parkland.	Ongoing
Acquire additional parklands from developers in the planning for residential subdivisions.	Ongoing
Enhance park facilities by implementing better maintenance and upkeep standards.	Ongoing
Manage the current wildlife within the park system to ensure a quality recreational experience for all park users.	Ongoing
Enhance park safety through implementation of a park safety program.	Ongoing

Source: City of Taylor Parks and Recreation Master Plan

Figure 111: City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities

RECENT PLANNING INITIATIVES

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2020)

PURPOSE

The purpose of this community parks master plan is to identify proposed improvements to meet the current and future needs of the community, potential phases of development with associated costs and potential funding opportunities. Bull Branch Park, Bull Branch Trail, Murphy Park and Fannie Robinson Park are the four community parks included in this plan. Murphy and Fannie Robinson Parks received substantial improvements in 2008 with the assistance of a Texas Parks and Wildlife Recreational Grant. Additional improvements have been made to these parks over the last decade with City general funds and private donations. These four iconic city parks have received decades of use and wear resulting in the need for a master plan for each park to provide a clear direction and framework by which to enhance and improve these parks



Figure 112: Bull Park Masterplan



Figure 113: Murphy Park Masterplan



Figure 114: Fannie Robinson Park Masterplan



Figure 115: Bull Branch Trail Masterplan

CITY OF TAYLOR DOWNTOWN MASTER PLAN (2015)

PURPOSE

The purpose of the City of Taylor Downtown Master Plan (Downtown Master Plan) was to identify opportunities for future investments, create action steps for implementation, bring people back into Downtown and make it a pedestrian-friendly and ADA-accessible destination.

RELEVANT INFORMATION

- The Downtown Master Plan included eight goals in the categories of economic, community, environment and art then identified specific actions and catalytic projects to help make those goals a reality.
- Some key regional project recommendations included gateway features and trail and bike connections.
- Some key Downtown projects included Downtown design standards, a parking strategy, and wayfinding and signage.
- Key streetscape improvements were recommended along Main Street, First Street, Talbot Street, Second Street, and Porter Street.



Figure 116: Downtown Master Plan Framework Plan

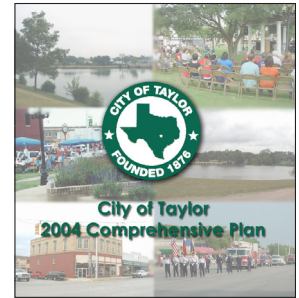
Source: City of Taylor Downtown Master Plan

RECENT PLANNING INITIATIVES

CITY OF TAYLOR COMPREHENSIVE PLAN (2004)

PURPOSE

The purpose of the 2004 City of Taylor Comprehensive Plan (2004 Comprehensive Plan) is to provide a guide and an analytical tool to evaluate zoning and development submittals and direct policy decisions.



RELEVANT INFORMATION

- The 2004 Comprehensive Plan assumed the average density of existing residential areas would remain. This assumption necessitated an aggressive annexation strategy spreading to the north and west of the 2004 city limits.
- A key goal of the 2004 housing chapter was to improve the housing conditions in Taylor through requiring and assisting in the rehabilitation of substandard housing and the demolition of dilapidated housing.

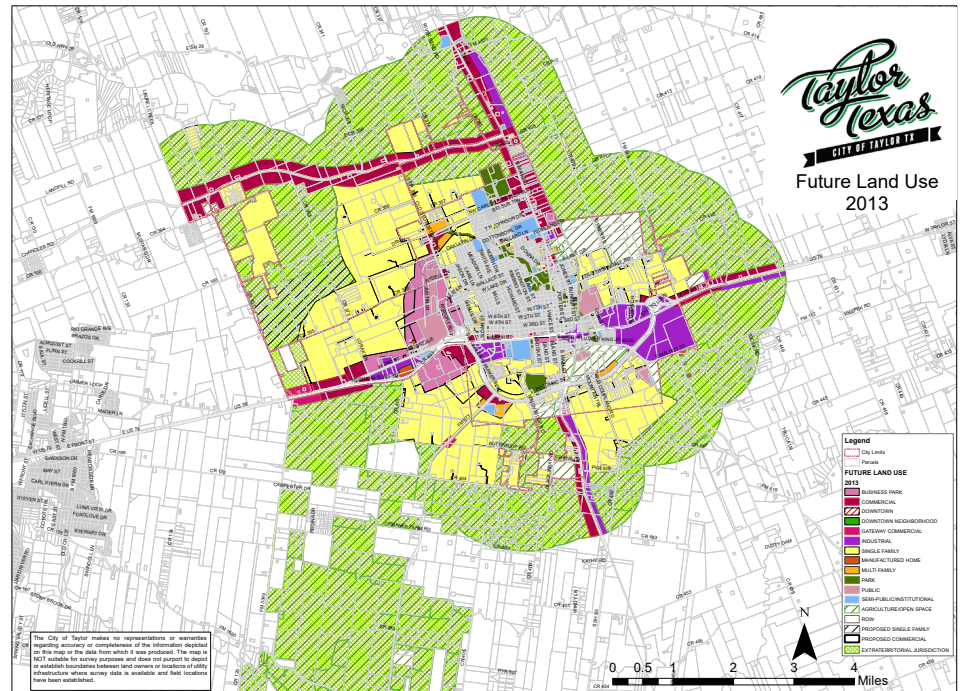


Figure 117: City of Taylor Future Land Use Plan

Source: 2004 Comprehensive Plan

PROJECTED LAND USE REQUIREMENTS

The Future Land Use Plan in the 2004 Comprehensive Plan allocated a certain percentage of the city and ETJ to fourteen different land use categories based on anticipated population growth, shown in Figure 6: City of Taylor Future Land Use Plan (last amended in 2013). The projected acreage by land use category is included in Figure 7.

LAND USE CATEGORY	CITY LIMITS	PERCENT	CITY LIMITS + ETJ	PERCENT
Agricultural / Open Space	996.5	11.4%	15,394.7	50.3%
Single Family	3,588.6	41.0%	10,026.3	32.8%
Downtown Residential	411.5	4.7%	411.5	1.3%
Multi Family	234.6	2.7%	246.5	0.8%
Manufactured Home	91.0	1.0%	102.8	0.3%
Downtown	81.1	.9%	81.1	0.3%
Commercial	516.8	5.9%	660.2	2.2%
Industrial	703.4	8.0%	706.3	2.3%
Institutional	297.7	3.4%	305.0	1.0%
Public	452.6	5.3%	461.3	1.5%
Park	369.4	4.2%	399.3	1.3%
Business Park	482.4	5.5%	980.3	3.3%
ROW	529.1	6.0%	808.9	2.6%
Total	8,754.7	100%	30,584.2	100%

Source: 2004 Comprehensive Plan

Figure 118: Projected Land Area by Future Land Use Category 2025

RELEVANT EXISTING TRANSPORTATION PROJECTS/PLANS

Several planning documents inform the growth of the transportation infrastructure within the City of Taylor, including:

- City of Taylor Thoroughfare Plan (2004)
- City of Taylor Downtown Plan (2015)
- Williamson County Long Range Transportation Plan
- Williamson County Chandler Road Extension Planning and Preservation Study
- CAMPO 2045 Plan
- CARTS 2045 Plan

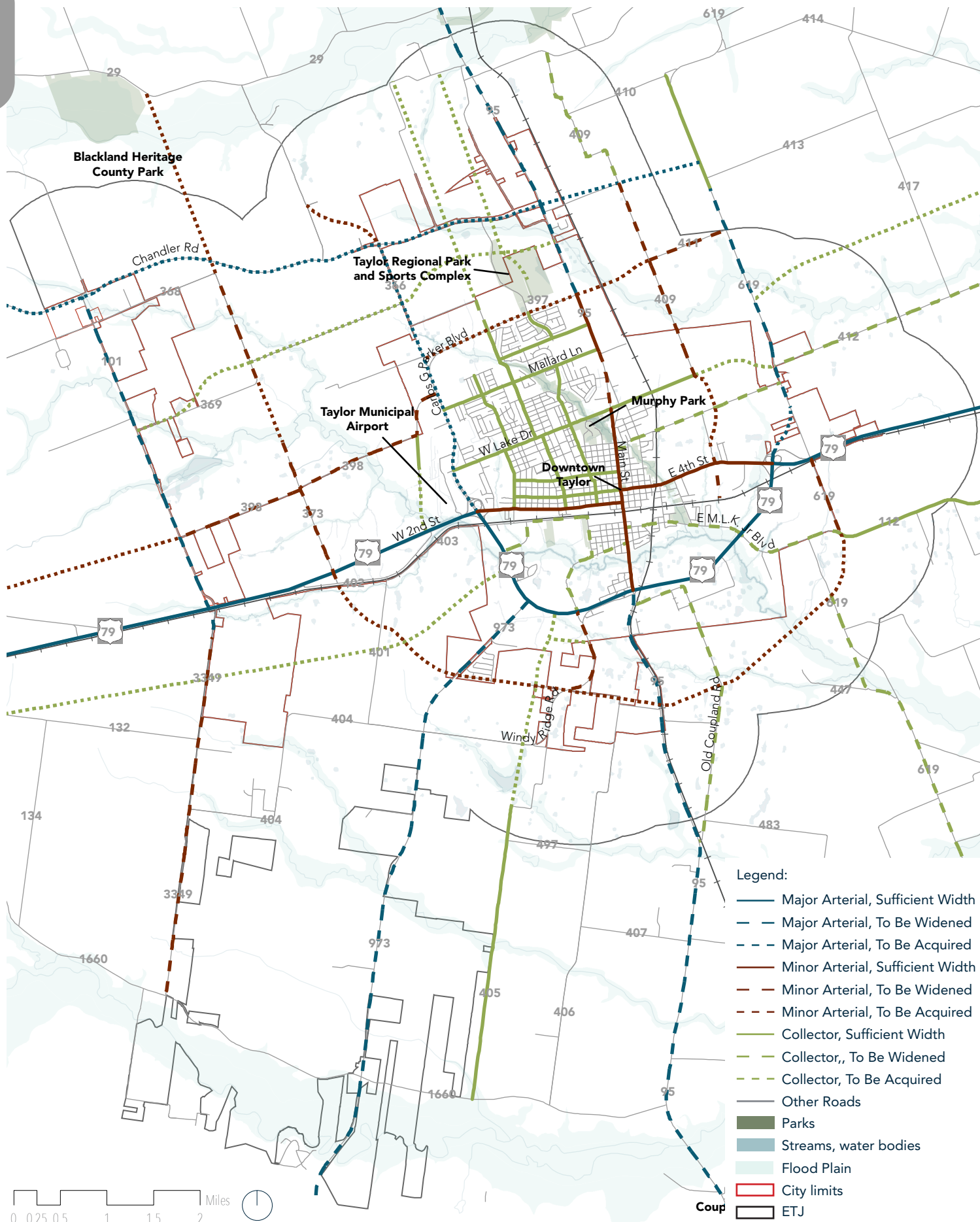


Figure 119: 2004 Thoroughfare Plan

Source: City of Taylor, HDR

CAMPO 2045 – FISCALLY CONSTRAINED PROJECTS

- **US 79** – Widening US 79 from a four-lane undivided roadway to a six-lane divided roadway between FM 619 and west of the study limits to FM 1460
- **Corridor E1/Southeast Loop** – Widening Southeast Loop from a two-lane roadway with a continuous left-turn lane to a six-lane divided roadway and ultimately to a four-lane limited access roadway with three-lane frontage roads in each direction between US 79 and west of study limits to SH 130
- **Corridor B2/Chandler Road** – Widening Chandler Road from a two-lane undivided roadway to a six-lane divided roadway between SH 95 and west of study limits to SH 130, construction of a new two-lane roadway with a continuous left-turn lane between FM 619 and east of study limits to FM 1063
- **Corridor A2** – Construction of a new two-lane roadway with a continuous left-turn lane between FM 3349 and SH 95 with eventual widening to a six-lane divided roadway
- **Corridor B3/FM 619** – Construction of new roadway connections from FM 619 to SH 95 and US 79, widening FM 619 from a two-lane undivided roadway to a two-lane roadway with a continuous left-turn lane and ultimately to a six-lane divided roadway between SH 95 and US 79
- **Corridor E2/CR 101** – Widening CR 101 to a six-lane divided roadway between Chandler Road and US 79
- **Corridor E3/CR 101** – Construction of new two-lane roadway with a continuous left-turn lane with eventual widening to a

six-lane divided roadway between SH 29 and Chandler Road

CAMPO 2045 – FISCALLY UNCONSTRAINED PROJECTS

- **SH 95** – Widening SH 95 from a two-lane undivided roadway to a four-lane divided roadway between FM 397 and north of study limits to FM 487 as well as between US 79 and south of study limits to US 290



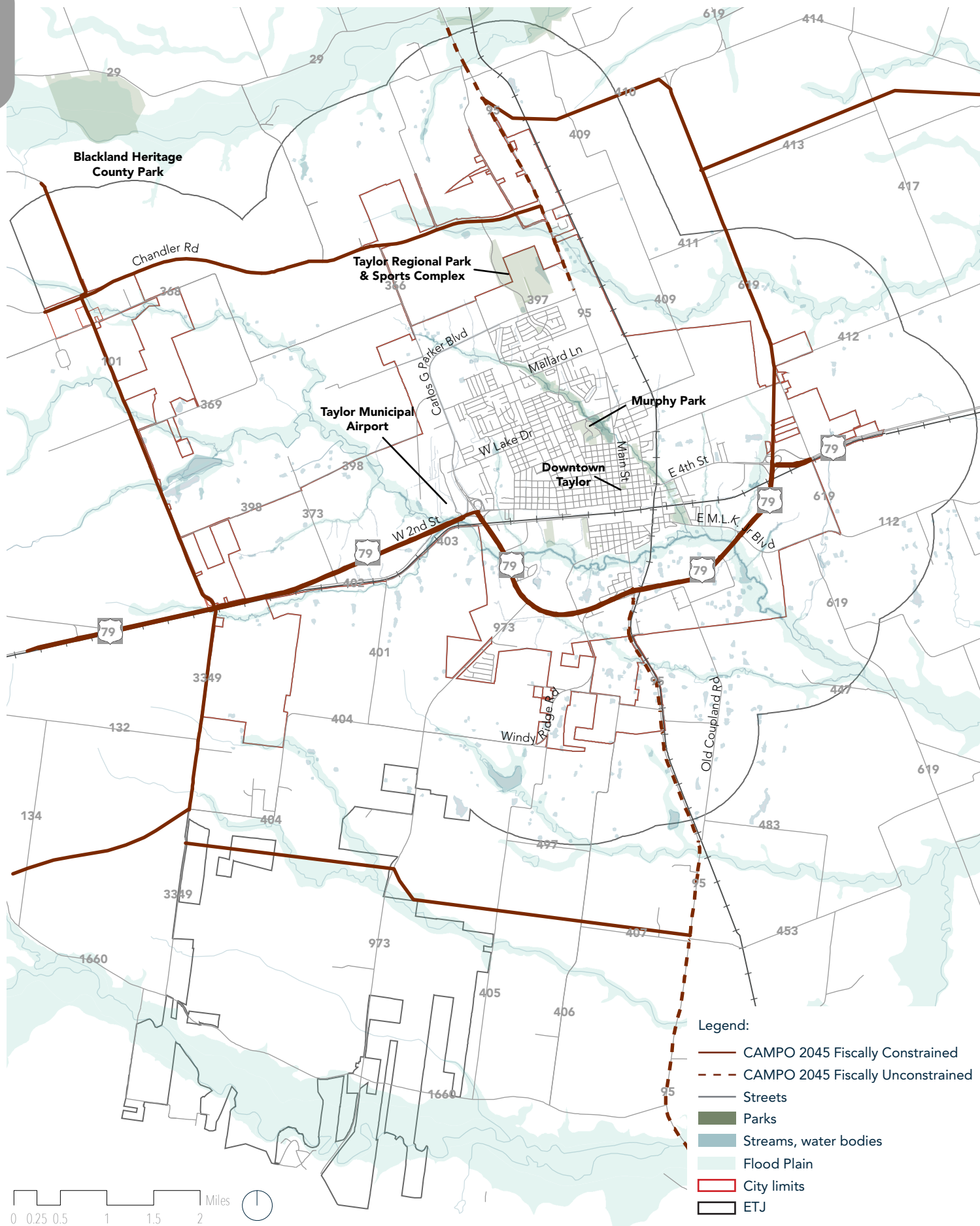


Figure 120: Planned Projects

Source: City of Taylor, HDR

RECENT PLANNING INITIATIVES

OTHER PLANNING DOCUMENTS REVIEWED

Several other plans and studies added valuable awareness of opportunities and challenges in the community and informed future recommendations as applicable. These studies included:

- A Community Effort to Gain Housing Stability in Taylor, Texas (2020);
- Housing Market Study and New Housing Growth Community Marketing Assessment - Metrostudy (2016 and 2018);
- Annexation / Development Agreement Map (2017);
- Airport Height Hazard Map (2004);
- City Council Districts Map;
- Downtown Shops Map;
- Wastewater System Map;
- Water System Map; and the
- Zoning Map.



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 8
Agenda Title: **Consider Awarding the Construction Contract for the Mustang Creek Wastewater Treatment Plant Train 2 Rehabilitation Project to CSA Construction, Inc.**

Council Action to be taken: Authorize construction contract

Department Submitted: Public Works

Staff Contact: Jacob Walker, HDR Engineering, City Engineer
John Marler, HDR Engineering, Project Manager
Jim Gray, Director of Public Works

1. PURPOSE/DESCRIPTION

This item refers to the bid proposal from CSA Construction, Inc. for constructing needed improvements at the Mustang Creek Wastewater Treatment Plant.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The wastewater treatment plant has been in service for decades and there are several units that need rehabilitation to support continued operation and minimize risks for service failure. Treatment Unit No. 2 has been out of service approximately twenty years and is no longer functional, therefore reducing the capacity of the plant. Additionally, the aeration supply blowers and some of the plants' electrical gear are in need of replacement. The Base Bid item for this project includes complete rehabilitation of Treatment Unit No. 2, installation of four new blowers and air piping to Train 2 and significant electrical system upgrades.

An Alternate Bid item was included in the project for replacing the existing backup power generator. The existing generator is approximately 23 years old and does not have sufficient capacity for the full permitted plant capacity. The Alternate Bid item includes replacing the existing generator with a new larger generator.

Two responsive bid proposals were submitted for constructing the project, with total bid prices ranging from \$5,369,687.80 to \$5,339,000.00. Based on our review of the bids submitted, CSA Construction, Inc. of Houston, Texas (CSA) is the apparent low bidder for both the base and alternate bid items. The Engineer's Opinion of Probable

Construction Cost at the end of preliminary engineering for the project was \$2,660,000 and was estimated at \$3,909,000 at the end of detailed design for the total project including the additive alternate. The received bids are considerably higher than the OPCC and reflect the current bidding market and escalation for both labor and materials currently being experienced in Central Texas.

BID SUMMARY		
Bid Item	Archer Western Construction, LLC.	CSA Construction, Inc.
Base Bid – Treatment Train No. 2 Rehabilitation	\$5,135,186.80	\$5,068,000.00
Alternate Bid – Generator Replacement	\$234,501.00	\$271,000.00
Total	\$5,369,687.80	\$5,339,000.00

Though the total cost of these improvements were not anticipated, staff have reviewed the remaining funds and determined there are sufficient funding to construct both the Base and Alternate Bid Items, which is recommended.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
- There are sufficient funds to include the Alternative Bid Item in the construction contract, rather than delaying the needed improvements. - Replacing the backup generator will improve reliability for the plant and minimize the risk of operational failure.	- There are no Cons for constructing the improvements, since they are needed and will improve plant capacity, safety and reliability and reduce operational risks. - The improvements utilize a large portion funds during a very competitive bid environment.

4. RECOMMENDATION

Recommend accepting the Base and Alternate Bids of CSA Construction, Inc. for the combined total of \$5,339,000 for constructing the Influent Lift Station and Clarifier No. 3 improvements.

5. FUNDING SOURCE

Utilities Funded 2022 Certificates of Obligation

6. TIMELINE

Construction Contract Execution: December 2021

Construction Duration: Twelve months (360 calendar days) to Final Completion

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

1. Accept only base bid and delay backup generator replacement.
2. Reject all bids.

8. ATTACHMENTS

- 8a. [Recommendation to Award Construction Contract](#) from HDR for CSA Construction, Inc. – includes a detailed bid tabulation as an attachment



November 11, 2021

Mr. Jim Gray, Public Works Director
City of Taylor
400 Porter Street
Taylor, Texas
Via email to: Jim.Gray@taylortx.gov

RE: Mustang Creek Wastewater Treatment Plant Train 2 Rehabilitation Project – Recommendation to Award Construction Contract

Dear Mr. Gray:

On November 4, 2021, HDR Engineering assisted the City in opening bids for the above referenced project. The bid included a base bid item for rehabilitating Treatment Unit 2, replacing the aeration blowers and significant electrical system upgrades, and an alternate bid item for replacing the backup generator.

Two responsive bid proposals were submitted for constructing the project, with total bid prices ranging from \$5,369,687.80 to \$5,339,000.00. A detailed Bid Tabulation is enclosed for your review. Based on our review of the bids submitted, CSA Construction, Inc. of Houston, Texas (CSA) is the apparent low bidder for both the base and alternate bid items.

A reference check was performed on CSA via a telephone poll of owners and engineers for similar projects the contractor has worked on in Texas over the past several years. The overall impression from the reference we spoke with was that CSA provides quality work in a timely and professional manner, and that all would gladly work with them again. Additionally, the company appears to have a solid financial condition, credit rating, and payment history.

CSA plans for Mr. Doug Laird to be the construction project manager and for Mr. Eric Schultz to be the construction superintendent. These individuals were involved with the projects discussed in the reference check and have extensive municipal utility construction experience. Based on the information presented, HDR recommends the City of Taylor accept the base and alternate bids of CSA Construction, Inc. for the combined total of \$5,339,000.00. We will prepare the Notice of Award Letter and other contract documents to be forwarded to CSA Construction, Inc. if the City of Taylor concurs with this recommendation.

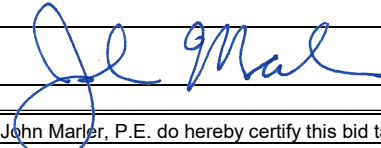
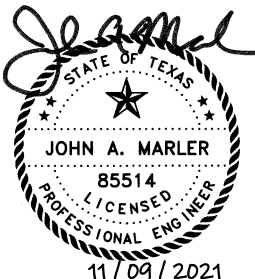
Sincerely,
HDR Engineering, Inc.

John Marler, PE
Project Manager
Enclosure: Detailed Bid Tabulation



City of Taylor, TX
Mustang Creek WWTP Train 2 Rehab
Bids Opened 11/4/2021, 2:00 PM



Bidder				Archer Western Construction		CSA Construction	
	Acknowledgement of Addendum 01			✓		✓	
	Acknowledgement of Addendum 02			✓		✓	
	Acknowledgement of Addendum 03			✓		✓	
	Bid Security			✓		✓	
	Qualifications Statement Section 00 45 13			✓		✓	
	Vendor Compliance to State Law Section 00 45 46			✓		✓	
	Identification of Proposed Subcontractors			✓		✓	
	Identification of Proposed Suppliers			✓		✓	
BASE BID ITEMS							
Bid item #	Description	Quantity	Units	Unit Price	Total Price	Unit Price	Total Price
1	Welding, Cutting & Repairs	120	HR	\$ 125.00	\$ 15,000.00	\$ 200.00	\$ 24,000.00
2	Exterior Tank Surface Preparation & Coating	6,584	SF	\$ 12.60	\$ 82,958.40	\$ 9.50	\$ 62,548.00
3	Interior Tank Surface Preparation & Coating	19,304	SF	\$ 7.85	\$ 151,536.40	\$ 9.50	\$ 183,388.00
4	Furnish all labor, equipment and materials to construct all other work not included in other bid items as described in the contract documents	1	LS	\$ 4,885,692.00	\$ 4,885,692.00	\$ 4,798,064.00	\$ 4,798,064.00
TOTAL BASE BID (SUM OF ITEMS 1-4)					\$ 5,135,186.80		\$ 5,068,000.00
ALTERNATE BID ITEMS							
ALT 1	Replace existing generator with new generator and associated work as shown in the plans and per Section 26 32 14	1	LS	\$ 234,501.00	\$ 234,501.00	\$ 271,000.00	\$ 271,000.00
TOTAL ALTERNATE BID PRICE (SUM OF ITEMS ALT 1)					\$ 234,501.00	\$ 271,000.00	\$ 271,000.00
TOTAL BASE BID PLUS ALTERNATE BID PRICE					\$ 5,369,687.80		\$ 5,339,000.00
 I, John Marler, P.E. do hereby certify this bid tab is accurate and true							



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 9

Agenda Title: Consider amending contract with Smith Contracting through Change Order to the 2019 Infrastructure Bond Street Reconstruction Project to construct pavement rehabilitation associated with 4th Street (Jacob Walker)

Council Action to be taken: Consider Change Order

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 of pavement rehabilitation associated with 4th Street between Sloan and Howard through change order.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The two street reconstruction projects that were funded by the 2019 Infrastructure Bond were 3rd Street Reconstruction and the 2019 Infrastructure Bond Street Reconstruction Project. Both projects were awarded to Smith Contracting and have been managed simultaneously since July 2020. The projects consist of segments of 5 streets plus the 1st/Royal Drainage Project:

- 3rd Street from Shaw to Davis
- W Lake Drive from Carlos Parker to Old Georgetown
- N Lynn Street from Lake to Davis
- Robinson Street from northern limits to Frank
- Edmond/Mills/Cecelia from 7th to McLain

The City hired Raba Kistner as a geotechnical engineer to study the existing cracks within 4th Street and provide pavement rehabilitation recommendations. HDR led coordination between Raba Kistner and Smith Contracting to develop pavement rehabilitation solutions to extend the life of 4th Street while staying within the budget from the legal settlement. Smith Contracting priced the improvements at \$364,710.00 with a 39-day completion schedule.

Construction inspection services will continue under HDR's existing construction contract

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• The pricing is within the budget established and is in-line with the engineers' recommendations • The contractor is already on-site and mobilized • The City will save money/effort by eliminating the bid process from this project. • Allows Construction Inspector to manage 1 contractor	• Reduces competition through competitive bidding of other contractors • It does not completely rebuild the roadway for a typical 20-year lifespan

4. RECOMMENDATION

Recommend amending contract with Smith Contracting through Change Order to the 2019 Infrastructure Bond Street Reconstruction Project to construct pavement rehabilitation associated with 4th Street between Sloan and Howard through change order in the amount of \$364,710.00.

5. FUNDING SOURCE

Legal settlement funds

6. TIMELINE

39 days from Notice To Proceed.

7. OTHER OPTIONS (In order of preference)

1. Reject change order & bid project at later date

8. ATTACHMENTS

9a. [Change Order #14](#) (Including design plans and Raba Kistner's geotechnical report)

9b. [PowerPoint](#)



Project Name: 2019 Infrastructure Bond Street Reconstruction	Date of Issuance: 11/09/2021
Project Owner: City of Taylor	Date of Notice to Proceed: 07/14/2020
Project Contractor: Smith Contracting Co. Inc.	Contract Period: 431 days from NTP to Substantial Completion and 461 days from NTP to Final Completion

Change Order Summary: This change order is for the reconstruction of W. 4th Street from Sloan Street to Howard Street. Quantities below are added to the contract to complete the additional work. Reconstruction is generally described as a) milling all HMAC from Sloan to Lizzie and re-working flexible base material; b) edge milling from Lizzie to Howard; and c) 2" HMAC surface course of entire width from Sloan to Howard. Full depth base repair at heavily distressed areas will be as directed. New ribbon curb and moisture barrier to be placed as indicated.

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

Item No.	Item and Description of Changes	Unit	Qty	Unit Price	Costs
354 6041 251 6022	MILL EXISTING PAV'T (1.5") MILLINGS TO BE DELIVERED TO CITY OF TAYLOR REWORK EXISTING FLEXIBLE BASE (ENTIRE ROADWAY WIDTH SLOAN TO LIZZIE)	SY	2,353	\$25.00	\$58,825.00
354 6016	EDGE MILL (0" TO 1.5") MILLINGS TO BE DELIVERED TO CITY OF TAYLOR (LIZZIE TO HOWARD)	LS	1	\$16,000.00	\$16,000.00
110 6001	EXCAVATION (ROADWAY)	CY	200	\$35.00	\$7,000.00
COT-001	MOISTURE BARRIER (48")	LF	2,200	\$5.00	\$11,000.00
169	SEEDING	SY	979	\$3.00	\$2,937.00
247 6041	FL BS (CMP IN PLC) (TYA GR1-2) (FNAL POS)	CY	466	\$50.00	\$23,300.00
310 6027	PRIME COAT (MC-30 OR AE-P	GAL	852	\$5.00	\$4,260.00
340 6120	D-GR HMA (SQ) TY-D SAC-B PG70-22 2.0" THICK (ENTIRE ROADWAY WIDTH SLOAN TO HOWARD)	TON	843	\$150.00	\$126,450.00
502-6001	BARRICADES AND TRAFFIC HANDLING	MO	1	\$6,000.00	\$6,000.00
529 6038	CONC CURB (RIBBON)	LF	2,200	\$22.00	\$48,400.00
3084 6001	BONDING COURSE	GAL	533	\$5.00	\$2,665.00
5001 6002	GEOGRID BASE REINFORCEMENT TY II TX-5	SY	2,442	\$6.50	\$15,873.00
351 6004	FULL DEPTH BASE/PAVT REPAIR (8") - LIME TREATED SUBGRADE TO REMAIN	SY	300	\$80.00	\$24,000.00
506	EROSION CONTROL AND SWPPP	LS	1	\$8,000.00	\$8,000.00
500 6001	MOBILIZATION	LS	1	10,000.00	\$10,000.00
	TOTAL				\$364,710.00

TIME EXTENSION:

39 Calendar Days are being added to address the above requested additional work.

TOTAL = 39 Calendar Days.



Change Order No. 14

Page 2 of 2

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

Contract Price prior to this Change Order:	Contract Time prior to this Change Order:
<u>\$5,880,565.23</u>	<u>491 days to Substantial Completion (11/23/2021) and 521 days to Final Completion (12/23/2021)</u>
Net Increase (decrease) of this Change Order:	Net Increase (decrease) of this Change Order:
<u>\$ 364,710.00</u>	<u>39 days</u>
Revised Contract Price with all approved Change Orders:	Revised Contract Time with all approved Change Orders:
<u>\$ 6,245,275.23</u>	<u>530 days to Substantial Completion (01/02/2022) and 560 days to Final Completion (02/02/2022)</u>

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:

11-10-21

Date:

Donald A. Peterson, P.E.

11/10/2021

Date:

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

11-10-2010

Date:

Recommended for Approval by (HDR Engineering, Inc.) City Engineer

Approved for Owner by:

Attest:

Date:

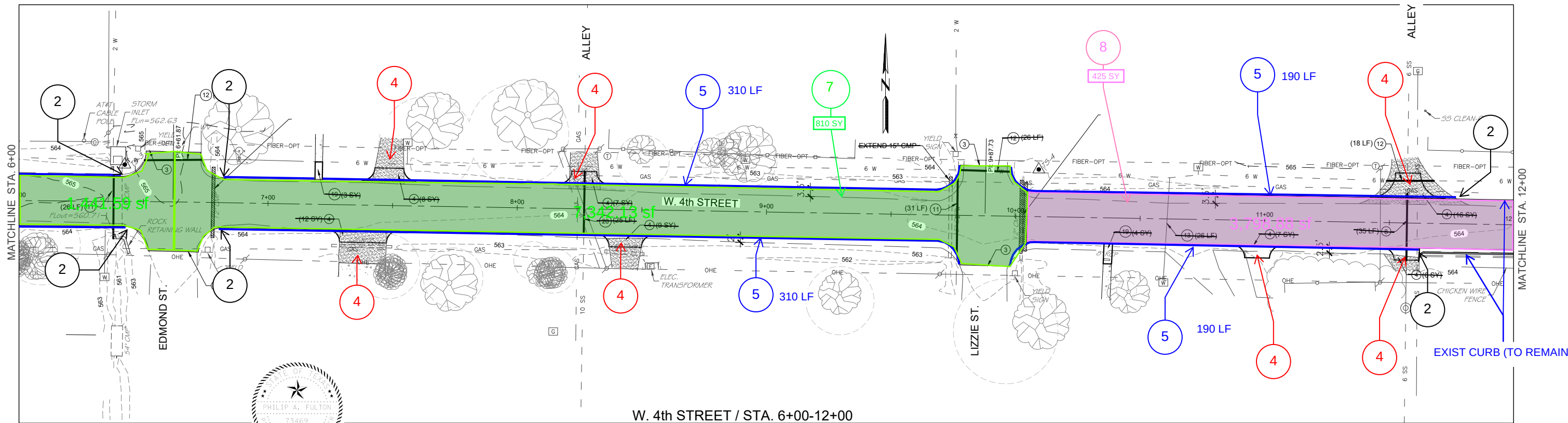
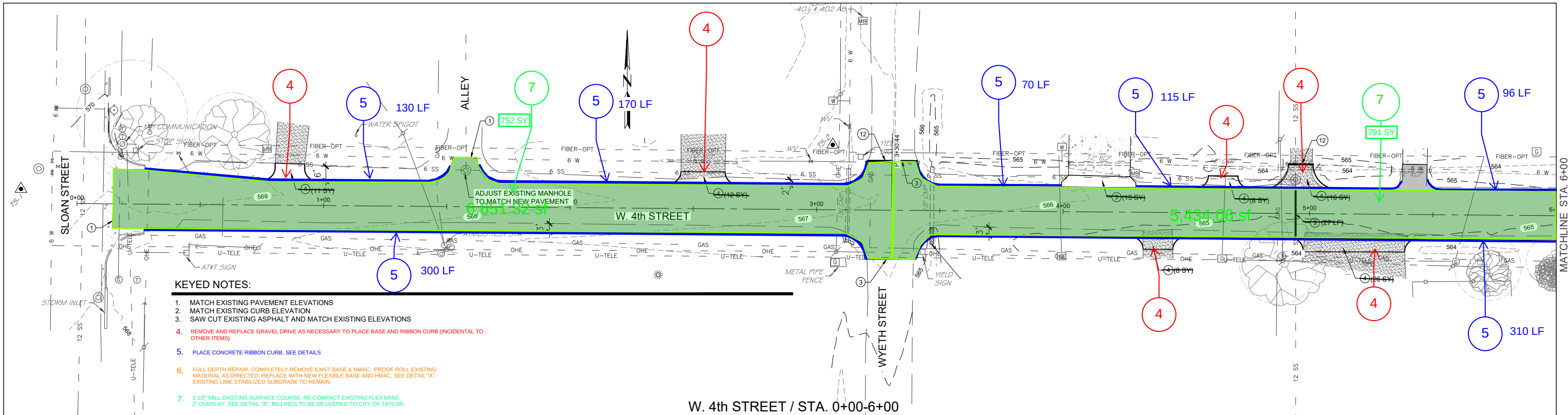
Distribution: ☒ Owner

☒ Contractor

☒ Office

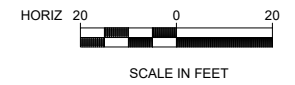
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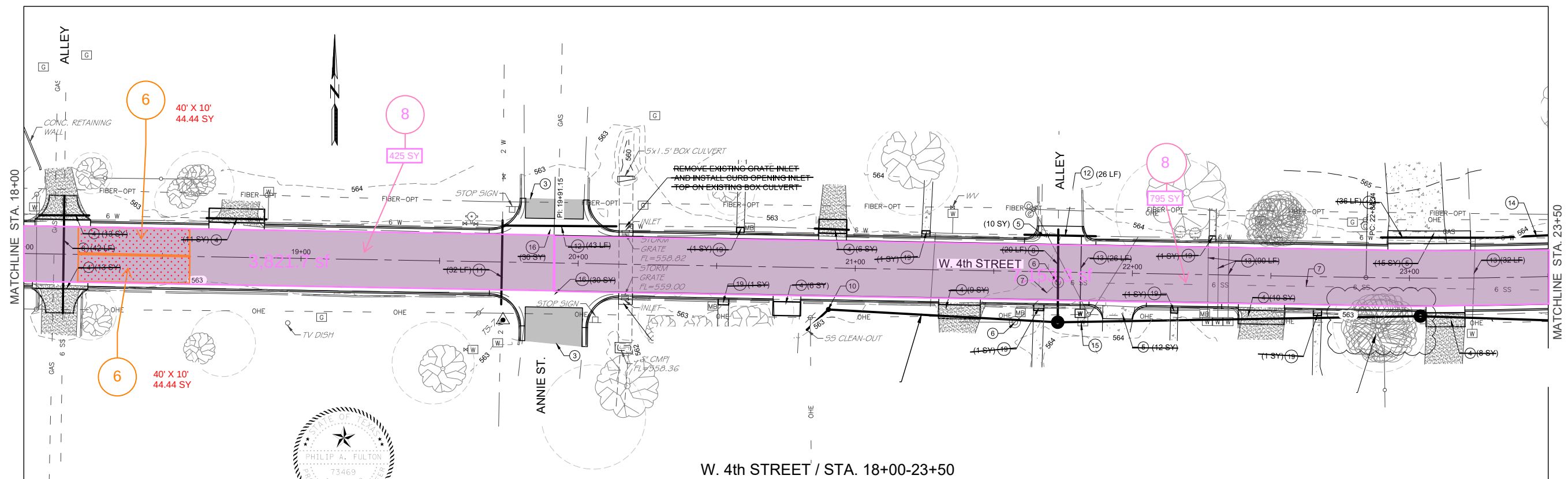
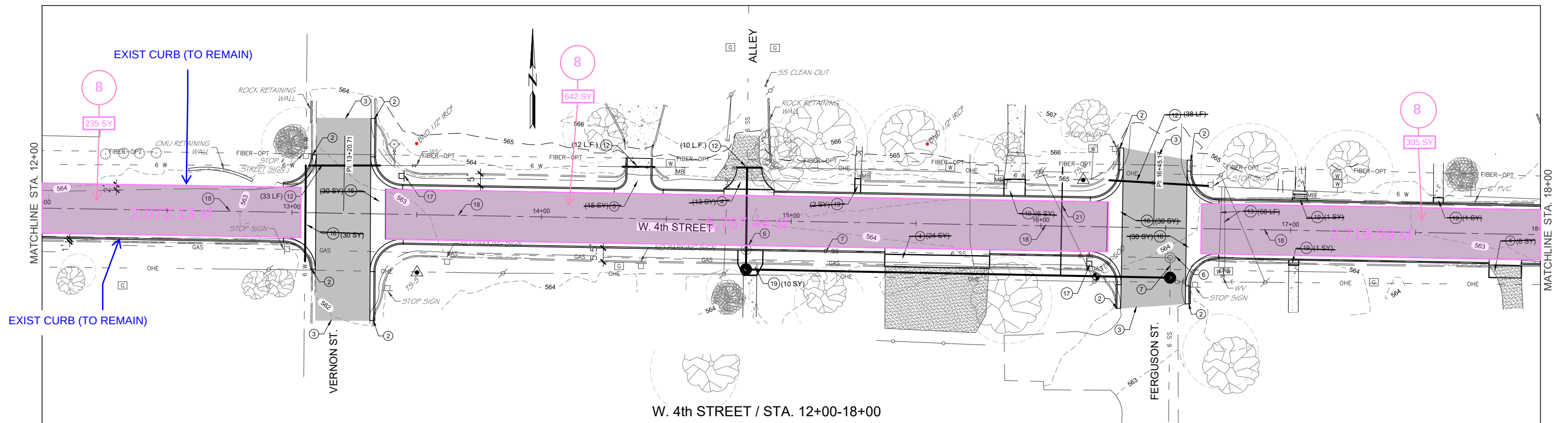
☐ Other



Philip A. Fulton

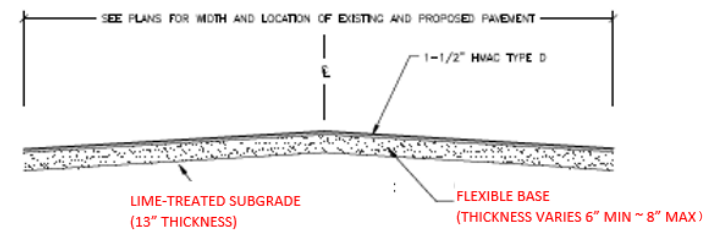
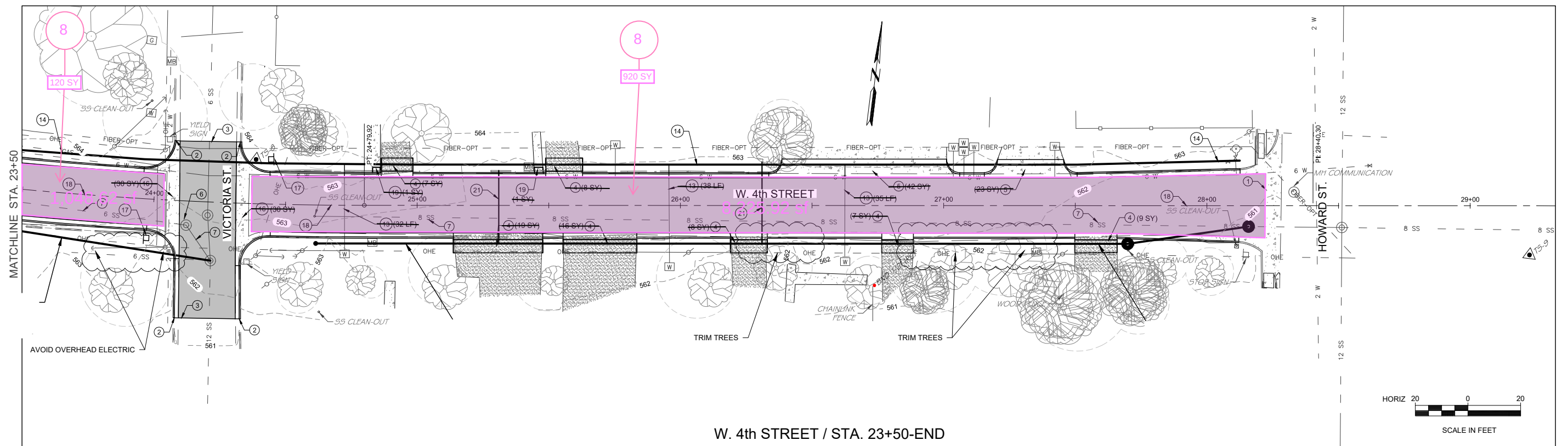
Nov. 09, 2021
HDR Engineering, Inc.
TBPE F-754






 Philip A. Fulton
 Nov. 09, 2021
 HDR Engineering, Inc.
 TBPE F-754

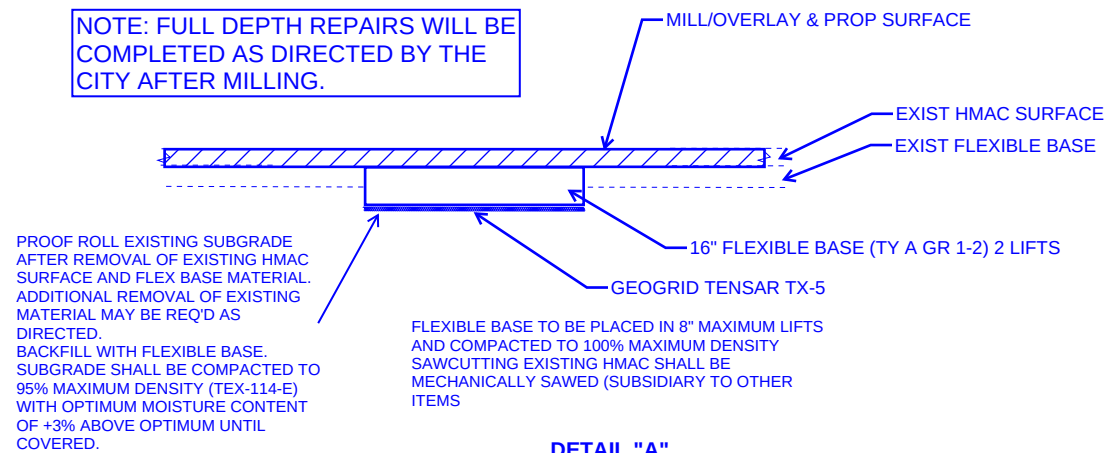
HORIZ 20 0 20
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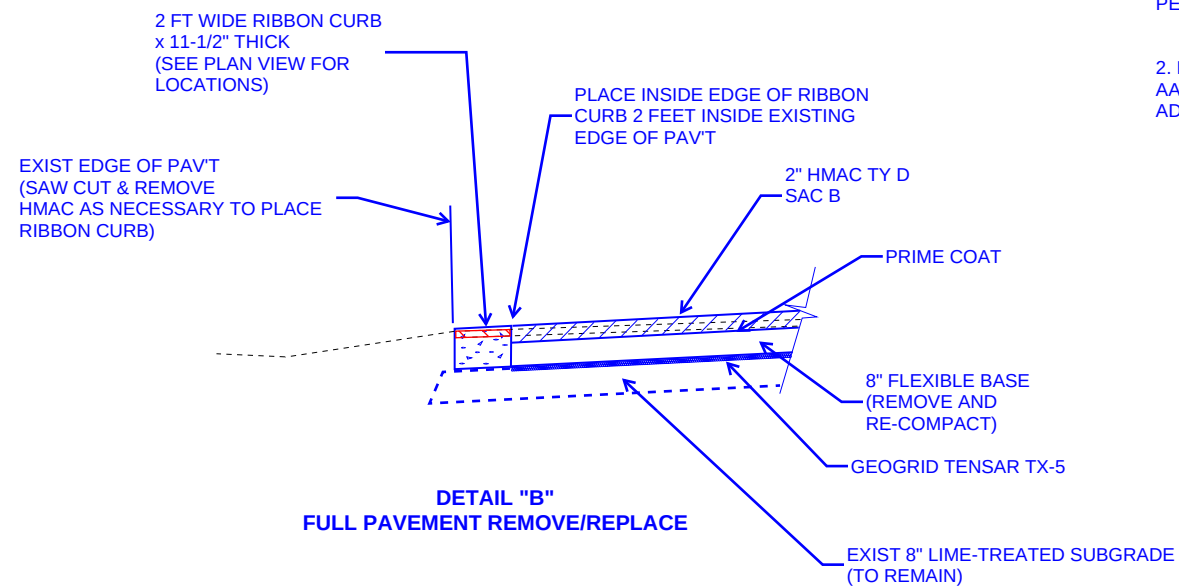
EXISTING TYPICAL SECTION
4TH STREET: SLOAN TO HOWARD

Note: Refer to RKCI Report AAA20-075-00 Dated 10/23/2020 for cores of existing pavement.

NOTE: FULL DEPTH REPAIRS WILL BE COMPLETED AS DIRECTED BY THE CITY AFTER MILLING.



DETAIL "A"
FULL DEPTH BASE REPAIR

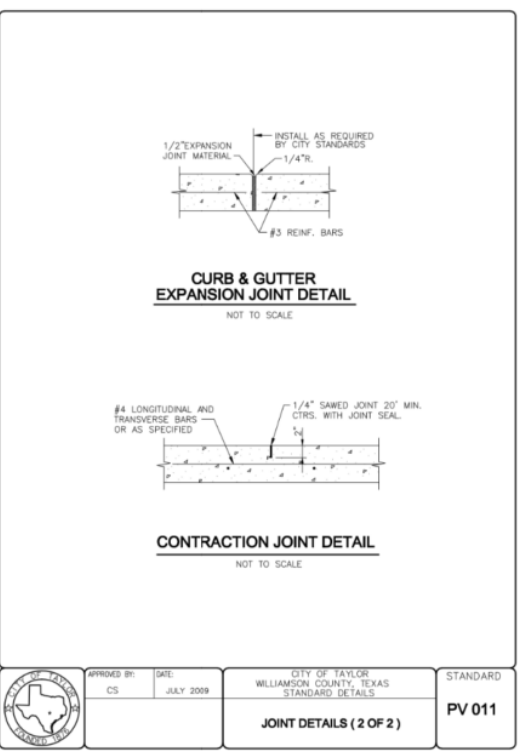
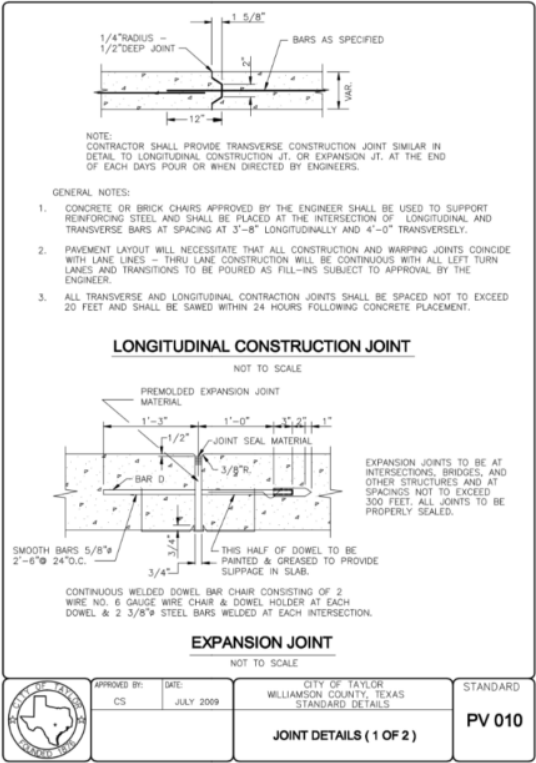
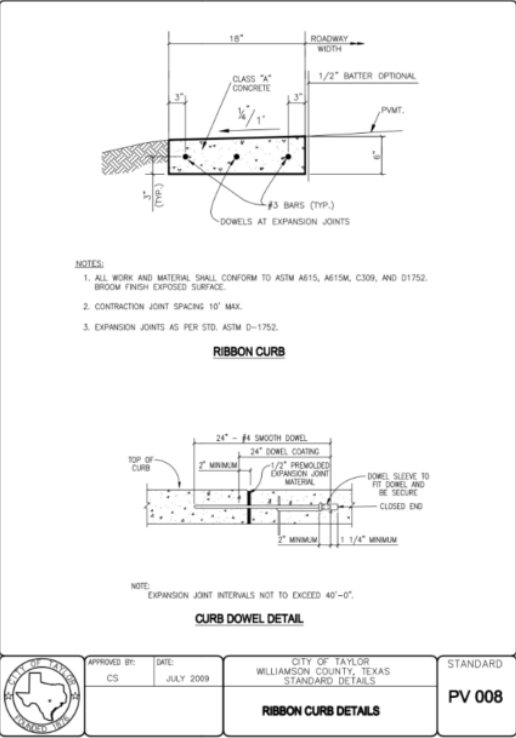


DETAIL "B"
FULL PAVEMENT REMOVE/REPLACE

NOTES:

1. FLEXIBLE BASE FOR BASE REPAIRS AND FULL RECONSTRUCTION SHALL BE TY A GR 1-2. PLACE IN 2 EQUAL LIFTS. COMPACT TO 100% MAXIMUM DENSITY WITHIN +/- 2% OPTIMUM MOISTURE CONTENT PER TEX-113-E
2. REFER TO RABA KISTNER CONSULTANTS, INC. REPORT AAA20-075-00 (October 30, 2020) AND AAA20-075-01 (JULY 22, 2021) FOR ADDITIONAL INFORMATION.


 Philip A. Fulton
 Nov. 09, 2021
 HDR Engineering, Inc.
 TBPE F-754



ITEM 5001 – GEOGRID
Provide triaxial geogrid TX5 by Tensar.

COT-001 – MOISTURE BARRIER
Provide, at a minimum, 10 mil high density polyethylene, 1.1mm EPDM, 10 mil PVC. Submit to Engineer for Approval. Provide 48" wide rolls of material. Rolls may be cleanly cut to width. Provide material with UV inhibitors.

ITEM 247 – FLEXIBLE BASE
Furnish TY A material meeting Grade 1 & 2 requirements for the roadway and intersecting streets. Grade 5 may be substituted with no change in pay.

Flexible base material shall come from a source approved by the Engineer. Provide testing report, demonstrating conformance to the specifications, to Engineer for approval.

Compact to at least 100% of maximum dry density at a moisture content within 2% of the optimum moisture content as determined by Tex-113-E.

The maximum lift thickness shall be 8".

Proof roll the subgrade in accordance with Item 216 prior to placing flex base, as directed by the Engineer. Correct subgrade (e.g. unstable areas, soft spots, etc.) prior to placing Flex Base. Consider subsidiary to the pertinent Items.

ITEM 310 – PRIME COAT
Provide medium cure cutback asphalt (MC-30) or asphalt emulsion prime (AE-P).

Provide Engineer with current Distributer Certification confirming calibration of asphalt measurement equipment.

Apply Prime to finished flex base surface at the rate shown in the plans. Hot mix can be applied to the primed surface of flex base after the prime has penetrated and cured for a minimum of 36 hours depending on weather conditions or as approved by the Engineer. Provide the Engineer with a copy of the asphalt deliver ticket prior to application. Do not apply if rain is forecast prior to paving.

Apply blotter material to all driveways and intersections. This work is subsidiary.

ITEM 340 - DENSE-GRADED HOT-MIX ASPHALT (SMALL QUANTITY)
Contractor to submit for approval a current mix design (less than 6 months old) to the Engineer that meets the following requirements prior to use on the project. Use the Superpave Gyratory Compactor (SGC) for the design and production testing of all mixtures. Submit any proposed adjustments or changes to a job mix formula to the Engineer before production of the new job mix formula.

Provide mixture Type B using PG binder 64-22 for intermediate and base courses. Provide mixture Type D using PG binder 70-22 for surface courses.

Use aggregate meeting a Surface Aggregate Classification (SAC) requirement of B for all surface mixtures (including shoulders).

Provide performance grade (PG) binders that do not contain Recycled Engine Oil Bottoms (REOB's) or Poly Phosphoric Acid (PPA).

When using RAP or RAS, include the management methods of processing, stockpiling, and testing of RAP in the QCP submitted for the project. If RAP and RAS are used in the same mix, the QCP must document that both of these materials have dedicated feeder bins for each recycled material. Blending of RAP and RAS in one feeder bin or in a stockpile is not permitted.

Asphalt content and binder properties of RAP and RAS stockpiles must be documented when recycled asphalt content greater than 20% is utilized.

RAS is not allowed in any surface course.

Contractor shall coordinate with involved parties for asphalt testing.

The Contractor must sample asphalt binder, in accordance to the applicable item. Label the sample can with the corresponding project, lot, and sub-lot numbers. Samples must be stored in a common area where they are readily available to the Engineer at the plant. The Contractor will be responsible for supplying storage for all samples. Retain all asphalt samples until hot mix production is complete or directed otherwise. Contractor is responsible for disposal of all asphalt binder samples, in accordance to Local, State, and Federal regulations.

Refill and compact all HMAC core holes to the same elevation as the adjacent roadway. Use hot mix of the type being used in the project to fill core holes. As an alternative a high performance cold patching mix such as Rapid Cure Patching Mix meeting the requirements of DMS-9203 or Medium Cure Patching mix made with SCM meeting requirements of DMS-9202. Consider this work subsidiary to the pertinent Items.

When using substitute binders, mold specimens for mix design and production at the temperature required for the substitute binder used to produce the HMA.

The Hamburg Wheel minimum number of passes for PG 64 or lower is reduced to 7,000.

The Hamburg Wheel test will have a minimum rut depth of 3mm.

The Engineer may accept Hamburg Wheel test results for production and placement if no more than 1 of the 5 most recent tests is below the specified number of passes and the failing test is no more than 2,000 passes below the specified number of passes.

Provide Engineer a copy of the asphalt driver tickets.

Tack every intermediate layer, unless otherwise directed. Do not dilute tack coat. Apply it through a distributor spray bar in accordance with Article 316.3.1 Distributor. Considered subsidiary to this item.

Do not perform this work when the weather, as indicated by NOAA states a chance of rain of 40% or greater.

Mill a transverse butt joint to transition from the new ACP to the existing surface tie-in. Make the transition a minimum of 50' H: 1" V. Saw-cut the existing pavement at the transverse butt joint. Consider this work subsidiary to the pertinent Items. Use a device to create a maximum 3H: 1V notched wedge joint on all longitudinal hot mix joints of two (2) inches or greater. Consider subsidiary to the pertinent Items.

Ensure placement sequence to avoid excess distance of longitudinal joint lapback not to exceed one day's production rates.

There will be no bonus for production or placement.

When surface irregularities, as defined in Article 341.4.9.3.3.5, "Irregularities," are detected or measured, the Contractor must take immediate corrective action defined as the removal and replacement of a full lane width of the defective area using a paver to place new mix, unless otherwise directed. If there are multiple defective areas within a sub-lot, making up to 30% of the sub-lot by area, the Engineer will require the entire sub-lot be removed, unless directed otherwise.

Nov. 09, 2021
HDR Engineering, Inc.
TBPE F-754

Proposal No. AAA20-075-00
October 23, 2020



8100 Cameron Road, Suite B-150
Austin, TX 78754

Mr. Jacob E. Walker, P.E.
HDR
4401 West Gate Boulevard, Suite 400
Austin, Texas 78745

P 512.339.1745
F 512.339.6174
TBPE Firm F-3257

WWW.RKCI.COM

**RE: West 4th Street Pavement Thicknesses
From Sloan Street to Howard Street
Taylor, Texas**

Dear Mr. Walker:

RABA KISTNER Consultants Inc. (RKCI) is pleased to submit the results of our field exploration for the above-referenced project. This study was performed in accordance RKCI Proposal No. PAA20-136-00 West 4th Street Pavement Evaluation, dated October 2, 2020. The purpose of this study was to drill 4 borings and to determine the approximate pavement thickness on West 4th Street from Sloan Street to Howard Street.

On October 14 and 22, 2020, RKCI conducted drilling operations at four predetermined boring locations on West 4th Street as presented on the attached Boring Location Map, Figure 1. Each boring was drilled to an approximate depth of 5 ft below the existing ground surface utilizing a truck mounted drilling rig. Pavement thickness components were measured and the underlying subsurface conditions were documented. The following pavement sections were measured.

Pavement Component	Approximate Measured Thickness (in.)			
	P-1	P-2	P-3	P-4
Asphalt Surface Course	1.5	2.0	1.5	1.5
Flexible Base Course	6.5	8.0	7.5	6.0
Lime-Treated Subgrade	13.0	14.0	13.0	13.0
Total Measured Pavement Section	21.0	24.0	22.0	20.5

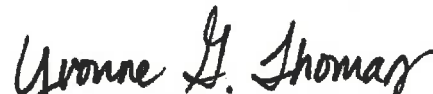
The above pavement thicknesses and underlying subsurface soils encountered are presented on the attached boring logs illustrated on Figures 2 through 5. A key to classification terms and symbols used on the logs is presented on Figure 6.

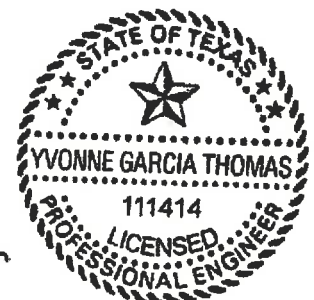
We appreciate the opportunity to be of service to you on this project.

Very truly yours,

RABA KISTNER CONSULTANTS, INC.


Thomas Mast, E.I.T
Graduate Engineer


Yvonne Garcia Thomas, P.E.
Vice President



10/23/2020

TM/YGT:JG
Attachments

Boring Location Map
Boring Logs

Copies Submitted: Above (1-Electronic)

 CONSULTANTS • ENVIRONMENTAL • PROJECT MANAGEMENT • INFRASTRUCTURE

Boring Location map

AAA20-075-00 West 4th Street

Legend

● Boring Locations

P-1

P-2

P-3

P-4

Edmond St

Lizzie St

Vernon St

Ferguson St

Annie St

Victoria St

Howard St

W 6th St

W 4th St

Shaw St

W 2nd St

1st St

Welch

Google Earth

© 2020 Google



1000 ft

LOG OF BORING NO. P-1
 West 4th Street Pavements
 From Sloan Street to Howard Street
 Taylor, Texas



DRILLING METHOD: Air Rotary

LOCATION: N 30.56996; W 97.42852

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WEIGHT, pcf	SHEAR STRENGTH, TONS/FT ²												PLASTICITY INDEX	% -200
						0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0													
						PLASTIC LIMIT				WATER CONTENT				LIQUID LIMIT					
						10	20	30	40	50	60	70	80						
			ASPHALT (1-1/2 inches)	27															
			BASE (6-1/2 inches)																
			CLAY, Very Stiff, Dark Brown																
			- lime treated above 21 inches																
			CLAY, Very Stiff, Tan																
5			Boring Terminated																
			NOTES: 1. Groundwater was not encountered during drilling operations. 2. Borehole backfilled with bentonite and asphalt cap.																
DEPTH DRILLED: 5.0 ft			DEPTH TO WATER: Dry	PROJ. No.: AAA20-075-00															
DATE DRILLED: 10/14/2020			DATE MEASURED: 10/14/2020	FIGURE: 2															

NOTE: THESE LOGS SHOULD NOT BE USED SEPARATELY FROM THE PROJECT REPORT

RABA
KISTNER
TBPE Firm Registration No. F-3257

LOCATION: N 30.56986; W 97.42553

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WEIGHT, pcf	SHEAR STRENGTH, TONS/FT ²								PLASTICITY INDEX	% -200
						● ◇ ⊗ △ □ 0.51.01.52.02.53.03.54.0									
						PLASTIC LIMIT		WATER CONTENT		LIQUID LIMIT					
						10	20	30	40	50	60	70	80		
			ASPHALT (2 inches)												
			BASE (8 inches)												
				ref/3"											
			CLAY, Hard, Dark Brown												
				ref/5.5"											
			- lime treated above 24 inches												
			CLAY, Very Stiff, Brown												
</															

NOTE: THESE LOGS SHOULD NOT BE USED SEPARATELY FROM THE PROJECT REPORT

LOG OF BORING NO. P-3
 West 4th Street Pavements
 From Sloan Street to Howard Street
 Taylor, Texas



DRILLING METHOD: Straight Flight Auger

LOCATION: N 30.56977; W 97.42302

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WEIGHT, pcf	SHEAR STRENGTH, TONS/FT ²												PLASTICITY INDEX	% -200
						● ◆ ⊗ △ □ 0.51.01.52.02.53.03.54.0													
						PLASTIC LIMIT WATER CONTENT LIQUID LIMIT × ● × 1020304050607080													
			ASPHALT (1-1/2 inches)																
			BASE (7-1/2 inches)																
			CLAY, Stiff, Brown	20															
			- lime treated above 22 inches																
				11															
			CLAY, Very Stiff, Tan	16															
5			Boring Terminated																
			NOTES: 1. Groundwater was not encountered during drilling operations. 2. Borehole backfilled with bentonite and asphalt cap.																
DEPTH DRILLED: 5.0 ft			DEPTH TO WATER: Dry			PROJ. No.:			AAA20-075-00										
DATE DRILLED: 10/22/2020			DATE MEASURED: 10/22/2020			FIGURE:			4										

NOTE: THESE LOGS SHOULD NOT BE USED SEPARATELY FROM THE PROJECT REPORT

DEPTH DRILLED: 5.0 ft	DEPTH TO WATER: Dry	PROJ. No.: AAA20-075-00
DATE DRILLED: 10/22/2020	DATE MEASURED: 10/22/2020	FIGURE: 4

RABA
KISTNER
TBPE Firm Registration No. F-3257

LOCATION: N 30.56980; W 97.42006

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	BLOWS PER FT	UNIT DRY WEIGHT, pcf	SHEAR STRENGTH, TONS/FT ²								PLASTICITY INDEX	% -200
						0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0		
			ASPHALT (1-1/2 inches) BASE (6 inches) CLAY , Stiff, Brown - lime treated above 20-1/2 inches CLAY , Stiff to Firm, Dark Brown to Light Brown	13											
				10											
				5											
5			Boring Terminated												
			NOTES: 1. Groundwater was not encountered during drilling operations. 2. Borehole backfilled with bentonite and asphalt cap.												

DEPTH DRILLED: 5.0 ft

DATE DRILLED: 10/22/2020

DEPTH TO WATER: Dry

DATE MEASURED: 10/22/2020

PROJ. No.: AAA20-075-00

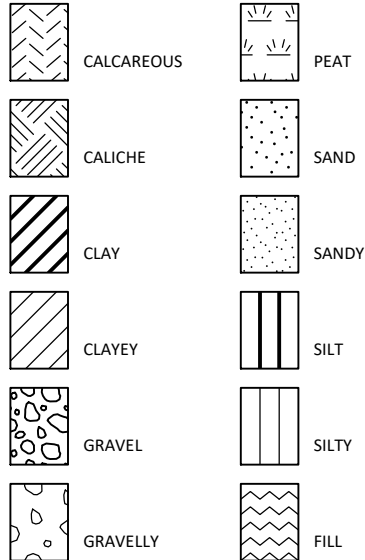
FIGURE: 5

NOTE: THESE LOGS SHOULD NOT BE USED SEPARATELY FROM THE PROJECT REPORT

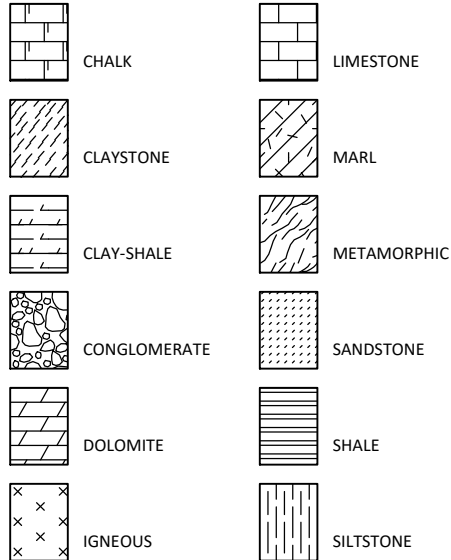
KEY TO TERMS AND SYMBOLS

MATERIAL TYPES

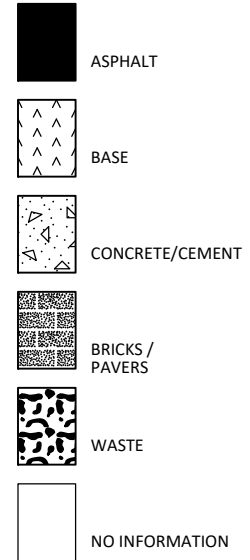
SOIL TERMS



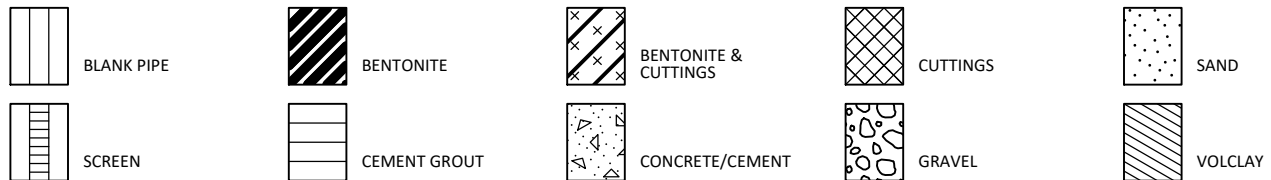
ROCK TERMS



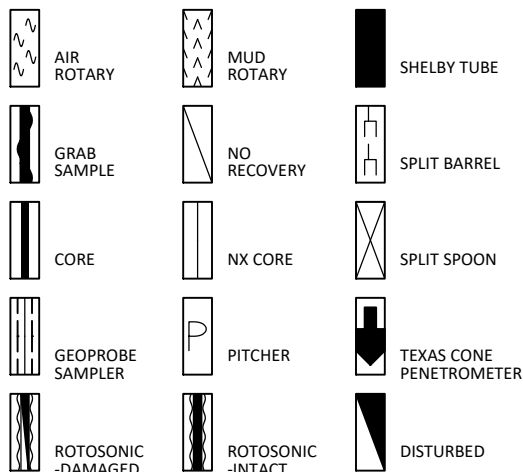
OTHER



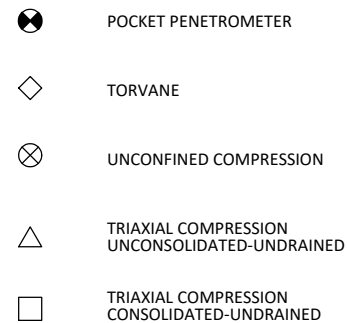
WELL CONSTRUCTION AND PLUGGING MATERIALS



SAMPLE TYPES



STRENGTH TEST TYPES



NOTE: VALUES SYMBOLIZED ON BORING LOGS REPRESENT SHEAR STRENGTHS UNLESS OTHERWISE NOTED

PROJECT NO. AAA20-075-00

KEY TO TERMS AND SYMBOLS (CONT'D)

TERMINOLOGY

Terms used in this report to describe soils with regard to their consistency or conditions are in general accordance with the discussion presented in Article 45 of SOILS MECHANICS IN ENGINEERING PRACTICE, Terzaghi and Peck, John Wiley & Sons, Inc., 1967, using the most reliable information available from the field and laboratory investigations. Terms used for describing soils according to their texture or grain size distribution are in accordance with the UNIFIED SOIL CLASSIFICATION SYSTEM, as described in American Society for Testing and Materials D2487-06 and D2488-00, Volume 04.08, Soil and Rock; Dimension Stone; Geosynthetics; 2005.

The depths shown on the boring logs are not exact, and have been estimated to the nearest half-foot. Depth measurements may be presented in a manner that implies greater precision in depth measurement, i.e 6.71 meters. The reader should understand and interpret this information only within the stated half-foot tolerance on depth measurements.

RELATIVE DENSITY

COHESIVE STRENGTH

PLASTICITY

<u>Penetration Resistance Blows per ft</u>	<u>Relative Density</u>	<u>Resistance Blows per ft</u>	<u>Consistency</u>	<u>Cohesion TSF</u>	<u>Plasticity Index</u>	<u>Degree of Plasticity</u>
0 - 4	Very Loose	0 - 2	Very Soft	0 - 0.125	0 - 5	None
4 - 10	Loose	2 - 4	Soft	0.125 - 0.25	5 - 10	Low
10 - 30	Medium Dense	4 - 8	Firm	0.25 - 0.5	10 - 20	Moderate
30 - 50	Dense	8 - 15	Stiff	0.5 - 1.0	20 - 40	Plastic
> 50	Very Dense	15 - 30	Very Stiff	1.0 - 2.0	> 40	Highly Plastic
		> 30	Hard	> 2.0		

ABBREVIATIONS

B = Benzene	Qam, Qas, Qal = Quaternary Alluvium	Kef = Eagle Ford Shale
T = Toluene	Qat = Low Terrace Deposits	Kbu = Buda Limestone
E = Ethylbenzene	Qbc = Beaumont Formation	Kdr = Del Rio Clay
X = Total Xylenes	Qt = Fluvial Terrace Deposits	Kft = Fort Terrett Member
BTEX = Total BTEX	Qao = Seymour Formation	Kgt = Georgetown Formation
TPH = Total Petroleum Hydrocarbons	Qle = Leona Formation	Kep = Person Formation
ND = Not Detected	Q-Tu = Uvalde Gravel	Kek = Kainer Formation
NA = Not Analyzed	Ewi = Wilcox Formation	Kes = Escondido Formation
NR = Not Recorded/No Recovery	Emi = Midway Group	Kew = Walnut Formation
OVA = Organic Vapor Analyzer	Mc = Catahoula Formation	Kgr = Glen Rose Formation
ppm = Parts Per Million	El = Laredo Formation	Kgru = Upper Glen Rose Formation
	Kknm = Navarro Group and Marlbrook Marl	Kgrl = Lower Glen Rose Formation
	Kpg = Pecan Gap Chalk	Kh = Hensell Sand
	Kau = Austin Chalk	

PROJECT NO. AAA20-075-00

KEY TO TERMS AND SYMBOLS (CONT'D)

TERMINOLOGY

SOIL STRUCTURE

Slickensided	Having planes of weakness that appear slick and glossy.
Fissured	Containing shrinkage or relief cracks, often filled with fine sand or silt; usually more or less vertical.
Pocket	Inclusion of material of different texture that is smaller than the diameter of the sample.
Parting	Inclusion less than 1/8 inch thick extending through the sample.
Seam	Inclusion 1/8 inch to 3 inches thick extending through the sample.
Layer	Inclusion greater than 3 inches thick extending through the sample.
Laminated	Soil sample composed of alternating partings or seams of different soil type.
Interlayered	Soil sample composed of alternating layers of different soil type.
Intermixed	Soil sample composed of pockets of different soil type and layered or laminated structure is not evident.
Calcareous	Having appreciable quantities of carbonate.
Carbonate	Having more than 50% carbonate content.

SAMPLING METHODS

RELATIVELY UNDISTURBED SAMPLING

Cohesive soil samples are to be collected using three-inch thin-walled tubes in general accordance with the Standard Practice for Thin-Walled Tube Sampling of Soils (ASTM D1587) and granular soil samples are to be collected using two-inch split-barrel samplers in general accordance with the Standard Method for Penetration Test and Split-Barrel Sampling of Soils (ASTM D1586). Cohesive soil samples may be extruded on-site when appropriate handling and storage techniques maintain sample integrity and moisture content.

STANDARD PENETRATION TEST (SPT)

A 2-in.-OD, 1-3/8-in.-ID split spoon sampler is driven 1.5 ft into undisturbed soil with a 140-pound hammer free falling 30 in. After the sampler is seated 6 in. into undisturbed soil, the number of blows required to drive the sampler the last 12 in. is the Standard Penetration Resistance or "N" value, which is recorded as blows per foot as described below.

SPLIT-BARREL SAMPLER DRIVING RECORD

Blows Per Foot	Description
25	25 blows drove sampler 12 inches, after initial 6 inches of seating.
50/7"	50 blows drove sampler 7 inches, after initial 6 inches of seating.
Ref/3"	50 blows drove sampler 3 inches during initial 6-inch seating interval.

NOTE: To avoid damage to sampling tools, driving is limited to 50 blows during or after seating interval.

RESULTS OF SOIL SAMPLE ANALYSES

PROJECT NAME: West 4th Street Pavements
From Sloan Street to Howard Street
Taylor, Texas

FILE NAME: AAA20-075-00.GPJ

10/23/2020

Boring No.	Sample Depth (ft)	Blows per ft	Water Content (%)	Liquid Limit	Plastic Limit	Plasticity Index	USCS	Dry Unit Weight (pcf)	% -200 Sieve	Shear Strength (tsf)	Strength Test
P-1	0.5 to 2.0	27									
	2.0 to 4.0									1.13	PP
	4.0 to 5.0									1.25	PP
P-2	0.5 to 0.8	ref/3"									
	1.0 to 1.5	ref/5.5"									
	3.0 to 5.0									1.25	PP
P-3	0.5 to 2.0	20									
	2.0 to 3.5	11									
	3.5 to 5.0	16									
P-4	0.5 to 2.0	13									
	2.0 to 3.5	10									
	3.5 to 5.0	5									

PP = Pocket Penetrometer TV = Torvane UC = Unconfined Compression FV = Field Vane UU = Unconsolidated Undrained Triaxial

CU = Consolidated Undrained Triaxial

PROJECT NO. AAA20-075-00

RABAKISTNER

FIGURE 7

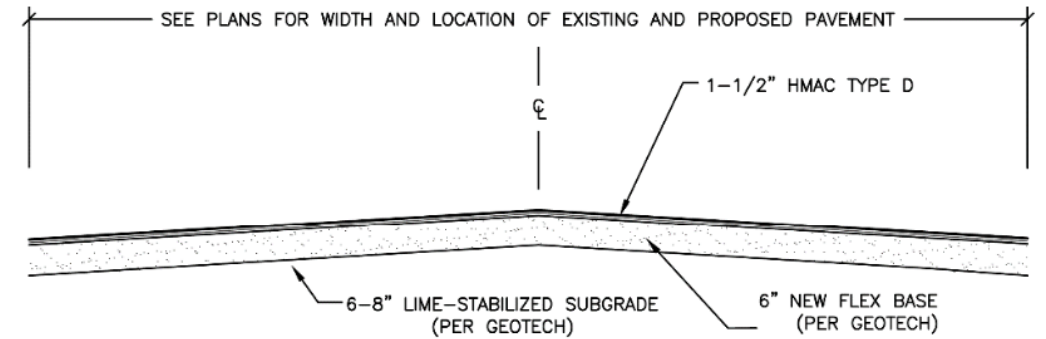
4th Street Pavement Rehabilitation

City Council 11/18/2021

Background

January, 2017 – August, 2017

- Construction of 4th Street from Sloan to Howard



ALTERNATE BID TYPICAL STREET SECTION

SCALE: N.T.S.



OVERALL SITE PLAN

Background

January, 2018

- Visible cracks & pavement displacement begin to occur

April, 2018 – August, 2018

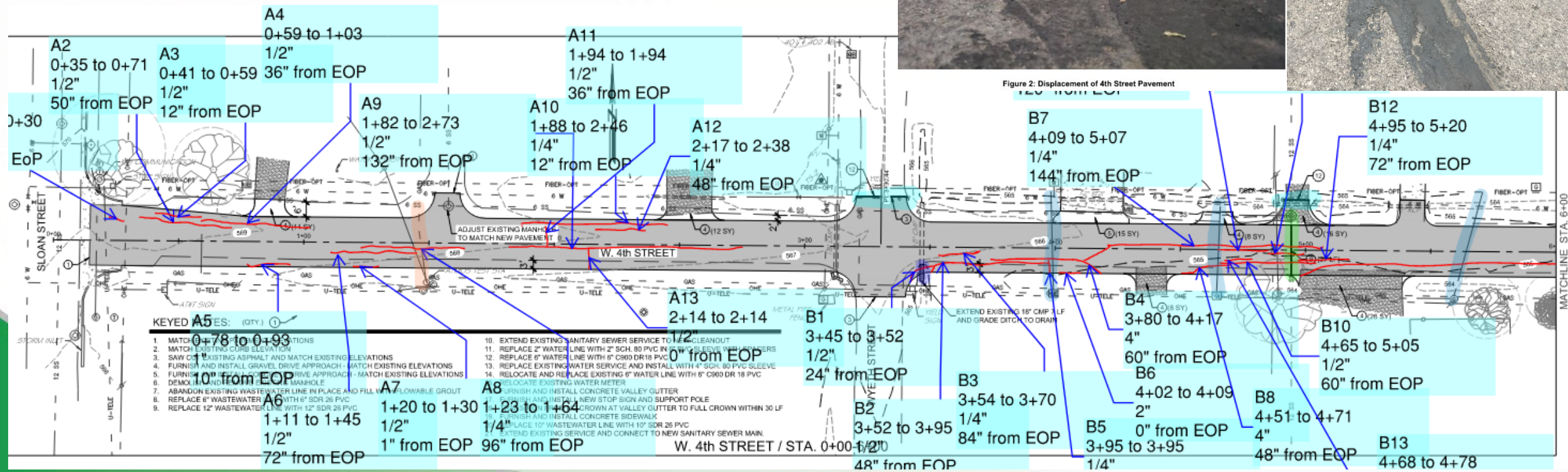
- Cracking worsens and is documented

2019-2020

- Legal action & settlement with design/engineering firms

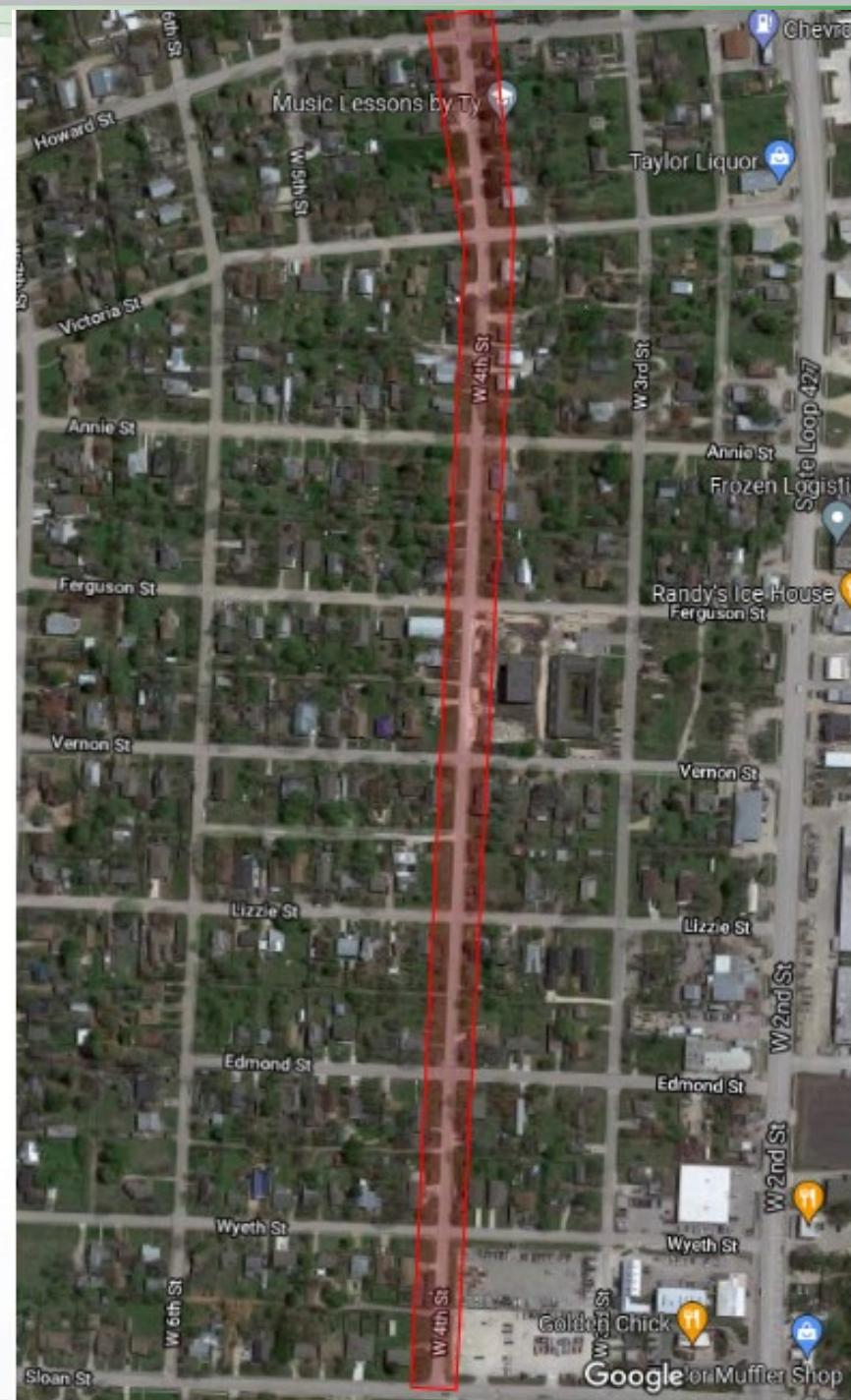


Figure 2: Displacement of 4th Street Pavement



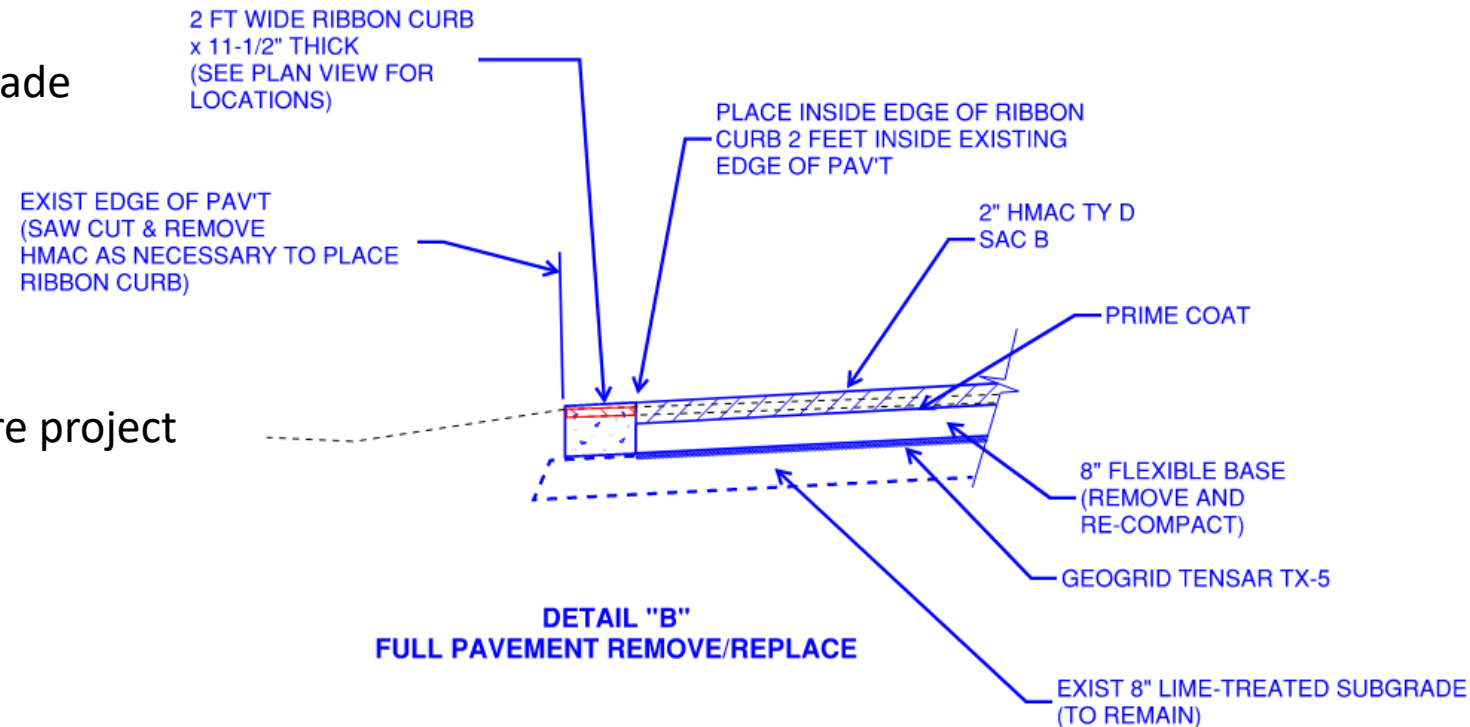
Update

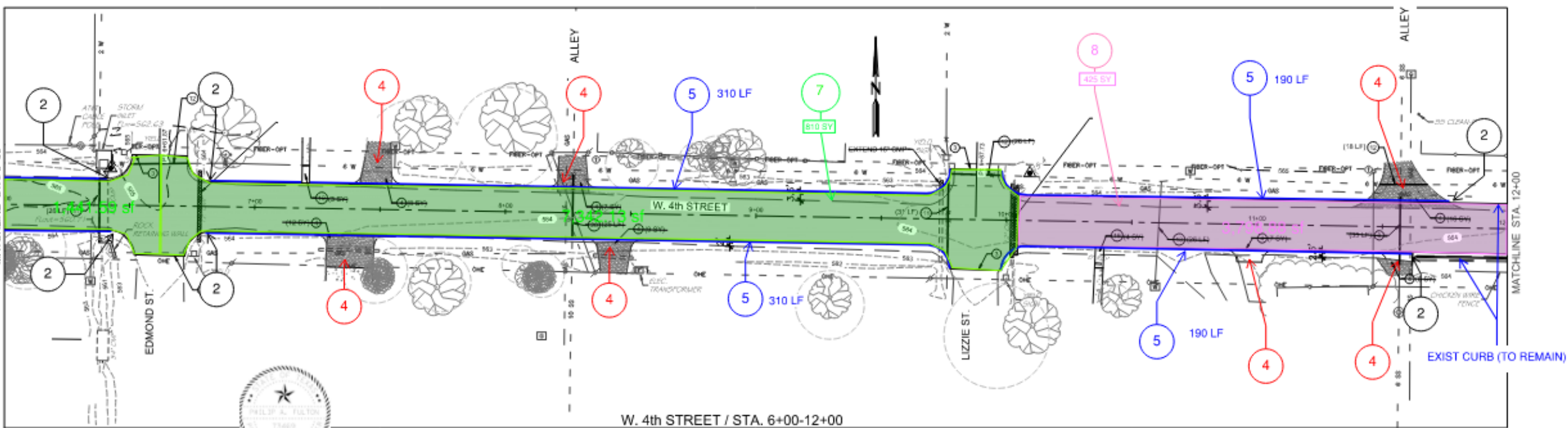
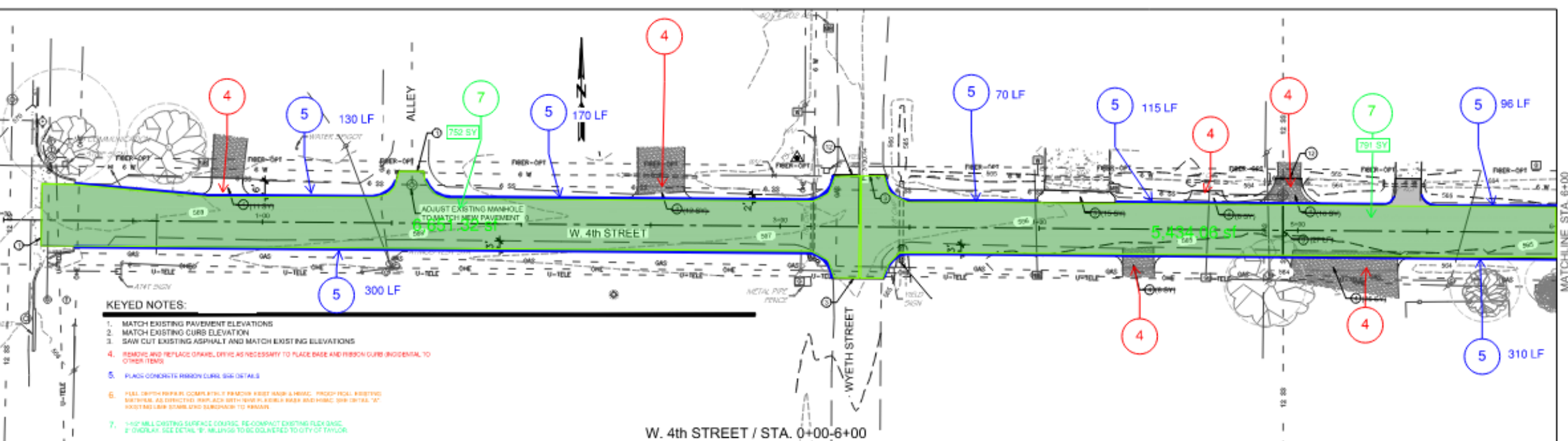
- The City obtained \$365,000 for repairs of 4th Street
 - 2017 construction contract was \$615,792.50
 - 2020 cost for full reconstruction was \$1,220,000.00
- The City hired Raba Kistner Geotechnical Engineers to evaluate best ways to rehabilitate the pavement with available funding
- HDR coordinated with Smith Contracting and Raba Kistner to develop proposed rehabilitation with available funds

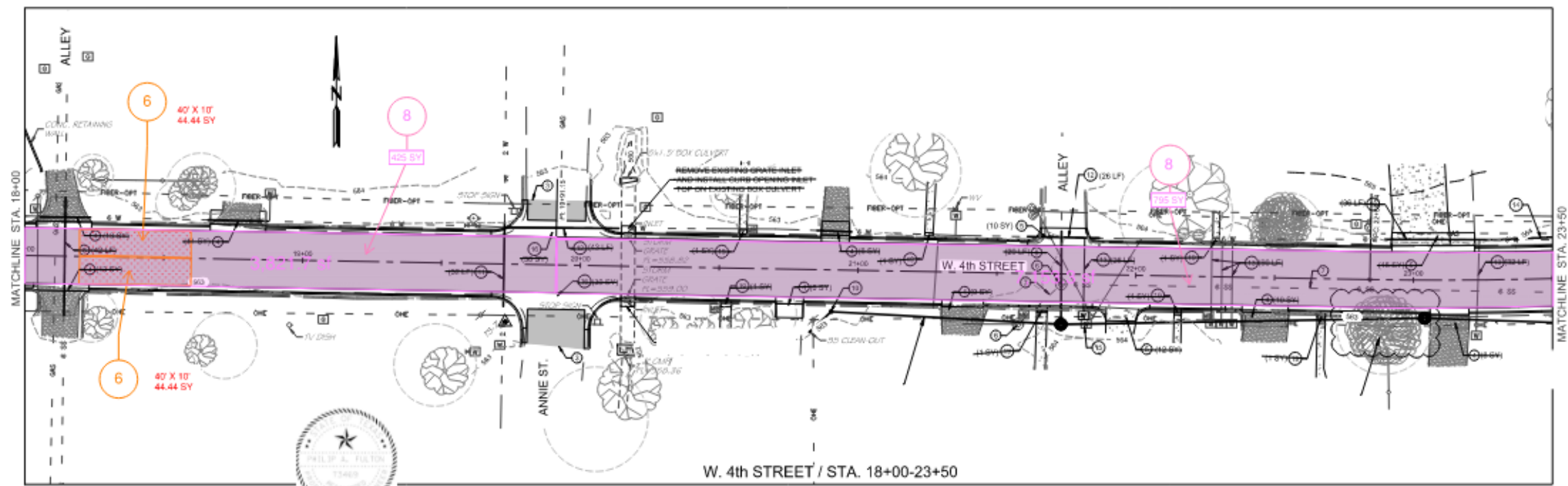
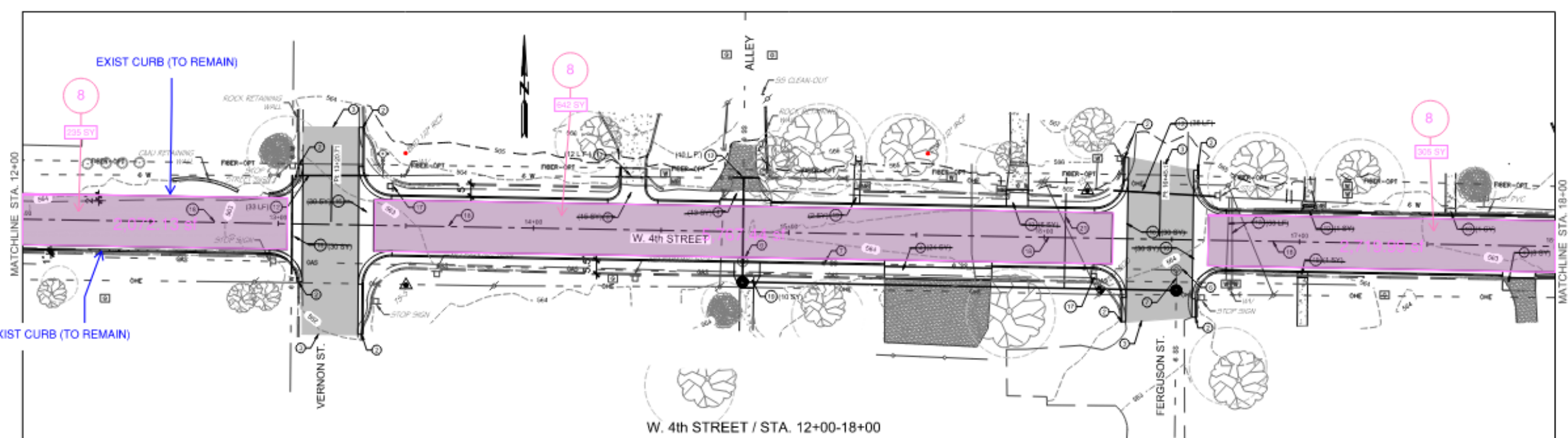


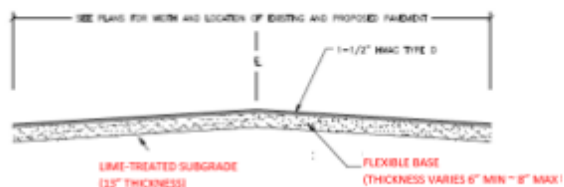
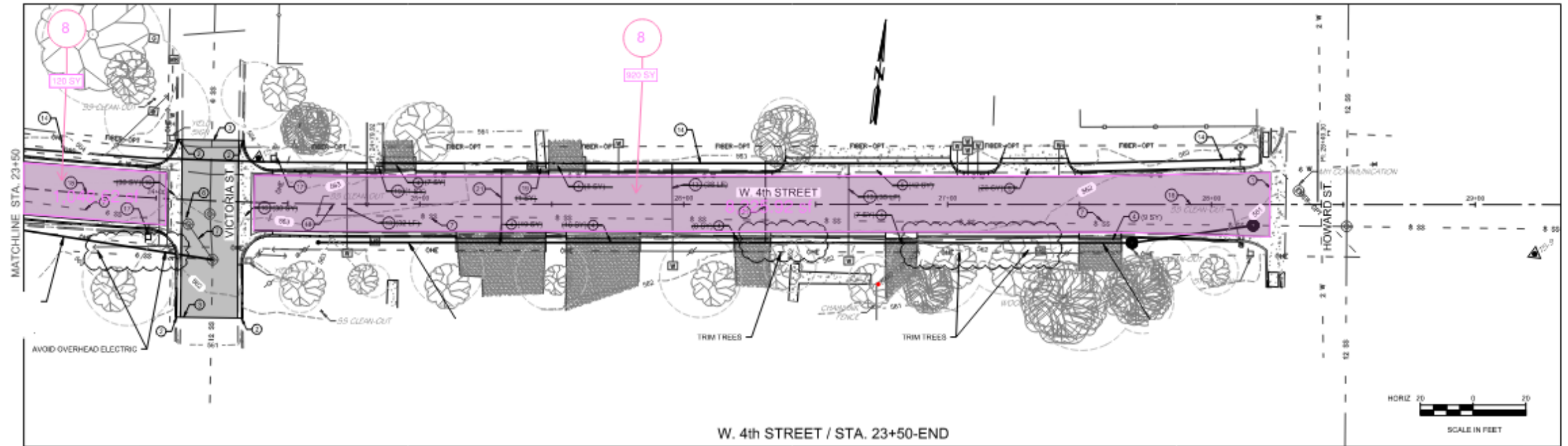
Proposal

- Change Order to Smith Contracting's current contract
 - \$364,710.00
- Installs ribbon curb and moisture barrier where none exists
- Reconstruction from Sloan to Lizzie
 - Mills existing asphalt & City keeps millings
 - Reuses existing base
 - Adds Geogrid between lime treated subgrade and base
 - New 2" asphalt surface layer
- Edge milling & overlay from Lizzie to Howard
 - Mill only edges
 - Thicken surface layer by overlay
- New & thickened pavement surface along entire project limits



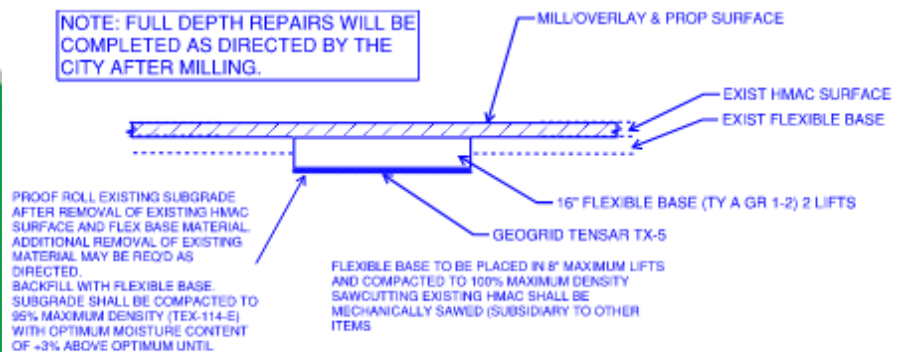






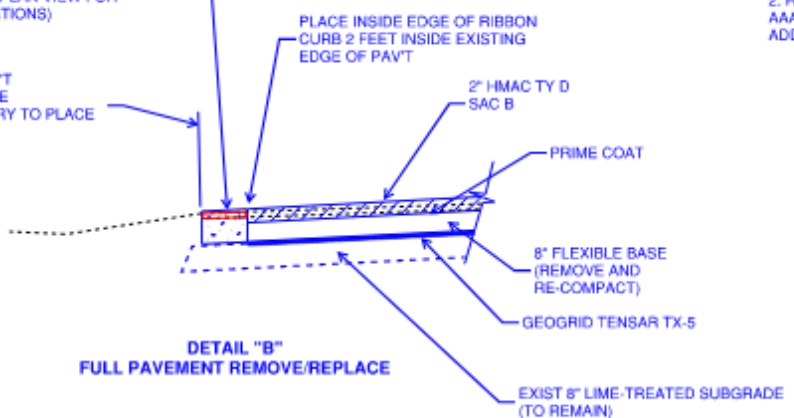
Note: Refer to RICI Report AAA20-075-00 Dated 10/23/2020 for cores of existing pavement.

NOTE: FULL DEPTH REPAIRS WILL BE COMPLETED AS DIRECTED BY THE CITY AFTER MILLING.



2 FT WIDE RIBBON CURB x 11-1/2" THICK (SEE PLAN VIEW FOR LOCATIONS)

EXIST EDGE OF PAVT (SAW CUT & REMOVE HMAc AS NECESSARY TO PLACE RIBBON CURB)



NOTES:

1. FLEXIBLE BASE FOR BASE REPAIRS AND FULL RECONSTRUCTION SHALL BE TY A GR 1-2. PLACE IN 2 EQUAL LIFTS. COMPACT TO 100% MAXIMUM DENSITY WITHIN +/- 2% OPTIMUM MOISTURE CONTENT PER TEX-113-E
2. REFER TO RABA KISTNER CONSULTANTS, INC. REPORT AAA20-075-00 (October 30, 2020) AND AAA20-075-01 (JULY 22, 2021) FOR ADDITIONAL INFORMATION.

Philip A. Fulton
Nov. 09, 2021
HDR Engineering, Inc.
TBPE F-754



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 10

Agenda Title: **Receive update on the Percussion Park
Playground Project and consider updated funding plan**

Council Action to be taken: Receive project update

Department Submitted: Parks and Recreation

Staff Contact: Tyler Bybee, Parks and Recreation Director

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to receive an update on the progress of the Percussion Park project and consider approving the updated funding plan for the project.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

In June of 2019, the City entered into a Memorandum of Understanding with the non-profit group “Good Life Taylor”. This MOU established the framework for Good Life to design and fund the construction of a Percussion Creative playground in Murphy Park. The decided location is between the existing playground and the parking circle.

In November 2019, City Council approved the application of a Texas Parks and Wildlife Outdoor Recreation Grant for the Percussion Park. The project was awarded \$107,351 in matching funds for construction of the playground.

Good Life Taylor and the City have been working with SEC Planning to design the playground and final plans have been approved by the City Planning Department. The approved plans have been submitted to TPWD for review.

The total amount of funds raised by Good Life Taylor to date is \$82,000, with few contributions from this years 5k race still pending. The City is exploring options on using remaining 2018 Certificate of Obligation Bond funds, earmarked for Parks Master Plan projects in the amount of \$77,000, to get the project completed. The funding total from all three sources (TPWD, COT, and Good Life) is \$266,351.

As we know from a variety of recent projects, construction/material cost have risen drastically over the past year, with some products seeing a 50% cost increase during that time. SEC planning has provided and updated(11/9/21) cost estimate for the project at

\$273,413.42. This estimate includes all hardscape, landscape and a 15% project contingency.

Staff believes that the next step in the process is to prepare the project for bid. Further delays in the project could lead to increased costs and a much larger funding gap. Once bids are received staff will bring the final project back to council for approval.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Added amenities will increase the appeal of Murphy Park • Addition of a much-needed inclusive play element to our parks system	• Increased maintenance responsibilities for Parks maintenance staff • Higher cost than anticipated resulting in supplementing funding with CO funds to complete

4. RECOMMENDATION

Receive update and approve updated funding plan.

5. FUNDING SOURCE

Texas Parks and Wildlife Grant \$107,351
Taylor Good Life Funds \$82,000
City of Taylor Certificate of Obligation 2018 Bond Funds \$77,000
Total \$266,351

6. TIMELINE

Prepare Bid Documents-Dec 2021
Post Bid -January 2021
Open Bids and Bring results back to Council-February 2021
Good Life Taylor transfers funds to the City and Construction Begins-March-April 2021

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

10a. [PowerPoint presentation](#)

Percussion Park Creative Playground Update

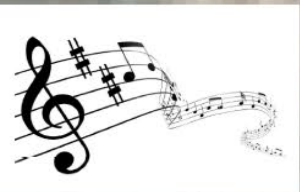
City Council Meeting Presentation
November 18, 2021

Progress to Date

- In June of 2019, the City entered into a Memorandum of Understanding with the non- profit group “Good Life Taylor”. This MOU established the framework for Good Life to design and fund the construction of a Percussion Creative playground in Murphy Park.
- In November 2019, City Council approved the application of a Texas Parks and Wildlife Outdoor Recreation Grant for the Percussion Park. The project was awarded \$107,351 in matching grant funds for construction of the playground.

What is the Percussion Park?

- An interactive, inclusive, accessible playscape that integrates commercial quality musical instruments into a playground setting.
- Usable by all ages and musical abilities.
- Incorporating music into play has shown to have a positive impact on cognitive development in youth.



Scale: 1" = 10'



PLAYGROUND PLAN SCHEDULE		
DESCRIPTION	QTY	
A Babel Drum (Large)	1	
B Cajun	1	
C Emperor Chimes (Set of 6)	1	
D Hand Pipes	1	
E Sansa Rimba	1	
F Free Standing Lily Pads (Set of 5)	2	

Funding Sources

- Texas Parks and Wildlife Grant \$107,351(matching
- Good Life Taylor Funds \$82,000 (possible additions available from 5k race)
- City of Taylor Certificate of Obligation 2018 Bond Funds: \$77,000
- Bond funds earmarked for Parks Master Plan Items
- Total: \$266,351

Cost Estimate

- The most recent cost estimate from SEC planning as of 11/9/21 came in at \$273,412.
- This estimate includes all hardscapes, landscaping and a 15% project contingency.
- Leaving a small funding gap(\$7,061) between the estimate and the project funds available.

Moving Forward

- Due to the well documented increase on construction materials and market volatility, staff is proposing to move the project to bid.

Proposed Timeline

- Prepare Bid Documents-Dec 2021
- Post Bid -January 2021
- Open Bids and bring results back to Council-February 2021
- Good Life Taylor transfers funds to the City and Construction Begins-March-April 2021

Questions??



City Council Meeting November 18, 2021 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 11
Agenda Title: Consider Resolution R21-42 casting votes for Williamson Central Appraisal District (WCAD) Board of Directors.

Council Action to be taken: Cast votes for candidate(s) of your choice

Department Submitted: City Administration

Staff Contact: Dianna Barker, City Clerk

1. PURPOSE/DESCRIPTION

Per Section 6.03 of the Texas Property Tax Code, each taxing unit must determine their vote by resolution and submit it to the Chief Appraiser before December 15, 2021.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The Williamson Central Appraisal District (WCAD) is governed by a Board of five Directors and one ex-officio member. Members of the Board of Directors serve a two-year term beginning in January of even numbered years. Members of the Board are selected by taxing entities participating in the district.

The City of Taylor is entitled to cast votes for candidates for each position to be filled on the WCAD Board of Directors and has a total of thirty-five (35) votes to cast for candidates. The City may split votes to as many as five candidates or as few as one.

There are 6 candidates for your consideration:

ATKINSON, JOSHUA
GIBBS, HARRY (Incumbent)
HISLE-PIPER, HOPE
LUX, JON (Incumbent)
MOSES, MASON
WEBER, LORA (Incumbent)

The Official Ballot and a brief bio on each candidate are attached.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

N/A

5. FUNDING SOURCE

N/A

6. TIMELINE

Deadline to return the Resolution with your vote(s) is December 15, 2021.

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

N/A

8. ATTACHMENTS

- 11a. [Resolution R21-42](#)
- 11b. [Election ballot](#)
- 11c. [Candidate Bios](#)
- 11d. [Current list of Board members](#)
- 11e. [PowerPoint presentation](#)

RESOLUTION NO. R21-42

**A RESOLUTION OF THE CITY OF TAYLOR, TEXAS CASTING
VOTES FOR CANDIDATES TO THE WILLIAMSON CENTRAL
APPRAISAL DISTRICT BOARD OF DIRECTORS**

WHEREAS, the City of Taylor is entitled to cast votes for candidates for each position to be filled on the Williamson Central Appraisal District Board of Directors; and

WHEREAS, the City of Taylor has a total of thirty-five (35) votes to cast for candidates to the Board of Directors.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Taylor hereby casts its 35 votes for the Williamson Central Appraisal District Board of Directors as follows:

	<u>Votes</u>
Joshua Atkinson	_____
Harry Gibbs	_____
Hope Hisle-Piper	_____
Jon Lux	_____
Mason Moses	_____
Lora Weber	_____

PASSED and APPROVED by the City Council of the City of Taylor, Texas on the 18th day of November, 2021.

Brandt Rydell, Mayor

Attest:

Dianna Barker, City Clerk

CERTIFICATE

STATE OF TEXAS

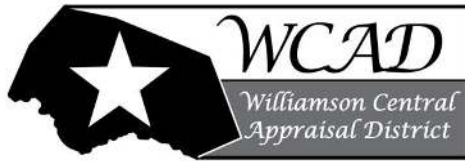
COUNTY OF WILLIAMSON

CITY OF TAYLOR

I, Dianna Barker, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Resolution R2-42, passed and approved by the Taylor City Council on the 18th day of November, 2021, and such Resolution was duly passed and approved at a meeting open to the public and notices of the meeting, giving the date, place, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this the 18th day of November, 2021.

Dianna Barker, City Clerk



"We will provide quality service with the highest standards of professionalism, integrity and respect. We will uphold these standards while providing an accurate, fair and cost-effective appraisal roll in compliance with the laws of the State of Texas."

October 21, 2021

Brandt Rydell, Mayor
City of Taylor
400 Porter St
Taylor, TX 76574-3600

Dear Mayor Rydell:

Attached is the official ballot listing the nominees submitted for the Board of Directors for the Williamson Central Appraisal District in accordance with Section 6.03 of the Texas Property Tax Code.

The ballot lists the total number of votes available for your unit to cast. Please note, you may distribute these votes amongst the listed candidates at your discretion.

According to Section 6.03 of the Texas Property Tax Code each taxing unit must determine their vote by resolution and submit it to the Chief Appraiser **before December 15, 2021.**

If you have any questions, please feel free to call.

With Kindest Regards,

Alvin Lankford
Chief Appraiser

Board of Directors

Charles Chadwell, Chairman
Harry Gibbs, Vice-Chairman
Donald L. Hisle, Secretary
Jon Lux
Lora Weber
Larry Gaddes

Chief Appraiser

Alvin Lankford
alvinl@wcad.org

625 F.M. 1460, Georgetown, Texas 78626
(512) 930-3787 www.wcad.org

Williamson Central Appraisal District

Board of Directors Nominees

Official Ballot 2021

INSTRUCTION NOTE:

Indicate your vote for the candidate or candidates of your choice by placing the number of votes in the blank beside the candidate or candidates name.

ENTITY City of Taylor NUMBER OF VOTES 35

ATKINSON, JOSHUA	_____
GIBBS, HARRY	_____
HISLE-PIPER, HOPE	_____
LUX, JON	_____
MOSES, MASON	_____
WEBER, LORA	_____

ATTEST:

Signature

Date

Atkinson

Joshua (JT) Atkinson has lived in Florence his entire life. In Florence his family goes back generations. He is currently the third generation of the Atkinson Family to serve on the Florence ISD Board of Trustees, now in his second term. He is also very involved in the Florence United Methodist Church serving on many different committees most recently as the finance chairman.

Joshua previously worked in the pharmacy retail industry for 13 years leaving only to begin his own landscaping business in the greater Florence/Georgetown area. He holds a BS in Landscape Design and Management from Tarleton State University.

Joshua enjoys being a husband, father of two girls in grade school and serving his community.

Gibbs

Harry Gibbs has vast real estate experience. Licensed as a Texas Real Estate Broker since 1980, Harry has represented owner/landlords, buyers, and sellers in numerous large commercial real estate transactions in Williamson County as well as nine other Texas counties. Harry continues to stay active in commercial real estate.

Harry has served the Texas Association of REALTORS as Commercial Liaison to Leadership in 2018, Chairman of the Commercial Committee in 2016, and Public Policy Committee Chairman in 2013. He has also served on the Land Use Committee, Commercial Forms Committee, and Nominating Committee. He is a TRLP Instructor and a Spokesperson Training Instructor. Harry is a broker with Keller Williams Realty Georgetown, KW Commercial.

Harry is a CCIM – Certified Commercial Investment Member since 1996, and a CIPS – Certified International Property Specialist. He is a 2007 graduate of TRLP – Texas REALTOR Leadership Program. Harry graduated from The University of Texas, Austin in 1982. He has a BBA in Real Estate and Urban Land Development as well as a BBA in Finance.

Harry is a two-time president of the Georgetown Sunrise Rotary Club, former member and Chairman of the Georgetown Planning and Zoning Commission, and currently serves on the Board of Directors for the Williamson Central Appraisal District. Harry was named as the 2020 Board Member of the Year by the Texas Association of Appraisal Districts.

Harry has a wonderful wife who is also in real estate, two great stepchildren, four absolutely wonderful grandchildren, and a really cool frisbee catching Blue Heeler named Grace.

Hisle-Piper

Hope Hisle-Piper was born and raised in Cedar Park/Leander, Hope Piper has been in the Mortgage/Real Estate business for over 25 years before founding her own firm, Turn Key Property Group in 2020 and successfully growing her business over 65 million in volume in just one year. Piper has served on various LISD boards. Hope and her husband, Ron, have five children who graduated from Leander ISD schools.

Lux

Jon Lux is a proud U.S. Navy veteran with 21 years of service. After enlistment, he was awarded a Naval ROTC scholarship to the University of New Mexico, where, upon completion of his B.A. in Economics, he was commissioned as an Ensign in the U.S. Navy. He served as a Surface Warfare Officer on multiple sea tours and ashore he served on the staffs of Commander Mine War Command and Commander Mine Countermeasures Squadron Three, and served as Executive Officer Naval Station in Ingleside, TX. Jon attended the United States Navy Postgraduate School in Monterey, California, where he graduated with a Master of Science in Management. Jon was awarded numerous medals and awards during his distinguished service. After retirement from the U.S. Navy, Jon has worked in the private sector as a Division Manager, Division Chief, and Program Manager for information technology providers. After traveling the world in his role with the Navy, Jon selected Cedar Park and Williamson County as the place of choice to live, work, play, thrive and call home for his family. He is married to Michelle and has two adult children. Upon arrival in Cedar Park, Jon immediately jumped into serving the community. He served on the Cedar Park Tourism Advisory Board, Cedar Park Planning and Zoning Commission and served four years on Cedar Park City Council.

Moses

Mason Moses serves as the Vice President for Executive Compensation with Trusted Capital Group (TCG), a HUB International Company. He specializes in serving the financial planning and wealth management needs of his clients and consulting organizational leaders and Boards on executive compensation that enhances the goals of both the executive and the organization. Mason regularly presents nationally on both these topics. He received his bachelor's degree from Texas Tech University and his master's degree from Texas A&M University from the President George H.W. Bush School of Government. Prior to joining TCG Advisors, Mason worked in the Texas Senate and was the Chief Communications Officer for the Texas System of Regional Educational Service Centers. Mason is a strong believer in community service as he has served as a member of the Round Rock ISD School Board of Trustees, the Round Rock ISD Partners in Education Board of Directors, the CHASCO YMCA of Greater Round Rock, and other community organizations.

Webber

Lora Weber is a longtime public-sector executive, small business owner, and community leader. Lora enjoyed a long career with several state agencies encompassing everything from public utility regulation to business licensing to higher education. She is the successful leader of organizations with diverse, complex mandates and multi-state operations. Lora has served on national boards including the Verizon Consumer Advisory Board and the National Consumers League. Locally, she has served as chair of the Round Rock Chamber of Commerce and of the Round Rock Economic Development Advisory Committee. She currently serves on the Economic Development District for the Capital Area Council of Governments. Lora holds a Bachelor of Arts degree in English and political science. She and her husband, Jay, love living in Round Rock, but try to spend as much time as possible scuba-diving all over the world.

Board of Directors

[The Appraisal District Board of Directors Role in the Property Tax System](#)

An appraisal district Board of Directors hires the Chief Appraiser and the Taxpayer Liaison Officer; it also sets the budget. The directors have no authority to set values or appraisal methods and are forbidden from discussing values with the appraisal district. The Chief Appraiser carries out the appraisal district's legal duties, hires the staff, appraises property and operates the appraisal office.

[Board Members](#)



Charles Chadwell
Chairman
[Bio](#)



Harry Gibbs
Vice Chairman
[Bio](#)



Donald L. Hisle
Secretary
[Bio](#)



Lora H. Weber
[Bio](#)



Jon Lux
[Bio](#)



Larry Gaddes
[Bio](#)

Contact Information

-  512-930-3787
-  625 FM 1460
Georgetown TX 78626-8050
-  [625 FM 1460](#)
[Georgetown, Texas 78626](#)
-  Monday - Friday
8:00 AM - 5:00 PM

Our Mission

"We will provide quality service with the highest standards of professionalism, integrity, and respect. We will uphold these standards while providing an accurate, fair, and cost-effective appraisal roll in compliance with the laws of the State of Texas."

[Request Electronic Communication](#)[Residential Homestead Exemption](#)[Support Center](#)[Videos](#)

News & Updates

Williamson Central Appraisal District
Staff Supports National Breast Cancer...
11 Oct 2021

Williamson County Appraisal District (WCAD) Board of Directors Election

November 18, 2021

WCAD Board of Directors

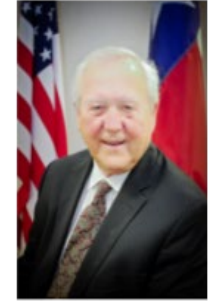
- Board of 5 members (1 ex-officio)
- Serve a two-year term
- Duties include setting the WCAD budget and hiring the Chief Appraiser and Taxpayer Liaison Officer
- Elected by taxing units participating in the district



Charles Chadwell
Chairman
[Bio](#)



Harry Gibbs
Vice Chairman
[Bio](#)



Donald L. Hisle
Secretary
[Bio](#)



Lora H. Weber
[Bio](#)



Jon Lux
[Bio](#)



Larry Gaddes
[Bio](#)

Taylor's Participation

- Has a total of 35 votes to cast
 - Per tax code 6.03, number of votes is based off of Taylor's portion of the 2020 levy.
- 6 candidates to be considered:
 - ATKINSON, JOSHUA
 - GIBBS, HARRY (Incumbent)
 - HISLE-PIPER, HOPE
 - LUX, JON (Incumbent)
 - MOSES, MASON
 - WEBER, LORA (Incumbent)

The City may split votes to as many as five candidates or as few as one

Williamson Central Appraisal District	
Board of Directors Nominees	
Official Ballot 2021	
INSTRUCTION NOTE: Indicate your vote for the candidate or candidates of your choice by placing the number of votes in the blank beside the candidate or candidates name.	
ENTITY	<u>City of Taylor</u> NUMBER OF VOTES <u>35</u>
ATKINSON, JOSHUA	_____
GIBBS, HARRY	_____
HISLE-PIPER, HOPE	_____
LUX, JON	_____
MOSES, MASON	_____
WEBER, LORA	_____
ATTEST:	

Signature	

Date	