

**NOTICE OF MEETING OF THE GOVERNING BODY OF THE
CITY OF NAVASOTA, TEXAS
NOVEMBER 8, 2021**

Notice is hereby given that a Regular Meeting of the governing body of the City of Navasota will be held on the 8th of November, 2021 at 6:00 PM at the City Hall in the City Council Chambers, Room No. 161, located at 200 E. McAlpine Street, Navasota, Texas 77868, at which time the following subjects will be considered, to wit:

To watch the City Council meeting live please visit the City of Navasota's Youtube here: <https://www.youtube.com/channel/UCltnx7BQt0TCiYJRiZ14g5w>

1. Call to Order.
2. Invocation
Pledge of Allegiance
3. Remarks of visitors: Any citizen may address the City Council on any matter. Registration forms are available on the podium and/or table in the back of the city council chambers. This form should be completed and delivered to the City Secretary by 5:45 p.m. Please limit remarks to three minutes. The City Council will receive the information, ask staff to look into the matter, or place the issue on a future agenda. Topics of operational concerns shall be directed to the City Manager.
4. Staff Report:
 - (a) Introduce new employees;
 - (b) Update on Capital Improvements Project;
 - (c) Library update;
 - (d) Update on Transportation Alternatives Set-Aside (TA) Program project
 - (e) Economic Development update
 - (f) Treats on the Street results;
 - (g) Arts Council quarterly report for 9/30/2021;
 - (h) Proclamation - Apprentice Week - November 14-21, 2021;
 - (i) Board and Commission update; and
 - (j) Reports from City Staff or City Officials regarding items of community interests, including expressions of thanks, congratulations or condolence; information regarding holiday schedules; honorary or salutary recognition of public officials, public employees, or other citizens; reminders about upcoming events organized or sponsored by the City; information regarding social, ceremonial, or community events organized or sponsored by a non-City entity that is scheduled to be attended by City officials or employees; and announcements involving imminent threats to the public health and safety of people in the City that has arisen after the posting of the agenda.

5. Conduct a public hearing for the purpose of receiving public comments and testimony regarding a conditional use permit application submitted to the City of Navasota by Mount Calvary Baptist Church for the property located at 508 Peeples Street, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a place of worship, a conditional use listed under Article IX R-3: high density, multi-dwelling unit, residential district. The property affected is legally described as F L Woodard, Block 123, Lot 7-15.
6. Consideration and possible action on the first reading of Ordinance No. 982-21, approving a conditional use permit application submitted to the City of Navasota by Mount Calvary Baptist Church for the property located at 508 Peeples Street, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a place of worship, a conditional use listed under Article IX R-3: high density, multi-dwelling unit, residential district. The property affected is legally described as F L Woodard, Block 123, Lot 7-15.
7. Conduct a public hearing on an order to repair or demolish the structures located at 716 E. Washington Avenue, Navasota TX, 77868.
8. Consideration and possible action on an order to repair or demolish the structure at 716 E. Washington, Navasota, TX 77868.
9. Consideration and possible action on Amendment No. 2 to the November 5, 2019, Agreement for General Services Thoroughfare Plan Update for Strand Associates.
10. Consideration and possible action on the final adoption of the Thoroughfare Plan Update and the Pedestrian and Bicycle Plan.
11. Consideration and possible action on approving contract with Brannon Industrial Group and Brand It Graphix for event planning services for the 2022 Texas Birthday Bash.
12. Consideration and possible action on Resolution No. 703-21, regarding a financing agreement for the purpose of procuring heavy equipment, vehicle and related equipment and a fire truck.
13. Consideration and possible action on roof replacement at the Navasota Center, paid with TML Inter-government Risk Pool insurance claim due to hail damage.
14. Consideration and possible action on the first reading of Ordinance No. 983-21, approving the 2021 appraisal roll with tax amounts to constitute the 2021 tax roll for the Brazos County portion for the City of Navasota.
15. Consideration and possible action on the first reading of Ordinance No. 984-21, approving the 2021 appraisal roll with tax amounts to constitute the 2021 tax roll for the Grimes County portion for the City of Navasota.
16. Consideration and possible action on Resolution No. 704-21, casting ballot for the Grimes County Appraisal District Board of Directors Election for 2022-2023.
17. Consideration and possible action on appointments to boards and commissions.

18. Consent Agenda: The following items may be acted upon with one motion and vote. No separate discussion or action is necessary unless requested by the Mayor or City Councilmember, in which event the item will be removed from the Consent Agenda for separate discussion and/or action by the City Council as part of the regular agenda.

Consent Items are:

- A. Consideration and possible action on the minutes for the month of October 2021;
- B. Consideration and possible action on the expenditures for the month of October 2021;
- C. Consideration and possible action on the second reading of Ordinance No. 980-21, approving a voluntary annexation request submitted by James C. Hassell for a 31.79 acre tract of land and a 31.76 acre tract of land in the James J. Whitesides Survey, A-62, Navasota, Grimes County, Texas.

19. Adjourn.

DATED THIS THE 3RD OF NOVEMBER, 2021

/BS/

BY: BRAD STAFFORD, CITY MANAGER

I, the undersigned authority, do hereby certify that the above notice of meeting of the governing body of the CITY OF NAVASOTA, is a true and correct copy of said notice and that I posted a true and correct copy of said notice in the glass bulletin board, in the foyer, on the south side of the Municipal Building as well as in the bulletin board on the north side of the Municipal Building of the City of Navasota, Texas, a place convenient and readily accessible to the general public at all times, and said notice was posted on the 3rd of November, 2021 at 11:25 AM and will remain posted continuously for at least 72 hours preceding the scheduled time of said meeting. Agendas may be viewed at www.navasotatx.gov.

The City Council reserves the right to convene in Executive Session at any time deemed necessary for the consideration of confidential matters under the Texas Government Code, Sections 551.071-551.089.

DATED THIS THE 3RD OF NOVEMBER, 2021

/SMH/

BY: SUSIE M. HOMEYER, CITY SECRETARY

THIS FACILITY IS WHEELCHAIR ACCESSIBLE AND ACCESSIBLE PARKING SPACES ARE AVAILABLE. REQUESTS FOR ACCOMMODATIONS OR INTERPRETIVE SERVICES MUST BE MADE 48 HOURS PRIOR TO THIS MEETING. PLEASE CONTACT THE CITY SECRETARY'S OFFICE AT(936) 825.6475 OR (936) 825.6408 OR BY FAX AT (936) 825.2403.



Vision Statement:

*Navasota 2027: What America Wants To Be
“A beautiful, progressive, vibrant, service-oriented,
close-knit community filled with
historical charm and promise for people and business.”*

Mission Statement:

*“To guide Navasota’s growth in a way that maintains
our heritage, culture, and uniqueness while
maximizing our economic and social development.”*



THE CITY OF NAVASOTA COUNCIL LEADERSHIP POLICY

It is the desire of the Navasota City Council to demonstrate responsible leadership by:

- (a) Establishing a 2027 Strategic Growth Map for the City of Navasota.*
- (b) Assuring stable and effective city operations.*
- (c) Developing and adopting policies that will guide the growth of the City of Navasota.*
- (d) Facilitating private/public sector partnerships at the local, regional, state and federal level that will invest in the future of Navasota.*
- (e) Ensuring all Navasota boards, commissions and committees are aligned with the Council's growth policies.*



So much, so close.

**Report
and
Strategic Plan**

**Adopted
April 26, 2021**

**Prepared and Facilitated
By
Ron Cox Consulting**



REPORT AND STRATEGIC PLAN COUNCIL/STAFF RETREAT

CITY OF NAVASOTA

February 12, 2021

Introduction

On February 12, 2021, the Mayor, City Council and staff of the City of Navasota met for a retreat planning session. The purpose of this meeting was twofold.

- Confirm and expand the governance philosophy for the City Council. Included in that is identifying key elements of the Council's vision for Navasota.
- Prepare a strategic plan for the city.

The Mayor, Council and staff freely worked together, and their work was exemplary in all respects. Ron Cox facilitated the process.

Governance

In their February 12, 2021 session the Council confirmed the governance policy they established in 2017 and expanded on it by further defining their governance philosophy. The Council participated in discussions about their role, together and their leadership responsibilities. The elements of a strong governance model are having and following clear vision and mission, establishing leadership and communications philosophies, and identifying the expectations of each other as City Council members, and the City staff, and of identifying and recognizing the expectations staff has of the City Council.

The key elements of the Governance Philosophy are leadership, communication and understanding and defining expectations. These define how the team will function together. Visioning and planning are the key elements that define what the strategies and goals are for the City of Navasota and what they will be to ensure the vision is ultimately attained.

Governance Model

The governance model first begins with leadership. Each member of the Council asked to provide input into how they will lead, communicate and a defining of expectations for themselves and staff.

The facilitator began the process by asking each of the members why they ran and serve on the City Council. They responded as follows:

The Mayor and Council reviewed and confirmed their Governance Policy and Rules of Engagement established in 2017. These are as follows.

Mayor and Council members ran for the office and serve ...

- Had already serviced on other boards and wanted to be active in the growth to come.
- To lead city in the right direction.
- Saw growth coming and saw weaknesses in various ordinances that needed strengthening – now growth is really here.
- To bring a different insight as a native of Navasota.
- To encourage business growth and economic development.
- Am able to serve.
- Originally to change the direction of the city (and have done that).
- Exciting to be a part of big decisions for the community.

The facilitator then asked the members to describe the attributes they have that will contribute to the work of the Council.

Mayor and Council have the following attributes ...

- Able to think outside the box on issues.
- Business experience in the private sector.
- Provides a technical background.
- Brings a different point of view, being from a different generation than others on the Council.
- Historical memory as a native of Navasota.
- Love the community.
- Committed to the community.
- Service to the community.
- Have the time to serve.

- Have a special needs child bringing different perspective to decision making.
- Raised seven children and now grandchildren all in Navasota community and schools.
- Different stages of our lives, bring different viewpoints.

The Mayor and Council of the City of Navasota will lead by ...

- Providing the facts.
- Seeking and gaining understanding of the problems.
- Listening, asking, seeking information and deciding.
- Coming together for the greater good – compromising and building consensus.
 - Toward a common goal – betterment of Navasota.
 - Finding a win/win for all.
 - Building consensus.
- Picking your wins carefully.
- Not being afraid to admit you are wrong and changing your mind.
- Being patient.
- Being humble – not prideful or egotistical.
- Being passionate about our city, but not dictatorial.
- Being brave for our city.
- Showing respect and being respectful of others.

The Mayor and Council of the City of Navasota will communicate ...

- Effectively with citizens, each other and staff...
 - Concisely.
 - Clearly.
 - Completely.
- Seek and allow responses.
- Seek to understand.
- Take the time to explain the issue and resolution to each other and to citizens.

The Mayor and Council of the City of Navasota expect the following of each other...

- Remember we all work for the citizens – Council and staff alike.
- Set the table for the citizens on agenda items – fill in the gaps of knowledge for them.
- Follow the process.
- Be willing to slow the process down.
- Respect each other and their opinions.
- Be honest.
- Be consistent.
- Do your homework.
- Be vulnerable – admit you do not know everything.
- Be willing to learn.
- Don't take the issue personally

The Mayor and Council of the City of Navasota expect the following of the staff ...

- Set the table to explain agenda items for Council and citizens.
- Be clear and timely in the information flow to Council – understanding and responding to individual council members in the way that communicates best to them.
- Don't take it personally.
- Provide the full picture – the good, the bad, and the ugly.
- Have patience.
- Know your lane and stay in it.
- Understand the chain-of-command.

(It was noted that the City Council and staff should all have and respond to the same expectations.)

The staff expects the following of the Mayor and Council of the City of Navasota (as defined by the City Council) ...

- Don't play the "gotcha" game with staff.
- Have an understanding of staff, their role.
- Ask questions and don't assume.
- Have patience.
- Be fair.
- Listen to staff.
- Be respectful to staff.
- Seek information on what council can do to help the staff succeed.
- Seriously consider their recommendations.
- Attempt to solve the problems that are presented.
- Give them clear direction.
- Remember that staff is working for the citizens, as well as the Council.
- Don't put undue pressure on staff.
- Follow the chain-of-command.

Vision and Mission

On February 6, the Council and senior staff discussed the elements vision they have for Navasota. Currently, there are is Vision Statement and Mission Statement for the City. After a review, the Mayor and Council identified and confirmed the key elements of the vision and mission for the City.

Vision Statement

Navasota 2027: What America wants to Be:

A beautiful, progressive, vibrant, service oriented, close-kinit community filled with historic charm and promise for people and business.

Vision Elements

These elements were discussed and are presented in no particular order of priority. It was noted that in reviewing the Vision Statement from the Comprehensive Plan, these key vision elements are consistent with and embodied in the Vision Statement.

- Navasota is a role model for other cities.
- Clean.
- Safe.
- Friendly and inviting.
- Historic.
- Beautiful and manicured.
- Successful.
- Sustainable.
- Full of opportunity.
- Innovative.
- Charming.

Mission Statement

To guide Navasota's growth in a way that maintains our heritage, culture and uniqueness while maximizing our economic and social development.

Mission Elements

These key mission elements are presented in no particular order of priority.

- Committed.
- Stay focused on the mission.
- Dedication and desire.
- Proper planning.
- To communicate the Vision.
- Provide great/exceptional customer service.
- Clear, consistent, defined responsibilities.
- Flexible.
- Understanding of your role and responsibilities.

Strategic Planning

The facilitator led the participants in a SWOT analysis, identifying and discussing the strengths, weaknesses, opportunities and threats for the City of Navasota, both organizationally and in the community. The weaknesses then were divided into common themes – Areas of Emphasis or Vision Elements. Within each of the Areas of Emphasis, opportunities – strategies and goals – were identified to overcome the weaknesses.

Finally, threats were identified that if not anticipated may get in the way of accomplishing the strategies and goals.

The participants were divided into three groups. Each group focused on strengths and weaknesses as follows.

Strengths

Group 1

- Qualified personnel.
- Close knit team/community.
- Has a can-do attitude.
- Pride in community and city organization.
- Friendly.
- Great leadership – Council, City Manager and staff.
- Caring.
- Small town charm.
- Service oriented.
- Open minded and welcoming.
- Knowledgeable about work, etc.
- Dedication.
- Good foundation upon which to build.
- Resilient.
- Organization is accountable to the community.
- Have integrity and honesty.
- Everyone is team player.
- Willing to admit to issues and problems.
- Self-aware.
- Transparent.
- Have community support.
- Have a multi-faceted community makeup.
- Visionaries.
- Excellent location.
- Diversity in the community.

Group 2

- Great staff.
- Buy-in from the community.
- A community feeling.
- Progressive.
- Safe.
- Leadership.
- Proactive Council.
- Beginning infrastructure design improvements.
- City services.
- Facilities.

- Partnerships.
- Potential for growth.
- Location.
- History.
- Industry.

Group 3

- Experience of Council and staff.
- New councilmembers bringing energy and new ideas.
- Leadership.
- Collaboration.
- Creativity.
- Openness/inviting community.
- Honesty/trust.
- Stability.
- Teamwork.
- Loyalty and pride.
- Service minded.
- Relationships/friendly/user friendly.
- Fun.
- Commitment and dedication.

Weaknesses

Group 1

- Lack of social and health services.
- Minimal retail services.
- Lack of transportation services.
- Lack of after 5 p.m. activities.
- Aging infrastructure.
- Difficulty in communication from the city to the citizens.
- Lack of finances for unfunded mandates.
- Outside negative perception of the community.
- Finding and retaining good staff.
- Lack of seasoned/experienced staff at all levels.
- Lack of citizen input/involvement.
- Uninformed criticism from citizens.
- Limited connectivity to high quality internet.
- Technologically inhibited/fear of technology

Group 2

- Fear of change.
- More work than staff can accomplish.
- Lack of job career diversity.

- Perception of the school district.
- Lack of rental/multifamily in the city.
- Retail leakage.
- Lack of amenities for social and family time.
- Train traffic.
- Animal control/fire department facilities need replacing.
- Lack of internet connectivity.

Group 3

- Communication/understanding of the message.
- People making assumptions without all the information.
- Aging infrastructure.
- Sometimes resistant to change.
- Dislike of others.
- Financial resources are limited.
- Retention of employees.
- Outside perception of Navasota.
- People have long memories.
- Lack of participation by the citizens.
- Being required to respond to circumstances beyond our control.
- Limited technology in the community in the city.

Areas of Emphasis

Reviewing the weaknesses presented resulted in the identification of five areas of emphasis.

- **Governance**
- **Economic Development**
- **Image/Communication**
- **Infrastructure**

Weaknesses Rearranged

The weaknesses identified above, were then summarized and arranged to be within one of the areas of emphasis.

- **Governance**
 - Resistance to change.
 - Employee retention.
 - Responding to circumstances beyond city's control.
 - Unfunded mandates.
 - Lack of participation.
- **Economic Development**
 - Diversity in career jobs.

- Sufficient revenue for infrastructure redevelopment.
- Retail leakage
- Lack of social and family recreation.
- Need for diversity in housing.
- Social and health services.
- **Image/Communication**
 - Negative perception of school district.
 - Negative perception of city.
 - Inability to provide information to all ages
 - Internally and externally.
 - Lack of understanding.
 - Criticism from the uninformed.
 - From city to citizens
- **Infrastructure**
 - Train traffic.
 - Again infrastructure
 - Transportation.
 - Facilities.
 - Poor quality of internet and technology, city and citywide.

Opportunities – Strategies and Goals

The groups then brainstormed to identify opportunities to overcome the weaknesses. These opportunities are the basis for the strategies and goals prepared below.

Governance

- **Establish a program to encourage more participation in Navasota government.**
 - Establish and implement leadership academies.
 - Establish a citizens' academy.
 - Establish a citizens' police academy.
 - Establish a citizens' fire academy.
 - Improve communication and strategic alignment between Council and all committees.
- **Establish an employee retention strategy.**
 - Identify and promote the work culture, benefits of the city.
 - Promote the community and organizational culture.
 - Explore housing incentives to live and work in Navasota and attract new employees.
 - Cast a wider net for employees.
 - Explore opportunities for providing employee benefits that incentivize employment and retention.
- **Explore opportunity for a full-time grant writer.**

- **Provide a clear sense of direction to all boards related to economic development.**
 - Establish an Economic Development Strategy with the NEDC

(Note: there were some communications initiatives in Governance. These have been moved to Image/Communication to avoid repetition.)

Economic Development

- **Establish a partnership with NISD, Blinn, TAMU and other institutions to enhance the economic development process.**
- **Seek out grant opportunities.**
 - Pursue grants from EDA.
- **Enhance the marketing of Navasota.**
 - Marketing to fulfill housing needs.
 - Marketing of lower utility costs compared to other areas.
 - Marketing location and proximity to major metro areas in the state.
- **Seek partners to improve local health and social service providers.**
 - Explore health authority with county.
 - Explore partnership with St. Joseph's healthcare system.
 - Recruit health provider specialists (optometrists and medical providers)
- **Enhance strategic retail recruitment.**
 - Continue to partner with Retail Coach.
 - Attend recruitment conferences (industry, retail, restaurants, etc.)

(Note: there were some infrastructure initiatives in Economic Development. These have been moved to Infrastructure to avoid repetition.)

Image/Communication

- **Improve the perception and image of Navasota.**
 - Establish a positive campaign to promote Navasota.
 - Prepare both an in-person and digital message.
 - Identify target audiences.
 - Attend realtor conferences to tell the Navasota story.
 - Utilize citizens' academies (see Governance).
 - Explore use of Town Hall meetings – in-person and virtual.
- **Establish a program to educate ISD students about local government.**
 - Sponsor a job shadowing program for students in the city.
- **Improve communication in general with the public. (Note: moved from Governance)**
 - Be deliberate about creating buy-in from citizens.
 - Inform, educate and cast the vision.
 - Prepare and implement a communication protocol.

Infrastructure

- **Prepare a plan for construction of an elevated grade crossing over the railroad tracks.**

- Identify location and right of way needs for the crossing.
- Establish costs to city to accommodate the crossing.
- Identify land for a substation for fire and animal control.
- Establish contact and conversation with the railroad.
- **Prepare a capital improvements plan and program for needed city infrastructure.**
 - Improve aging infrastructure.
 - Improve aging and inadequate facilities.
 - Expand parks, trails and bike paths.
 - Identify funding sources – bonds, grants, etc.
- **Create additional opportunity for social and family amenities.**
 - Create additional sports facilities.
 - Make park improvements – trails, bike paths, etc.
- **Identify and plan for needed improvements to the community’s internet system.**
 - Identify and review the existing systems available to the City
 - BVCOG Fiber Loop
 - Midsouth Synergies
 - Other

Threats

Finally, Council and staff identified threats to accomplishing the goals and strategies that have been identified.

- Fear – lack of understanding of the issues and the unknown.
- Money.
- Economic downturn.
- Federal and state unfunded mandates and restrictions to local government.
- Social media.
- Uncommitted leadership.
- Politization of local government.
- Suffering the unintended consequences of outside mandates.
- Encroaching crime.
- Another pandemic – COVID.
- Adverse weather.
- No response to the failing infrastructure.
- The “cancel culture” – just turning off or destroying what one disagrees with – refusal to dialogue.
- Not adapting to the change in the ideology of the culture.

City Staff Implementation Sessions

April 5 and 14, 2021

On April 5, 2021 the facilitator met with the City Manager and staff to review the outcomes of the planning session and to determine next steps for the development of the implementation plan.

Implementation Plan Process. The staff reviewed a template to be used to develop the implementation portion of the planning process. During the discussions, a staff member was assigned as the team facilitator for the development of the implementation plan for each areas of emphasis. Further they began the process of developing action steps, with proposed timelines, and budget implications (if they were known at the time).

On April 14, 2021 staff again met with the facilitator to review and complete a draft implementation plan. The implementation plan is included in this document.

Reporting

Finally, staff established reporting protocols. These protocols serve the purpose of keeping the staff on schedule with the implementation of strategies, keeping the City Manager informed, and providing regular reports to the Mayor and City Council on the status of the implementation of the adopted strategies. This provides for long term accountability toward the implementation of the Strategic Plan.

Reporting Protocols

- **Council**
 - Receives updates at least monthly from staff at Council meetings regarding various projects related to the strategic plan.
 - Receives formal status reports, including a semi-annual and annual report from staff to the City Council.
- **City Manager**
 - City Manager receives regular – both formal and informal - updates from staff at regular staff meetings on progress of assignments.

City Council Approval

April 26, 2021

On TBD, 2021, the City Council reviewed their work as well as the work of the staff since the planning session in January. After a thorough discussion the Report was approved as amended unanimously.

Conclusion

The Mayor, Council and staff of the City of Navasota worked through a governance and planning process that allowed the Council to create a governance model and identify and expand strategies for moving the city forward. The process brought the staff leadership and Council closer together as a team and developed an implementation process to ensure the strategies are addressed and accomplished over time.



Strategic Plan 2021

**Council/Staff Planning Retreat
February 12, 2021**

**Adopted
April 26, 2021**

**Prepared and Facilitated
By
Ron Cox Consulting**

Vision Statement (Adopted 2017)

**Navasota 2027: What America wants to Be:
A beautiful, progressive, vibrant, service oriented,
close-kinit community filled with historic charm
and promise for people and business.**

Key Vision Elements 2021

- **Navasota is a role model for other cities.**
- **Clean.**
- **Safe.**
- **Friendly and inviting.**
- **Historic.**
- **Beautiful and manicured.**
- **Successful.**
- **Sustainable.**
- **Full of opportunity.**
- **Innovative.**
- **Charming.**

Mission Statement (Adopted 2017)

To guide Navasota's growth in a way that maintains our heritage, culture and uniqueness while maximizing our economic and social development.

Mission Elements

- **Committed.**
- **Stay focused on the mission.**
- **Dedication and desire.**
- **Proper planning.**
- **To communicate the Vision.**
- **Provide great/exceptional customer service.**
- **Clear, consistent, defined responsibilities.**
- **Flexible.**
- **Understanding of your role and responsibilities.**

City of Navasota

City Council

Leadership Philosophy

The City Council of the City of Navasota will lead by...

- Providing the facts.
- Seeking and gaining understanding of the problems.
- Listening, asking, seeking information and deciding.
- Coming together for the greater good – compromising and building consensus.
 - Toward a common goal – betterment of Navasota.
 - Finding a win/win for all.
 - Building consensus.
- Picking your wins carefully.
- Not being afraid to admit you are wrong and changing your mind.
- Being patient.
- Being humble – not prideful or egotistical.
- Being passionate about our city, but not dictatorial.
- Being brave for our city.
- Showing respect and being respectful of others.

City of Navasota

City Council

Communication Philosophy

The City Council of the City of Navasota will communicate by...

- Effectively with citizens, each other and staff...
 - Concisely.
 - Clearly.
 - Completely.
- Seek and allow responses.
- Seek to understand.
- Take the time to explain the issue and resolution to each other and to citizens.

City of Navasota

City Council and Staff

Expectations

Council expects the following of each other...

- Remember we all work for the citizens – Council and staff alike.
- Set the table for the citizens on agenda items – fill in the gaps of knowledge for them.
- Follow the process.
- Be willing to slow the process down.
- Respect each other and their opinions.
- Be honest.
- Be consistent.
- Do your homework.
- Be vulnerable – admit you do not know everything.
- Be willing to learn.
- Don't take the issue personally

City of Navasota

City Council and Staff

Expectations

Council expects the following of staff...

- Set the table to explain agenda items for Council and citizens.
- Be clear and timely in the information flow to Council – understanding and responding to individual council members in the way that communicates best to them.
- Don't take it personally.
- Provide the full picture – the good, the bad, and the ugly.
- Have patience.
- Know your lane and stay in it.
- Understand the chain-of-command.

(It was noted that the City Council and staff should all have and respond to the same expectations.)

Staff expects Council to (as defined by Council members themselves) ...

- Don't play the "gotcha" game with staff.
- Have an understanding of staff, their role.
- Ask questions and don't assume.
- Have patience.
- Be fair.
- Listen to staff.
- Be respectful to staff.
- Seek information on what council can do to help the staff succeed.
- Seriously consider their recommendations.
- Attempt to solve the problems that are presented.
- Give them clear direction.
- Remember that staff is working for the citizens, as well as the Council.
- Don't put undue pressure on staff.
- Follow the chain-of-command.

City of Navasota

Strategic

Areas of Emphasis

- **Governance**
 - **Guiding Principle:** *The City of Navasota follows established rules of governance that promote civil discourse, consistent and predictable deliberation and exemplary action.*
- **Economic Development**
 - **Guiding Principle:** *The City of Navasota will promote a strong and diverse economy that strengthens the local sales tax and property tax base while also contributing to a high quality of life.*
- **Image/Communication**
 - **Guiding Principle:** *The City of Navasota will proactively work to provide accurate, timely communications to the citizens and improve the image of the community.*
- **Infrastructure**
 - **Guiding Principle:** *The City of Navasota will provide excellent infrastructure and facilities that meets the needs of the citizens and businesses, and staff.*

Area of Emphasis

Governance

Guiding Principle: *The City of Navasota follows established rules of governance that promote civil discourse, consistent and predictable deliberation and exemplary action.*

Initiatives:

- **Establish a program to encourage more participation in Navasota government.**
 - Establish and implement leadership academies.
 - Establish a citizens' academy.
 - Establish a citizens' police academy.
 - Establish a citizens' fire academy.
 - Improve communication and strategic alignment between Council and all committees.
- **Establish an employee retention strategy.**
 - Identify and promote the work culture, benefits of the city.
 - Promote the community and organizational culture.
 - Explore housing incentives to live and work in Navasota and attract new employees.
 - Cast a wider net for employees.
 - Explore opportunities for providing employee benefits that incentivize employment and retention.
- **Explore opportunity for a full-time grant writer.**
- **Provide a clear sense of direction to all boards related to economic development.**
 - Establish an Economic Development Strategy with the NEDC

Area of Emphasis

Economic Development

Guiding Principle: *The City of Navasota will promote a strong and diverse economy that strengthens the local sales tax and property tax base while also contributing to a high quality of life.*

Initiatives

- **Establish a partnership with NISD, Blinn, TAMU and other institutions to enhance the economic development process.**
- **Seek out grant opportunities.**
 - Grants from EDA.
- **Enhance the marketing of Navasota**
 - Marketing to fulfill housing needs.
 - Marketing of lower utility costs compared to other areas.
 - Marketing location and proximity to major metro areas in the state.
- **Seek partners to improve local health and social service providers.**
 - Explore health authority with county.
 - Explore partnership with St. Joseph's healthcare system.
 - Recruit health provider specialists (optometrists and medical providers)
- **Enhance strategic retail recruitment**
 - Continue to partner with Retail Coach.
 - Attend recruitment conferences (industry, retail, restaurants, etc.)

Area of Emphasis

Image/Communications

Guiding Principle: *The City of Navasota will proactively work to provide accurate, timely communications to the citizens and improve the image of the community.*

Initiatives

- **Improve the perception and image of Navasota.**
 - Establish a positive campaign to promote Navasota.
 - Prepare both an in-person and digital message.
 - Identify target audiences.
 - Attend realtor conferences to tell the Navasota story.
 - Utilize citizens' academies (see Governance).
 - Explore use of Town Hall meetings – in-person and virtual.
- **Establish a program to educate ISD students about local government.**
 - Sponsor a job shadowing program for students in the city.
- **Improve communication in general with the public (Note: moved from Governance)**
 - Be deliberate about creating buy-in from citizens.
 - Inform, educate and cast the vision
 - Prepare and implement a communication protocol.

Area of Emphasis

Infrastructure

Guiding Principle: *The City of Navasota will provide excellent infrastructure and facilities that meets the needs of the citizens and businesses, and staff.*

Initiatives

- **Prepare a plan for construction of an elevated grade crossing over the railroad tracks.**
 - Identify location and right of way needs for the crossing.
 - Establish costs to city to accommodate the crossing.
 - Identify land for a substation for fire and animal control.
 - Establish contact and conversation with the railroad
- **Prepare a capital improvements plan and program for needed city infrastructure.**
 - Improve aging infrastructure.
 - Improve aging and inadequate facilities.
 - Expand parks, trails and bike paths.
 - Identify funding sources – bonds, grants, etc.
- **Create additional opportunity for social and family amenities.**
 - Create additional sports facilities.
 - Make park improvements – trails, bike paths, etc.
- **Identify and plan for needed improvements to the community's internet system.**
 - Identify and review the existing systems available to the City
 - BVCOG Fiber Loop
 - Midsouth Synergies
 - Other

Vision Element #1

Governance

Guiding Principle: *The City of Navasota follows established rules of governance that promote civil discourse, consistent and predictable deliberation and exemplary action.*

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
1.1	Establish a program to encourage more participation in Navasota government.	1.1.1	Establish and implement leadership academies.	<ul style="list-style-type: none"> Re-implement a citizens' academy. Establish a citizens' police academy. Establish a citizens' fire academy 		X		Brad Stafford
				<ul style="list-style-type: none"> Hold town hall meetings with citizens in neighborhoods and restaurants to discuss City operations and governance. Present organizational environment to the community 		X		
				<ul style="list-style-type: none"> Grilling Stafford Monday of City Council meetings: partner with Willy 98.7 and Navasota Examiner to go over upcoming City Council Agenda. (also Facebook Live) 	Ongoing			
		1.1.2	Provide a clear sense of director to all boards	<ul style="list-style-type: none"> Organize a volunteer luncheon for Boards & Commissions volunteers Joint meeting with all boards/commissions for direction/legal training and Roberts rules. Bring strategic planning and comprehensive planning documents to NEDC for approval Recruit members who align with City Council Improve communication and strategic alignment between Council and all committees. Inform all communication & comp plan updates to all boards Staff to facilitate strategic plan for economic 	X			
					X			

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
				development corporation	X			
		1.1.3	Establish a volunteer appreciation program	<ul style="list-style-type: none">• Organize a short ceremony for volunteers around the city (ex: Blue Santa, Trash Off)• 	X			Rayna
1.2	Explore opportunity for a full-time grant writer.	1.2.1	Continued professional development	<ul style="list-style-type: none">• Explore grant writing training opportunities• Continue partnership with BVCOG• Research other cities how grants are handled		X X X		Rayna Willenbrink

Vision Element # 2

Economic Development

Guiding Principle: *The City of Navasota will promote a strong and diverse economy that strengthens the local sales tax and property tax base while also contributing to a high quality of life.*

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
2.1	Establish a partnership with NISD, Blinn, TAMU and other institutions to enhance the economic development process.	2.1.1	Pursue grants from EDA.	<ul style="list-style-type: none"> Continue partnership with BVCOG for information on EDA grants Continue relationship with Grantworks Continue TEDC membership for resources on EDA grants Explore new partnerships 	Ongoing			Rayna
		2.1.2	Develop workforce programs	<ul style="list-style-type: none"> Explore partnerships with NISD Continue partnership Chamber & CETA Explore opportunities with the SBDC Continue partnership with Bush School/TAMU Reach out to BVCOG for funding opportunities Research Texas Workforce Commission opportunities 	Ongoing	X		
2.2	Enhance the marketing of Navasota.	2.2.1	Marketing to fulfill housing needs.	<ul style="list-style-type: none"> Show housing growth to demonstrate demand. Establish a permit/fee waiver program Utilize NEDC website to highlight utility costs and location Navasota Economic Development corporation Featured on the Navasota.gov home page 	Ongoing	X		Madison
		2.2.2	Marketing of lower utility costs compared to other areas.		Ongoing			
		2.2.3	Marketing location and proximity to major metro areas in the state.		Ongoing			
2.3	Seek partners to improve local health and social	2.3.1	Explore health authority with county.	<ul style="list-style-type: none"> Improve relationship with county and cities within the county Continue to meet with the county this past year about this partnership but their level of interest currently 	X		X	Rayna

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
	service providers.			not very high. <ul style="list-style-type: none"> Continue to explore other avenues to recruit and establish a local public health authority and possibly a health inspections office. Possible partnering with other cities in the county 	X			
		2.3.2	Establish Health Inspector	<ul style="list-style-type: none"> Establish Policy Appoint and train inspector 			X	
		2.3.3	Explore partnership with St. Joseph's healthcare system.	<ul style="list-style-type: none"> Add health care recruitment to the regional (retail) recruitment project 			X	
		2.3.4	Recruit health provider specialists (optometrists and medical providers)					
2.4	Enhance strategic retail recruitment.	2.4.1	Continue to partner with Retail Coach.	<ul style="list-style-type: none"> Conduct community surveys to see what citizens wish lists are Regional retail recruitment project 	Ongoing	X		Rayna
		2.4.2	Attend recruitment conferences (industry, retail, restaurants, etc.)					
		2.4.3	Downtown Assessment	<ul style="list-style-type: none"> Reach out to Texas Downtown Association for a downtown assessment Explore marketing strategies Partnership with SBDC 	X			
					X			
					X			

Vision Element # 3

Image/Communication

Guiding Principle: *The City of Navasota will proactively work to provide accurate, timely communications to the citizens and improve the image of the community.*

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
3.1	Improve the perception and image of Navasota.	3.1.1	Establish a positive campaign to promote Navasota.	<ul style="list-style-type: none"> Prepare both an in-person and digital message. Positive short videos about ongoing projects Create a new branding campaign Expand partnership with NISD 		X X X X		Madison
		3.1.2	Identify target audiences to effectively recruit new citizens while improving community pride.	<ul style="list-style-type: none"> Attend realtor conferences to tell the Navasota story. Utilize citizens' academies (see Governance). Explore use of Town Hall meetings – in-person and virtual. Utilize all methods of communication with the public; i.e. Grilling Stafford, trails town hall meetings, agenda briefings with local media, Navigate Navasota app 	Ongoing	X X X		
3.2	Establish a program to educate ISD students about local government.	3.2.1	Re-establish an internship/sponsor a job shadowing program for students in the city.	<ul style="list-style-type: none"> Co-op student to assist with administrative services for all departments with 15-20 hours beginning with a minimum wage of \$7.25. Speak with the co-op class Both high school and college 		X X X		Peggy & Shawn
3.3	Improve communication in general with the public.	3.3.1	Be deliberate about creating buy-in from citizens.	<ul style="list-style-type: none"> Inform, educate and cast the vision. Advertise City Council meetings in the paper (\$1,872/year), on the radio, yard signs, banners 	X X			Madison
		3.3.2	Prepare and implement a communication protocol.	<ul style="list-style-type: none"> Explore new advertising techniques, i.e. Navigate Navasota app, CTY advertisement, Facebook events for all meetings Explore communication methods for Boards & Commissions, i.e. post all agendas on Facebook event 		X X		

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
				<ul style="list-style-type: none">All boards give regular updates at City Council meetings		X		

Vision Element # 4

Infrastructure

Guiding Principle: *The City of Navasota will provide excellent infrastructure and facilities that meets the needs of the citizens and businesses, and staff.*

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
4.1	Prepare a plan for construction of an elevated grade crossing over the railroad tracks.	4.1.1	Identify location and right of way needs for the crossing.	<ul style="list-style-type: none"> Thorough fare plan completion and implementation 		X		Jose & Lupe
		4.1.2	Establish costs to city to accommodate the crossing.	<ul style="list-style-type: none"> Compile land acquisition costs per thorough fare plan design Obtain estimate cost proposals for engineering and construction 			X X	
4.2	Prepare a capital improvements plan and program for needed city infrastructure.	4.2.1	Improve aging infrastructure. Phase one: FY22 Phase two: FY24	<ul style="list-style-type: none"> CIP Bring in a consultant to help formalize the plan <ul style="list-style-type: none"> Update water modeling Consultant to model Gas system and Wastewater system Present CIP to Finance Dept. to plan for funding options. Streets and Storm water evaluations and priorities Replace/repair gas regulator stations Complete phase 1 of CIP Begin phase 2 of CIP Fire hydrant repair/replacement 	X X X		X X	Jeff & Jose
			4.2.2 Improve aging and inadequate facilities.	<ul style="list-style-type: none"> Create a facilities master plan <ul style="list-style-type: none"> Hire Consultant Replace or improve animal shelter and vehicle services Sell existing warehouse and build a new one Replace the current primary fire station and EOC at the South LaSalle location. Explore the possibility of a second fire station/public safety facility at Hwy 			X X X X X	

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
				105/Fairway Dr. because of the continued growth and expansion of the city and the delayed responses due to train traffic <ul style="list-style-type: none"> • Valve and other mechanical equipment replacement at wastewater plant • Look at alternative disinfectant treatment methods 			X X	
		4.2.4	Identify funding sources – bonds, grants, etc.	<ul style="list-style-type: none"> • We currently are working with 2020 Capital Improvement Bond. • We are working towards doing a bond every 2 years for CIP • USDA loan • Add gas capital improvement fee to monthly billing. • Funding from American Rescue Plan 	X X X X			
4.3	Create additional opportunity for social and family amenities.	4.3.1	Create additional sports facilities.	<ul style="list-style-type: none"> • Identify most desired facilities • Identify possible locations • Land acquisition • Identify funding mechanism • Design facilities • Obtain bids/pricing on new facilities 	Ongoing		X X X X X	Colton
		4.3.3	Make park improvements – trails, bike paths, etc.	<ul style="list-style-type: none"> • Adjust city ordinance on parkland dedication to allow developers to contribute directly to ongoing projects • Develop community programs that improve parks • Identify areas of greatest need • Obtain bids/pricing on improvements 	Ongoing Ongoing Ongoing Ongoing Ongoing			

Strategic Initiatives			Goals	Action Steps	FY22	FY23	FY24	Lead
				<ul style="list-style-type: none">Navasota Sidewalk and Trails plan.				
4.4	Identify and plan for needed improvements to the community's internet system.	4.4.1	Identify and review the existing systems available and options to the City	<ul style="list-style-type: none">Facilitate BVCOG partnerships with local ISP suppliers to improve speeds in underserved areas.Encourage/ Incentivize Midsouth Synergy expansion into town via City ROW/EasementsResearch other ISP options available.			X X X	Lupe

Vision Element # 5

Organizational Excellence

Guiding Principle: **Ron will update*

			<ul style="list-style-type: none">• Continue to offer career advancement opportunity (invest in employee-greater future with City)• Pay for course for training (all departments)• College tuition reimbursement• Safety bonuses (no accidents, etc.) Safety pins (providing a day off), Bonus day- annually• Hazardous duty pays (ex: working big storms, etc.)• Team outings/lunches (Spring/Fall) and Christmas Party- employee does not have to organize or work the event• Monetary (bonuses and raises)• Continue to Recognize: years of service with Plaque and bag of goodies. At the end of the year employee shall receive gift card (money, dinner, coffee, spa) (5 year increments)• Hand written note (“thank you” “job well done”, etc.)• Brag board: located front lobby with employee picture and award (ex: Rookie of the year, Employee of the month, etc.)• Discount on rental facilities for city employees• City owned workout facility to promote health• Utility incentives to promote employees to live in Navasota• Reconsider 20-year retirement package/insurance to the age of social security• Evaluate additional employees to complete project assignments• Evaluate incentives for succession planning in career development	Ongoing			
				Ongoing			
					X		
				X			
				X			
				Ongoing	X		
				X			
				X			
					X		
					X		
						X	
							X
				X		X	

		5.1.2	Promote the community and organizational environment	<ul style="list-style-type: none">• Video montage of all city events and city participation of employees• Clear and transparent communication• Create Cultural Diversity Awareness by reaching out to different segments of the City• Career Fair days	Ongoing X X X			
		5.1.3	Explore housing incentives to live and work in Navasota and attract new employees.	<ul style="list-style-type: none">• Partner with local realtors or Chamber to put together informational housing options package• Pay a portion of moving expenses into Navasota within the city limits	X X			

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 4.

AGENDA DATE: November 8, 2021

PREPARED BY: Brad Stafford, City Manager

APPROVED BY: BS

ITEM: Staff Report:

- (a) Introduce new employees;
- (b) Update on Capital Improvements Project;
- (c) Library update;
- (d) Update on Transportation Alternatives Set-Aside (TA) Program project
- (e) Economic Development update
- (f) Treats on the Street results;
- (g) Arts Council quarterly report for 9/30/2021;
- (h) Proclamation - Apprentice Week - November 14-21, 2021;
- (i) Board and Commission update; and
- (j) Reports from City Staff or City Officials regarding items of community interests, including expressions of thanks, congratulations or condolence; information regarding holiday schedules; honorary or salutary recognition of public officials, public employees, or other citizens; reminders about upcoming events organized or sponsored by the City; information regarding social, ceremonial, or community events organized or sponsored by a non-City entity that is scheduled to be attended by City officials or employees; and announcements involving imminent threats to the public health and safety of people in the City that has arisen after the posting of the agenda.

ITEM BACKGROUND:

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

ATTACHMENTS:

1. Email on Pedestrian Improvements
2. Minute Order
3. Arts Council Quarterly Report
4. Proclamation

From: Rayna Willenbrink
Sent: Monday, November 1, 2021 11:07 AM
To: Susie Homeyer
Subject: FW: 2021 TxDOT TA Project Awarded in Navasota
Attachments: MO116126.pdf

Importance: High

From: Noah Heath <Noah.Heath@txdot.gov>
Sent: Monday, November 1, 2021 10:42 AM
To: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Cc: Stephen Copley <Stephen.Copley@txdot.gov>; Danielle Johnson-Robinson <Danielle.JohnsonRobinson@txdot.gov>; Bonnie Sherman <Bonnie.Sherman@txdot.gov>
Subject: 2021 TxDOT TA Project Awarded in Navasota
Importance: High

Congratulations, Ms. Willenbrink!

On October 28, 2021, the Texas Transportation Commission (the Commission) approved funding for 41 Transportation Alternatives Set-Aside (TA) Program projects from across the state valued at approximately \$55 million. The Texas Department of Transportation's Public Transportation Division (PTN) manages TxDOT's statewide TA program and wants to congratulate the City of Navasota on your TA project that was authorized to receive federal TA funding (100% maximum for preliminary engineering and construction due to Transportation Development Credits eligibility) by the Commission.

For your convenience, a brief description of your recently funded state-selected 2021 TA projects is provided below. Due to the refinement of project applications prior to Commission action, a PDF of your selected project's final 2021 TA application should be downloaded from TxDOT's Box.com by clicking the link below.

Project Sponsor: City of Navasota
Project Name: Brosig Avenue Pedestrian Improvements
Phases of work included in award: preliminary engineering, construction
Federal Funding Amount: \$784,245
Project Description: The project will provide new continuous 6-foot-wide sidewalks along Brosig Ave., from SH 105 to FM 3090. The project will also provide a new pedestrian bridge crossing Cedar Creek with new street and pedestrian lighting at the bridge.

Box.com link: <https://txdot.box.com/s/knbkobrrrk2dw9asdkagj61612opcln>

Next Steps

PTN looks forward to working with the project sponsor and district staff to advance 2021 TA projects toward construction. TxDOT's District TA Coordinator, Stephen Copley, and TxDOT's Local Government Projects Coordinator, Danielle Johnson-Robinson, copied on this email, will provide the City assistance throughout project development. The first steps to initiate recently awarded 2021 TA projects include:

- * Coordinating with the TxDOT District and Metropolitan Planning Organization (MPO) to group or, if desired by the local MPO, begin the process to individually list project(s) in the local Transportation Improvement Program (TIP) document and then the Statewide TIP (STIP)
- o If your project will be individually listed in the MPO TIP, please ask your MPO to work with the TxDOT District and TxDOT-PTN on the funding breakdown for the TIP before listing the project to avoid the need for a later revision.

- * Determining who will be responsible for project development and construction letting and developing a project development schedule
- * Completing Local Government Project Procedures Training if the local government will be responsible for any phase of work where they will be reimbursed with federal funds
- * Initiating coordination with a railroad owner for any project that crosses, parallels, uses a portion of railroad right-of-way, or is within 50 feet of a railroad ROW.
- * Developing an Advance Funding Agreement (AFA) and associated documentation

TxDOT's District TA Coordinator will be your primary point of contact to advance these projects and will contact you with further details about the next steps. If you have any questions, feel free to contact Stephen Copley or my office.

Thanks,

Noah Heath, AICP
Bicycle & Pedestrian Planner
TxDOT - Public Transportation Division
Noah.Heath@txdot.gov
(512) 486-5973 (o)
(361) 876-7184 (m)

CAUTION: This email originated from outside of the City of Navasota's organization. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 1 of 2

VARIOUS Districts

The Texas Transportation Commission (commission) desires to award federal funds and transportation development credits (TDC) to support a variety of bicycle and pedestrian infrastructure projects in small urban and nonurban areas of the state. A total of \$55,326,713 in federal funds and up to 6,685,201 TDC are awarded in this minute order.

The Transportation Alternatives Set-Aside (TA) Program is authorized under Section 1190 of Fixing America's Surface Transportation (FAST) Act and codified at 23 U.S.C. §133(h). The commission adopted administrative rules that establish the guidelines under which the TA Program is administered by the Texas Department of Transportation (department), located at Title 43, Texas Administrative Code (TAC), §§11.400 - 11.418. TA funds available for this action are associated with fiscal year 2021 - 2022 federal appropriations, anticipated future distributions of TA funds, and project underruns. An award of \$54,708,907 of federal TA funds is shown in Exhibits A and B.

The Safe Routes to Schools (SRTS) Program was authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and is contained in 23 U.S.C. §402. The commission adopted administrative rules that establish the guidelines under which the SRTS Program is administered by the department located at Title 43, Texas Administrative Code (TAC), §§25.500 - 25.505. Residual SRTS infrastructure funds are associated with past federal appropriations under SAFETEA-LU. An award of \$617,806 in federal SRTS funds is shown in Exhibit A.

This award distributes funds available for projects in nonurban areas, with a population of 5,000 or less, and in small urban areas, with a population of 5,001 to 200,000, located outside Transportation Management Areas. Exhibit A is a list of nonurban projects recommended for funding. Exhibit B is a list of small urban projects recommended for funding.

The commission recognizes that federal legislation requires the state to have a competitive process to allow eligible entities to submit projects for funding. Pursuant to program rules, a Notice of Call for Projects for TA funds was published in the *Texas Register* on January 15, 2021. TA project applications were received by the department on or before June 14, 2021. Projects were evaluated for eligibility, technical standards, and specific selection criteria as set forth in the 2021 TA Program Guide. In accordance with 43 TAC §11.411, the commission will select TA projects for funding based on recommendations from the director of the division responsible for administering the TA Program, the potential benefit of the projects to the state, and their value as enhancements to the surface transportation system.

In making this award, the commission has considered the potential to expand the availability of funding for bicycle and pedestrian infrastructure projects and finds that the award of TDC for eligible program expenditures meets the established program goals set forth in 43 TAC §5.102 to maximize the use of available federal funds, particularly in situations in which federal funds otherwise would be unused because of the inability of local governments to provide the non-federal share.

IT IS THEREFORE ORDERED by the commission that the projects listed in Exhibit A and Exhibit B are hereby selected and designated for funding under the TA and SRTS Programs, pending availability of funds, and that the executive director or the director's designee is authorized to proceed with the award and execution of local agreements, as required by the program rules.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 2 of 2

VARIOUS Districts

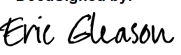
IT IS FURTHER ORDERED that for the TA funds applied to the projects listed in Exhibit A and Exhibit B and subsequently verified as eligible for development, the total amount in federal funds must be locally matched by a minimum of 20 percent, unless the project is determined eligible for TDCs. For projects eligible for TDCs, the amount of TA funds awarded represents 100 percent federal funds and no local match is required. Any required local match must be 100 percent in cash.

IT IS FURTHER ORDERED that for residual SRTS funds applied to the project identified in Exhibit A and subsequently verified as eligible for development, the amount of SRTS funds awarded represents 100 percent federal funds and no local match is required.

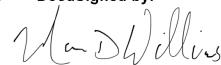
IT IS FURTHER ORDERED that should additional funding become available, the commission may select additional eligible projects for funding from among those project nominations submitted in the 2021 TA Call for Projects.

Submitted and reviewed by:

Recommended by:

DocuSigned by:

C570CB3DE9C24B0

Director, Public Transportation Division

DocuSigned by:

0E1B35AE191749E

Executive Director

116126 October 28, 2021

Minute	Date
Number	Passed

EXHIBIT A
AWARD TRANSPORTATION ALTERNATIVES SET-ASIDE (TA) PROGRAM
AND SAFE ROUTES TO SCHOOL (SRTS) FUNDS
FOR NONURBAN AREAS (POPULATIONS OF 5,000 OR LESS)

Project Sponsor	Project Name	Primary/ Secondary Facility	Federal Funds Requested	Transportation Development Credits (TDC)
Aledo, City of	FM 1187 - Bailey Ranch	Sidewalks	\$710,198	--
Avery, City of	NETT Shared Use Path Improvements	Shared Use Path	\$2,304,830	Yes
Bartlett, City of	Bartlett Elementary Safe Routes to School	Sidewalks	\$835,054	Yes
Bowie County	State HWY 98 to FM 1840 Shared Use Path	Shared Use Path	\$2,166,204	Yes
Buffalo, City of	Junior High Complex SRTS Connector	Sidewalks	\$1,099,279	Yes
Chambers County	Anahuac Sidewalk and Pedestrian Bridge	Sidewalks	\$1,660,984	Yes
Clarksville, City of	Clarksville Trail	Shared Use Path	\$1,249,920	Yes
Cooper, City of	SW 8th Street Sidewalks	Sidewalks	\$454,338	--
Dripping Springs, City of	Mercer Street	Sidewalks	\$894,583	--
Early, City of	Pedestrian Pathway Connectivity	Sidewalks	\$870,948	Yes
El Paso County	Alamo Alto Segment of Paso Del Norte Trail (Tornillo)	Shared Use Path/Sidewalks	\$2,850,513	Yes
Eldorado, City of	Schools and Neighborhood Connector	Sidewalks	\$1,735,206	Yes
Granger, City of	Granger Streetscape Revitalization	Sidewalks	\$1,269,336	Yes
Hays County	FM 2325 Sidewalk	Sidewalks	\$971,412	--
La Grange, City of	Downtown Crosswalks and Medians	Other Safety Improvements	\$1,124,575	Yes
La Vernia, City of	Vest Street to FM 1346 Sidewalks	Sidewalks	\$742,007	--
Lytle, City of	FM 2790 - School Route	Sidewalks/Shared Use Path	\$1,534,837	--

Mont Belvieu, City of	Walk Me To School 2021	Shared Use Path/Sidewalks	\$1,116,534	--
Red River County	NETT Shared Use Path Improvements	Shared Use Path	\$1,736,498	Yes
Refugio County	2021 Connectivity and Accessibility Project - Scott St/Wilson St	Sidewalks	\$531,461	Yes
South Padre Island, City of	PR 100 Bike Lane Improvements – feasibility study and preliminary engineering	Bike Lanes	\$246,000	Yes
Three Rivers, City of	2021 Connectivity & Accessibility Loop	Sidewalks	\$907,299	--
Van Alstyne, City of	Williams Way to Downtown Park SUP	Shared Use Path	\$1,763,728	--
Waller, City of	Waller-Tomball Rd and Taylor St Sidewalks	Sidewalks	\$1,095,584 [†]	--
Wheeler Economic Development Corp	Wheeler Downtown Main Street Revitalization and Sidewalk Project	Sidewalks	\$601,000	Yes
Woodville, City of	US69 Pedestrian Improvements	Sidewalks	\$295,294	Yes
Total Award TA Funds			\$30,149,816	
Total Award SRTS Funds			\$617,806	

[†] Project includes residual Safe Routes to School funds up to \$617,806

EXHIBIT B
TRANSPORTATION ALTERNATIVES SET-ASIDE (TA) PROGRAM AWARD
FOR SMALL URBAN AREAS (POPULATIONS OF 5,001 TO 200,000)

Project Sponsor	Project Name	Primary/ Secondary Facility	Federal Funds Requested	Transportation Development Credits (TDC)
Abilene, City of	South 14th Street Walkability Project	Sidewalks	\$1,749,126	--
Amarillo, City of	Barrio Neighborhood SE 10th Avenue Streetscape Improvement Project	Sidewalks	\$1,790,434	--
Athens, City of	SH19 Pedestrian Improvements Segment 1	Sidewalks	\$1,413,185	Yes
College Station, City of	FM 2347 Separated Bike Lanes	Separated Bike Lanes	\$1,209,015	--
El Paso County	Alamo Alto Segment of the Paso Del Norte Trail (Fabens)	Shared Use Path	\$2,799,315	Yes
Hitchcock, City of	Delany Road and Highway 6 Connections	Sidewalks/ Shared Use Path	\$1,970,361	Yes
Kerrville, City of	Hill Country, Wesley & Cully Dr Pedestrian Improvements	Sidewalks	\$1,055,264	--
Kingsville, City of	Interschool & Residential Multimodal Connectivity	Sidewalks/ Shared Use Path/Buffered Bike Lanes	\$1,248,433	Yes
La Marque, City of	Main Street (FM 519) Sidewalk Improvements	Sidewalks	\$2,323,111	Yes
Longview, City of	Mobberly Avenue Complete Street	Buffered Bike Lane/Sidewalks	\$2,884,640	--
Marble Falls, City of	Pecan Valley Sidewalk and Drainage Improvement Project	Sidewalks	\$1,139,648	--
Navasota, City of	Brosig Avenue Pedestrian Improvements	Sidewalks/ Shared Use Path	\$784,245	Yes
Texarkana, City of	Kennedy Lane Bicycle & Pedestrian Improvements	Sidewalks/ Shared Use Path	\$2,310,247	Yes
Waco, City of	Indian Spring Pedestrian Connectivity Improvements	Sidewalks	\$993,357	--
Weatherford, City of	Town Creek Hike and Bike Trail Phase III	Shared Use Path	\$888,710	--
Total Award TA Funds			\$24,559,091	

The Arts Council of Brazos Valley
Budget vs. Actuals: FY2021 - FY21 P&L
 October 2020 - September 2021

	<u>Actual</u>	<u>Total Budget</u>
Revenue		
43000 Contributed Income	26,761.66	75,000.00
43100 Membership Dues	11,860.00	
43120 Affiliates Membership	3,900.00	3,500.00
43130 Business Membership	1,750.00	4,500.00
43140 BV Collective Membership	800.00	
43150 Individual Membership	1,800.00	10,000.00
Total 43100 Membership Dues	\$ 20,110.00	\$ 18,000.00
43200 Fundraising Events		
43240 Celebrate the Arts	112,005.00	120,000.00
43245 Celebrate the Arts Scholarship	21,850.00	15,000.00
Total 43240 Celebrate the Arts	\$ 133,855.00	\$ 135,000.00
43250 Boots & BBQ	1,750.00	20,000.00
43260 Empty Bowls, Jr.	10,654.07	12,500.00
Total 43200 Fundraising Events	\$ 146,259.07	\$ 167,500.00
43300 Government Grants		
43310 Brazos County	8,000.00	8,000.00
43320 Bryan HOT	111,780.00	111,780.00
43325 Bryan HOT Reimbursements		600.00
Total 43320 Bryan HOT	\$ 111,780.00	\$ 112,380.00
43330 College Station	32,700.00	31,500.00
43340 College Station HOT	416,678.00	416,678.00
43345 College Station HOT Reimbursements		3,000.00
Total 43340 College Station HOT	\$ 416,678.00	\$ 419,678.00
43350 Navasota HOT	21,600.00	21,600.00
43360 TCA		10,000.00
43370 TCA Revenue	14,407.00	
Total 43360 TCA	\$ 14,407.00	\$ 10,000.00
Total 43300 Government Grants	\$ 605,165.00	\$ 603,158.00
43400 Foundation & Trust Grants	2,037.54	11,700.00
Total 43000 Contributed Income	\$ 800,333.27	\$ 875,358.00
44000 Program Service Revenue		
44100 Artist Call for Entry	1,167.62	1,700.00
44200 Camps & Workshops	17,929.60	8,500.00
44300 Classes	2,310.00	1,600.00
44400 Community Events	6,555.00	4,000.00
44500 Red Wasp		2,000.00
Total 44000 Program Service Revenue	\$ 27,962.22	\$ 17,800.00
45000 Art & Merchandise Sales	8,816.06	8,000.00
46000 Other Revenue		

46200 Investments	9,737.82	2,000.00
46300 Rentals	9,970.60	17,500.00
46400 Miscellaneous Revenue	32,637.94	50.00
Total 46000 Other Revenue	\$ 52,346.36	\$ 19,550.00
Total Revenue	\$ 889,457.91	\$ 920,708.00
Gross Profit	\$ 889,457.91	\$ 920,708.00
Expenditures		
60000 Grants & Scholarships	8,000.00	
60100 Grants	407,983.00	416,483.00
60140 Returned Grants	-2,000.00	3,600.00
Total 60100 Grants	\$ 405,983.00	\$ 420,083.00
60200 Scholarships	21,700.00	15,000.00
Total 60000 Grants & Scholarships	\$ 435,683.00	\$ 435,083.00
61000 Salaries and Related Expenses		
61100 Salaries & Wages	143,133.31	190,000.00
61200 Employer IRA Contributions	2,400.00	5,700.00
61300 Employee Benefits-Other	1,720.00	720.00
61400 Payroll taxes & fees	14,084.15	16,000.00
61600 Employer Health Ins. Contribution	6,292.42	7,500.00
Total 61000 Salaries and Related Expenses	\$ 167,629.88	\$ 219,920.00
62000 Fees for Services		
62100 Accounting Fees	47,940.00	15,000.00
62300 Legal Fees		5,000.00
62400 Marketing Intern & Work Study	16,246.33	10,500.00
Total 62000 Fees for Services	\$ 64,186.33	\$ 30,500.00
63000 Advertising, Printing, Promo.	58,228.56	53,450.00
63200 Local Advertising	500.00	
Total 63000 Advertising, Printing, Promo.	\$ 58,728.56	\$ 53,450.00
64000 Programs		
64010 ART for Life	12,503.14	13,500.00
64020 Artist Connect	4,000.00	8,000.00
64030 Artist in Residence	9,230.17	7,125.00
64040 Camps & Workshops	4,399.51	5,100.00
64050 Classes	1,015.91	1,400.00
64060 Community Events	1,675.94	400.00
64070 Gallery	7,474.10	6,000.00
64080 Public Art	690.46	
64090 Red Wasp	364.60	2,000.00
64130 Programs-Other	864.33	1,500.00
Total 64000 Programs	\$ 42,218.16	\$ 45,025.00
65000 Fundraising	19.43	
65100 Boots & BBQ	2,708.71	3,000.00
65200 Celebrate the Arts	44,376.95	50,000.00
65300 Empty Bowls, Jr.	5,594.72	7,500.00
65400 Fundraising - Other	265.22	5,500.00
Total 65000 Fundraising	\$ 52,965.03	\$ 66,000.00
66000 Office Expenses	2,818.09	2,500.00

66100 Information Technology	3,915.99	5,000.00
66200 Postage, Mailing Service	1,167.74	700.00
Telephone, Telecommunications (deleted)	97.01	
Total 66000 Office Expenses	\$ 7,998.83	\$ 8,200.00
68000 Occupancy		
68200 Facilities & Equipment Rental	2,284.99	1,980.00
68300 Insurance	14,063.00	13,200.00
68400 Janitorial	10,000.00	10,800.00
68500 Mortgage Expense	49,671.60	30,000.00
68600 Pest Control	340.00	500.00
68700 Repairs & Maintenance	14,538.92	7,500.00
68800 Security	960.00	1,000.00
68900 Utilities	18,223.27	20,000.00
Total 68000 Occupancy	\$ 110,081.78	\$ 84,980.00
69000 Mileage	64.86	
69100 Travel & In-Region Mileage	2,245.43	2,000.00
Total 69000 Mileage	\$ 2,310.29	\$ 2,000.00
80000 Other expenses	149.55	
80010 Artist Commission	6,879.82	6,000.00
80020 Bank Charges	8,852.78	1,500.00
80030 Donated Goods and Services	322.90	
80040 Donor Development	863.72	
80050 Investment Losses	669.66	600.00
80070 Memberships & Dues	1,408.82	1,575.00
80080 Training & Development	1,337.69	3,375.00
80100 Other Costs	450.96	1,000.00
Misc Expense (deleted)	9,844.81	
Total 80000 Other expenses	\$ 30,780.71	\$ 14,050.00
Total Expenditures	\$ 972,582.57	\$ 959,208.00
Net Operating Revenue	-\$ 83,124.66	-\$ 38,500.00
Net Revenue	-\$ 83,124.66	-\$ 38,500.00

Friday, Oct 29, 2021 06:56:49 AM GMT-7 - Accrual Basis

% of Budget

35.68%

111.43%

38.89%

18.00%

111.72%

93.34%

145.67%

99.15%

8.75%

85.23%

87.32%

100.00%

100.00%

0.00%

99.47%

103.81%

100.00%

0.00%

99.29%

100.00%

0.00%

144.07%

100.33%

17.41%

91.43%

68.68%

210.94%

144.38%

163.88%

0.00%

157.09%

110.20%

486.89%
56.97%
65275.88%
267.76%
96.61%
96.61%

97.96%
-55.56%
96.64%
144.67%
100.14%

75.33%
42.11%
238.89%
88.03%
83.90%
76.22%

319.60%
0.00%
154.73%
210.45%
108.94%
109.88%

92.62%
50.00%
129.55%
86.26%
72.57%
418.99%
124.57%

18.23%
57.62%
93.77%

90.29%
88.75%
74.60%
4.82%
80.25%
112.72%

78.32%
166.82%

97.55%

115.40%
106.54%
92.59%
165.57%
68.00%
193.85%
96.00%
91.12%

129.54%

112.27%

115.51%

114.66%
590.19%

111.61%
89.45%
39.64%
45.10%

219.08%

101.39%

215.91%

215.91%

The Arts Council of Brazos Valley
Statement of Financial Position
As of September 30, 2021

	<u>Total</u>
ASSETS	
Current Assets	
Bank Accounts	
10100 Well's Fargo Business Checking	28,463.46
10200 VB - Checking *3808	111,468.29
10210 VB - Savings *3816	30,050.36
10220 VB - ICS *8164	408,293.25
10300 PayPal	0.00
10400 Prosperity - ABC	100,000.00
10500 American Momentum Money Market	134,448.32
10600 American Funds	51,991.87
10700 Cash in Drawer	0.00
10800 Community Foundation of BV	10,731.41
10900 Spirit of Texas	0.00
Total Bank Accounts	\$ 875,446.96
Accounts Receivable	
11000 Accounts Receivable	10,987.24
11200 Pledges Receivable	45,000.00
11210 Discount on Pledge Receivable	0.00
Total 11200 Pledges Receivable	\$ 45,000.00
11400 Grants Receivable	0.00
11500 Contributions Receivable	70,000.00
Total 11000 Accounts Receivable	\$ 125,987.24
Total Accounts Receivable	\$ 125,987.24
Other Current Assets	
12000 Undeposited Funds	12,223.60
12100 Inventory Asset	0.00
12300 Art Inventory	14,262.00
12400 Prepaid Expenses	0.00
12410 Prepaid Rent	0.00
12420 Prepaid Insurance	0.00
12430 Prepaid Advertising	0.00
Total 12400 Prepaid Expenses	\$ 0.00
Payroll Refunds	0.00
Total Other Current Assets	\$ 26,485.60
Total Current Assets	\$ 1,027,919.80
Fixed Assets	
14000 Property & Equipment	
14100 Furniture and Equipment	158,097.00
14200 Buildings & Improvements	1,643,477.00
14300 Permanent Collection	657,023.00

14400 Texas Gallery Improvements	0.00
14500 Land	392,430.00
14900 Accum Depreciation	-129,443.00
Total 14000 Property & Equipment	\$ 2,721,584.00
14101 New Building	0.00
14101.1 Building Improvements	0.00
14102 Credit to Building Cost	0.00
16000 Construction in Progress	0.00
Total Fixed Assets	\$ 2,721,584.00
Other Assets	
18000 Investments/Endowments	0.00
18010 Wells Fargo Investment	0.00
Total 18000 Investments/Endowments	\$ 0.00
18600 Other Assets	0.00
18700 Security Deposits Asset	0.00
18800 Promise to Give - COCS	0.00
Total Other Assets	\$ 0.00
TOTAL ASSETS	\$ 3,749,503.80
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
20000 Accounts Payable	4,035.40
20100 Grants Payable	0.00
Total Accounts Payable	\$ 4,035.40
Credit Cards	
21000 Wells Fargo Business Card - Boegner	3,400.63
Total Credit Cards	\$ 3,400.63
Other Current Liabilities	
22000 PPP Loan	32,260.00
23000 Payroll Liabilities	0.00
23100 Federal Tax Payable	2,782.59
23200 Texas Unemployment Payable	844.66
23300 Simple IRA Payable	0.00
23400 Blue Cross Blue Shield Payable	0.00
23500 Guardian Insurance Payable	0.00
23600 HSA Payable	0.00
23700 Accrued Compensated Absences	0.00
23800 Direct Deposit Liabilities	0.00
Total 23000 Payroll Liabilities	\$ 3,627.25
25000 Deferred Income	0.00
25100 Unearned or Deferred Revenue	0.00
26000 Accrued Expenses	0.00
26100 Deferred Membership Dues	0.00
26200 Due to COCS- Reimbursements	0.00
26300 Due to COB - Reimbursements	0.00
28000 Sales Tax Payable	0.00

28100 Sales Tax Payable - Current	513.93
Total 28000 Sales Tax Payable	\$ 513.93
Direct Deposit Payable	0.00
Sales Tax Agency Payable (do not use)	0.00
Sales Tax Payable (do not use)	0.00
Square Sales Tax Payable (do not use)	0.00
State Comptroller Payable (do not use)	0.00
Total Other Current Liabilities	\$ 36,401.18
Total Current Liabilities	\$ 43,837.21
Long-Term Liabilities	
29100 Note payable to Citibank	0.00
29200 Notes Payable	0.00
29300 NP - Vera Bank	727,638.15
Total Long-Term Liabilities	\$ 727,638.15
Total Liabilities	\$ 771,475.36
Equity	
30000 Opening Bal Equity	0.00
31000 Net Assets - Donor Restricted	756,750.00
32000 Unrestricted Net Assets	2,304,403.10
Net Revenue	-83,124.66
Total Equity	\$ 2,978,028.44
TOTAL LIABILITIES AND EQUITY	\$ 3,749,503.80

Friday, Oct 29, 2021 06:48:29 AM GMT-7 - Accrual Basis

2020 Reds, Wheats & Blues Festival advertising support to draw visitors outside of a 50 mile radius

2021 Navasota Program & Marketing Grant

Navasota Grimes County Chamber of Commerce

Mr. John Hugh McNally Jr.
117 S. LaSalle Street
POB 530
Navasota, TX 77868

executivedirector@navasotagrimeschamber.com
O: 936-825-6600
M: 936-355-6605

Mr. John Hugh McNally Jr.

117 S. LaSalle Street
POB 530
Navasota, TX 77868

executivedirector@navasotagrimeschamber.com
O: 936-825-6600
M: 936-355-6605

FollowUp Form

Quarter 4

Please fill out and electronically submit this report by January 20th, 2021. **Only include information (tourism impact and expenses) from the first quarter (October 1st - December 31st, 2020).**

Program Information

Project name

2020 Reds, Wheats & Blues Festival advertising support to draw visitors outside of a 50 mile radius

Organization name*

Navasota Grimes County Chamber of Commerce

Name of program(s) or event(s)*

Only list grant-funded events occurring this quarter. If no programs or events funded, list "Marketing Only" or "None" as appropriate.

None in Q4

Beginning date of program(s)*

If no programs, enter the beginning date of the quarter.

07/01/2021

Ending date of program(s)*

If no programs, enter the ending date of the quarter.

09/30/2021

Amount received from Navasota this quarter*

The amount of your quarterly grant check.

\$0.00

Amount of grant funds spent this quarter*

Please enter the total amount of grant funds that were spent **IN THIS QUARTER ONLY**.

\$0.00

Expense chart

Please download and use this form to itemize your quarterly expenses. Then re-upload the completed form here. If you need assistance, please email Amy at deputy@acbv.org.

NGCCOC FY2021-Q4 QuarterlyReportExpenseChart.pdf

Tourism Impact

Only include tourism impact numbers from all your events/activities occurring **THIS QUARTER** (NOT pre-sales of tickets, website traffic, etc.). Please only include raw numbers collected, not projections or extrapolations.

Total program attendance*

Please list each program/event this quarter and the number of attendees. If just reporting on marketing funds, please still list the total attendance for each event/program this quarter, if any.

None in Q4

Hotel impact*

Please enter the total number of room nights at local hotels that your visitors reported in their surveys. Please enter a whole number.

0

Restaurant patronage*

Please enter the total number of restaurant meals reported in your visitor surveys. Please enter a whole number.

0

What methods did you use to collect your tourism impact numbers?*

Did you do intercept surveys, ticket-purchase surveys, block rooms at a hotel, etc.? If you have a report, please upload that here. PLEASE DO NOT INCLUDE PERSONAL INFORMATION OF YOUR ATTENDEES.

If you would like to break down the tourism impact by programs, or show extrapolated numbers, you may do so here.

N/A in Q4

Examples of funded advertising/promotional campaigns

Please attach samples of grant-funded marketing **showing how the City and The Arts Council were recognized in your advertising/promotional campaigns.**

Additional advertising/promotional samples

Please attach any other marketing or promotional samples here.

Signature

Signature*

Please type the name of the person completing this form. By typing your name, you certify that the information presented in this report is complete and accurate to the best of your knowledge.

Johnny McNally

Title*

Please list your title at the organization.

Executive Director

Contact Email*

executivedirector@navasotagrimeschamber.com

Contact Phone*

936-825-6600

Date*

10/19/2021

File Attachment Summary

Applicant File Uploads

- NGCCOC FY2021-Q4 QuarterlyReportExpenseChart.pdf

[illegible]

Programming for 36th Season

2021 Navasota Program & Marketing Grant

Navasota Theatre Alliance

Joyce Yorek
104 W. Washington Avenue
Navasota, TX 77868

navasotatheatrealliance@gmail.com
O: 936-825-3195

Dawn Jourdan

dawnjourdan@arch.tamu.edu
O: 816-739-4416

FollowUp Form

Quarter 4

Please fill out and electronically submit this report by January 20th, 2021. **Only include information (tourism impact and expenses) from the first quarter (October 1st - December 31st, 2020).**

Program Information

Project name

Programming for 36th Season

Organization name*

Navasota Theatre Alliance

Name of program(s) or event(s)*

Only list grant-funded events occurring this quarter. If no programs or events funded, list "Marketing Only" or "None" as appropriate.

Lanterns and Legends; Holiday Extravaganza

Beginning date of program(s)*

If no programs, enter the beginning date of the quarter.

10/01/2020

Ending date of program(s)*

If no programs, enter the ending date of the quarter.

12/31/2020

Amount received from Navasota this quarter*

The amount of your quarterly grant check.

\$1,706.25

Amount of grant funds spent this quarter*

Please enter the total amount of grant funds that were spent **IN THIS QUARTER ONLY**.

\$0.00

Expense chart

Please download and use this form to itemize your quarterly expenses. Then re-upload the completed form here. If you need assistance, please email Amy at deputy@acbv.org.

Tourism Impact

Only include tourism impact numbers from all your events/activities occurring THIS QUARTER (NOT pre-sales of tickets, website traffic, etc.). Please only include raw numbers collected, not projections or extrapolations.

Total program attendance*

Please list each program/event this quarter and the number of attendees. If just reporting on marketing funds, please still list the total attendance for each event/program this quarter, if any.

Lanterns and Legends was a sold out event. We sold 200 tickets over the course of the three day event. This production has been made available for free distribution on Vimeo.

Based on our Vimeo records, the Holiday Extravaganza was viewed by 45 individuals.

Hotel impact*

Please enter the total number of room nights at local hotels that your visitors reported in their surveys. Please enter a whole number.

0

Restaurant patronage*

Please enter the total number of restaurant meals reported in your visitor surveys. Please enter a whole number.

0

What methods did you use to collect your tourism impact numbers?*

Did you do intercept surveys, ticket-purchase surveys, block rooms at a hotel, etc.? If you have a report, please upload that here. PLEASE DO NOT INCLUDE PERSONAL INFORMATION OF YOUR ATTENDEES.

If you would like to break down the tourism impact by programs, or show extrapolated numbers, you may do so here.

Our ticket sales software captures intent to stay and eat out. Due to COVID, none of the patrons reported either activity for Lanterns and Legends. Such activities were not relevant to the Holiday Extravaganza which was only made available on line.

Examples of funded advertising/promotional campaigns

Please attach samples of grant-funded marketing **showing how the City and The Arts Council were recognized in your advertising/promotional campaigns.**

Additional advertising/promotional samples

Please attach any other marketing or promotional samples here.

Signature

Signature*

Please type the name of the person completing this form. By typing your name, you certify that the information presented in this report is complete and accurate to the best of your knowledge.

Dawn Jourdan

Title*

Please list your title at the organization.

President

Contact Email*

dawnjourdan@tamu.edu

Contact Phone*

8167394416

Date*

01/07/2021

File Attachment Summary

Applicant File Uploads

No files were uploaded

Year round marketing support

2021 Navasota Program & Marketing Grant

Washington on the Brazos State Park Association

Mrs. Ginger Yvonne Moreland
P.O. Box 1
23400 Park Rd. 12
Washington, TX 77880

office@wheretexasbecametexas.org
O: 979-830-1824
M: 979-830-1824

Mrs. Ginger Yvonne Moreland

P.O. Box 1
23400 Park Rd. 12
Washington, TX 77880

office@wheretexasbecametexas.org
O: 979-830-1824
M: 979-830-1824

FollowUp Form

Quarter 1

Please fill out and electronically submit this report by October 20th, 2021. **Only include information (tourism impact and expenses) from the fourth quarter (July 1st - September 30th, 2021).**

Program Information

Project name

Year round marketing support

Organization name*

Washington on the Brazos Historical Foundation

Name of program(s) or event(s)*

Only list grant-funded events occurring this quarter. If no programs or events funded, list "Marketing Only" or "None" as appropriate.

Ginger Moreland

Beginning date of program(s)*

If no programs, enter the beginning date of the quarter.

07/01/2020

Ending date of program(s)*

If no programs, enter the ending date of the quarter.

09/30/2020

Amount received from Navasota this quarter*

The amount of your quarterly grant check.

\$0.00

Amount of grant funds spent this quarter*

Please enter the total amount of grant funds that were spent **IN THIS QUARTER ONLY**.

\$706.61

Expense chart

Please download and use this form to itemize your quarterly expenses. Then re-upload the completed form here. If you need assistance, please email Amy at deputy@acbv.org.

HOT FUND EXPENSE CHART 3Q 2021.pdf

Tourism Impact

Only include tourism impact numbers from all your events/activities occurring THIS QUARTER (NOT pre-sales of tickets, website traffic, etc.). Please only include raw numbers collected, not projections or extrapolations.

Total program attendance*

Please list each program/event this quarter and the number of attendees. If just reporting on marketing funds, please still list the total attendance for each event/program this quarter, if any.

12,917 visitors this quarter.

Hotel impact*

Please enter the total number of room nights at local hotels that your visitors reported in their surveys. Please enter a whole number.

55

Restaurant patronage*

Please enter the total number of restaurant meals reported in your visitor surveys. Please enter a whole number.

103

What methods did you use to collect your tourism impact numbers?*

Did you do intercept surveys, ticket-purchase surveys, block rooms at a hotel, etc.? If you have a report, please upload that here. PLEASE DO NOT INCLUDE PERSONAL INFORMATION OF YOUR ATTENDEES.

If you would like to break down the tourism impact by programs, or show extrapolated numbers, you may do so here.

WOB_rack_card_back 2020.pdf

We surveyed 274 visitors during Texas Independence Day, representing 1163 guests. Twenty percent stayed overnight and 37% ate locally. The conservative estimates are listed on the report, but the numbers

are probably larger. (Twenty percent of the total number of survey guests would be 233 hotel room nights and 430 restaurant visitors)

Examples of funded advertising/promotional campaigns

Please attach samples of grant-funded marketing **showing how the City and The Arts Council were recognized in your advertising/promotional campaigns.**

Inside final (1).pdf

Additional advertising/promotional samples

Please attach any other marketing or promotional samples here.

Eagle ad .jpg

Signature

Signature*

Please type the name of the person completing this form. By typing your name, you certify that the information presented in this report is complete and accurate to the best of your knowledge.

Ginger Moreland

Title*

Please list your title at the organization.

Administrator

Contact Email*

office@wheretexasbecametexas.org

Contact Phone*

9798301824

Date*

10/20/2021

File Attachment Summary

Applicant File Uploads

- HOT FUND EXPENSE CHART 3Q 2021.pdf
- WOB_rack_card_back 2020.pdf
- Inside final (1).pdf
- Eagle ad .jpg

[illegible]

CELEBRATE TEXAS' 184TH BIRTHDAY WHERE TEXAS BECAME TEXAS

TOE TAPPIN' MUSIC
FOOD LIVING HISTORY
MUSKET AND CANNON
FIRINGS PRESENTATIONS
TEXAS A&M ★ AND MUCH MORE!
SINGING CADETS ★

FREE AND PARKING



Stand on the spot where 59 delegates bravely met on March 2, 1836 to declare independence of Texas from Mexico.

Event includes almost 300 acres of parkland, activities, food and celebrations. Visitors can wander freely in a bona fide Texas Army camp to learn how soldiers and their families lived in 1836. Free admission that week-end to Independence Hall, Star of the Republic Museum and Barrington Plantation.

Kids History Zone, Texas A&M Singing Cadets, Non-stop entertainment.

FREE admission, FREE parking, FREE shuttle.

No alcohol at State Historic Sites.

Hotel Specials Available

www.wheretexasbecametexas.org • 936.878.2214

THIS EVENT IS MADE POSSIBLE BY:



Bluebonnet Electric Co-op, Blinn College, Brenham National Bank,
Del Sol Food Co., Inc./Briannas Salad Dressing, Insite Brazos Magazine,
Larry and Mary Whigham, KTEX 106 Sounds Like Texas,
Travis Bryan, Jr. Family, and the
Washington on the Brazos Historical Foundation.

SCHEDULE OF CELEBRATION ACTIVITIES

Saturday, February 29

Stars Over Texas Stage Amphitheater:

10:30	TAMU Singing Cadets
12:00	Roll Call of the Signers
12:30	Brenham Children's Chorus
1:00	Wesoabi Nation Native American Dance
2:00	Aggieland Mariachi
3:00	Wesoabi Nation Native American Dance
4:00	Aggieland Mariachi
5:00	Jagoda Polish Folk Dance Ensemble
5:30	Jagoda Polish Folk Dance Ensemble

Independence Stage Tent:

11:00	Music Americana: Music from the 1830s
12:00	Mt. Rose Mens Choir
1:00	Evelyn, the Yodelin Cowgirl
2:00	Enzian Buam, Polka
3:00	Evelyn, the Yodelin Cowgirl
4:00	Enzian Buam, Polka
5:00	Music Americana: Music from the 1830s

Anson's Tent at Barrington Plantation:

10:00	Mousetrap Puppet Theater
11:00	Dr. Balthasar's Medicine Show
12:00	Professor Gerard, 1830's Magician
1:00	Mousetrap Puppet Theater
2:00	Dr. Balthasar's Medicine Show
3:00	Professor Gerard, 1830's Magician
4:00	Mousetrap Puppet Theater
5:00	Professor Gerard, 1830's Magician

Black Powder Firearms & Cannon Demo at Texas

Army Camp: 11:00, 1:30, 4:30

Independence Hall:

10:00	Wreath Laying
10:30	Reading of the Travis Letter from San Felipe
11:00	March 1st and 2nd at the Convention
12:00	Meet with the delegates of the Convention
1:00	March 6th at the Convention
2:00	Meet with the delegates of the Convention
3:00	March 15, 16, 17th at the Convention
4:00	Battle report of San Jacinto read by Sam Houston
5:00	Meet with the delegates of the Convention

Childress Courtyard:

2:00	Texas Birthday Cake Cutting w/ the Heritage Belles
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Star of the Republic Theater:

11:00, 2:00, 4:00	Sam Houston Stories (Jack Edmondson)
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1:00	Cowboy Poetry Stephen Lewis
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Sunday, March 1

Stars Over Texas Stage: Amphitheater

11:00	Wawel Polish Dancers
11:30	Aggie Wranglers Dance Team
12:00	Wawel Polish Dancers
1:00	Mixteco Ballet Folklorico
1:30	Square and Round Dancers

2:30	Mixteco Ballet Folklorico
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Independence Stage Tent:

11:00	Music Americana: Music from the 1830s
12:00	Buttermilk Junction String Band
1:00	Music Americana: Music from the 1830s
2:00	Buttermilk Junction String Band

Anson's Tent at Barrington Plantation:

10:00	Dr. Balthasar's Medicine Show
10:45	Mousetrap Puppet Theater
11:30	Professor Gerard, 1830's Magician
12:30	Dr. Balthasar's Medicine Show
1:15	Mousetrap Puppet Theater
2:00	Professor Gerard, 1830's Magician
2:45	Mousetrap Puppet Theater

Black Powder Firearms & Cannon Demo at Texas

Army Camp: 12:00, 2:00

Independence Hall:

10:30	Reading of the Travis Letter from San Felipe
11:00	March 1st and 2nd at the Convention
12:00	Meet with the delegates of the Convention
1:00	March 6th at the Convention
2:00	March 16 & 17 at the Convention
3:00	Battle report of San Jacinto read by Sam Houston

Star of the Republic Theater:

11:00, 1:00	Sam Houston Stories (Jack Edmondson)
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All Weekend

Texian Village:

- 1836 Olive Oil Company
- Angies Bits O'Glass
- Artisan Woodworks of Magnolia
- Bluebonnet House and Garden Center
- By Mammy's Hands
- Cat Spring Candles
- Chavon Cosmetics
- Grandma Kims Pies
- Hummers Homestead Alpacos
- JD Woodworks
- Jea Home
- Jimmy Jam Jams
- Just Jammin'
- Log Cabin Crafts
- Montgomery County Genealogical and Historical Society
- Ricroc Crosses
- Rjoa
- Sawdust Mama
- Simply Stacy
- Sweet Home Sweets
- T.A. McMullin Leather Works
- Texas Pioneer Creations
- The Fruitful Vines
- Vardanyan Jewelry
- Windy Hill Sweets

- WRS Specialty Knives

Washington Emporium Gift Shop:

10:00 - 2:00 Book Signing
Betsy Wagner, "Spirit of Gonzales"

Historic demonstrators:

- 1800s Beekeeper
- 1800s Laundress
- Brazos Spinners and Weavers Guild
- Brazos Valley Stitchers
- Daughters of the Republic of Texas - Robert Henry Chapter
- Friends of the Landmark Inn
- Cathy Pulley, Hand Quilting
- North Harris County Dulcimers
- North Texas Civilian Historians
- Herb Baumgartner, Traditional Kick Wheel Pottery
- Houston Area Blacksmith Association
- Rolling Thunder
- Sam Houston Memorial Museum
- San Antonio Living History Association
- San Felipe de Austin State Historic Site
- San Jacinto Battlefield State Historic Site
- Seamstresses
- Steamboat Yellowstone Living History Crew
- Texas Army Camp
- Sylvia Ellis, Inkle Loom Weaving
- Stephanie Lane, Spinning & Weaving
- The Alabama-Coushatta Tribe of Texas
- The Alamo Foundation
- The Cane Island Volunteers
- The Landmark Inn State Historic Site
- The Texas Army
- Texas Navy
- Woodworkers
- Washington on the Brazos Historical Foundation

Star of the Republic Museum Demonstrators:

- Betty Thiel, Tatting
- Star of Republic Dulcimers
- Brazos Bluebonnet Quilt Guild

Conference Room:

All day Descendants Open House

Event Sponsors



Bluebonnet Electric Co-Op, Blinn College, Brenham National Bank, Del Sol Food Co. Inc/Briannas Salad Dressing, Larry and Mary Whigham, Insite Brazos Magazine, Travis Bryan, Jr. Family, KTEX 106 Sounds like Texas

WASHINGTON ON THE BRAZOS TEXAS INDEPENDENCE DAY CELEBRATION

FEB 29-MAR 1 **FREE** AND **ADMISSION
PARKING**

**Celebrate 184TH anniversary
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JULY - SEPT 2021 QUARTERLY REPORT NARRATIVE CITY OF NAVASOTA FUNDING

THE ARTS COUNCIL PROGRAMS

Arts Council & Visitor Center Operations

The Arts Council & Visitor Center is the hub of the arts, culture and heritage community in our region. It is home to a unique two-tier mezzanine gallery and three working studios, providing exhibit and retail space for works of art created by local artists and artists throughout Texas. On average, The Arts Council's building and galleries hosts meetings for more than 10 affiliate groups per month and averages roughly 450 visitors and program participants each month. Alongside our opening at full capacity with maintained sanitation measures, we have continued our use of new virtual meeting methods and program opportunities, reimagined programs to be held outdoors or properly distanced, or postponed events until large group gatherings are safer for our community. Social Distancing and sanitation measures continued to be updated and enforced for all staff and facility visitors. As vaccinations have become more widely available and our community has begun to be more open to resuming attendance to programming, our attendance for both our office and gallery and our offered programs have started to increase again. The Arts Council had more than 1500 visitors and program participants this quarter. We expect visitation and meeting levels to return to normal (around 26 meetings per month) as the public health situation improves.

From February 27th to July 17th, our galleries hosted a joint exhibit from our three College Station Artists-In-Residence, Colleen Bradfield, Amanda Dominguez, and Chris Wilson, titled *Art from the Soul*. This exhibit featured the work of these talented artists who specialize in three different mediums, acrylic, pastel, and watercolor, respectively. The exhibit features a variety of subjects from landscapes to wildlife to abstract works, all tied together by the three artists' collective love for the process of creating and sharing their gifts. Each with academic backgrounds in fine arts, this former teacher, nurse, and former commercial artist provide a glimpse into their love of the arts and the depths of their creative skills.

From May 16th to July 6th, the Arts Council's lobby gallery exhibited the work of Bryan Artist in Residence Krislyn Koehn. The exhibit, titled *Outwards/Inwards: Charcoal and Digital Animation* exhibits black, white, and gray works created both digitally and using charcoal and paper. The high-contrast, black and white pieces draw viewers into a play of light and dark, danger and ecstasy. The landscapes featured are the culmination of Krislyn's time as an Artist in Residence with the Arts Council.

On July 20th, our mezzanine galleries welcomed College Station Artist in Residence Trevor Coopersmith's solo exhibition, *Body X Landscape*. Trevor, who has exhibited internationally, experiments with non-traditional painting techniques and produces symbols of aesthetic and social contemplation. His solo exhibition, which features an interactive piece, explores juxtapositions between humanity and the natural world, and his painting practice centers around representing artistic language, ephemeral spaces, documenting individual experiences and translating coexistence onto the canvas. The opening reception for this exhibition was held on July 29th.

Following the close of *Body X Landscape*, The Arts Council welcomed Jason Robichau's dynamic exhibit, *Art of Sport*, on August 18th. This exhibit, featuring a selection of works from Robichau's collection features collage works fashioned from tiny hand painted squares, fashioned together to create a larger image. Jason Robichau has been shown at the National Art Museum of Sport, the American Sport Museum and Archives, and more. He was also honored by Major League Baseball in 2011, where he was named Official Artist of the All Star Game Fan Fest. Robichau's pieces have been shown all over the world, and we have the opportunity this year to host two pieces signed by Muhammed Ali. The opening reception for Robichau's exhibit was held on September 16th, where community members had the opportunity to meet the artist and enjoy his works with music and friends.

Starting on July 15th, the Arts Council also held a lobby exhibit celebrating the art created by students from this summer's art camps called *Refrigerator Art*. In this exhibit, drawings, paintings, and sculptures created by local youth fill our lobby space with color. The goal of this exhibit is to celebrate the medium of "refrigerator art" which allows our community to show off the creativity and skill of our loved ones.

Starting August 17th, the Arts Council's lobby has held the winning pieces from our Aggie Spirit Community Art Contest. This exhibit, celebrating the importance of Aggie spirit and history in our community, showcases pieces from game day clothing, photographs, paintings, and more.

We were able to record virtual tours of our current gallery shows and three artists' studios to provide remote options for visitors to view and enjoy art given increased safety measures due to the COVID-19 public health crisis. The virtual tours are hosted on our YouTube channel and shared on our website and social media pages.

Funding Opportunities

Perhaps the longest-standing means of support to the regional artistic community, The Arts Council funds programs, projects and education through its funding programs below.

- Annual Program and Marketing Grants support affiliate organization projects that significantly promote arts, culture and heritage in the Brazos Valley through hotel/motel taxes from the City of Bryan and the City of College Station. The Arts Council distributed \$125,805.00 in Annual Program and Marketing grant funding to its affiliates in the fourth quarter of FY 2021 in April for Bryan and College Station

grants. Of this total, \$49,269.00 was distributed as a part of our Part B granting, and \$24,500 were distributed in part C of our program, which were conducted to distribute funds that were returned due to canceled affiliate programs back to other affiliates who could use them in the current Fiscal Year. The following affiliates are recipients of funding of Annual Program and Marketing grants for FY 2021: Brazos Educational Radio, Brazos Valley African American Museum, Brazos Valley Art League dba Visual Arts Society BCS, Brazos Valley Chorale, Brazos Valley Museum of Natural History, Brazos Valley Symphony Society, Children's Museum of the Brazos Valley, Fiestas Patrias Mexicanas of Bryan/College Station, Friends of Chamber Music, George Bush Presidential Library and Museum, Museum of the American G.I., Stage Center Community Theatre, and The Theatre Company of Bryan/College Station.

- The Arts Council distributed \$1,706.25 in Navasota Annual Program and Marketing funding in July. Grimes County Chamber of Commerce, Navasota Theatre Alliance, and Washington on the Brazos State Park Association are the recipients of Navasota Annual Program and Marketing funds in FY 2021.
- \$8,000 were awarded to five rural organizations in the Brazos Valley for our FY 21 Rural Grants program. Rural Grants assist Arts Council affiliates operating in the rural portions of the Brazos Valley with program needs up to \$2,500. Funding is provided by The Arts Council for this program. Funded organizations for FY2021 include Brenham Children's Chorus, Navasota Theatre Alliance, Troupe Over the Hill, Unity Theatre, and Washington on the Brazos State Park Association.
- In Q3, the Arts Council awarded \$20,200 for our annual scholarship program serving seniors graduating from high school in the seven-county Brazos Valley region. These seniors must plan to attend an accredited 2- or 4-year university to student a degree plan in arts, culture, or heritage. 6 winners were announced, with 5 winners being awarded the \$3,000 award, and one winner being awarded the \$5,200 award.

Following is a detailed chart of the impact of this funding in the community as provided by individual affiliates in their quarterly reports.

AFFILIATE GRANT RECIPIENT	FY 2021 Q2 Grant Distributions	Persons Impacted by Programs	Projected Restaurant Impact (meals)	Hotel Impact (room nights)	PROGRAMS FUNDED
Navasota Grimes Co. Chamber of Commerce	\$0.00	0	0	0	No programs held in Q4
Navasota Theatre Alliance	\$1,706.25	200	0	0	Programming and Marketing Support for Lanterns and Legends
Washington on the Brazos Historical Foundation	\$0.00	16,593	103	55	Program and Marketing Support for general park program, as most programs were cancelled due to COVID-19
TOTALS	\$1,706.25	16,793	103	55	

Artistic Learning Opportunities

- In Q4, the Arts Council was thrilled to resume our Art after School program after postponements caused by COVID-19. After-school art classes, taught by Jami Bevans, current President of the Texas Art Education Association, local art teacher and professional artist, are held each Tuesday from 4:15 to 5:15. Each week, we welcome 6 children for after school arts activities including Printmaking, Design, 3D Design, Drawing, and Painting.
- Completed in Q4, the Arts Council completed one of its most successful Summer Art Camp seasons to date. This year, 12 individual, week long art camps were held and more than 125 students attended. To improve COVID-19 safety, class sizes for these camps were limited, and class groups were split into half-day cohorts. Camp themes included Claymation, pastels, music and song, paper making, general art skills, drawing, global art, printmaking, and pottery. Through these camps, 7 local art teachers and our artists in residence were able to provide hands on, small class size instruction to local youth interested in expanding their knowledge about the arts, while gaining access to more opportunities to support themselves through the arts over the summer term. Camp surveys showed a positive reception of the program.
- Our three studio artists, including our newest studio artist, Amanda Dominguez, were allowed to continue their studio operations under continued heightened sanitation, social distancing, and contact tracing guidelines. Their studio spaces are open to the public when the artists are present, and the artists are encouraged to safely engage with the visiting public and discuss their art.
- Studio artists Amanda Dominguez, Chris Wilson, and Coleen Bradfield continued conducting art classes for youth and adults at our facilities, focusing on mediums such as pastels, watercolors, and acrylics.
- Bryan Artist in Residence, Krislyn Koehn, completed her residency in Q4. Housed in the Kasparov Lofts in Downtown Bryan, she has participated in several of our online programs and radio interviews. Alongside, her completion and exhibition of her body of work titled *Outwards/Inwards: Charcoal and Digital Animation* Krislyn also participated as a teacher in our summer art camps program and taught a Saturday adult art class.
- In Q4, our FY21 summer College Station Artist in Residence completed his time at the Arts Council. Trevor Coopersmith. Trevor, who has exhibited internationally, experiments with non-traditional painting techniques and produces symbols of aesthetic and social contemplation. The summer residency is open to current or recently-graduated students and provides them an opportunity to create their first solo exhibit. The culmination of Trevor's time in the residency resulted in his solo exhibit, *Body X Landscape*, which featured a reception on July 29th.
- The Arts Council's Navasota Artists in Residence Jacob Jimerson and Arienne Boley completed their residencies in Q4. Arienne is a professional artist with a BFA in Illustration from Monserrat College of Art located in MA. Her painted work focuses on storytelling and capturing life with her art. Jacob is a professional artist who graduated with a B.A. in Studio Arts and Physics with minors in English in Math from Southwestern University. His current ceramic body of work titled *Beauty, Utility, Fragility* focuses on exploring the intersection of human civilization and the physical environment. During Q4, the next round of Navasota Artists in Residence, Saskia

Becker, an oils artist from Colorado, and Lisa Nelson a watercolorist from Massachusetts, were selected and preparations were made for their move into the Horlock House.

- All of our artists in residence have participated in digital art opportunities including KBTX interviews, KAGS interviews, Navasota newspaper columns, online Facebook art classes, Facebook live interviews, and radio station interviews.
- Our Art for Life programming serving youth in juvenile detention programs were completed for FY21 in Q4, with youth participating at separate time slots on the Art for Life Ringer Library decoration project to follow safety precautions. The participants also worked on painting a replica of a Terracotta Warrior statue. This program works with youth to provide them with creative education and outlet opportunities, which has been proven to decrease participant's likelihood to return to jail; project participants experience a recidivism rate more than 60% lower than the state average. Alongside working on a mural, young participants have also had the opportunity to attend classes teaching art, music, and poetry. Further, participating youth were taken on three field trips to museums in other cities, accompanied by our College Station Artist in Residence Trevor Coopersmith, where they were able to experience the museum under the mentorship of a professional artists, allowing them to ask questions and interact more closely with the art and artists of their communities. As a celebration of their completion of the program, the Arts Council held a spoken word reading and reception event in July, and an ART for Life library installation reception on August 5th, where we were able to hear directly from parents of participants just how much the program impacted their child.

Community Outreach

The Arts Council operates community outreach efforts designed to create access to artistic opportunity. Efforts include marketing, support of affiliate organizations, placement of art in public venues, and involvement in community events, such as online competition offerings and teaching.

Marketing

- Innumerable residents and visitors are served through regular marketing and outreach programs from mailings, advertisements, brochures, newspaper articles, television and radio spots/interviews, and our website, www.acbv.org.
- The Arts Council regularly and extensively promotes affiliate events, Arts Council programs, and local art events through social media and paid online and print advertising. Marketing efforts target a statewide audience as well as providing up to date information to residents and visitors. Bryan Broadcasting, WTAW, KBTX and KAGS donate significant amounts of air time to run Arts Council Art Spots and interviews. Marketing efforts in the fourth quarter focused on supporting our affiliates and arts community, promotion for our virtual tours and talks, spreading awareness of our public art installations, marketing our gallery shows and openings, and conducting promotional work for our Celebrate the Arts fundraiser, Artist in

Residence Gallery Openings, membership drives, Brazos Valley Gives, and art classes and camps.

- In the fourth quarter, Sheree invited Texas Monthly magazine's culture editor, Josh Alvarez, to CTA. Following the fundraising event, Sheree worked with Visit CS and Destination Bryan to show him Bryan and College Station to work on bringing a travel writer to do a story on the local area.
- In the fourth quarter, the Arts council conducted an extensive marketing campaign for their membership program. This included press releases, email campaigns, social media posts, and website materials.
- In the fourth quarter, the Arts Council distributed brochures detailing our organization and arts in the Brazos Valley to several travel centers. In total, 2,800 rack cards were sent to Amarillo, Anthony, Denison, Gainesville, Langtry, Laredo, Orange, Texarkana, Valley, Waskom, and Wichita Falls.
- Postcards and mailings were sent out alongside extensive online marketing campaigns to promote the Celebrate the Arts fundraising event, the *Art of Sport* gallery and reception, and the College Station Artist in Residence gallery opening. This included press releases, email campaigns, social media posts, and website materials.
- The "ACBVoice" e-newsletter was sent to over 3,000 subscribers weekly during the fourth quarter. The newsletter promotes upcoming arts events in the Brazos Valley and provides updates on Arts Council programs and projects.
- Arts Council staff recorded regular interviews at WTAW studios during the fourth quarter. They were joined by Arts Council affiliates, who were able to use the opportunity to speak about their own organizations and programs. Interviewees included The Brazos Valley Museum Collective, Brazos Valley African American Museum, Friends of the Library, Visual Arts Society, Adult Art Class Teacher Kelsey Boe, and St. Andrews Episcopal Church.
- Arts Council staff recorded interviews with KBTX news anchor Abigail Metsch during the fourth quarter. This is a new partnership that began during the third quarter. They were joined by Arts Council affiliates who were able to use the opportunity to speak about their own organizations and programs. Interviewees included the Navasota Theatre Alliance and The Theatre Company.
- The Arts Council temporarily suspended the physical distribution of our Art Spots to local hotels in Bryan and College Station. That said, these Art Spots are still collected and distributed as public service announcements over social media and local media outlets. We have also focused on updating our arts calendar and sharing affiliate Art Spots on our website, newsletter, and social media. We hope to resume our physical distribution of these items in 2022.
- The Arts Council presented content virtually through our YouTube channel, Facebook page and website. Virtual content included recordings of WTAW interviews, recorded tours through the galleries, interviews with summer camp teachers, and the 50th anniversary video by Water to Wine Productions. These events will continue through the rest of 2021 and into 2022.
- The Arts Council also worked to continue developing the website in Q4 detailing all of our programs and events and providing an easy centralized place for community members to access the information on the arts community

Support of Affiliate Organizations

- We support 59 affiliated arts, culture and heritage organizations across the Brazos Valley through funding, promotion, advocacy and partnership-building programs. The Arts Council's facilities are typically available for use free of charge to all affiliates during regular business hours (Monday-Friday, 10am-5pm, Saturday, 1pm-4pm) and are typically used by many of these groups monthly. We were able to continue these meetings under COVID-19 safety measures in the fourth quarter.
- Each year, the Arts Council offers professional development workshops to all affiliates and grantees free of cost, and to all other organizations for a small fee. In Q4, Arts Council affiliates gained access to Visit College Station's HOT tax law workshop held on September 22nd, free of charge. Through this workshop, affiliates were able to ask questions about and gain a better understanding of the tax laws from which our pass-through grant funds originate.
- Due to an influx of new officers and board members into our sub-granted affiliate organizations, our Grants Specialist conducted individual contract and grant compliance meetings with each new grantee to ensure thorough understanding of the granting process and to ensure that all questions were answered.
- The Arts Council continued to assist with the organization of the Brazos Valley Museum Collective and the Brazos Valley Theatre Collective. The Museum Collective, made up of galleries and museums throughout the Brazos Valley, met virtually during the fourth quarter. The Museum Collective completed their Museum Trail competition, which encouraged participants to attend all member museums to fill out their cards and enter to win a prize. They hope to do this event again next year. The Brazos Valley Theatre Collective was able to continue their group meetings in the fourth quarter and discussed their goals as a collective and vision as an organization moving forward. Other outside organizations were able to use our conference room to safely host virtual meetings with the rest of their members as well.
- As a result of our in-house public relations efforts, The Arts Council and our affiliates are regularly covered in *The Eagle* and on local news stations.

Art in Public Places

- The Arts Council curates several Community Galleries at Large.
 - One of these Community Galleries at Large, the Brazos Valley Council of Governments' building, hosted a show of artwork by studio artist Coleen Bradfield.
 - The Community Gallery-at-Large space at College Station City Hall began hosting College Station Studio Artist Amanda Dominguez's Exhibit "COVID Heroes" alongside the winners from our recent Mask-erpiece mask design contest. These items had to be removed due to the City of College Station's move to a new building, but we look forward to continuing our gallery partnership with the City of College Station when they settle into their new home.

- The City of Bryan gallery space hosted an exhibit starting in from July to August featuring Emily Laughlin, and an exhibit from August to September hosting Arts Council Studio Artist Chris Wilson.
- The Navasota City Hall space continued to feature a group show of summer themed artwork by Navasota High School students through August, then welcomed an exhibit by Tim Gregg from August to September.
- The Brazos Valley Plastic Surgery space now hosts a small show of artwork by College Station Studio Artist Coleen Bradfield.
- The Arts Council also began exploring other possibilities for community art galleries open to the public
- Featuring twenty outdoor sculptures and over thirty art benches, the Public Art program is supported by local business partners and the cities of Bryan and College Station. This program aesthetically improves and fosters appreciation of the role of the arts in our community.
- *Hand of God* by local artist John Magee continues to attract crowds to the ArtFill installation site in Downtown Bryan.

Community Events

- The Arts Council completed their annual fundraising event, Celebrate the Arts, at the Stella Hotel this year. The event featured the film *Cowboys: A Documentary Portrait*, and honored several members of the local arts community for their participation and impact on the arts in the Brazos Valley. The Arts Council's 50th year anniversary commemorative video was also shown at the event.
- On July 14th, the Arts Council's grant specialist, Taryn Williames, held a grants workshop offering affiliates, local organizations, and more with the opportunity to learn about the granting process, best practices for grants writing, and the funding search. The workshop was attended by more than 15 local organizations.
- On August 2nd, Arts Council representatives were invited to judge the Brazos County 4-H Cake Show.
- On August 28th, the Arts Council partnered with Kendra Scott to conduct a fundraising pop-up. Community members came to the Arts Council to purchase jewelry and 20% of the proceeds went to the Arts Council.
- In Q4, the Arts Council conducted our first Community Art Day event. During this program, community members had the opportunity to partake in a number of arts activities, including the painting of an underwater mural outlined by Navasota Artists in Residence, and interact with our College Station Artist in Residence and his collaborative centerpiece in our gallery. Planning also began for our next community art day event, which will be held in Q1 of FY22. The goal of this new program is to provide our community with a day in which attendees can participate in several art projects and connect more strongly with their neighbors and their creativity.
- The Arts Council began planning for the hosting of the Insite launch party on November 11. Insite is a local marketing firm.
- The Arts Council visited the Bush Library at its first reopening, showing support for the arts community as it moves toward reopening.

- The Arts Council attended Texas A&M University's Jobs for Aggies Part-Time Job Fair and used the opportunity not only to find students who wanted to get involved at the Arts Council, but also to share our upcoming events and opportunities for students.
- On September 9th, the Arts Council participated in the Maroon and White Event in Downtown Bryan, in partnership with Destination Bryan. The goal of the program was to inform new students of the programs and activities available to them in their local area.
- On September 9th, the Arts Council met with the Texas A&M Visualization Lab to begin a partnership between the program and our organization, focusing on the possibility of having Visualization faculty and students teach classes at our facilities.
- In order to continue to offer artistic opportunities to our community given the pandemic, we worked hard to create online events to provide the Brazos valley with creative outlets. In the fourth quarter, we completed a contest allowing community members to show their collections or art related to "Aggie Spirit", creating an opportunity for the expression of creativity for an important part of our community history and culture.
- The new NAIRs conducted interviews and began planning community outreach events with the Navasota Public Library.
- The Arts Council Executive Director was asked to serve on the Advisory Board for the City of Bryan in making the city a music friendly community in partnership with the Texas Music Office and the Office of the Governor.
- Arts Council representatives advocated for ARP funds on all levels, drafting and sending requests and attending council and county meetings. This important advocacy work was conducted with the goal of helping local artists and arts organizations recuperate the more than \$2.7 million in losses recorded through our COVID-19 impact surveys.
- The Arts Council Executive Director participated on the Intergovernmental Committee and visited the Brazos Valley Economic Development Corporation's board meeting as a guest.
- The Arts Council Executive Director spoke at the Brazos Valley Hospitality Association Luncheon alongside other community partners to bring awareness to the arts in our local hospitality community. She will join the BVHA board as an ex-officio member in the coming fiscal year.
- The Arts Council Executive Director was asked judge at the Brazos Valley Fair and Rodeo, judging Rodeo and Western Art.
- The Arts Council Executive Director and Programs and Events Manager began a professional development course on August 26th in Arts Administration Essentials, with the goal of supporting individual artists. This course is being completed to ultimately earn a certificate from Americans for the Arts
- The Arts Council of Brazos Valley worked in collaboration with Visit College Station and Destination Bryan and the City of Navasota in Q4.
- Our Art for Life programming, in which youth in juvenile detention services get opportunities to express themselves creatively and decrease their recidivism rates, completed for FY21 in the fourth quarter, with youth participating at separate time slots on the Art for Life Ringer Library Installation to follow safety precautions.

Alongside work done on the Ringer Library Art Installation, young participants also had the opportunity to attend classes teaching art, music, and poetry. To help connect participants and their work with the community, a spoken word event and reception was held in July at the Village Café. In the fourth quarter, planning has begun for next year's ART for Life programming.

FINANCIAL REPORT CITY OF NAVASOTA
JULY - SEPT 2021

- In Q1 of FY 2021 the Arts Council received a total of \$28,800.00 from City of Navasota Hotel Occupancy Tax Revenue funds via check #015518, dated 19 November, 2020. These funds were utilized for the following in Q3:
 - \$1,706.25 was utilized to fund quarterly affiliate grants on April 21st. See chart on page 4 for detailed grant allocations.
 - Other funding allocated in Q3 was utilized as follows:
 - \$1,200.00 for Navasota Artist in Residence Stipends,
 - \$65.50 for Call for Entry announcements,
 - \$760.76 for Navasota Artist in Residence Exhibit promotional supplies and open house music.

Attachments

- Profit & Loss and Current Balance Sheet as of end of Q4 FY2021
- Affiliate FY 2021 Q3 Reports and Supplemental Documentation

*The Following are updated Financial Reports regarding expenditures from quarters one through three. Updates to reported expenditures needed to be made due to errors caused in transitions between bookkeepers.

APRIL - JUNE 2021

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 - \$1,706.25 was utilized to fund quarterly affiliate grants on April 21st. See chart on page 4 for detailed grant allocations.
 - Other funding allocated in Q3 was utilized as follows:
 - \$1,200.00 for Navasota Artist in Residence Stipends
 - \$60.50 for Call for Entry announcements,
 - 411.55 for Navasota Artist in Residence Exhibit promotional supplies and open house music.
 - The remainder of funds will be carried over for expenses in Q4 2021.

JAN – MARCH 2020

- In Q1 of FY 2021 the Arts Council received a total of \$28,800.00 from City of Navasota Hotel Occupancy Tax Revenue funds via check #015518, dated 19 November, 2020. These funds were utilized for the following:
 - \$4,983.75 was utilized to fund quarterly affiliate grants on March 10th. Our accounting system shows that the process for payment started on March 10th, but the funds did not send until the beginning of April. See chart on page 4 for detailed grant allocations.
 - Other funding allocated in Q4 was utilized as follows:
 - \$412.61 for Navasota Artist in Residence Exhibit promotional supplies and open house music,
 - The remainder of funds will be carried over for expenses in Q3 2021.

OCT - JAN 2020

- In Q1 of FY 2021 the Arts Council received a total of \$28,800.00 from City of Navasota Hotel Occupancy Tax Revenue funds via check #015518, dated 19 November, 2020. These funds were utilized for the following:
 - \$4,983.75 was utilized to fund quarterly affiliate grants on March 10th. Our accounting system shows that the process for payment started on March 10th, but the funds did not send until the beginning of April. See chart on page 4 for detailed grant allocations.
 - The remainder of funds will be carried over for expenses in Q2 2021.



PROCLAMATION

WHEREAS, National Apprenticeship Week is celebrating its seventh anniversary of raising awareness of the vital role apprenticeships provide in creating a qualified and highly skilled workforce in diverse industries in the City of Navasota and across the nation; and

WHEREAS, the advancement and well-being of the United States of America depends upon the continued development of skilled workers in their chosen fields; and

WHEREAS, there are more job openings than job seekers in the United States, and the expansion of apprenticeships will help bridge the skills gap to fill these jobs; and

WHEREAS, the City of Navasota recognizes that robust apprenticeship programs provide tangible value to both job creators and apprentices, with the potential to increase productivity, improve diversity and inclusion, and reduce recruitment and training costs while providing a pathway to prosperous careers for job seekers.

NOW, THEREFORE, I, Bert Miller, by virtue of the authority vested in me as the Mayor of the City of Navasota do hereby proclaim and recognize November 14–21, 2021 as

"National Apprenticeship Week"

in the great City of Navasota.

IN WITNESS WHEREOF, I hereunto set my hand and caused the Great Seal of the City of Navasota, Texas, to be affixed on this the 8th day of November 2021.

BERT MILLER, MAYOR

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 5.

AGENDA DATE: November 8, 2021

PREPARED BY: Lupe Diosdado, Development Services
Director

APPROVED BY: BS

ITEM: Conduct a public hearing for the purpose of receiving public comments and testimony regarding a conditional use permit application submitted to the City of Navasota by Mount Calvary Baptist Church for the property located at 508 Peeples Street, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a place of worship, a conditional use listed under Article IX R-3: high density, multi-dwelling unit, residential district. The property affected is legally described as F L Woodard, Block 123, Lot 7-15.

ITEM BACKGROUND:

MT Calvary Baptist Church has submitted a conditional use permit application for the development of a new place of worship, a conditional use under the existing R-3, high density, multidwelling unit, residential district. City staff has reviewed the preliminary site plan per applicable codes and design standards. A copy of the preliminary site plan is attached for your review and consideration.

Public hearing opened at _____p.m.

Public hearing closed at _____p.m.

BUDGETARY AND FINANCIAL SUMMARY:

none

STAFF RECOMMENDATION:

Staff recommends conducting a public hearing for the purpose of receiving public comments and testimony regarding a conditional use permit application submitted to the City of Navasota by Mount Calvary Baptist Church for the property located at 508 Peebles Street, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a place of worship, a conditional use listed under Article IX R-3: high density, multi-dwelling unit, residential district. The property affected is legally described as F L Woodard, Block 123, Lot 7-15.

ATTACHMENTS:

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 6.

AGENDA DATE: November 8,
2021

PREPARED BY: Lupe Diosdado, Development Services
Director

APPROVED BY: BS

ITEM: Consideration and possible action on the first reading of Ordinance No. 982-21, approving a conditional use permit application submitted to the City of Navasota by Mount Calvary Baptist Church for the property located at 508 Peeples Street, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a place of worship, a conditional use listed under Article IX R-3: high density, multi-dwelling unit, residential district. The property affected is legally described as F L Woodard, Block 123, Lot 7-15.

ITEM BACKGROUND:

MT Calvary Baptist Church has submitted a conditional use permit application for the development of a new place of worship, a conditional use under the existing R-3, high density, multidwelling unit, residential district. City staff has reviewed the preliminary site plan per applicable codes and design standards. A copy of the preliminary site plan is attached for your review and consideration.

BUDGETARY AND FINANCIAL SUMMARY:

none

STAFF RECOMMENDATION:

Staff recommends approving the first reading of Ordinance No. 982-21, approving a conditional use permit application submitted to the City of Navasota by Mount Calvary Baptist Church for the property located at 508 Peeples Street, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a place of worship, a conditional use listed under Article IX R-3: high density, multi-dwelling unit, residential district. The property affected is legally described as F L Woodard, Block 123, Lot 7-15.

ATTACHMENTS:

1. Ordinance No. 982-21

ORDINANCE NO. 982-21

AN ORDINANCE OF THE CITY OF NAVASOTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP GRANTING A CONDITIONAL USE PERMIT FOR THE .757 ACRE TRACT LOCATED AT 508 PEEPLES ST, NAVASOTA, TX 77868 LEGALLY DESCRIBED AS F L WOODARD, BLOCK 123, LOT 7-15; PROVIDING FOR CONDITIONS RELATED TO THE CONDITIONAL USE PERMIT

BE IT ORDAINED BY THE CITY OF NAVASOTA, THE OFFICIAL ZONING MAP BE AMENDED IN THE FOLLOWING MANNER:

SECTION 1. That the Official Zoning Map of the City of Navasota, Texas, is hereby amended to grant a CONDITIONAL USE PERMIT to MT CALVARY BAPTIST CHURCH. for the development of a place of worship use on the .757 Acre tract located at 508 Peeples Street, Navasota, TX 77868 legally described as F L WOODARD, BLOCK 123, LOT 7-15, (hereinafter "Property") in accordance with the City of Navasota adopted Building Codes, Zoning Ordinance, and other applicable ordinances and regulations. This Property is located within the R-3: high density, multi-dwelling unit, residential district and requires the approval of a Conditional Use Permit for development of a place of worship use.

SECTION 2. The development of the Property shall be in accordance with the following special conditions, restrictions and regulations:

- a) The property and its use shall comply with all ordinances and codes of the City of Navasota;
- b) Preliminary Site Plan "Exhibit A" attached and incorporated hereto with the following restrictions;
 - a. Modify grading of the proposed parking lot to minimize sheet flow onto Peeples Street.
 - b. Add additional landscaping along Peeples Street, specifically along the parking lot and building.

SECTION 3. Upon holding a properly notified public hearing, the City Council may amend, change, or rescind the Conditional Use Permit granted by this Ordinance if:

- a) There is a violation and conviction of any of the provisions of this Ordinance, or any ordinance of the City of Navasota, that occurs on the Property;
- b) There is a violation of any provision of the terms and conditions of the Conditional Use Permit granted by this Ordinance; or

- c) As otherwise permitted by law and/or Navasota's Zoning Ordinance, as it exists or may be amended.

SECTION 4. This Ordinance shall take effect as provided by the Charter of the City of Navasota, Texas and applicable law.

PASSED AND APPROVED ON FIRST READING THIS THE 8th DAY OF NOVEMBER, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

PASSED AND APPROVED ON SECOND READING THIS THE 22ND DAY OF NOVEMBER, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 7. **AGENDA DATE:** November 8,
2021

PREPARED BY: Erik Covarrubias, Code Enforcement
Specialist

APPROVED BY: BS

ITEM: Conduct a public hearing on an order to repair or demolish the structures located at 716 E. Washington Avenue, Navasota TX, 77868.

ITEM BACKGROUND:

On October 21 2021, city staff completed an inspection of the property at 716 E. Washington Avenue, Navasota TX, 77868. Multiple violations per the city's substandard building ordinance were found.

Public hearing opened at _____p.m.

Public hearing closed at _____p.m.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends conducting a public hearing on an order to repair or demolish the structure located at 716 E. Washington Avenue, Navasota TX, 77868.

ATTACHMENTS:

1. Staff report
2. Public Hearing Notice



City of Navasota - Substandard Building Staff Report

Date: October 25, 2021

To: City Council

From: Erik Covarrubias, Code Enforcement Specialist

Agenda Item: 716 E Washington Avenue Substandard Building

PROPERTY INFORMATION:

PID: R25210

LEGAL DESCRIPTION: H&TC, BLOCK 89, LOT 3 (E/2),4,5, 8(PT),9,10

OWNER: Morris, Curtis & Patsy

ADDRESS: 716 E. WASHINGTON AVE NAVASOTA TX 77868

Background:

- An unsightly matter case was initially opened on August 17th, 2020 regarding junk and debris on the property.
- Staff contacted property owner in early 2021 in regards to the structure becoming more and more dilapidated.
- Staff was informed in mid May 2021 that property owner was going through the eviction process to remove tenants/squatters.
- The substandard building case process was started on June 1st, 2021.
- June 14th, 2021 the building inspector spoke with the owners and advised the house could be repaired but it would require everything to be brought up to code, including plumbing and electrical.
- June 15th, 2021 the owners demolished the front porch and a portion of the west side of the building.
- Subsequently the owners were contacted to remove the building debris from property.
- October 21st, 2021 the substandard public hearing notice was sent regarding the condition of the building's structure potential to collapse, termite damage as well as the application of standards described on the hearing notice.

SUMMARY:

On **October 19, 2021** city staff completed an inspection for a suspected substandard building. During the inspection significant termite damage to the dwelling structure was found. Per Section 3.03.005 Application of standards the following violations were found:

- The structure, because of its condition, is unsafe, unsanitary, or dangerous to the health, safety or general welfare of the City's citizens including all conditions conducive to the harboring of vermin, rats, mice or other disease carrying animals or insects reasonable calculated to spread disease.

- The nonsupporting coverings of walls, ceilings, roofs, or floors are fifty percent (50%) or more damaged or deteriorated
- The building or structure is liable to partially or fully collapse
- Any wall or other vertical structural member list, lean or buckle to such an extent that the structural integrity of the wall or other vertical structural member is compromised and creates a danger to the health, safety or welfare of the occupant(s) of the structure

*Photos: Outdoor
Outside (facing Leon):*



Outside (West)- Front:



Rotten wood and termite damage on upper rafters:



Photos: Termite damage bottom rafters



AERIAL / STREET VIEW:



STAFF RECOMMENDATION:

Staff recommends dwelling be ordered demolished, the current state of the property is a nuisance and unlawful.

SECRETARY OF STATE RECORDS:



[UCC](#) [Business Organizations](#) [Trademarks](#) [Notary](#) [Account](#) [Help/Fees](#) [Briefcase](#)

This debtor name search was performed on [10/19/2021 09:32 AM](#) with the following search parameters:

DEBTOR NAME: PATSY MORRIS

CITY: NAVASOTA TX

No records exist which match the criteria you have entered.

[Order Certificate](#)

[New Search](#)

Instructions:

- Press 'New Search' if you wish to perform another web inquiry.
 - Press 'Previous' or 'Next' to scroll through the results of this inquiry.
 - Enter the page number and click 'GO' button to view the desired page.
 - Press 'Order Search Certificate' if you wish to order a search certificate with the parameters entered.
 - If you wish to order only selected filings for this debtor, check by the filings and press 'Order Selected Filings'.
 - Checked filings will be retained from page to page as you scroll through the results of this inquiry.
 - If an order for a search certificate or selected filings is placed against this web inquiry, the web inquiry will be locked.
 - Check 'Select All Filings' and press 'Order Selected Filings' if you wish to order copies of all filings at this time.
 - To view a particular filing document, click on the image under 'View' for the desired document.
-

APPRAISAL:

For Privacy reasons not all exemptions are shown per Section 25.027 of the Property Tax Code.

GRIMES CENTRAL APPRAISAL DISTRICT

Property Owner Property Address Tax Year 2021 Assessed Value
R25210 MORRIS, CURTIS & PATSY 716 E WASHINGTON AVE, NAVASOTA, TX 77868 2021 CERTIFIED \$150,440

2021 GENERAL INFORMATION

Property Status Active
Property Type Real
Legal Description H&TC, BLOCK 89, LOT 3 (E/2),4,5, 8(PT),9,10
Neighborhood H & TC
Account 4800-089-0035
Related Properties P69761
Map Number N21

2021 OWNER INFORMATION

Owner Name MORRIS, CURTIS & PATSY
Owner ID O0050591
Exemptions
Percent Ownership 100%
Mailing Address 40001 FM 1488 HEMPSTEAD, TX 77445
Agent -

2021 VALUE INFORMATION

Improvement Homesite Value \$0
Improvement Non-Homesite Value \$116,060
Total Improvement Market Value \$116,060
Land Homesite Value \$0
Land Non-Homesite Value \$34,380
Land Agricultural Market Value \$0
Total Land Market Value \$34,380
Total Market Value \$150,440
Agricultural Use \$0
Timber Use \$0
Total Appraised Value \$150,440
Homestead Cap Loss -\$0
Total Assessed Value \$150,440

2021 ENTITIES & EXEMPTIONS

TAXING ENTITY	EXEMPTIONS	EXEMPTIONS AMOUNT	TAXABLE VALUE	TAX RATE PER 100	TAX CEILING
CAD- Appraisal District		\$0	\$150,440	0	0
CNA- City Navasota		\$0	\$150,440	0.5693	0
GGR- Grimes County		\$0	\$150,440	0.526933	0
SNA- Navasota ISD		\$0	\$150,440	1.24799	0
TOTALS				2.344223	

2021 IMPROVEMENTS

Expand/Collapse All

Improvement #1 State Code Homesite Total Main Area (Exterior Measured) Market Value
- Residential Single Family No 4,911 Sq. Ft \$116,060

RECORD	TYPE	YEAR BUILT	SQ. FT	VALUE	ADD'L INFO
1	MA - Main Area	-	1,844	\$46,890	Details
2	MA2 - Second Story	-	1,645	\$37,580	Details
3	OP - Open Porch	-	360	\$1,980	Details
4	OP - Open Porch	-	136	\$750	Details
5	OP - Open Porch	-	68	\$370	Details
6	OP2 - Porch 2nd Floor	-	462	\$2,540	Details
7	OP2 - Porch 2nd Floor	-	360	\$1,980	Details
8	MAC - Addition	1994	1,422	\$23,790	Details
9	OP - Open Porch	1994	32	\$180	Details

2021 LAND SEGMENTS

TAXES:

For Privacy reasons not all exemptions are shown per Section 25.027 of the Property Tax Code.

GRIMES CENTRAL APPRAISAL DISTRICT

Property Owner Property Address Tax Year 2021 Assessed Value
R25210 MORRIS, CURTIS & PATSY 716 E WASHINGTON AVE, NAVASOTA, TX 77868 2021 \$200,170


2021 GENERAL INFORMATION

Property Status Active
Property Type Real
Legal Description H&TC, BLOCK 89, LOT 3 (E/2),4,5,
8(PT),9,10
Neighborhood H & TC
Account 4800-089-0035
Related Properties P69761
Map Number N21

2021 OWNER INFORMATION

Owner Name MORRIS, CURTIS & PATSY
Owner ID O0050591
Exemptions
Percent Ownership 100%
Mailing Address 40001 FM 1488 HEMPSTEAD, TX 77445
Agent -


2020

 Tax Statement Details

TAXING ENTITY	TOTAL TAXES DUE	DATE PAID	AMOUNT PAID	BALANCE
City Navasota	\$858.90	11-20-2020	\$858.90	\$0.00
Grimes County	\$794.98	11-20-2020	\$794.98	\$0.00
Navasota ISD	\$1,947.58	11-20-2020	\$1,947.58	\$0.00
TOTALS	\$3,601.46		\$3,601.46	\$0.00


TOTAL TAXES DUE	Effective Date: 5/26/2021
Current Amount Due	\$0.00
Past Years Due	\$0.00
Total Due	\$0.00

2019

 Tax Statement Details


TAXING ENTITY	TOTAL TAXES DUE	DATE PAID	AMOUNT PAID	BALANCE
City Navasota	\$1,265.67	1-29-2020	\$1,265.67	\$0.00
Grimes County	\$1,178.88	1-29-2020	\$1,178.88	\$0.00
Navasota ISD	\$2,938.84	1-29-2020	\$2,938.84	\$0.00
TOTALS	\$5,383.39		\$5,383.39	\$0.00

2018

 Tax Statement Details

TAXING ENTITY	TOTAL TAXES DUE	DATE PAID	AMOUNT PAID	BALANCE
City Navasota	\$1,721.05	1-29-2020	\$1,721.05	\$0.00
Grimes County	\$1,646.70	1-29-2020	\$1,646.70	\$0.00
Navasota ISD	\$4,394.88	1-29-2020	\$4,394.88	\$0.00
TOTALS	\$7,762.63		\$7,762.63	\$0.00

2017

 Tax Statement Details

TAXING ENTITY	TOTAL TAXES DUE	DATE PAID	AMOUNT PAID	BALANCE
City Navasota	\$1,812.96	1-29-2020	\$1,812.96	\$0.00
Grimes County	\$1,734.65	1-29-2020	\$1,734.65	\$0.00
Navasota ISD	\$3,873.17	1-29-2020	\$3,873.17	\$0.00
TOTALS	\$7,420.78		\$7,420.78	\$0.00

DEED:

2020 - 306820 03/09/2020 12:00PM Page 1 of 4

GENERAL WARRANTY DEED

NOTICE OF CONFIDENTIALITY RIGHTS. IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER'S LICENSE NUMBER.

THE STATE OF TEXAS §
 §
COUNTY OF GRIMES §

KNOW ALL MEN BY THESE PRESENTS:

THAT, I, **REBECCA WEST MUEHLSTEIN** being one in the same person as **REBECCA R. JOHNSON MUEHLSTEIN**, dealing in my sole and separate property, not joined herein by my spouse for the reason that subject property constitutes no part of our homestead, of the County of Robertson, State of Texas whose mailing address is 1338 Mt. Calvary Road, Hearne, Texas 77859, hereinafter called "Grantor," for and in consideration of the sum of **TEN AND NO/100 DOLLARS (\$10.00)** and other good and valuable cash consideration to the undersigned in hand paid, the receipt and sufficiency of which is hereby acknowledged, and for which no lien, either express or implied, is herein retained, has **GRANTED, SOLD, and CONVEYED**, and by these presents does **GRANT, SELL, and CONVEY**, subject to the exceptions set out below, unto **CURTIS O. MORRIS and wife, PATSY L. MORRIS**, whose mailing address 40001 FM 1488, Hempstead, Texas 77445, hereinafter collectively called "Grantee," all that certain tract or parcel of land which is owned by Grantor lying and being situated in Grimes County, Texas, more fully described as follows, to-wit:

Being the East 1/2 of Lot No. Three (3), all of Lots Nos. Four (4) and Five (5), and part of Lots Nos. Eight (8), Nine (9) and Ten (10), and a portion of a Twenty Foot (20') alleyway, out of Block No. Eighty-nine (89), of the H & TC RR ADDITION lying within the corporate limits of the CITY OF NAVASOTA, Grimes County, Texas, according to the map or plat thereof recorded in Volume D, Page 777, Deed Records of Grimes County, Texas, and being 19,125 square feet of land, more or less, as described by metes and bounds on **Exhibit "A"** attached hereto and made a part hereof (hereinafter called the "Property").

THIS CONVEYANCE IS EXPRESSLY MADE AND ACCEPTED SUBJECT TO THE FOLLOWING, TO-WIT:

Any and all restrictions, mineral conveyances and reservations, oil and gas leases, covenants, conditions, and easements, if any, relating to the hereinabove described property, but only to the extent that they are still in effect and shown of record in the Office of the County Clerk of Grimes County, Texas, and to all zoning laws, regulations and ordinances of municipal and/or other governmental authorities, if any, but only to the extent they are still in effect, relating to the hereinabove described property.


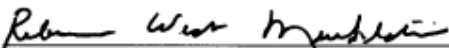
The exceptions listed above are solely for the purpose of qualifying the estate conveyed herein and Grantor's warranty of title, and no reference or recital herein shall create, enlarge, extend, ratify, confirm, or be the basis for any right, title, estate, claim, or demand in favor of any party other than the Grantor and Grantee, their respective heirs, legal representatives, successors, and assigns.

TO HAVE AND TO HOLD the above described Property, subject to the exceptions set forth above, together with all and singular the rights and appurtenances thereto in anywise belonging unto the said Grantee, Grantee's heirs, successors, and assigns forever; and Grantor does hereby bind Grantor, Grantor's heirs, executors, and administrators, to **WARRANT AND FOREVER DEFEND** all and singular, the said premises unto the said Grantee, Grantee's heirs, successors, and assigns, against every person whomsoever lawfully claiming, or to claim the same, or any part thereof, subject however to the exceptions set forth hereinabove.

CURRENT AD VALOREM TAXES having been prorated and paid to the date hereof, Grantee expressly assumes the payment of all future ad valorem taxes

This instrument was prepared based on information furnished by the parties, and no independent title search has been made.

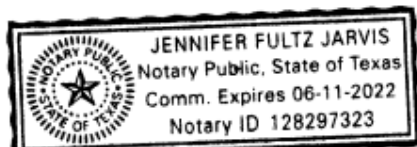
EXECUTED this the 4th day of March, 2020.



REBECCA WEST MUEHLSTEIN being
one in the same person as REBECCA R.
JOHNSON MUEHLSTEIN

THE STATE OF TEXAS §

COUNTY OF GRIMES §

This instrument was acknowledged before me on the 4th day of March, 2020, by REBECCA WEST MUEHLSTEIN being one in the same person as REBECCA R. JOHNSON MUEHLSTEIN.



This instrument prepared by:
FULTZ & FULTZ
A Professional Limited Liability Company
Attorneys at Law
P. O. Box 868
Navasota, Texas 77868



Notary Public, State of Texas

APRIL 30, 2007

METES AND BOUNDS DESCRIPTION
OF 0.44 ACRES (19,125.0 SQUARE FEET) OF LAND IN
THE D. ARNOLD LEAGUE, A-2
GRIMES COUNTY, TEXAS

ALL THAT CERTAIN TRACT OR PARCEL OF LAND, CONTAINING THE EAST ONE-HALF OF LOT 3 (THREE), ALL OF LOTS 4 (FOUR), AND 5 (FIVE), AND A PART OF LOTS 8 (EIGHT), 9 (NINE) AND 10 (TEN), AND A PORTION OF A 20 (TWENTY) FOOT ALLEYWAY OUT OF BLOCK NO. 89 (EIGHTY-NINE), OF THE H & T.C. RR ADDITION TO THE TOWN OF NAVASOTA, RECORDED IN VOLUME D, PAGE 777 OF THE DEED RECORDS OF GRIMES COUNTY, TEXAS, SAID 19,125.00 SQUARE FEET TRACT MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A 3/4 INCH IRON PIPE FOUND ON THE SOUTH RIGHT-OF-WAY LINE OF WASHINGTON AVENUE (80 FEET ROW WIDTH), BEING THE NORTHEAST CORNER OF THE TEXAS HEARTLAND DAIRY QUEEN TRACT RECORDED IN VOLUME 674, PAGE 404 OF THE REAL PROPERTY RECORDS OF GRIMES COUNTY, TEXAS, AND THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE: N 56°44'05" E, ALONG THE SOUTHEAST RIGHT-OF-WAY LINE OF SAID WASHINGTON AVENUE, AND THE NORTH LINE OF THE HEREIN DESCRIBED TRACT, FOR A DISTANCE OF 125.00 FEET TO A 1/2 INCH IRON ROD FOUND AT THE INTERSECTION OF THE NORTHWEST LINE OF LEON STREET (80 FEET ROW WIDTH) WITH THE SOUTHEAST LINE OF SAID WASHINGTON AVENUE ROW, MARKING THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE: S 33°15'55" E, ALONG THE NORTHWEST ROW LINE OF SAID LEON STREET FOR A DISTANCE OF 153.00 FEET TO A POINT FROM WHICH A 3/8 INCH IRON ROD BEARS: N 27°39'27" W AT 0.25 FEET, MARKING THE NORTHEAST CORNER OF A TRACT CONVEYED TO HENRY A. SANDERS AND NAOMI SANDERS RECORDED IN VOLUME 358, PAGE 901 R.P.R.G.C.T., AND THE SOUTHEAST CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE: S 56°44'05" W, ALONG THE NORTHWEST LINE OF SAID SANDERS TRACT AND A TRACT CONVEYED TO DANA DIANE RICKETT MOODY RECORDED IN VOLUME 599, PAGE 256 R.P.R.G.C.T., FOR A DISTANCE OF 125.00 FEET TO A 1/4 INCH IRON ROD SET ON THE NORTHEAST LINE OF A TRACT CONVEYED TO RAYBURN FINKE IN VOLUME 332, PAGE 313 DEED RECORDS OF GRIMES COUNTY, TEXAS, SAID ROD MARKING THE NORTHWEST CORNER OF SAID MOODY TRACT AND THE SOUTH CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE: N 33°15'55" W, ALONG THE NORTHEAST LINE OF SAID FINKE PASSING A 1/4 INCH IRON ROD FOUND AT 14 FEET AND CONTINUING ALONG SAID DAIRY QUEEN TRACT FOR A TOTAL DISTANCE OF 153.00 FEET TO THE POINT OF BEGINNING, CONTAINING IN ALL 0.44 ACRES (19,125.0 SQ. FT.) OF LAND AS SURVEYED ON THE GROUND UNDER MY SUPERVISION IN APRIL 2007.

R. H. BONDS
ANDERSON, TEXAS

R.P.L.S NO. 5559

A PLAT WAS PREPARED TO ACCOMPANY THIS DESCRIPTION.

BEARING ORIENTATION WAS ESTABLISHED FROM EXISTING SURVEY DATA IN THE I.M. CAMP SUBDIVISION.

EXHIBIT "A"
Page 1 of 1



M:\METES AND BOUNDS\07-0630\07-0630.DOC

UTILITIES:

Account Management - (View)

File Edit Options Functions Consoles Help Chat

Account Number13-2774-04New Occupant

Address716 WASHINGTON E

Zone01Notes

NameMORRIS, PATSY LEE

GeneralMeteredNon-MeteredFinancialInformationCommentsHistoryConsumption HistoryService OrdersDevicesNotifications

Mailing Address

Attention

Address40001 FM 1488
HEMPSTEAD, TX 77445

Profile

Statement Bill☐

Statement Group

ClassCCOMMERCIAL INSIDE CITY

E-Mail

Exceptions

Account Details

StatusInactive 3/30/21 <Bad Debt>

Start Date7/15/2020

Bill Thru Date3/30/2021

Last Bill Date4/27/2021

Balance0.00

Pending Activity0.00

Credit HistoryBill: 9 Cut: 0 Pen: 0

Deposits0.00

CutoffN/A

Contracts0.00

DraftN/A

Morris, Patsy
40001 FM 1488
Hempstead, TX 77445

October 21, 2021

TO: OCCUPANT, RECORD OWNER, LIEN HOLDER, AND MORTGAGEE

RE: Property owned by you or which you claim an interest or wherein you are found in possession, located at:

LOCATION: 716 E. WASHINGTON AVE NAVASOTA TX 77868
LEGAL DESCRIPTION: H&TC, BLOCK 89, LOT 3 (E/2),4,5, 8(PT),9,10

Dear property owner, interested holder and/or possessor:

The property and/or improvements and/or conditions existing on the property described above has been identified as a nuisance and because of its condition, is unsafe, unsanitary, a fire hazard, or dangerous to the health, safety or general welfare of the City's citizens and constitutes a danger to human life for the following reasons:

DATE OF INSPECTION: October 19, 2021

NATURE OF VIOLATIONS:

- **The structure, because of its condition, is unsafe, unsanitary, or dangerous to the health, safety or general welfare of the City's citizens including all conditions conducive to the harboring of vermin, rats, mice or other disease carrying animals or insects reasonable calculated to spread disease.**
- **The nonsupporting coverings of walls, ceilings, roofs, or floors are fifty percent (50%) or more damaged or deteriorated**
- **The building or structure is liable to partially or fully collapse**
- **Any wall or other vertical structural members list, lean or buckle to such an extent that the structural integrity of the wall or other vertical structural member is compromised and creates a danger to the health, safety or welfare of the occupant(s) of the structure**

The City Council is requiring that you appear at the regular meeting on November 8, 2021 at City Hall Council Chambers, 200 E McAlpine St, Navasota, TX, 77868 at 6:00pm. This is a public hearing which at such time and place the owner, interested holder and/or possessor of said property shall show cause why the building should not be declared a nuisance, condemned, ordered repaired or demolished.

You are required to provide proof at the hearing as to a reasonable projected timeline and scope of any work you are prepared to perform to bring the property into compliance with current code requirements for minimum housing standards. You will carry the burden of proof when demonstrating the scope and timeline of such repairs. If the City Council determines that the building can reasonably be repaired, the City permits only 30 days for such repairs, unless it is proven at the hearing that the work cannot reasonably be finished in 30 days. If the City Council determines that the building must be demolished, you are similarly responsible for carrying out the demolition within a 30-day timeframe. Again, if you reasonably believe that the property will require more than 30 days to carry out the work, be prepared to present a detailed plan and time schedule for the work you plan to perform.

Send all mail to:
P.O. Box 910
Navasota, TX 77868

www.NavasotaTX.gov

Also note that in the event you fail to comply with any order to vacate, repair, or demolish the building, the City of Navasota is prepared to repair or demolish and remove the building or cause such work to be performed by a private contractor. In this event, the City will assess all expenses incurred and send you a bill for the work, and file a lien on the property if said expenses are not paid.

Information regarding this matter may be obtained by contacting the City of Navasota's Code Compliance Department at (936) 825-6450.

Sincerely,

Erik Covarrubias
Code Enforcement Specialist

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: **8.**

AGENDA DATE: November 8,
2021

PREPARED BY: Erik Covarrubias, Code Enforcement
 Specialist

APPROVED BY: BS

ITEM: Consideration and possible action on an order to repair or demolish the structure at 716 E. Washington, Navasota, TX 77868.

ITEM BACKGROUND:

On October 21st 2021, city staff completed an inspection of the property at 716 E. Washington Avenue, Navasota TX, 77868. Multiple violations per the city's substandard building ordinance were found.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of an order to repair or demolish the structure at 716 E. Washington, Navasota, TX 77868.

ATTACHMENTS:

1. Final Order

IN RE:	}	BEFORE THE CITY COUNCIL
	}	
	}	
716 E. WASHINGTON AVE.	}	CITY OF NAVASOTA
NAVASOTA, TEXAS 77868	}	
	}	COUNTY OF GRIMES
	}	
	}	STATE OF TEXAS

ORDER

WHEREAS, the designee of the Building Official of the City of Navasota has reported to the City Council that the designee of the Building Official is of the opinion that the buildings located on the property at 716 E. Washington Avenue, Navasota, Grimes County, Texas, which property is more particularly described as follows:

Legal Description: All that certain lot, tract or parcel of land lying and being situated within the corporate limits of the City of Navasota, Grimes County, Texas, Designated as, BLOCK 89, LOT 3 (E/2),4,5, 8(PT),9,10, Addition to said City of Navasota, more particularly described according to the deed recorded in Instrument number 2020-306820 of the Deed Records of Grimes County, Texas.

are buildings in violation of the standards provided for in the City of Navasota Substandard Building Ordinance; and

WHEREAS, Patsy Morris, 40001 FM 1488 Hempstead, TX 77445, record Owner, and all mortgagees, lienholders and other interested parties were duly notified according to law to appear at a public hearing before the City Council at 6 p.m. on the 8th day of November, 2021; and

WHEREAS, having heard the evidence, and being persuaded by a preponderance of same, the City Council made the following findings of fact on the 8th day of November, 2021:

1. A public hearing was conducted by the City of Navasota City Council on the 8th day of November, 2021, in the City of Navasota, Grimes County, Texas. The hearing was completed on the 8th day of September, 2021.
2. Notice of the hearing was given to all affected persons and published as required by law.
3. All matters requisite to the jurisdiction of the City Council were satisfied.
4. Patsy Morris, is the legal owner of the property located at 716 E. Washington Avenue, Navasota, Grimes County, Texas.
5. Patsy Morris has caused or permitted the buildings at 716 E. Washington Avenue to be in such a condition as to violate the Substandard Building Ordinance of the City of Navasota. The conditions causing the buildings to be in violation of the Substandard Building Ordinance are as follows:

- The structures, because of their condition, are unsafe, unsanitary, or dangerous to the health, safety or general welfare of the City's citizens including all conditions conducive to the harboring of vermin, rats, mice or other disease carrying animals or insects reasonable calculated to spread disease.
 - The nonsupporting coverings of walls, ceilings, roofs, or floors are fifty percent (50%) or more damaged or deteriorated.
 - The building or structure is liable to partially or fully collapse
 - Any wall or other vertical structural members list, lean or buckle to such an extent that the structural integrity of the wall or other vertical structural member is compromised and creates a danger to the health, safety or welfare of the occupant(s) of the structure
6. The building is not feasible of repair and require demolition.
 7. That if the buildings are not demolished within a thirty (30) daytime period, the City will demolish and remove the buildings or cause such work to be performed by a private contractor;

IT IS THEREFORE ORDERED, ADJUDGED AND DECREED BY THE CITY COUNCIL OF THE CITY OF NAVASOTA:

1. That the City Council hereby orders the Owner to comply with the following requirements:
 - A. That the buildings be demolished within thirty (30) days of the date of notice of this Order; and
 - B. That the premises be cleaned and maintained free of all trash and debris within ninety (90) days of the date of notice of this Order.
2. That upon failure of the Owner, mortgagees, lienholders, and/or any other person having an interest in the property to comply with this Order, the City of Navasota may:
 - A. Demolish the buildings deemed to be in violation of the Substandard Building Ordinance;
 - B. Clean the property and maintain it clean of all trash and debris; and
 - C. Assess the cost of the work noted above as a lien against the property which will become due and payable within thirty (30) days of the date the City of Navasota completes the work.
3. That upon failure of the Owner(s) to comply with this Order, the City of Navasota may pursue any other remedies available at law or equity.

4. When this Order has been filed in the deed records of the county in which the property that is the subject of this Order is located, execution of this Order shall not be affected by a sale or other transfer of such property. Any person or entity acquiring an interest in such property after this Order has been so filed is subject to the requirements of this Order.

5. The decision of the City Council is final. An appeal may be filed by verified petition in State District Court, setting forth that the decision of the City Council is illegal, in whole or in part, specifying the grounds of the illegality, and otherwise complying with Chapter 214, Texas Local Government Code, and other applicable law. Appeals in District Court are limited to hearings under the substantial evidence rule.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED, that the City of Navasota shall cause copies of this Order to be served on the record owner(s), mortgagees, lienholders, and all other persons having an interest in the property as provided by law.

According to the real property records of Grimes County, you own or have an interest in the property described in this notice. If you no longer own or have an interest in the property, you must execute an affidavit stating that you no longer own the property and stating the name and last known address of the person who acquired the property from you. The affidavit must be delivered in person or by certified mail, return receipt requested, to the City of Navasota no later than the twentieth (20th) day after the date you receive this notice. If you do not send the affidavit, it will be presumed that you own the property, or otherwise have an interest in the property, described in this notice.

ADOPTED on this 8th day of November, 2021.

CITY OF NAVASOTA, TEXAS

Hon. Bert Miller, Mayor

ATTEST:

Susie Homeyer, City Secretary

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 9.

AGENDA DATE: November 8, 2021

PREPARED BY: Lupe Diosdado, Development Services
Director

APPROVED BY: BS

ITEM: Consideration and possible action on Amendment No. 2 to the November 5, 2019, Agreement for General Services Thoroughfare Plan Update for Strand Associates.

ITEM BACKGROUND:

Strand Associates submitted Amendment No. 2 to the Thoroughfare Plan to add the following to the Scope of Services that were not originally included in the November 5, 2019 Agreement:

10. Host, facilitate, and document the results of one public open house with community members and OWNER that summarizes the draft Pedestrian and Bicycle System Plan document and routes map and the Thoroughfare Plan update materials.

11. Prepare for and attend a two-hour workshop with Texas Department of Transportation (TXDOT) staff at the Bryan District headquarters to review the conceptual Spur 515 extension alternatives, discuss potential advantages and disadvantages, potential compatibility with planned TXDOT projects, and potential next steps.

BUDGETARY AND FINANCIAL SUMMARY:

Change in original scope from \$72,700 to \$78,000

STAFF RECOMMENDATION:

Staff recommends approval of Amendment No. 2 to the November 5, 2019, Agreement for General Services Thoroughfare Plan Update for Strand Associates.

ATTACHMENTS:

1. Amendment 2 - Strand Associates



October 19, 2021

City of Navasota
200 East McAlpine Street
Navasota, TX 77868-0910

Attention: The Honorable Bert Miller, Mayor

Re: Amendment No. 2 to the November 5, 2019, Agreement for General Services
Thoroughfare Plan Update

This is Amendment No. 2 to the referenced Agreement.

Under **Scope of Services**, ADD the following:

- “10. Host, facilitate, and document the results of one public open house with community members and OWNER that summarizes the draft Pedestrian and Bicycle System Plan document and routes map and the Thoroughfare Plan update materials.
11. Prepare for and attend a two-hour workshop with Texas Department of Transportation (TXDOT) staff at the Bryan District headquarters to review the conceptual Spur 515 extension alternatives, discuss potential advantages and disadvantages, potential compatibility with planned TXDOT projects, and potential next steps.”

Under **Compensation**, CHANGE \$72,700 to “\$78,000.”

Under **Schedule**, CHANGE August 31, 2021, to “December 31, 2021.”

IN WITNESS WHEREOF the parties hereto have made and executed this Amendment.

ENGINEER:

OWNER:

STRAND ASSOCIATES, INC.®

CITY OF NAVASOTA

Joseph M. Bunker
Corporate Secretary

Date

Bert Miller
Mayor

Date

TBPE No. F-8405
TBPLS No. 10030000

JSH:ppp\R:\BRE\Documents\Agreements\N\Navasota, City of (TX)\ThoroughfarePlanUpdate.2019\Agr\Amd\3913.017.2.docx

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 10.

AGENDA DATE: November 8, 2021

PREPARED BY: Rayna Willenbrink, Economic Development Specialist

APPROVED BY: BS

ITEM: Consideration and possible action on the final adoption of the Thoroughfare Plan Update and the Pedestrian and Bicycle Plan.

ITEM BACKGROUND:

City Council approved hiring Strand & Associates to complete a thoroughfare plan update in September of 2019, the goal of the update was to review the existing thoroughfare plan found in the 2015 Comprehensive Plan that included reviewing the existing street classification system, identifying right-of-way widths for future dedications and providing alignment concepts for a north-south arterial west of State Highway 6 and a grade separation near South LaSalle/Spur 515 over the existing railroads. Other Items included a traffic operations analysis of the LaSalle and Washington Avenue Intersection and reviewing crash records to identify contributing roadway factors and potential improvements. Attached for your review and consideration is the final draft of the Thoroughfare Plan Update.

During the drafting of the proposed thoroughfare plan update City Council approved adding a Pedestrian and Bicycle Plan to the original scope of services. The primary goal of the plan is to provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations. Attached for your review and consideration is the final draft of the Pedestrian and Bicycle Plan.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends final adoption of the Thoroughfare Plan Update and the Pedestrian and Bicycle Plan.

ATTACHMENTS:

1. Navasota Bicycle and Pedestrian Plan - Final
2. Navasota Thoroughfare Plan - Final

Report for City of Navasota, Texas

Pedestrian and Bicycle System Plan



Prepared by:

STRAND ASSOCIATES, INC.®
1906 Niebuhr Street
Brenham, TX 77833
TBPE No. F-8405
www.strand.com

October 2021



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1.01 INTRODUCTION

The City of Navasota (City) hired Strand Associates, Inc.[®] (Strand) to create a Pedestrian and Bicycle System Plan (Plan) for the City. This Plan builds off the values the city has expressed in its City of Navasota Comprehensive Plan 2015 to 2025 (CP). Specifically, this Plan focuses on: a review of the existing connections and data affecting routes in the City; an alternatives analysis with proposed routing options and typical sections as well as discussion of safety, materials, and routing options; and a documented map and report of the system.

A. Reason for the Plan

The desire for improved conditions for walkers and bicyclists in the City has been frequently expressed by City staff and residents. The following are the primary reasons for the Plan.

1. Consistency with the CP

Several different locations in the CP mention pedestrian and bicycle facilities. These are listed in the next section, along with a summary of the statements and the goal for the Plan.

2. Helps Secure Funding

Having a pedestrian and bicycle plan ready and available with future plans for development and a priority corridors or projects list is very beneficial when funding opportunities become available. Often when submitting grant proposals for funding, having a pedestrian and bicycle plan and map already in place can be an added benefit on the application, allowing more local facilities to be built with state and federal funding.

3. Promotes Public Health

In the United States (US), 55 percent of the adult population falls short of physical activity guidelines. Providing pedestrian infrastructure can help improve this. Recommended activity levels were met by 43 percent of people with safe places to walk within ten minutes, compared to 27 percent who did not have safe places to walk. In addition, people in walkable neighborhoods did approximately 45 more minutes of physical activity per week.¹ Additionally, infrastructure that helps people feel safe on the roads to get out biking or walking can have a positive effect on air quality as more people use alternative methods of commuting.

4. Promotes Equity

Bicycling is becoming an increasingly important mode of transportation with bicycle commuting rising 47 percent nationally between 2000 and 2011, with a larger rise by women commuters.² Yet only 9 percent of Americans say they will ride on all roads and feel confident riding in traffic. A strong and diverse majority of Americans say more bike lanes and trails would encourage them

¹www.completestreets.org

²American Community Survey, U.S. Census Bureau

to ride more, including 60 percent of people of color, and 59 percent of those earning less than \$30,000 a year.³ Bicycling offers a less expensive form of transportation for low income individuals, with annual operating cost for a bicycle of approximately \$308 compared to \$8,220 for the average car.⁴ Building better integrated multimodal networks provides opportunities to reduce transportation costs and close gaps in job access for low income families and individuals.

5. Promotes Safety

Since 2015 there have been eight vehicle crashes involving pedestrians in the City.⁵ Most of these crashes involved serious injuries, and all occurred on streets without adequate pedestrian or bicycle facilities. Providing these pedestrian and bicycle accommodations moves these users off the road and/or provides dedicated space for them, reducing potential conflicts with vehicles, and creating a safer environment for all road users.

6. Promotes Tourism

With the Adventure Cycling Association's Southern Tier National Bike Route (discussed further in Section 2) traveling through the City, having acceptable and welcoming bicycle accommodations can promote the City as a tourist destination where people look forward to passing through on their journey.

1.02 GOALS AND OBJECTIVES

There are several areas in the existing City CP that mention pedestrian and bicycle accommodation. These sections provide background that informs the goal and objectives that this pedestrian and bicycle plan strives to help achieve.

In Section 1, under Mobility, the current CP indicated, "Transportation planning around centers will focus on walkability and bicycle opportunities," and further mentions that as streets are repaved or new developments are implemented, sidewalk should be added, and bike paths considered.

Later in Section 1 under Parks, Paths and Play, the CP indicates, "Participate in the Rails to Trails System" as well as, "Build bike paths and trails." Both of these statements indicate a desire to work on creating a bike system and working with the local railroads to connect neighborhoods and the park system.

In Section 3, the CP lists several principles and policies that pertain to pedestrian and bicycle accommodations:

1. *Growth Management Policy 8–Walkability*

Walkability and non-vehicular mobility will be encouraged and enforced through policies that promote and require sidewalks, crosswalks and bicycle paths where safe and practical as 1) new

³Princeton Survey Research Associates, September 27 to 30, 2012, Omnibus Survey

⁴Pocket Guide to Transportation 2009, Bureau of Transportation Statistics, 2009

⁵<https://cris.dot.state.tx.us/public/Query/app/home>

arterials are constructed, 2) when existing streets are repaired or widened, and 3) in new subdivision or construction in the Growth Centers.

2. *Transportation Principle 2–Multi-Modal Choices*

Navasota encourages facilitating the availability of multiple mobility choices-walking, biking, and transit to Navasota citizens to help reduce vehicular trips on all streets and Washington Avenue in particular.

3. *Transportation Policy 1–Street Design*

Streets and roads should conform to the City’s Design Manual and reinforce streetscaping efforts particularly on Washington Avenue. Design existing and new streets to include traffic calming measure that ensure safety for all vehicular and pedestrian traffic. Facilitate on-street parking design requirements. Prioritize traffic calming measures in Neighborhoods Centers. The City can encourage private participation to ensure implementation of the guidelines during the pre-development process.

4. *Transportation Policy 9–Pedestrians*

Promote pedestrian-oriented transportation and active living choices as an integral part of the growth of the city. Ensure the development of a well-connected network of streets and sidewalks. Identify bicycle and pedestrian connections to key community facilities, such as schools, parks and downtown amenities. Improve safety and accessibility for all community members by developing speed zones and providing clearly marked crosswalks. Review the requirements for sidewalk construction in the subdivision regulations. Efforts should be made to complete connections within the current sidewalk system and implementation of proposed trail connections.

5. *Heritage Policy 13–Open Space and Recreational Facilities*

Encourage and guide development of public open space and amenities such as Cedar Creek Park, with pedestrian-centered connections to the downtown Central Business District.

All these statements can be summarized by a goal for the Pedestrian and Bicycle plan with three main objectives.

A. Goal

Provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations.

B. Objectives

1. Provide off-street pedestrian facilities that better connect schools, community facilities, and businesses to improve walkability.
2. Provide bike route options that better connect neighborhoods to schools, community facilities, and businesses through a combination of on-street accommodations and trails.
3. Promote street and intersection design that reduces automobile travel speeds and improves conditions and comfort levels for pedestrians and bicyclists.

1.03 ABBREVIATIONS AND DEFINITIONS

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BUILD	Better Utilizing Investments to Leverage Development
City	City of Navasota
CP	Comprehensive Plan
FHWA	Federal Highway Administration
FM	Farm-to-Market
mph	miles per hour
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
OPC	Opinion of Probable Cost
Plan	Pedestrian and Bicycle System Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
SH	State Highway
Strand	Strand Associates, Inc.®
TA	Transportation Alternatives Set-Aside
TAP	Transportation Alternatives Program
TIGER	Transportation Investment Generation Economic Recovery
TPWD	Texas Parks Wildlife Department
TxDOT	Texas Department of Transportation

SECTION 2
EXISTING CONDITIONS ANALYSIS

2.01 DATA COLLECTION

The goal to “provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations”, dictates information is needed about popular community destinations, vehicle traffic volumes, and speeds on the local roadways.

A. Important Community Destinations

The study team identified eight different community destination types to evaluate key routes that could be included on the system map. These categories were parks, schools, city services, medical/emergency services facilities, banks and ATMs, grocery and food stores, nursing homes, and places of worship. Figure 2.01-1 shows a map highlighting the locations of these community destinations in Navasota. This map with different categories was shared at a public meeting held on May 18, 2021, and posted online with a form that asked community members to rank the priority of these different facilities to be connected into the pedestrian and bicycle system. The top three ranked categories were parks, schools, and grocery stores. A map highlighting each individual category can be found in Appendix A. A summary of the feedback from the public meeting is provided in Appendix B.

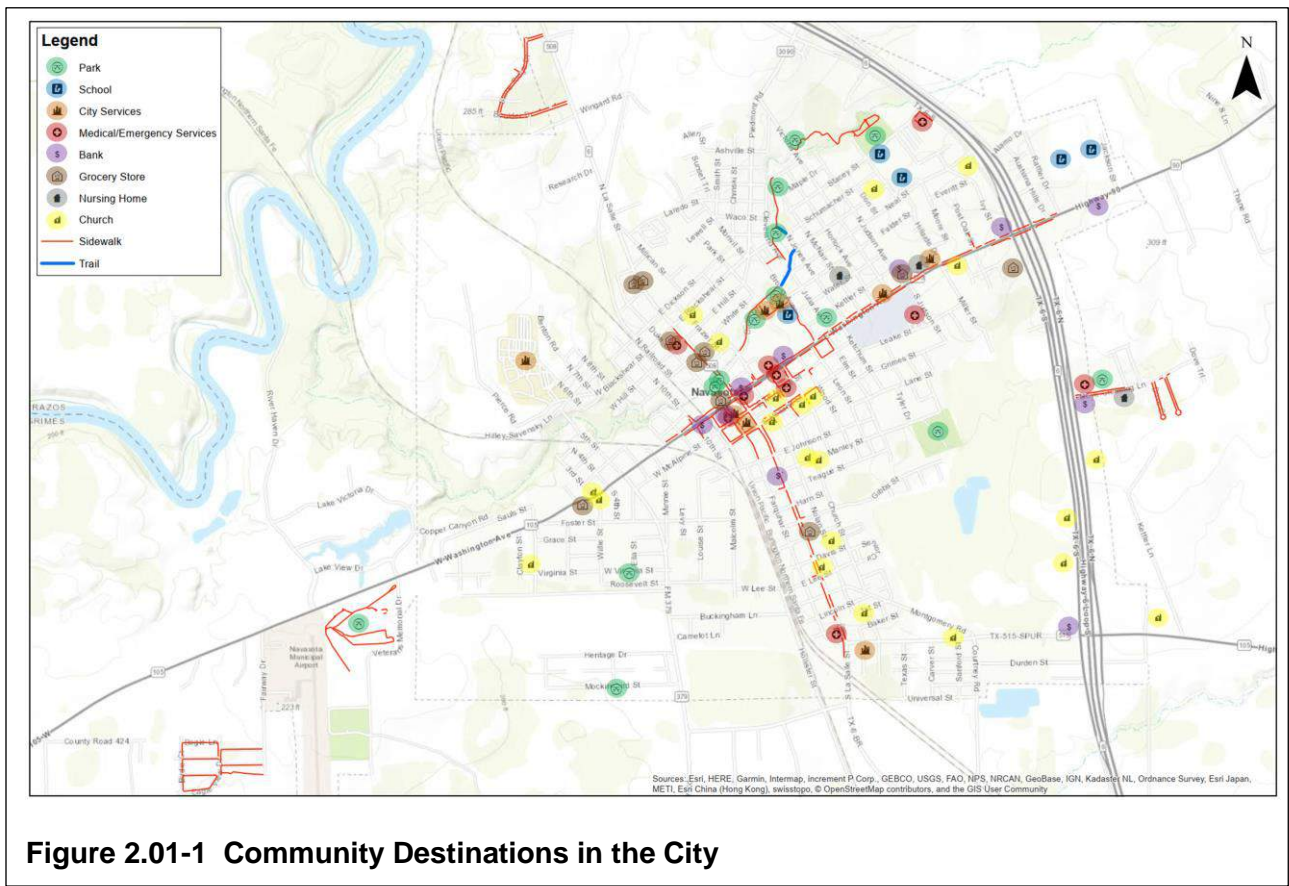


Figure 2.01-1 Community Destinations in the City

B. Southern Tier National Bicycle Route

Another important feature of the City is that the Adventure Cycling Associations Southern Tier National Bicycle Route travels right through town on Washington Avenue. The Southern Tier National Bicycle Route is a multistate bicycle route that spans from San Diego, California to St. Augustine, Florida, traveling through Arizona, New Mexico, Texas, Louisiana, Mississippi, and Alabama along the way. The route is split into seven different sections. The City is featured prominently along the route, ending Section 4 and beginning Section 5. This route is shown in its entirety in Figure 2.01-2.

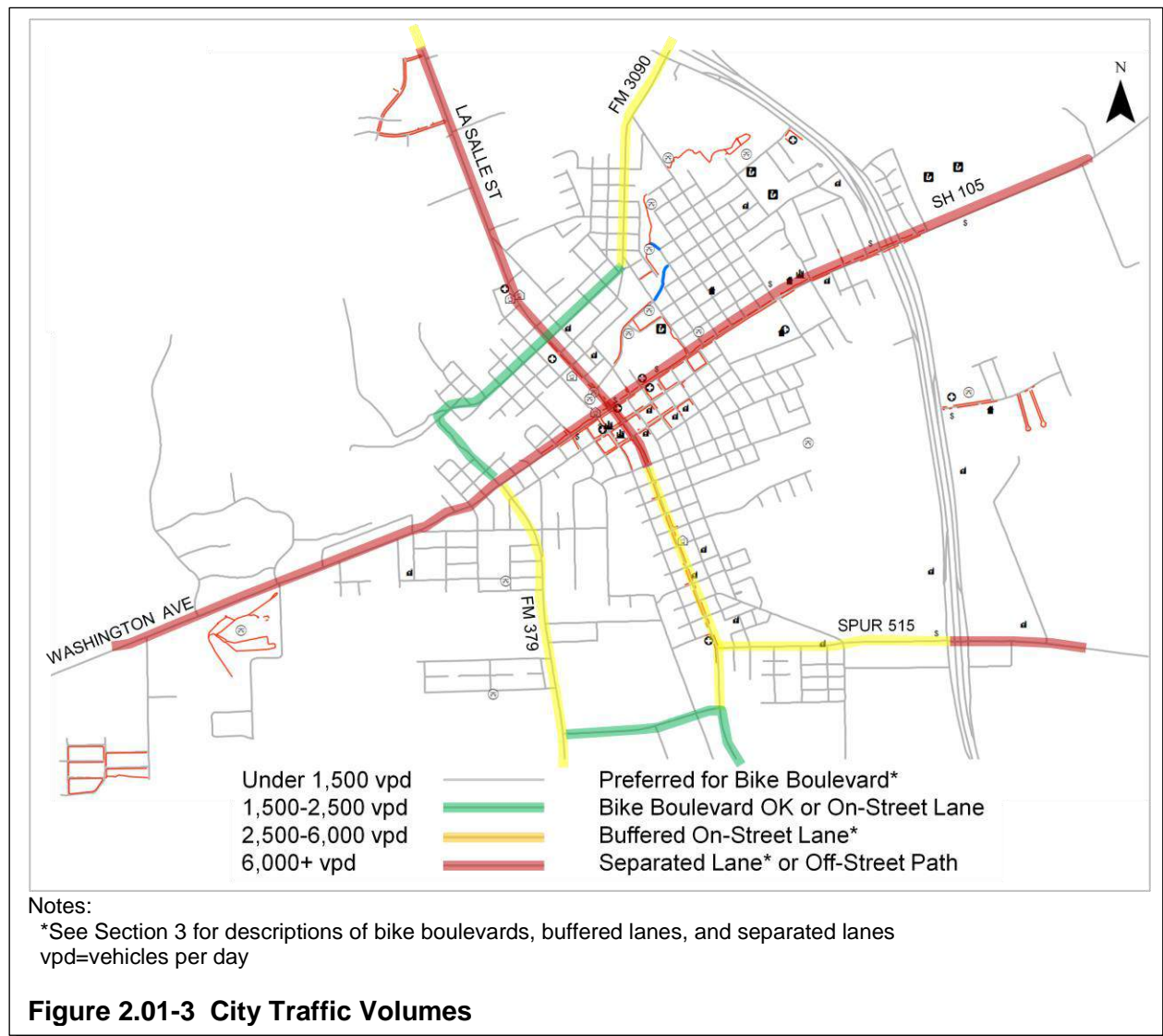


This route travels east-west through the City entering on and traveling along Washington Avenue (TX 105) and exiting on TX 90. Providing improved accommodations for this bicycle traffic and considering ways to promote tourism, especially for the bicycle routing through the downtown area, are important factors to consider when choosing future projects to pursue.

C. Traffic Volumes and Speeds

To incorporate the desirable type of accommodation for pedestrians and bicycles into the Plan, it is vital to understand the vehicular traffic volumes and speeds along the major arterials throughout the City. This allows different types of accommodations to work together and minimize impact to vehicle traffic as well as provide key connections for pedestrians and bicycles. The vehicle volumes were found using the

Texas Statewide Planning Map¹ and are shown in Figure 2.01-3. Traffic speed limits are shown in Figure 2.01-4. Speeds more than 40 miles per hour (mph) were grouped together based on guidance from Federal Highway Administration (FHWA) Bikeway Selection discussed further later in this Plan.



¹ https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

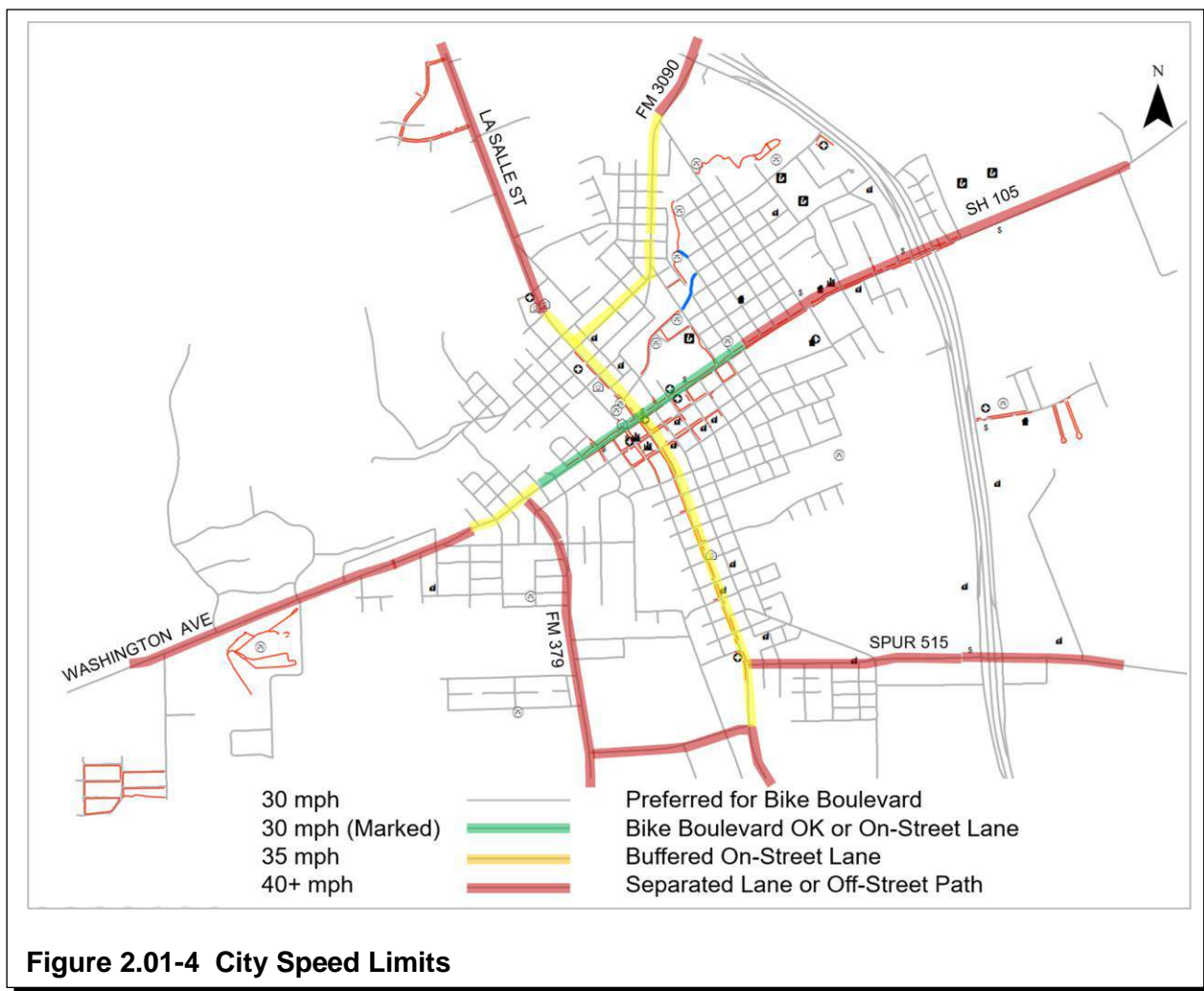
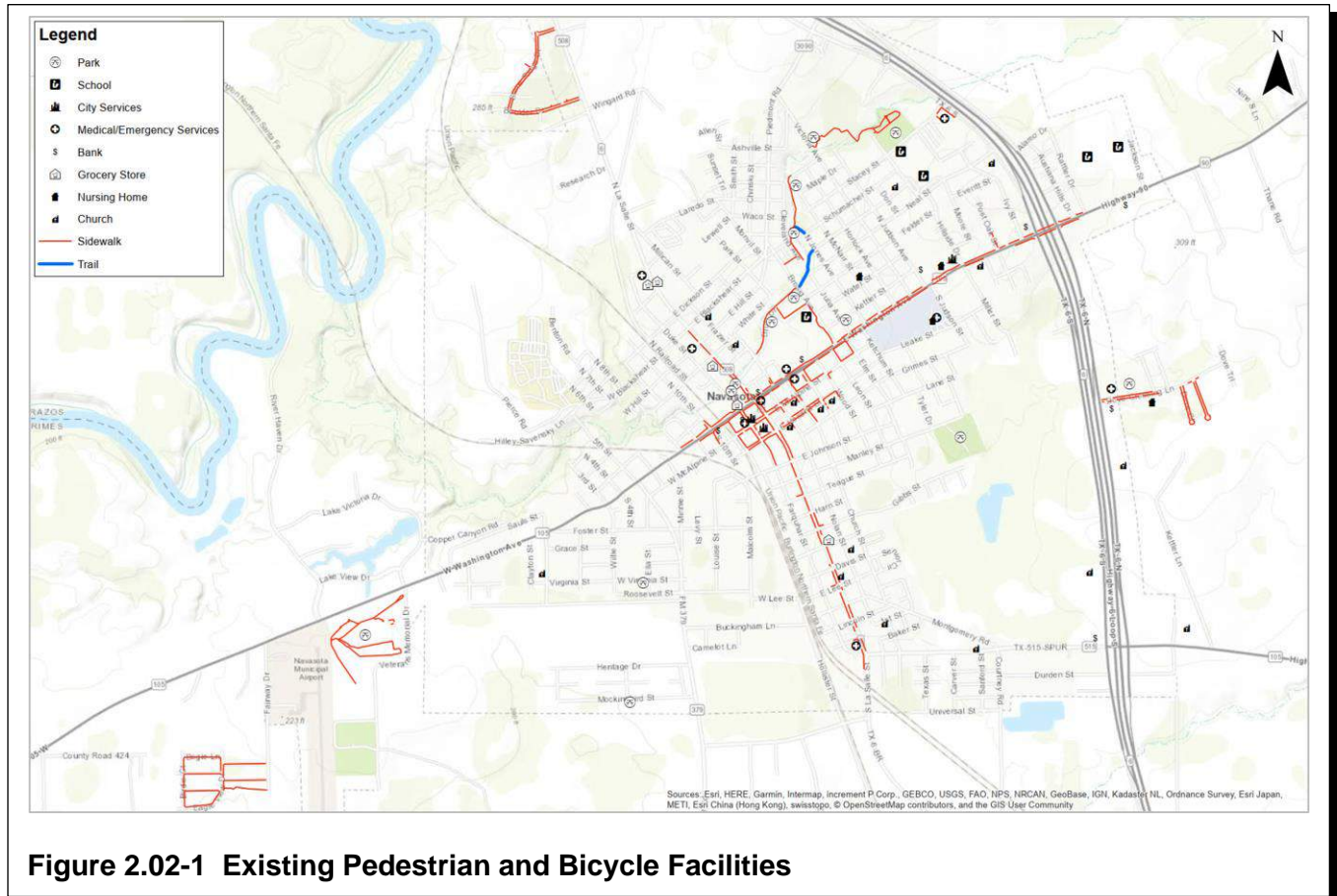


Figure 2.01-4 City Speed Limits

2.02 EXISTING PEDESTRIAN AND BICYCLE FACILITIES

The City currently has a sidewalk network setup through downtown, as well as paths connecting several parks on the northern end of the City. There are currently no bicycle facilities provided. Figure 2.02-1 shows a map of the existing pedestrian and bicycle facilities.



2.03 PLANNED PROJECTS

The City applied for two 2021 Transportation Alternatives Program grants from the Texas Department of Transportation (TxDOT) on June 14, 2021. Provided the applications receive funding, these projects are planned to be constructed by the City.

A. State Highway (SH) 105 Segment B (West Washington Avenue) Pedestrian Improvements

This project is intended to construct sidewalk on both sides of Washington Avenue, lengthening the existing sidewalk from 8th Street and extending it to 3rd Street (see Figure 2.03-1). Sidewalk is proposed to be 6 feet wide and installed with a 2-foot grass buffer to the back of curb. Additionally, the project will include pedestrian crossing signals at the intersection of Washington Avenue with Farm-to-Market (FM) Road 379 (5th Street). The project will also include installation of continental crosswalk markings as well as railroad planking at crossings of the respective facilities.

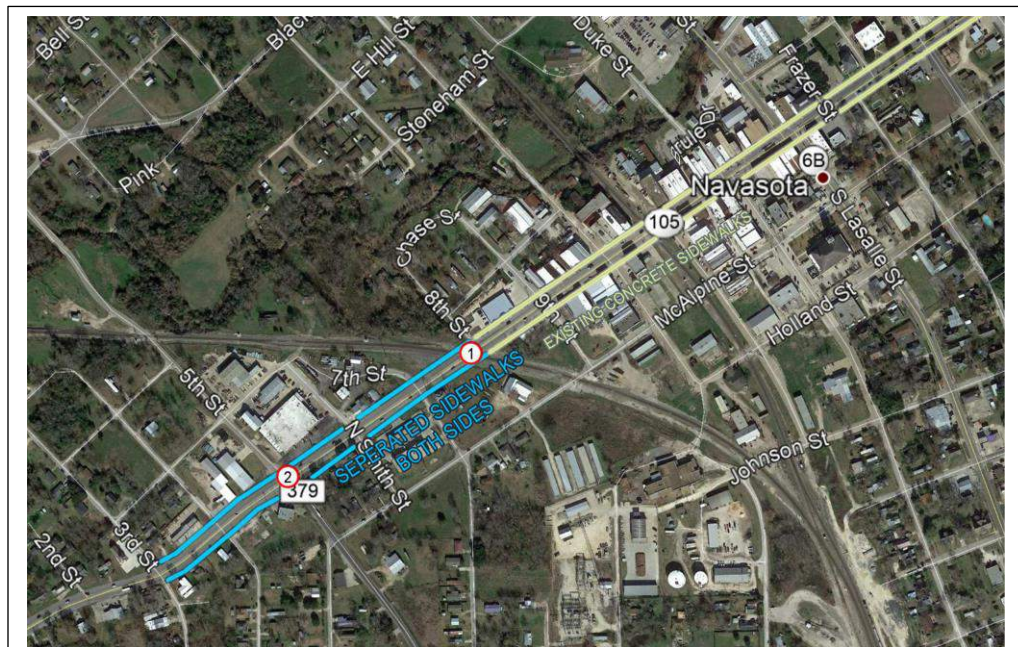
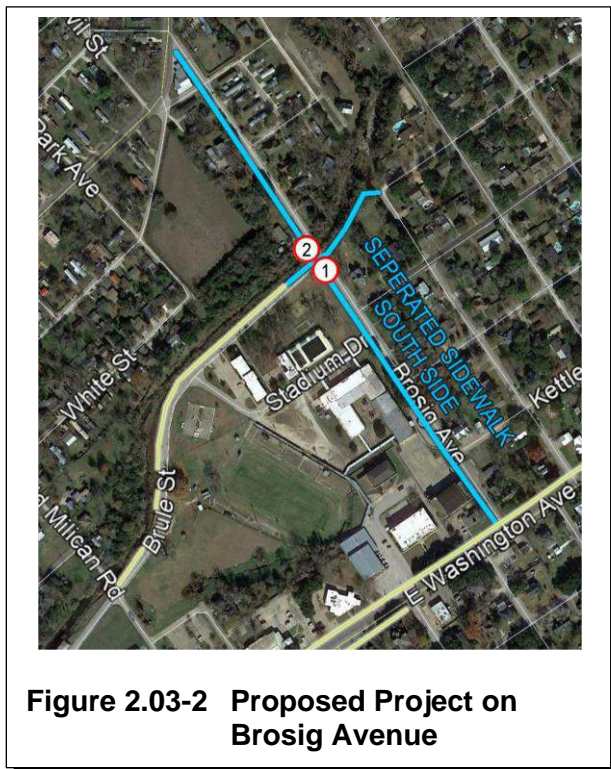


Figure 2.03-1 Proposed Project on Washington Avenue

B. Brosig Avenue Pedestrian Improvements

Figure 2.03-2 shows the proposed limits of this project, which is intended to provide sidewalk along the southwest side of Brosig Avenue from Washington Avenue to Piedmont Avenue. To complete this connection, a separated pedestrian bridge will be constructed across Ceder Creek. Additionally, a shared-use path will be added to connect Brosig Avenue to Neal Street on the south side of Ceder Creek. To accommodate both connections, continental crosswalk markings will be added to cross Brule Street and to cross Brosig Avenue at Brule Street as shown in Figure 2.03-3.



2.04 PUBLIC COMMENTS

A public information meeting was held on May 18, 2021, to give the public initial overview of the plan in preparation for the Transportation Alternatives Program (TAP) application submittals. A second, more in-depth public information meeting discussing the Thoroughfare Plan Update as well as the Pedestrian and Bicycle Plan was held on August 10, 2021. A brief outline of the material discussed in the second meeting, and the comments received are summarized below.

A. Navasota Thoroughfare Plan Update and Pedestrian and Bicycle Plan Meeting

After being introduced by Brad Stafford (City), Jeff Held (Strand) gave a presentation split into two parts covering both reports.

1. Thoroughfare Plan

Discussion of the Thoroughfare Plan covered a review of the existing Thoroughfare Plan with potential areas of expansion, review of the traffic operations and alternatives at Washington Avenue and LaSalle Street, as well as a review of the crash records. Further discussion of this and comments can be found in the Thoroughfare Plan Update Report.

2. Pedestrian and Bicycle Plan

a. Goals and Objectives

The goals and objectives of the plan, as well as the reasons for having a plan in place were discussed.

b. Proposed Pedestrian and Bicycle System Map and Typical Sections

Highlights of local sites of interest and a proposed map connecting the community to those features were discussed. Additionally, typical sections of several types of connections were featured and explained.

c. Materials and Cost

Safety aspects of the system considered were discussed. An overview of the materials for use in shared-use paths was covered with the recommendation for asphalt.

d. Priority Routes

An overview of the main priority routes to be considered was brought up for discussion.

B. Summary of Public Comments

Several comments were made about different sections of the report. In relation to the proposed map, some jogs in the routing were questioned. The path along LaSalle Street was requested to be extended further north to cover both ends of the new development in the area. A consensus was made that on-street bike accommodations would not be ideal in the downtown section of Washington Avenue, and that using McAlpine Street would be the best routing option. There was a question about the data for pedestrian and bicycle use currently supporting these changes. This was answered that it is difficult to provide data when there is a lack of existing facilities since that will skew the data by excluding people that would like to use the new system but don't walk or bike often today. There was also a comment on the path lighting that the community would prefer the City consider pedestrian scale lighting rather than larger overhead fixtures, where possible. There was also a comment requesting extra areas for activities along the new shared-use paths, especially within city parks. All the comments from both meetings can be found in Appendix B.

3.01 PEDESTRIAN TREATMENTS

At some point in the day everyone is a pedestrian, even if that is just the trip from a parked car to a final destination. For this reason, it is very important to consider ways to improve pedestrian trips and movements. This is primarily done by expanding and broadening the pedestrian network by adding sidewalk or shared-use paths along local roads. Adding sidewalk helps keep pedestrians and motor vehicles from using the same space, but this is not always preventable. Crosswalks and locations without sidewalk create conflict points where pedestrians and vehicles are using the same space. One of the main ways to reduce crash risk and severity is to slow traffic down. Slower moving traffic has more decision time if there is a conflict and can adapt to suddenly changing conditions. Furthermore, the risk of serious injury for a pedestrian or bicyclist is substantially impacted by prevailing traffic speeds. The following are some strategies to be considered for reconstruction projects that promote pedestrian safety by making them more visible and protected at crossings, as well as to slow vehicle traffic down at these locations.

A. Traffic Calming Measures

Traffic calming measures implemented on roadways are very important to improving pedestrian comfort. As noted, higher roadway speeds have a direct link to the likelihood of a crash and likelihood of a serious injury or fatality. The National Association of City Transportation Officials (NACTO) has a chart (shown in Table 3.01-1) that links a range of speeds with their required spotting distance, percentage crash risk, and percentage fatality risk. As shown, there is a big difference in crash risk and fatalities even between 25 and 30 mph. Reducing these roadway speeds in areas where pedestrians will be present is key to maintaining safety for all roadway users. This is especially important in areas that have high pedestrian traffic and where sidewalk has not yet been installed. There are four main concepts that should be considered for traffic calming measures on the streets of the City.

SPEED (MPH)	STOPPING DISTANCE (FT)*	CRASH RISK (%)†	FATALITY RISK (%)†
10–15	25	5	2
20–25	40	15	5
30–35	75	55	45
40+	118	90	85

* Stopping Distance includes perception, reaction, and braking times.

† Source: Traditional Neighborhood Development: Street Design Guidelines (1999), ITE Transportation Planning Council Committee 5P-8.

Table 3.01-1 Crash Risks Based on Vehicle Speed

1. Speed Humps, Speed Tables, and Speed Cushions

Speed humps, speed tables, and speed cushions are all different variations on the same concept. A speed hump is a rectangular vertical traffic calming device raised 3 to 4 inches above the normal pavement. This “bump” slows traffic down to between 15 and 20 mph. Speed humps are typically placed midblock, or in several locations along a block to keep speeds down between them. They extend from curb to curb across the whole roadway, but match into the curb gutter pan to allow drainage around them. A speed table is a speed hump that is longer and flat across the top to raise the entire wheelbase of a vehicle and connects into the curb. This added space lends itself well to a midblock crosswalk and is often used at high demand pedestrian crossing locations such as parks, plazas, or schools. Speed cushions are speed humps or speed tables that have sections at the edge of the lanes removed to allow vehicles with wide wheelbases such as busses or emergency vehicles to pass unobstructed while slowing down a typical passenger vehicle. These are more common on key emergency response routes or bicycle boulevards to allow emergency vehicles and bicycles to pass unobstructed while slowing other traffic. Figure 3.01-1 illustrates these devices.



Source: NACTO Urban Street Design Guide

Figure 3.01-1 Speed Bump

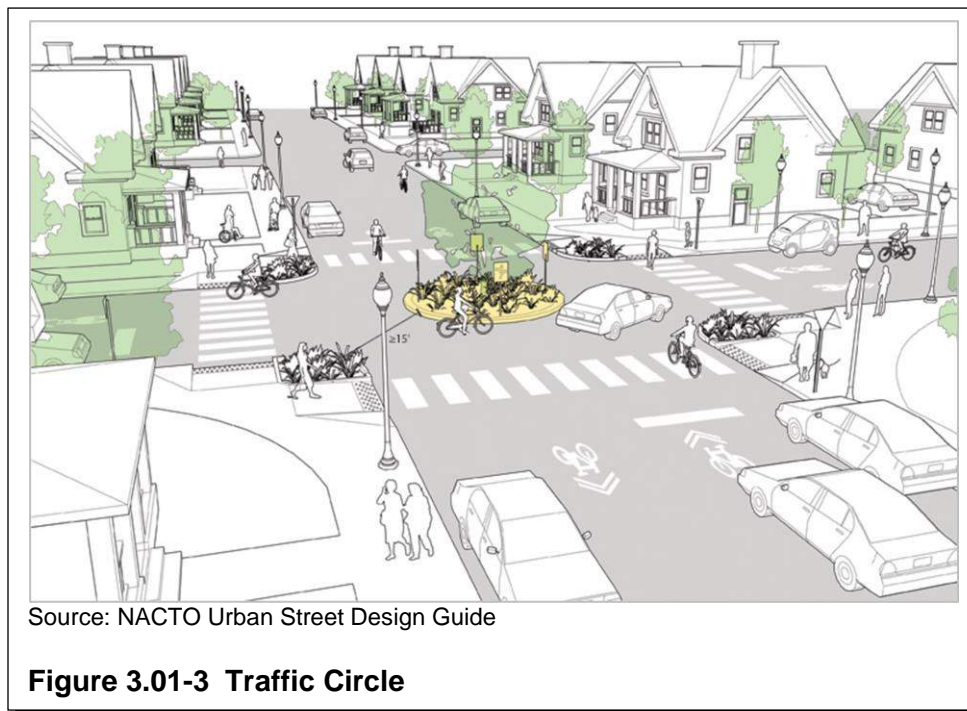


Source: NACTO Urban Street Design Guide

Figure 3.01-2 Speed Table

2. Traffic Circles

Traffic circles are center islands installed in the middle of an intersection as shown in Figure 3.01-2. By placing an obstacle in the middle of the intersection, vehicles coming from both directions are forced to slow down to maneuver around the obstacle. These are primarily designed for installation in neighborhoods at uncontrolled intersections. Plants or landscaping can be installed in these traffic circles to help add to the aesthetic of the neighborhood but are not required if maintenance will be an issue. They would be ideal in locations where sidewalk is installed in all four directions and vehicle traffic on the local roads is high. When installed properly, there should be 15 feet between the outer edge of the traffic circle and each corner of the intersection.



3. Raised Intersections

Raised intersections combine the concepts of speed tables and traffic circles. Instead of placing an obstacle in the center of the intersection, the entire intersection is raised like a speed hump, forcing traffic to slow down as it passes through the intersection. They are typically installed on lower volume (approximately 3000 average daily traffic [ADT]) collector roadways with high volumes of pedestrian traffic, although there have been successful applications on high volume arterial streets. Crosswalks can be marked to increase driver awareness of pedestrian movements, but do not need to be if the crossing is at the same grade as the sidewalk. Raised intersections are typically constructed with concrete adjacent to asphalt roadways. This allows the street to be resurfaced multiple times, while the intersection can remain in place and still be operational during construction. They are typically installed at yield or stop-controlled intersections but can be used at low volume signalized intersections as well. Figures 3.01-3 and 3.01-4 show examples of raised intersections.



Source: NACTO Urban Street Design Guide

Figure 3.01-4 Raised Intersection



Source: Google Earth Pro

Figure 3.01-5 Raised Intersection in the City of Madison, Wisconsin

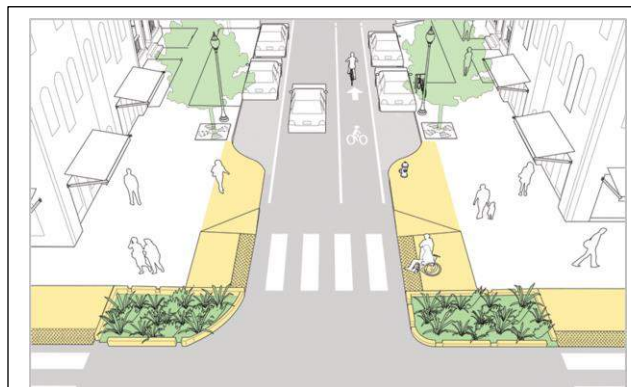
4. Pinch Points and Gateways

Pinch points are areas where the curb is extended a few feet into the roadway on each side to create an hourglass shape. When this happens at an intersection, it is called a gateway. This “pinches” the roadway, narrowing the effective roadway space and causing vehicles to slow down to safely traverse the narrowed roadway. These also have the benefit of reducing the pedestrian crossing width of the roadway and are often combined with crosswalks and speed tables for midblock crossings. Examples of these are shown in Figure 3.01-5.



Source: NACTO Urban Street Design Guide

Figure 3.01-6 Pinch Point



Source: NACTO Urban Street Design Guide

Figure 3.01-7 Gateway

B. Crosswalks

Crosswalks are a very important part of the transportation system. While pedestrians without accommodation walking along the roadway share the road with vehicles for longer, they are also typically seen better and longer because they are visible for a longer duration. Pedestrians planning to cross a roadway can be blocked from view by a variety of different things and are walking directly in front of where a vehicle would be traveling. Because of this, it is important to draw driver attention to crosswalks to improve safety for pedestrians. Several methods for this are detailed in the following, and often work best when paired with a traffic calming device as was described previously.

1. Conventional Crosswalks

Crosswalks should be designed to offer as much protection and visibility to pedestrians as possible. Conventional methods include: using continental pavement markings to increase visibility and cause traffic to instinctively yield, providing crosswalks as wide or wider than the pedestrian facilities they are connecting to in order to provide room for passing in the crosswalk, aligning crossings with the sidewalks they connect so minimize pedestrian deviation, shortening the length of road required to cross by adding pinch points where possible, and adding Americans with Disabilities Act (ADA)-compliant curb ramps. Stop bars should be located 8 feet from crosswalks and installed perpendicular to the travel lane, not parallel to the crosswalk. All of these methods increase the safety and visibility of the crosswalks included in the pedestrian transportation system and should be implemented wherever possible with new reconstruction projects.

2. Midblock Crossings

Midblock crossings are ideal in locations where there is high pedestrian crossing demand that is not adequately addressed by the existing network, or where people may be crossing already without a crosswalk. Common locations for this are outside schools, parks, midblock passages, or pedestrian malls. Providing a midblock crossing at these locations helps add safety to the network. These crossings should be clearly marked, and button-controlled flashing beacons should be considered for higher volume roadways. Yield bars should be considered in front of the crosswalks to encourage vehicles to stop when pedestrians are present. Additionally, speed tables and pinch points should be considered to be incorporated into the crossing. Figure 3.01-6 shows an example of a midblock crossing with flashing beacons. Locations for midblock crossings in the City are limited, but the concept can be applied to the many T-intersections along key routes in the City.



Source: New Rapid-Flashing Beacon Shows Great Promise in Improving Pedestrian Safety, Texas Transportation Researcher, Volume 52, Number 1, March 2016

Figure 3.01-8 Midblock Crossing with Rapid-Flashing Beacons

3. Pedestrian Safety Islands

Pedestrian safety islands are small median curbed spaces in the middle of the roadway to provide a refuge between crossing travel lanes. They can be used at intersections or at midblock crosswalks. Ideally at least 6 feet wide and 40 feet long, they provide a place for pedestrians to cross one direction of traffic before having to worry about the other direction. As such they are ideal for nonsignalized intersections where a pedestrian might not be able to cross the whole roadway at once. Where 6 feet cannot be attained, a narrower raised median is still preferable to nothing.¹ Figure 3.01-7 shows an example of an ideal pedestrian safety island, and a minimalist one that slows traffic. Pedestrian safety islands should be considered at all major pedestrian crossings along Washington Avenue and La Salle Street, especially in locations where other traffic calming methods are not being considered.

¹NACTO Urban Streets Design Guide Page 116



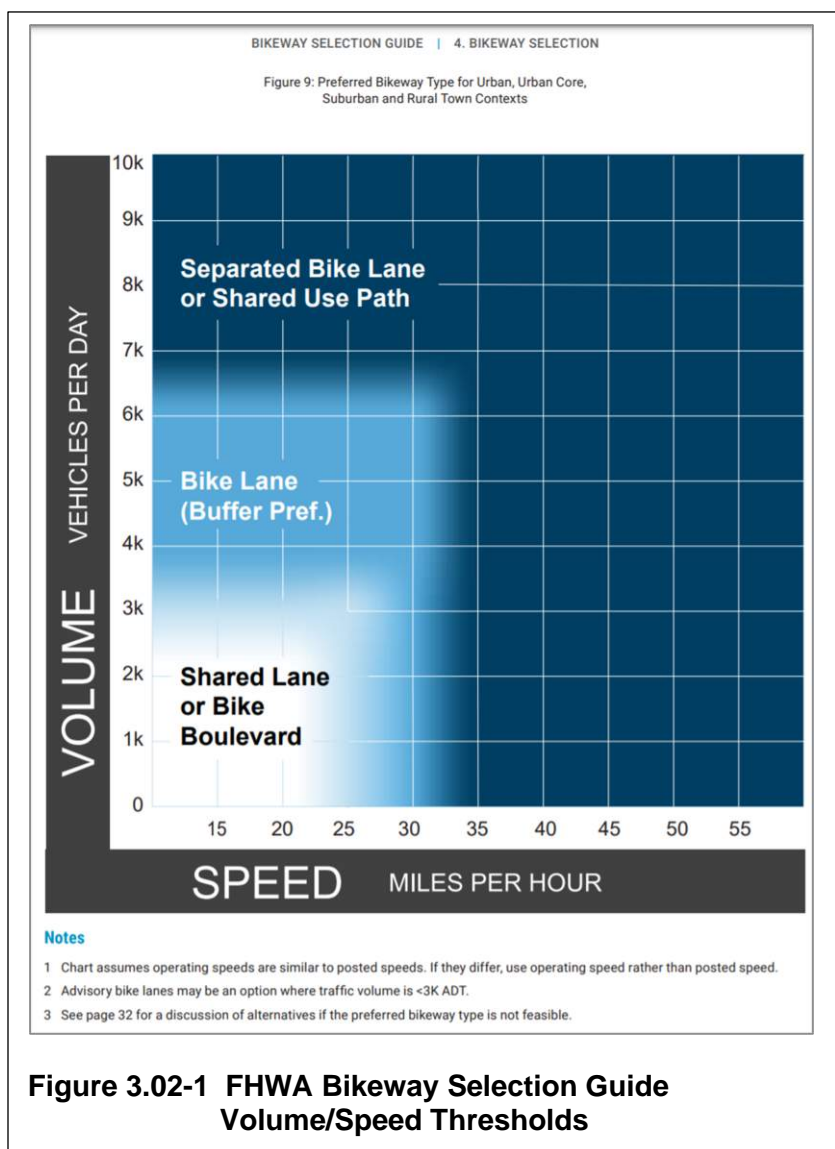
Source: NACTO Urban Street Design Guide



Figure 3.01-9 Pedestrian Safety Islands

3.02 BICYCLE CONNECTIONS

Bicycle trips are very important to consider when defining a transportation network. Bicycles are not quite a motorized vehicle, but not quite a pedestrian either. Because of this they often must choose between acting as a pedestrian or acting as a vehicle. This can often change multiple times per trip depending on the accommodations provided and the perceived safety of acting as a vehicle on certain roadways. Providing bicycle-specific accommodations can help provide a safe and effective space for bicycles to use the roadway, as well as prevent them from becoming a nuisance to motorists and a hazard to pedestrians. When providing bicycle connections to the system, there are three different ways to provide that connection: Separated bike/shared-use paths, on-road bicycle lanes, or shared lanes (bicycle boulevards). FHWA has a chart for ideal bikeway selection based on speeds and volumes of the existing roadway shown in Figure 3.02-1.



A. Separated Bicycle/Shared-Use Paths

The highest level of safety and service that can be provided for bicycles is a dedicated off-road shared-use path. These are typically built with asphalt but can be built from concrete or gravel as well. Shared-use paths provide a space where pedestrians and bicycles do not have to compete for road space with vehicles. They also generally serve as the core routes and the backbone of a bicycle and pedestrian system. Often they are able to be constructed along a railroad taking advantage of the railroad right-of-way.

Cycle Tracks are also an option that is a hybrid of an on-street bicycle lane and a separated path. They are typically on-street, but separated by either curb or delineator posts. They also can be raised and placed adjacent to sidewalk. They can be marked as a single direction like a bicycle lane, or bi-directional

like a shared-use path. An example of a cycle track from the City of Austin, Texas is shown in Figure 3.02-2.

While this is the best option for bicyclists, the separated facilities can also cost more and take up more space than other accommodations do.

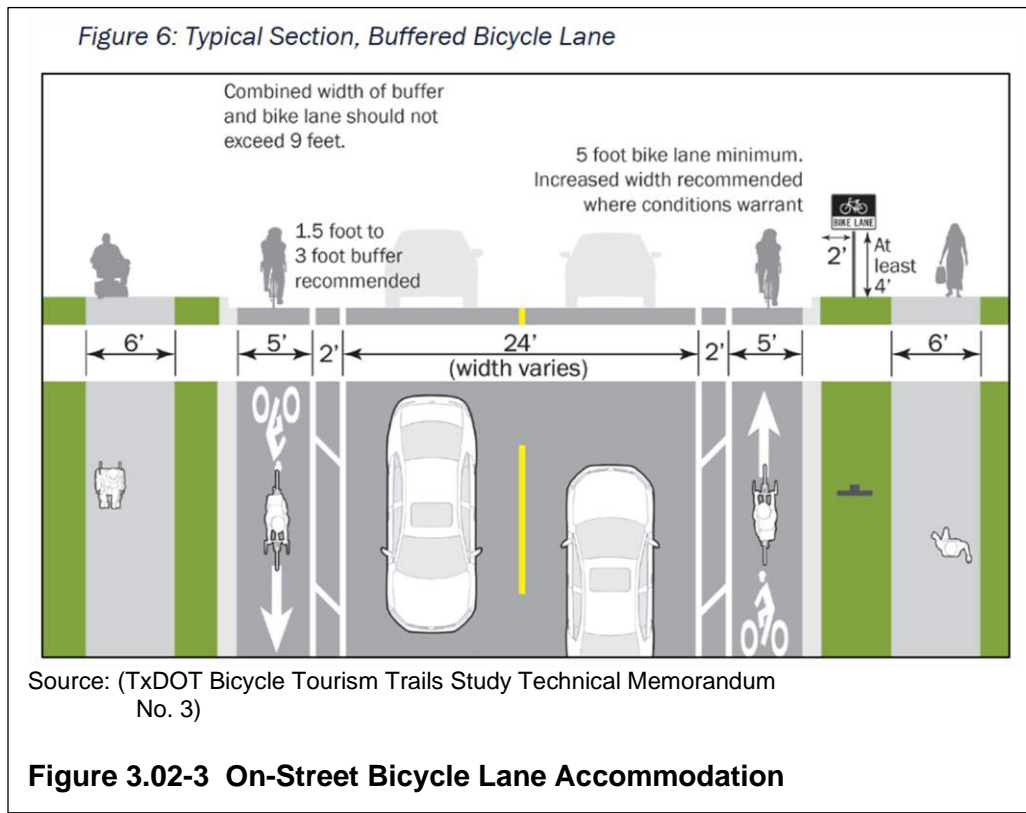


Bluebonnet Lane, Austin, TX (Source: City of Austin)

Figure 3.02-2 Cycle Track

B. On-Street Bicycle Lanes

Bicycle lanes are the most common type of bicycle accommodation on roadways. They are typically 5 to 6 feet wide and placed on the edge of the road next to the curb. They offer great accommodations for bicyclist that are comfortable around vehicle traffic. On roads with higher speeds or volumes, it is best to also provide a minimum 2-foot buffer between the main travel lanes and the bicycle lane. An example of this typical section is shown in Figure 3.02-3.



On-street bicycle lanes are an economical option for providing bicycle accommodation to roadways that have the horizontal width to add them without adding pavement. They can be added quickly and easily with pavement marking and will have the same replacement timeline as the main roadway.

C. Shared Lanes (Bicycle Boulevard)

Bicycle boulevards are a shared lane where bicycles can take the full travel lane and are treated like a vehicle. They work best on local roads that have lower volumes and speeds and can serve well as a grid system to connect into other places in the bicycle network throughout the City. An example of a bicycle boulevard at a route turn is shown in Figure 3.02-4.



Source: NACTO Urban Bikeway Design Guide

Figure 3.02-4 Example of a Bicycle Boulevard in the City of Portland, Oregon

These are typically the least expensive to install as they only require a few pavement markings (called shared lane markings or “sharrows”) and signs denoting them as bicycle boulevards, provided the pavement is adequate for bicycle travel. Shared lane markings reinforce the legitimacy of bicycles taking the full lane, as well as provide direction for the route and any turns. Figure 3.02-5 shows an example of shared lane markings as well as some typical signing for bicycle boulevards. Additional traffic calming measures can be added to provide a safer environment for bicycles by slowing vehicle traffic. The Manual on Uniform Traffic Control Devices (MUTCD) outlines guidance for shared lane markings in Section 9C.07.



3.03 PROPOSED ROUTES

After analyzing the key community destinations as well as looking at the speeds and volumes of local roads in the City and determining which routing options worked best for different roads, a route map was developed for proposed pedestrian and bicycle routing through the City. This map is shown in Figure 3.03-1 and can also be found in Appendix C. What follows is a discussion of the different connections proposed for each of the major route connections.

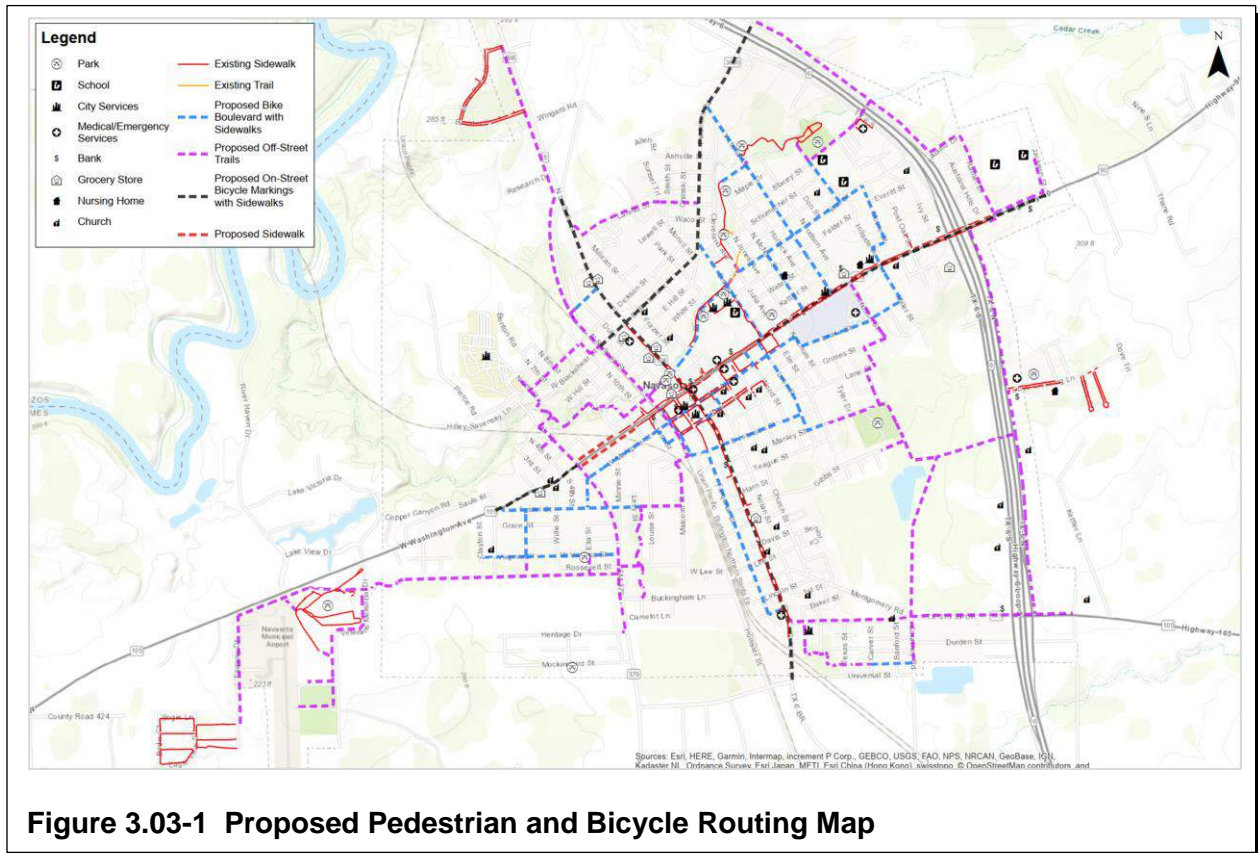


Figure 3.03-1 Proposed Pedestrian and Bicycle Routing Map

A. Off Road Shared-Use Paths

The following is a list of all the major off-road paths proposed in priority order based on their anticipated use, upcoming projects that could implement them, importance to the connectivity of the system, and likelihood for external funding. These would require standalone projects for construction or need to be included with projects reconstructing existing roadways. Comments from the public meeting indicated the community would like extra area for activities along the new paths wherever possible, especially in City parks.

1. Spur 515

This connection running along Spur 515 from La Salle Street through TX 6 is an important connection for the south end of the City. Even without pedestrian accommodations, it is used

frequently by the residents in the south side neighborhoods. There is also potential for a future route along TX 6 to tie into it, adding to the connectivity with the City as it grows on the east side of TX 6. Based on the volumes of this road, it could be a buffered bicycle lane; however, because of the lack of pavement width available as well as the high speeds of the roadway, an off-street shared-use path would work better in this location. There is also potential for this to be included with a future Spur 515 reconstruction project, which would help see reduced cost in construction because of higher quantities associated with a larger project.

2. Farm-to-Market Road (FM) 379

FM 379 runs through a neighborhood with a larger number of households below 50 percent of the poverty level² on the southwest side of the City. Providing connectivity to the downtown areas for pedestrians that may have fewer transportation options could improve the equity of the transportation system in the City. The bicycle connection could be provided as a buffered on-street bike lane based on the volumes; however, the speeds are too high for an on-street bicycle lane. Additionally, with only 1-foot existing paved shoulders and limited right-of-way available, the 14 feet of additional pavement required, not including sidewalks, is not practical. A shared-use path would take an additional 10 feet of paved surface with a 1-foot gravel shoulder on each side for a total of 12 feet providing access for both bicycles and pedestrians. This would lead to the removal of one of the ditches, so a storm sewer system would need to be installed the full length of the path, but would otherwise not affect the roadway and could be constructed with minor impacts. A typical section of this configuration is shown in Section 3.04. Providing a shared-use path removes the need for sidewalk on both sides of the roadway and provides adequate bicycle routing with less total horizontal width.

3. Railroad and Railroad Street

The proposed shared-use path along the railroad and Railroad Street would serve as a main connection to the northwest side of the City from downtown. The crossing at Washington Avenue would be an ideal location for a pedestrian island and midblock crossing to promote a safer crossing for businesses. This route would also serve as an access point to many of the grocery stores located on La Salle Street. There is also the potential to work with the Rails to Trails organization to help with funding and railroad coordination.

4. TX 6 to the Navasota High School

A shared-use path routed along the east side of TX 6 is very important because it provides pedestrian and bicycle access to all the businesses along TX 6, and serves as an important connection for the neighborhood east of TX 6 to have access to the rest of the City. This route also serves as an important connection to the middle school and high school, enabling the mobility of the City's youth with safer routes to and from school. Because of the nature of TX 6 and its frontage roads (high speed with ramps to and from the freeway), it is not recommended to put a bicycle lane along the frontage road, but instead provide a separated facility.

²<https://data.census.gov/cedsci/>

5. Connection from Manley Street to TX 6

A connection from the park on Manley Street to the path on the east end of TX 6 is an important connection for the City. The shared-use path running along the length of TX 6 provides great access to the high school and middle school for the neighborhoods that are already on the east side of TX 6, and are great for future expansion of the City there, but there is not a good connection to the rest of the City. This route would serve as one of those connections, not only opening the shared route along TX 6 to the rest of the City, but also connecting the neighborhoods there and any future expansion to the rest of the City. This route requires a grade separated crossing of TX 6, which is a higher cost, so opportunities to have TxDOT assist with the funding of it on a future project should be explored.

6. FM 379 to Downtown

This connection serves an important role in connecting the neighborhood directly west of the Union Pacific Railroad into the bicycle and pedestrian system. This route provides an alternative to Washington Avenue for those that do not feel comfortable traveling on the main road. This route also ties into the route running along Railroad Street.

7. Veterans Memorial Park to FM 379

This route serves as an important connection for the neighborhood southwest of the Union Pacific Railroad. This would provide an important connection that serves to provide access to a neighborhood with a larger number of households below 50 percent of the poverty level³. A protected pedestrian crossing could be provided at FM 379 to help slow traffic down as it enters the residential neighborhood, providing a safer space for residents. This route also helps serve as a connector for a future path from the Pecan Lakes subdivision.

8. Manley Street, Woodrow Jackson Drive, and Judson Street

Manley Street through Judson Street is a main connection to the baseball diamonds from Washington Avenue. Ideally this connection would be a bicycle boulevard, however, the streets used on this connection are both narrow and have poor pavement. Because of this and the potential for a connection to the south and the east from this point, it is recommended as a shared-use path.

9. 5th Street and Fanthorp Street

This route serves two important connections. On the south end, it connects into FM 379 to continue the path there. After diverting from 5th Street and crossing Ceder Creek it splits, with one trail following Cedar Creek and connecting into the Brule Street area with connections to the school system as well as to parks, and the other routing through the neighborhood to the cemetery before routing to Blackshear Street to connect into the north end of the City. With very little space and poor pavement quality on the existing roads and no road to follow for the trail that runs along

³<https://data.census.gov/cedsci/>

Cedar Creek, these connections would ideally be provided with a shared-use path. They also provide a better way for children living on the southwest side of the City to get access to the school system without having to travel through downtown.

10. Pecan Lakes to Veterans Memorial Park

The shared-use path from Pecan Lakes to the rest of the system is an important one. It connects a growing subdivision to the rest of the City and enables pedestrian and bicycle access to downtown. While there is great benefit to connecting this subdivision to the system, there needs to be a system for it to connect into before this connection becomes valuable. Additionally, with the distance from downtown and the necessity to route this path around the airport, it is unlikely to get as much use as some of the other trails in the system.

11. Laredo Street

The connection along Laredo Street connects two existing routes through the north end of the City. Because of the narrow roadways, a reconstruction that widens the road or a shared-use path would be ideal. This connection serves to tie in the neighborhoods on the north side into the system and provides better access to businesses on the north end of La Salle Street for bicycles and pedestrians.

12. Hillside Park and Stacey Street

The path provided at Hillside Park would connect to the existing shared-use path on the west end of the park, and continue east along Stacey Street, culminating in a grade-separated crossing of TX 6 to connect into the shared-use path that routes to the middle school and high school. This shared-use connection provides great access to the high school and middle school for the neighborhoods on the west side of TX 6, and would allow younger children to walk or bicycle to school. This route serves to connect the shared-use path route through the north side park system, as well as the bicycle boulevard system running through this neighborhood. This route requires a grade-separated crossing of TX 6, which is a higher cost, so opportunities to have TxDOT assist with the funding of it on a future project should be explored.

13. Manley Street to Spur 515

The connection from the Spur 515 to Manley Park is an ideal connection for the neighborhood south of Spur 515 to the baseball diamonds located at the park. It would also serve as a connection to the route running along the east side of TX 6. This route is ideal based on its ease of use for that neighborhood and the users of the system, but this connection could also be provided by extending the TX 6 path to the Spur 515. Ideally, both of these connections would be made because the extension to the TX 6 path would benefit future users as this area develops further.

14. Spur 515 West Connection

The Spur 515 west connection is not shown on the proposed routing map. If an expansion of Spur 515 was made to the west over the railroad, this new routing should include bicycle and pedestrian accommodations along the route. This connection would follow the Spur 515 to the west of La Salle Street and would connect into the path on FM 379. This would serve as a route for the neighborhoods near the airport to connect with those on the south side of the City without having to go through downtown. This route is ranked low based on anticipated overall use.

B. On Street Bicycle Lanes

The following is the list of roads in priority order that should receive bicycle lanes. This work could be performed the next time the roadway is resurfaced or could be completed with a restriping project. These routes should also add sidewalk on one or both sides of the road where not already provided.

1. Washington Avenue

Because Washington Avenue is on a national bicycle route, runs through downtown, and is the only current connection to the middle school and high school, adding pedestrian and bicycle accessibility from Clayton Street through Alamo Street should be a high priority. Because of the narrow widths in the downtown area, this whole stretch is recommended as on-street bicycle lanes, buffered, if possible. Ideally, these would be placed in between the angled parking and the curb to provide additional safety for bicycles and improved visibility for drivers, but other alternatives could be considered. Additionally, based on comments received during the TAP application process, pedestrian access in the downtown area is the community's top priority.

2. La Salle Street

La Salle Street is an ideal candidate for a buffered on-street bicycle lane. There is currently no parking on La Salle, and there is a fairly wide pavement profile with 38 feet of paved surface. This is wide enough to provide 6-foot bicycle lanes with a 2-foot buffer and 11-foot driving lanes, or 5-foot bicycle lanes with a 2-foot buffer and 12-foot driving lanes. Because of the high volumes north of Washington Avenue and the higher speed along the roadway, it is recommended to install the bike lanes with the 2-foot buffer from vehicle traffic for added safety.

3. Blackshear Street and Piedmont Avenue

Blackshear Street and Piedmont Avenue are important connections to the north side of the City and provides a great crossing of TX 6 that could be used as a future tie-in with a shared-use path along TX 6. It is currently marked with an 8-foot shoulder on each side, which is more than adequate for a bicycle lane in each direction. With the slightly higher volumes on Piedmont Avenue, a buffered bike lane would be recommended. However, with the road already marked for bike lanes, bicycle lane marking to indicate their purpose would be all that is needed for this road to be added to the bicycle network.

C. Shared Lanes (Bicycle Boulevard)

The bicycle boulevards in the system have the advantage of being able to be implemented quickly at relatively low cost. Often the only work that needs to be completed is minor pavement markings and some signage. Even when the roads need to be reconstructed or resurfaced, most community members will support improvements for vehicles as well as bicycles and pedestrians. With little work required, the bicycle boulevard system can provide early success in connecting the City until the funding becomes available to construct some of the other routes listed above. The proposed bicycle boulevard routes are listed in priority order based on their importance to the system. There is also a recommendation that the road should be repaved before implementing because of the current pavement condition. All of these routes should have sidewalk added to one or both sides of the road; however, they are able to be implemented as a bicycle boulevard without sidewalk and have the sidewalk added later upon reconstruction. These routes should also be prioritized for reconstruction over other roads when in need of new pavement.

1. Brosig Avenue

Brosig Avenue serves an important connection from Washington Avenue to Brule Elementary School, the connection at Brule Street, and the path system that connects the parks along the north side of the City. This route also connects into Piedmont Avenue, providing an important connection to the north side of the City. This route is a project currently under development by the City.

2. McAlpine Street, Leake Street and Miller Street

This is the main alternate route through the City. Just a block off of Washington Avenue, it can serve to provide access to all the major businesses quickly. It provides an alternative route to travel on than Washington Avenue for bicycles and pedestrians while other accommodations are being constructed/implemented on Washington Avenue, and also provides an alternative for those still cautious about the traffic on Washington Avenue after those accommodations have been implemented. This is especially important as it runs parallel to the Southern Tier Route and provides an alternative way for tourists to navigate the City from the southwestern end to as far northeast as is possible without traveling on Washington Avenue.

Most of this route provides adequate pavement to install this route immediately, but there are several locations that would require reconstruction or resurfacing of the roadway before installation of this route. McAlpine Street would need to be reconstructed between the railroads because of poor pavement condition. It should also be resurfaced from Church Street through the intersection with Ketchum Street. Leake Street and Miller Street have no issues, but Oakwood Street connecting these two should be reconstructed. Additionally, a protected pedestrian crossing should be considered at Miller Street and Washington Avenue. With the crossroads lining up well and the convergence of two bicycle boulevard routes, this would be an ideal location for an improved crossing of Washington Avenue.

3. Foster Street and Ella Street

Foster Street and Ella Street provide the perfect extension of the McAlpine Street route to the southwest. Adding this connection would allow bicyclists and pedestrians entering the City to have a good option for traveling through the City, as well as providing additional options for residents living in the southwest part of the City. Foster Street is also important because of its future connection into the planned shared-use paths from FM 379 to Railroad Street.

Foster Street itself has pavement in sufficient condition to be implemented immediately. Ella Street would need to be reconstructed before implementation. Minnie Street could be used as an alternative to Ella Street without reconstruction before use; however, Ella Street is a better connection for the network because it feeds directly into the end of McAlpine Street adding benefits to that connection for the users.

4. Farquhar Street

Farquhar Street is a key connection for the south side of the city to downtown. In the same way that McAlpine Street provides an alternative to Washington Avenue, Farquhar Street provides an alternative to La Salle Street. This route could continue north of Washington Avenue, but was not added because of the proposed shared-use path route along the railroad that would serve the purpose of an alternate route.

Farquhar Street would likely need to be reconstructed from Holland Street to Johnson Street, and resurfaced from Johnson Street to Anderson Street, as well as resurfaced from Lincoln Street to the southern end of Farquhar Street.

5. Brule Street

Brule Street is very important to the connectivity of the north side, and especially the park system. It connects three different park features on its own, follows Cedar Creek, and connects into the existing park trail system on the north side that connect to four other parks. Another interesting feature of Brule Street is that it is a connection that could be any of these three connection options. It is along Cedar Creek and connects into trail systems on both ends, so it would be an ideal candidate for a shared-use path. The existing pavement is wide enough to include bicycle lanes, and there is low enough traffic for it to be marked as a bicycle boulevard. For this Plan, Strand Associates, Inc.[®] (Strand) is recommending starting with it as a bicycle boulevard, and potentially adding an off-road shared-use path here if there is high usage of the roadway by bicycles and pedestrians.

6. Neal Street

Neal Street serves as an important connection for the northern neighborhood as a collector for trips, as well as connecting local schools to the school district administration building.

Most of the pavement on Neal Street is adequate for implementation as a bicycle boulevard; however, the intersections at Jones Street and Horlock Street should be reconstructed or resurfaced before implementation.

7. Victoria Avenue and McNair Street

Victoria Avenue serves as a connection in the system from Neal Street to Piedmont Street, connecting the neighborhood to the north end of the system. McNair Street serves as a connection from Washington Avenue to Neal Street, and would provide pedestrian options for the skilled nursing facility located there. The current state of the pavement for both roads is adequate to provide a bicycle boulevard without repaving, and they would be connected by the improvements on Neal Street.

8. Moore Street

Moore Street and Hillside Street are an ideal connection from the library to the schools on the north side. This is an important route because it connects the neighborhood south of Washington Avenue to the neighborhood north of Washington Avenue through adjoining routes. This connection would ideally occur all on Hillside Street, but because of local feedback and the greater availability of right-of-way for sidewalk, it was routed onto Moore Street.

9. Brosig Avenue

Brosig Avenue serves an important connection from Washington Avenue to Brule Elementary School, the connection at Brule Street, and the path system that connects the parks along the north side of the City. This route also connects into Piedmont Avenue, providing an important connection to the north side of the City. This route is a project currently under development by the City.

10. Leon Street

Leon Street is an important connection as an alternative to the Manley Street through Judson Street path. It serves as the major north-south connection from McAlpine Street to Manley Park. Leon Street is an ideal candidate for this connection because the pavement is in good condition so it can be implemented immediately, and the terrace is wide enough to support future sidewalk. The City could evaluate changing the stop signs on Leon Street to yield signs to improve the through movement for bicycles. Elm Street could be used as an alternative to Leon Street. It also has pavement in good condition and has ample terrace room for future sidewalks. However, there is an offset alignment at the intersection with Lane Street, making this a more complicated through movement and a less ideal route.

11. Johnson Street

Johnson Street provides an east-west connection that serves as an alternative to Washington Avenue, and serves the community further south of McAlpine Street. On the west end it connects into the bicycle boulevard on Farquhar Street as well as the path connection

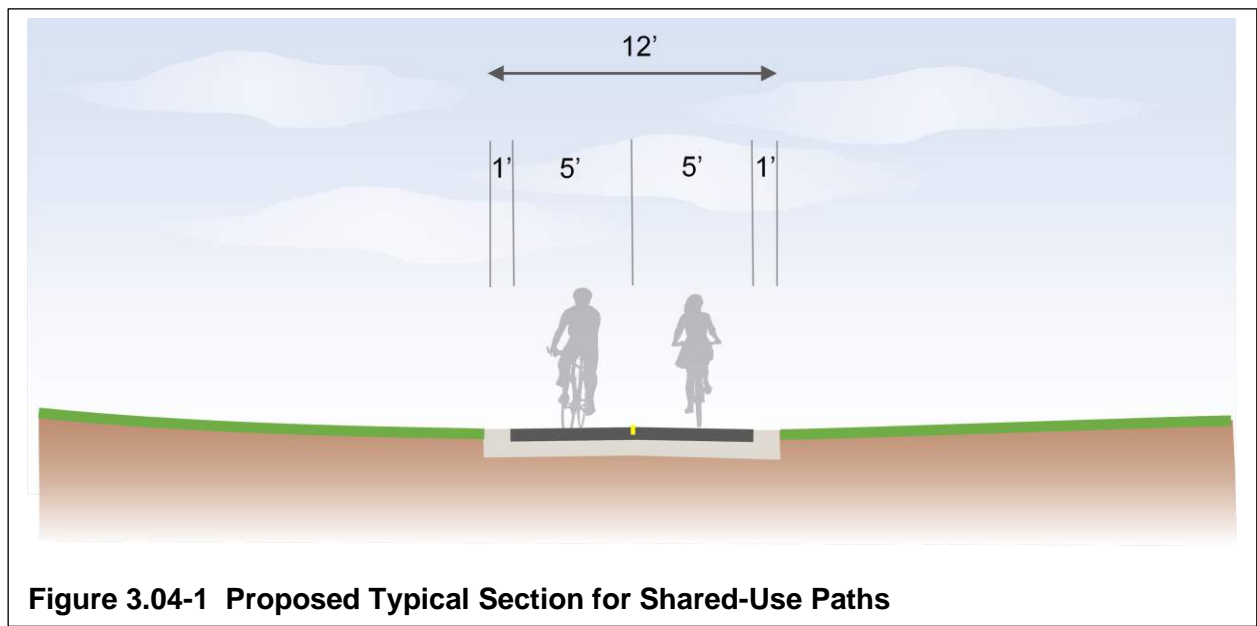
at Railroad Street. On the east end it connects into the path at Manley Park with eventual routing to the path on TX 6. Once these other trails are in place, this will be an important route that connects the two ends of the system. Johnson Street is an ideal candidate over Manley Street because of the anticipated traffic on Manley Street as a main route to Manley Park. A reconstruction of the pavement at the Johnson Street and Railroad Street intersection is recommended. However, the rest of the pavement appears to be in good condition for immediate implementation, with ample room on the terraces for future sidewalk.

3.04 PROPOSED TYPICAL SECTIONS

Based on the proposed connection types introduced in section 3.02 and the routing proposed in Section 3.03, several recommended typical sections have been developed to better illustrate the available spacing and widths as well as the proposed layouts. A proposed typical section has been provided for shared-use paths, as well as for bicycle boulevards. A more detailed section has been provided for La Salle Street and FM 379.

A. Typical Shared-Use path

The proposed typical section for a shared-use path is shown in Figure 3.04-1. Based on discussion with City staff, it was determined that providing enough space for emergency vehicles on the paths was important based on several locations for paths that are not street adjacent. Emergency vehicles tend to have a distance between wheels of 8 to 10 feet. This allows them to travel on a typical 10-foot path. However, this added weight applied directly on the edge of the pavement would lead to early failure of the pavement and a reduced life for the path. Because of this, it is recommended that the shared-use path be constructed with 1 foot of gravel on either side of the path to prevent damage to the path when used by emergency vehicles.



B. Typical Bicycle Boulevard

Most existing local streets in the City have a width from curb-face to curb-face of somewhere between 28 and 38 feet. A proposed typical section of each of these scenarios is shown in Figure 3.04-2. The 38-foot width is the ideal standard for bicycle boulevards. For the 28-foot width scenarios, allowing parking on only one side of the roadway would fix narrower profile conflicts. If not possible, a 10-foot shared bidirectional lane should be adequate provided the volumes and speeds on the road are low and the on-street parking is not heavily used. Both options show sidewalk on both sides of the roadway. While not required during initial bicycle boulevard implementation, all roads should add sidewalk to at least one side of the road during the next reconstruction.

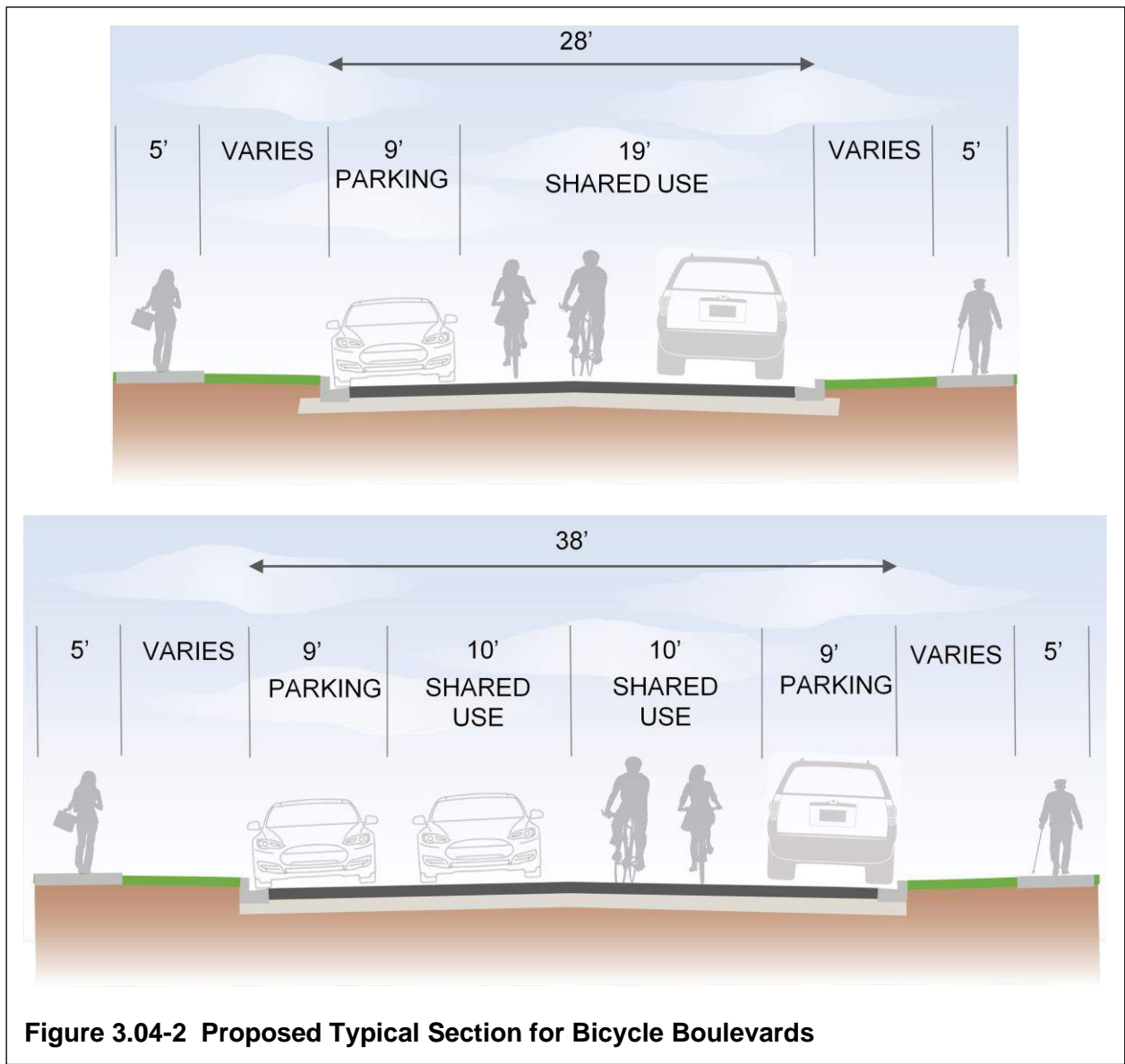
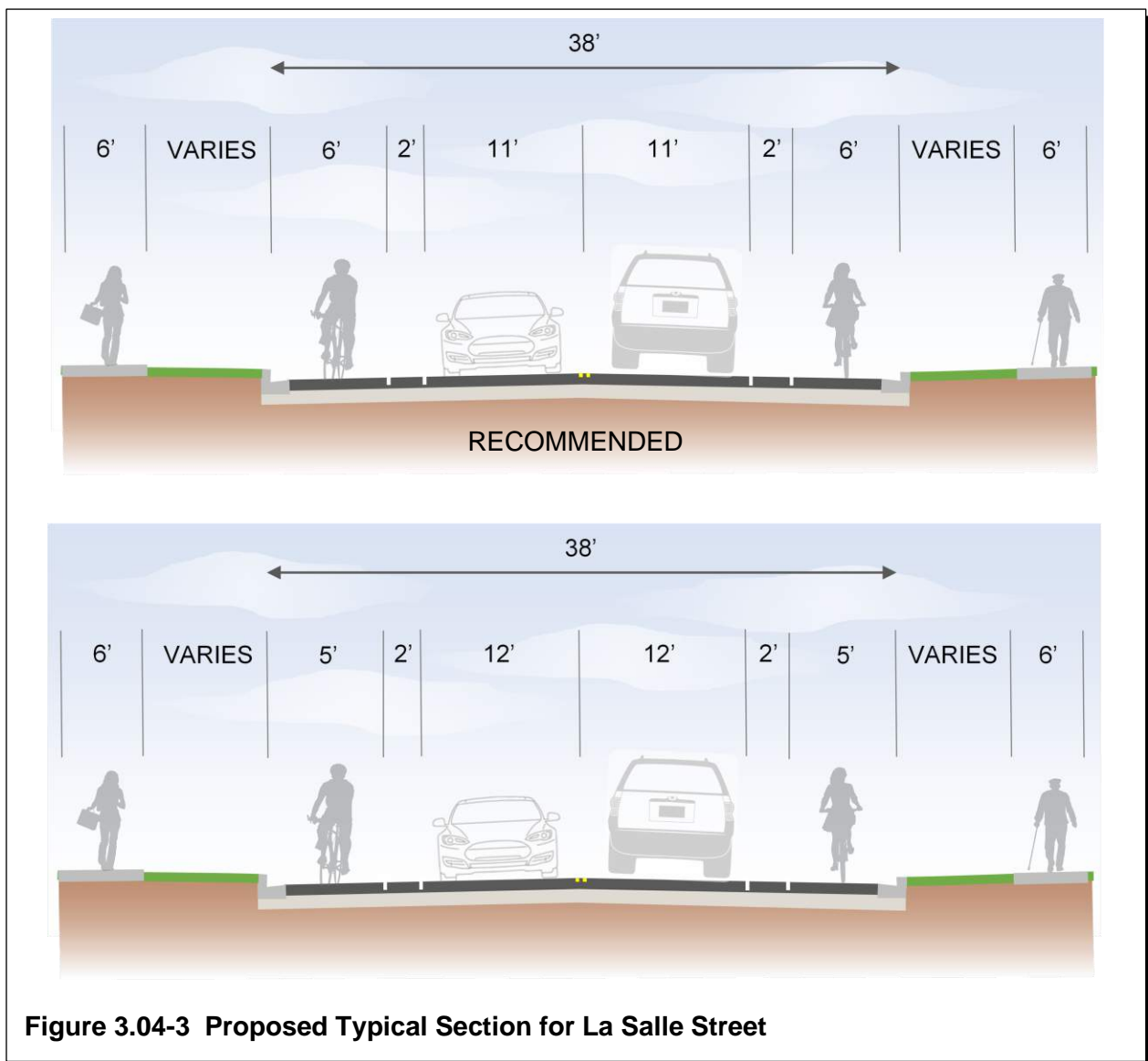


Figure 3.04-2 Proposed Typical Section for Bicycle Boulevards

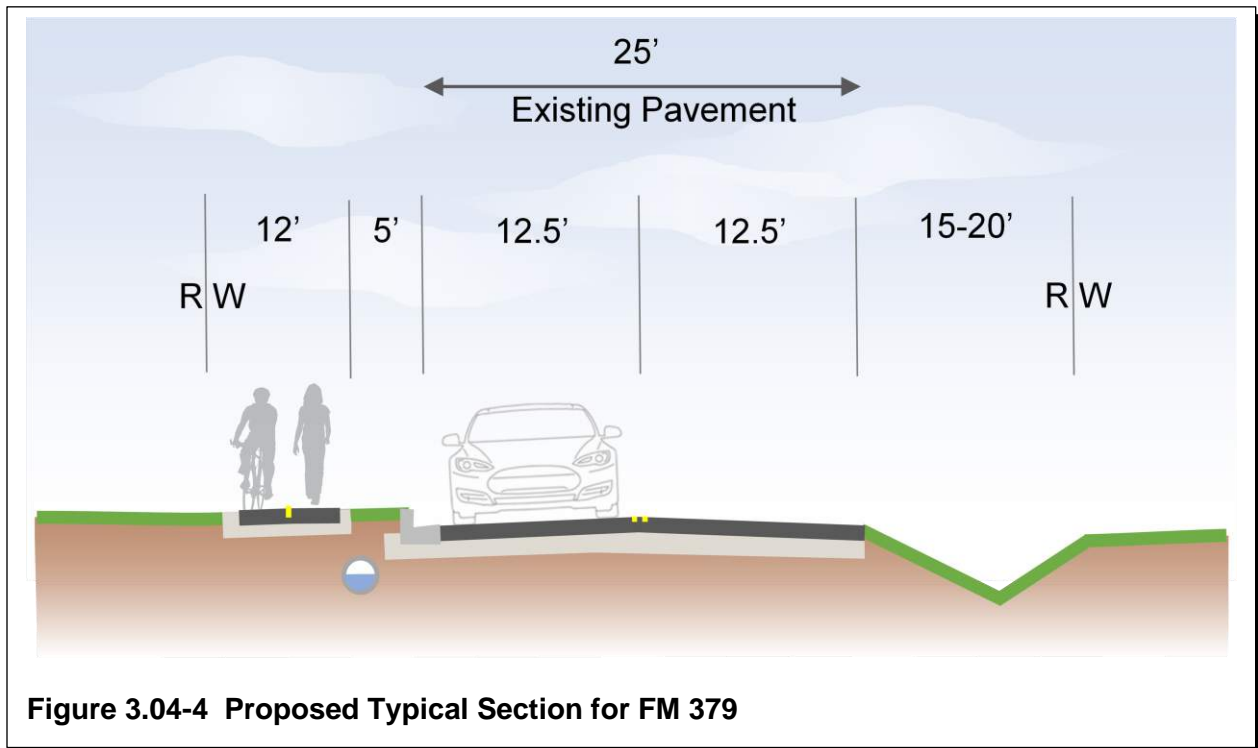
C. Bicycle Lanes on La Salle Street

The proposed accommodation on La Salle Street was to add bicycle lanes in each direction and add sidewalk to locations that do not currently have any. There is no parking on La Salle Street, which helps accommodate the dimensions. The speeds and volumes on the roadway dictate a buffered bicycle lane. Based on recommendations for on-street bicycle accommodations, a 6-foot bicycle lane should be provided when adjacent to curb. This would extend each travel lane to 11 feet, which is typically adequate, and would provide a calming effect on traffic, potentially reducing speeds and providing a safer environment for pedestrians and residents. If residents are unwilling to accept 11-foot lanes, a 5-foot bicycle lane would be acceptable under current design standards. Both of these typical sections are shown in Figure 3.04-3.



D. Shared-Use path on FM 379

Based on the discussion in Section 3.03, this route would be served best by an off-street shared-use path. There is enough right-of-way to construct this with minimal impacts the roadway; however, doing so removes a ditch on one side of the road causing drainage issues. This results in the need for a storm sewer pipe to be installed under the shared-use path, as well as a curb and gutter along one side of the roadway. While this does make the path more expensive, it is still a better option than widening the road by 14 feet and providing sidewalk on both sides, which would require storm sewer with curb and gutter along both sides of the roadway. The proposed typical section for FM 379 is shown in Figure 3.04-4.



4.01 SAFETY CONSIDERATIONS

Several different safety considerations were discussed in the meetings leading to this Plan. There are also several standards that are required to be met with new projects. These are detailed for each type of safety consideration discussed.

A. Emergency Vehicles

In any area where pedestrians or bicycles will be traveling, it is important that emergency vehicles have access as well. This is not an issue on sidewalks or bicycle boulevards that are constructed on existing roadways, but several shared-use paths do not travel on the typical roadway right-of-way. For paths to accommodate emergency vehicles they need to maintain 10 feet of width. To keep pavement from being damaged by the heavier emergency vehicles, it is recommended to construct the paths with a 1-foot gravel shoulder on each side to keep edges from cracking due to the high load, and to increase the depth of the pavement structure to hold up the additional weight. After discussion with City staff, all routes proposed are assumed to have these recommendations incorporated.

B. Lighting

Another safety consideration with shared-use paths is the addition of lighting. Lighting makes a path more visible at night, which can increase safety. This is most important where the path crosses local roads and may have conflicts with motor vehicles, but also increases safety in other locations. Typically, it is installed every 100 feet, which adds some cost to projects. It can be installed as overhead luminaires for the most visibility but can have other lower pedestrian scale lighting as well. When installed, these lights either need to be connected to the power grid, or have solar panels mounted on top to power them at night. There can be pushback from adjacent property owners due to the new source of light as well, though modern applications using LED fixtures and baffles can significantly reduce light pollution concerns. After discussion of these variables with City staff, it was determined to analyze on a case-by-case basis whether lighting should be included as projects move to design. Comments from the public meeting indicated the community would like pedestrian scale lighting wherever possible to reduce impact to adjacent property owners. An example of pedestrian scale lighting is shown in Figure 401-1.



Source: www.firstlighttechnologies.com/solar-lighting-applications/solar-pathway-lighting-2

Figure 4.01-1 Pedestrian Scale Lighting

4.02 ASSUMPTIONS

Several assumptions were made about each of the different connection types for both functionality and cost of construction. These assumptions are stated in the following.

A. Pedestrian Infrastructure

Pedestrian infrastructure is the amenity that is most desired in the community based on public comments. To complete a more robust pedestrian network through the City, all routes that are bicycle boulevards or have dedicated bicycle lanes should also have sidewalk ideally on both sides of the roadway. While this was not assumed necessary for the initial implementation of the bicycle connections, it is assumed that upon reconstruction and/or as separate standalone projects all of these routes will have sidewalk installed to further improve pedestrian routing options and safety. It is also assumed that all pedestrian facilities will be constructed to be ADA-compliant, and that crosswalks will have continental style markings to increase visibility of pedestrians in the roadway.

B. Shared-Use Paths

Shared-use paths are where most of the construction assumptions were made because they can have a wide variety of designs. All shared-use paths are assumed to be constructed to accommodate emergency vehicles, which entails a 10-foot-wide pavement design with a 1-foot shoulder on each side of the path. Lighting was assumed to be determined on a project by project basis, and lighting costs were included in the high end of the cost analysis but omitted from the low end. Shared-use paths were also assumed to accommodate both pedestrian and bicycle traffic.

C. On-Street Bicycle Facilities

On-street bicycle facilities were assumed have a 2-foot buffer from the driving lanes where possible. They were also assumed to be included with the roadway construction costs and were not included in the cost analysis.

D. Bicycle Boulevards

Bicycle boulevards have very little that differentiates them from a normal road. The few additional pavement markings and signs will have such a low cost and will be insignificant compared to the reconstruction costs of the roadway. For this reason, bicycle boulevards were also not included in the cost analysis.

4.03 SHARED-USE PATH MATERIALS

The proposed routes in Section 3.03 recommend several different shared-use paths. These paths have different construction alternatives that have advantages and disadvantages discussed in the following.

A. Crushed Gravel

Crushed gravel is a common material used for off-road paths. Typically, these are constructed with limestone screenings on the surface that provides a smoother ride like pavement when compacted correctly. Unpaved surfaces are best used where few traffic control measures are necessary and in natural settings outside of residential areas.

1. Advantages

There are many advantages to unpaved off-road paths. It does not crack, is easily maintained and repaired, and generally provides a comfortable riding surface. They also tend to have a lower construction cost. These features make them ideal for rural locations that have lower ridership.

2. Disadvantages

While there are advantages, there are some disadvantages as well. Crushed gravel can lose cohesion over time if not regularly compacted, increasing the likelihood of skids. They are subject to erosion and vegetation encroachment if not maintained frequently. Paths can also get damaged if used in wet weather. Additionally, limestone or gravel paths can have a damaging effect on bicycles over time because of dust in dry weather, and emulsifying limestone spray in wet conditions. Gravel paths are also very difficult for wheelchair users, as ADA standards are nearly impossible to maintain with consistency.

B. Asphalt Pavement

Asphalt pavement is typically the preferred material for shared-use paths and bicycle lanes. They are typically constructed with a gravel base and just a few inches of asphalt, as users tend to be light enough

that they do not damage the pavement. Asphalt tends to be the best material to use if bicycles are the primary users of the route, or if cost is an issue preventing concrete pavement.

1. Advantages

Asphalt pavement is the preferred path material because there are many benefits. It is less prone to erosion and vegetation encroachment, paths are wheelchair accessible and ADA compliance is usually maintainable (at least after initial construction), less maintenance is required, and it tends to have the nicest riding surface of any material.

2. Disadvantages

Asphalt does have some disadvantages as well. Typically, there is a higher initial cost when compared to a gravel path, and when repairs are necessary, they are also more expensive because of the specialized equipment required to place the material, as well as the material itself. While cracking is not likely to happen due to heavy loads on the path, it can occur and cause maintenance problems. Additionally, when crossing other roads, asphalt can settle differently than concrete when it is adjoined against concrete curb, which can cause a lip that is unfriendly to bicycles and wheelchair users and can be a trip hazard for pedestrians.

C. Concrete Pavement

Concrete pavement is often used for shorter segments of shared-use path especially in highly urbanized areas. It is also the standard for pedestrian facilities because of its reliability to provide ADA standards throughout its lifespan. Typically installed 6 inches deep, paths can be constructed with gravel base underneath to improve stability and durability, or without if the existing ground is adequate to hold up pavement without much settlement. This material is best used if pedestrians are the primary user and bicycles will have access to the facility.

1. Advantages

Concrete pavement shares many of the benefits of asphalt pavement. It is also less prone to erosion and vegetation encroachment. The paths are wheelchair accessible and ADA compliance is easily maintained. Additionally, concrete offers good rolling resistance for bicycles, and is a very durable surface and will last the longest of these three path types with minimal maintenance. Further, concrete is the recommended material for use in trails from the TxDOT Bicycle Tourism Trails Study.

2. Disadvantages

The main disadvantage to concrete is the high cost of construction. Concrete will always cost more than the alternatives. Additionally, concrete requires jointing which can be uncomfortable to the rider if not done correctly. The jointing can also cause different pieces to settle differently if not constructed with metal reinforcement, requiring more maintenance to adjust the lip of the high end of the concrete.

4.04 COST ANALYSIS AND RECOMMENDATION

A planning-level cost analysis was created to compare each of the materials listed in the previous section to get an understanding of magnitude of the possible cost for a shared-use path. An opinion of probable cost (OPC) was determined for initial construction, as well as maintenance over an assumed 30-year life cycle. It is possible that with low use these paths would last longer, but all sources indicated that a 30-year life cycle was appropriate for a concrete path. Based on the initial cost and the overall maintenance cost, a total present day lifecycle cost was determined for each path material and a recommendation has been made.

A. Material Unit Prices

Each path has different materials and costs associated with both initial construction and yearly maintenance. Where possible, the same unit prices were used for each of the three construction materials. These unit prices for materials were taken from the TxDOT Unit Costs spreadsheet from March 2021. Initial construction for bicycle route signing, as well as the optional pedestrian counters and lighting were taken from the TxDOT Bicycle Tourism Trails Study, Technical Memorandum No. 3: Recommended Bikeway Criteria (2018). For maintenance costs, standard maintenance items that affect all three materials were also taken from the TxDOT Bicycle Tourism Trails Study, Technical Memorandum 3: Recommended Bikeway Criteria (2018). Additional items required for specific maintenance were taken from the TxDOT Unit Costs spreadsheet. The assumed unit prices and costs can be found in Appendix D.

B. Lifecycle Cost Analysis

An approximate cost per mile calculation is shown in Table 4.04-1.

Item	Gravel	Asphalt	Concrete
Construction			
Roadway	\$50,000 to \$70,000	\$60,000 to \$80,000	\$350,000 to \$450,000
Maintenance (30 years)	\$250,000 to \$310,000	\$210,000 to \$250,000	\$180,000 to \$220,000
Totals	\$300,000 to \$380,000	\$270,000 to \$330,000	\$430,000 to \$670,000

Table 4.04-1 Shared-Use Path Cost per Mile

1. Initial Construction Costs

The initial construction costs are as anticipated with concrete being the most expensive option, asphalt in the middle, and gravel as the lowest cost option. Based on the difference in price of initial construction, the gravel path can be discounted almost immediately solely based on the large benefits of asphalt over gravel both for the user as well as for maintenance.

2. Annual Maintenance Costs

Concrete is assumed to last for the full 30 years before it needs replacement, so it has the cheapest maintenance costs. Asphalt is assumed to need a mill and overlay of the pavement in year 15, but otherwise has very minimal yearly maintenance. The gravel is inexpensive to maintain, but also gets damaged more easily especially during rainstorms. It was assumed that it needed to be rebladed and compacted about once every five years, with spot maintenance every year. The frequent necessity of maintenance increased the overall cost.

C. Recommendation

During conversations with City staff, they indicated they were not interested in anything with significant maintenance and wanted to remove gravel paths from consideration. Based on the remaining two available options, asphalt paths would provide the best benefit to the user for the lowest cost and maintenance, with just less than one-half the cost of a concrete path.

5.01 PRIORITIZATION OF ROUTES

There are several ways to look at the prioritization of projects proposed in this Plan. In addition to the project listings in Section 3.03, which are in priority order for each type of facility, the study team has provided three additional lenses that can be used to prioritize projects: importance to the pedestrian and bicycle system; ease of implementation; and anticipated use of the new facility. The three top projects for each category have been ranked below with a summary of why they are important. These categories are not mutually exclusive, so projects of high importance may be listed in multiple categories.

A. Importance to the System

This category evaluates how important a route is to the pedestrian and bicycle system as a whole. These will likely be the backbone routes that are in constant use and are the more important projects to accomplish to provide adequate pedestrian and bicycle accommodations to as much of the City as possible.

1. Washington Avenue On-Street Bicycle Lanes and Sidewalks

Washington Avenue is the most important connection in the Plan. It connects to the most community destinations, is on a national bike trail, and is the heart of the downtown area. It is also one of the most difficult projects to implement bicycle facilities on because of the limited width and parking requirements of the businesses downtown. Based on comments received during the TAP application process, pedestrian access in the downtown area is the community's top priority. However, any project that adds to the pedestrian or bicycle accommodations on Washington Avenue should be given priority, and a corridor-long solution should be evaluated for the best result of continuity along the corridor.

2. La Salle Street Buffered Bicycle Lanes and Sidewalks

La Salle Street is the primary north and south route through the City. It connects to the second most community destinations and connects many neighborhoods that are not on Washington Avenue. The true backbone of the pedestrian and bicycle plan is Washington Avenue and La Salle Street. Everything else is secondary to these main two route connections in the City.

3. McAlpine Street Bicycle Boulevard

McAlpine Street is an important connection because it is an alternative parallel route that will be more easily implemented than Washington Avenue. While there are several sections of McAlpine Street that will need reconstruction or resurfacing before implementation, most of this route can be implemented with added shared lane markings and bicycle boulevard signage. This provides an improved main route through the City while the solution to Washington Avenue is being developed. It should also be noted that while McAlpine Street does not make the list for the top three in ease of implementation, it would be in the top five.

B. Ease of Implementation

These projects are ranked based on importance to the system, with a focus on projects that can be easily implemented as quickly and cost effectively as possible. These projects will likely include restriping and adding some signage but may have minor pavement repairs. This allows the extents of the pedestrian and bicycle network to extend as far as possible quickly while funding is being acquired for other projects that are more involved.

1. Blackshear Street and Piedmont Avenue On-Street Bicycle Lanes and Sidewalks

Blackshear Street and Piedmont Avenue are the most easily implemented project in the Plan. With 8-foot shoulders already painted out, all that is required is adding a buffer line 2 feet into the shoulder and marking it as a bicycle lane. This route also provides greater access for the residents living on the north side of the City. There are currently no sidewalks on Blackshear Street, so the pedestrian accommodations will require additional funding and time, but the bicycle facilities can be incorporated immediately.

2. La Salle Street Buffered Bicycle Lanes and Sidewalks

La Salle Street is the second most important route in the City. It is also one of the easiest to implement. The lack of parking and ample width make bicycle lanes very easy to place the entire length of La Salle Street as soon as the City restripes the roadway. Additionally, most of the street already has sidewalk, so implementing sidewalk to fill in the gaps should not be very difficult or cost prohibitive.

3. Brule Street and Neal Street Bicycle Boulevards

Brule Street and Neal Street are important connections for the park system as well as the school district. Both of these streets are proposed as bicycle boulevard routes, and both require very minimal pavement repair before implementation. Because of this, this route is a very easy to implement connection to the park system from downtown, that provides connections from the other primary routes through the City.

C. Anticipated Use

These projects do not look at the importance to the system as a whole, but do focus on comments received at the public meeting and various discussions with City staff and are ranked based on their anticipated use.

1. Brosig Avenue Bicycle Boulevard

Brosig Avenue is currently under development, and has a high anticipated use based on its connection from Washington Avenue to the Navasota Center, as well as Brule Elementary School. The connection from Brule Street to Neal Street along Cedar Creek also adds to the anticipated use giving that neighborhood better access to the facilities on Brosig Avenue and increasing the

connection to the park system along Cedar Creek. Based on comments received at public meetings, the community is greatly in favor of this project.

2. Spur 515 Shared-Use Path

Pedestrians currently walk alongside the Spur 515 for access to the businesses near the intersection with TX 6. Based on this current use, an added pedestrian and bicycle facility will increase the safety of these existing trips, as well as draw new trips from those that deemed this route unsafe before. There is also a possibility of including this project as a part of the Spur 515 realignment project that is being considered.

3. FM 379 Shared-Use Path

Pedestrian facilities connecting FM 379 to Washington Avenue were requested in several comments at the public forum on the Pedestrian and Bicycle Proposed Routing Map. With this connection to a neighborhood with a larger number of households below 50 percent of the poverty level, it is likely that the pedestrian facilities would have a higher usage than some other connections in the City.

5.02 FUNDING OPPORTUNITIES

There are many grant opportunities that will fully or partially fund bike and pedestrian projects at the state and federal levels. While not exhaustive, the following options are a start for funding when looking at specific projects.

A. State Funding Opportunities

There are several funding opportunities that come from statewide government agencies. These would be applicable for sidewalk and pedestrian improvement projects, as well as shared-use path construction.

1. TxDOT Transportation Alternatives Set-Aside (TA) Call for Projects

The TA Call for Projects is a program setup by TxDOT for the funding of bicycle and pedestrian infrastructure. The grant is a two-step application process, and project sponsors are only allowed to submit up to three projects at a time. The TA Call for Projects focus on projects that reflect a high degree of community consensus, while also contributing to TxDOT's safety, mobility, and connectivity goals. Projects are also encouraged to address bicycle and pedestrian connections into existing facilities as well as providing ADA-compliant facilities. Applications for the grant are due in March and June.

2. Recreational Trails Fund

The National Recreational Trails Fund provides grants funded federally by the FHWA but administered by the Texas Parks and Wildlife Department (TPWD). The reimbursable grants can be up to 80 percent of project cost with a maximum of \$200,000 for non-motorized trail grants.

This grant would primarily need to be used on the creation of shared-use paths in the system. Applications for the grant are due every year on February 1.

B. Federal Funding Opportunities

There are also several funding opportunities at the federal level that come from the United States (US) Department of Transportation (DOT) and from the US Department of Agriculture.

1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

RAISE is the continuation of what used to be called Better Utilizing Investments to Leverage Development (BUILD) or Transportation Investment Generating Economic Recovery (TIGER) grants that are provided by the DOT. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. The DOT prioritizes projects that demonstrate improvements to racial equity, reduce the impacts to climate change, and create good paying jobs. This description aligns with the Plan's projects and should be considered as a possible source for funding. The program is highly competitive but has an equitable distribution between urban and rural areas. Applications are due in July.

2. Community Facilities Direct Loan and Grant Program

The Community Facilities Direct Loan and Grant Program is administered by the US Department of Agriculture Rural Development Office. The program provides both grants and low-interest loans for funding of essential community facilities in rural communities of less than 20,000 residents. Funds can be used to purchase, construct, or improve essential community facilities. These are not limited to transportation funding but would be ideal for funding along main routes through the city, particularly along Washington Avenue or La Salle Street.

6.01 CONCLUSION

Based on the multifaceted prioritization of projects described in Section 5, the team identified the top five projects that should be pursued by the City to further the development for pedestrian and bicycle accommodations.

A. Top Priority Projects

The top priority projects from the previous section were all put through a metric and weighted based on route priority, importance to the system, ease of implementation, and anticipated use. Based on the results, these are the top three projects that will have the greatest impact of the pedestrian and bicycle system in Navasota.

1. La Salle Street Bicycle Lanes and Sidewalk Accommodation

La Salle Street should be easily implemented for quick results and benefits to the pedestrian and bicycle users of the city. This route is the second most important to the network but should be able to be implemented quickly with little pushback from the residents due to the existing lack of parking on La Salle Street.

2. Washington Avenue Bicycle Lanes and Sidewalk Accommodation

This is the most important connection for the pedestrian and bicycle network in the city. While more difficult to implement, the benefits gained from proper connections on Washington Avenue will be high, providing great accommodations for all members of the community. Further, connections made on the west end of Washington Avenue greatly improve the equity of the system by providing accommodations to downtown from an area with a larger number of households below 50 percent of the poverty level.

3. McAlpine Street Bicycle Boulevard

McAlpine Street offers a great alternative route to Washington Avenue. If these projects are pursued at the same time, McAlpine Street will be more easily implemented and provide benefits to routing during the Washington Avenue project.

4. Brosig Avenue Bicycle Boulevard

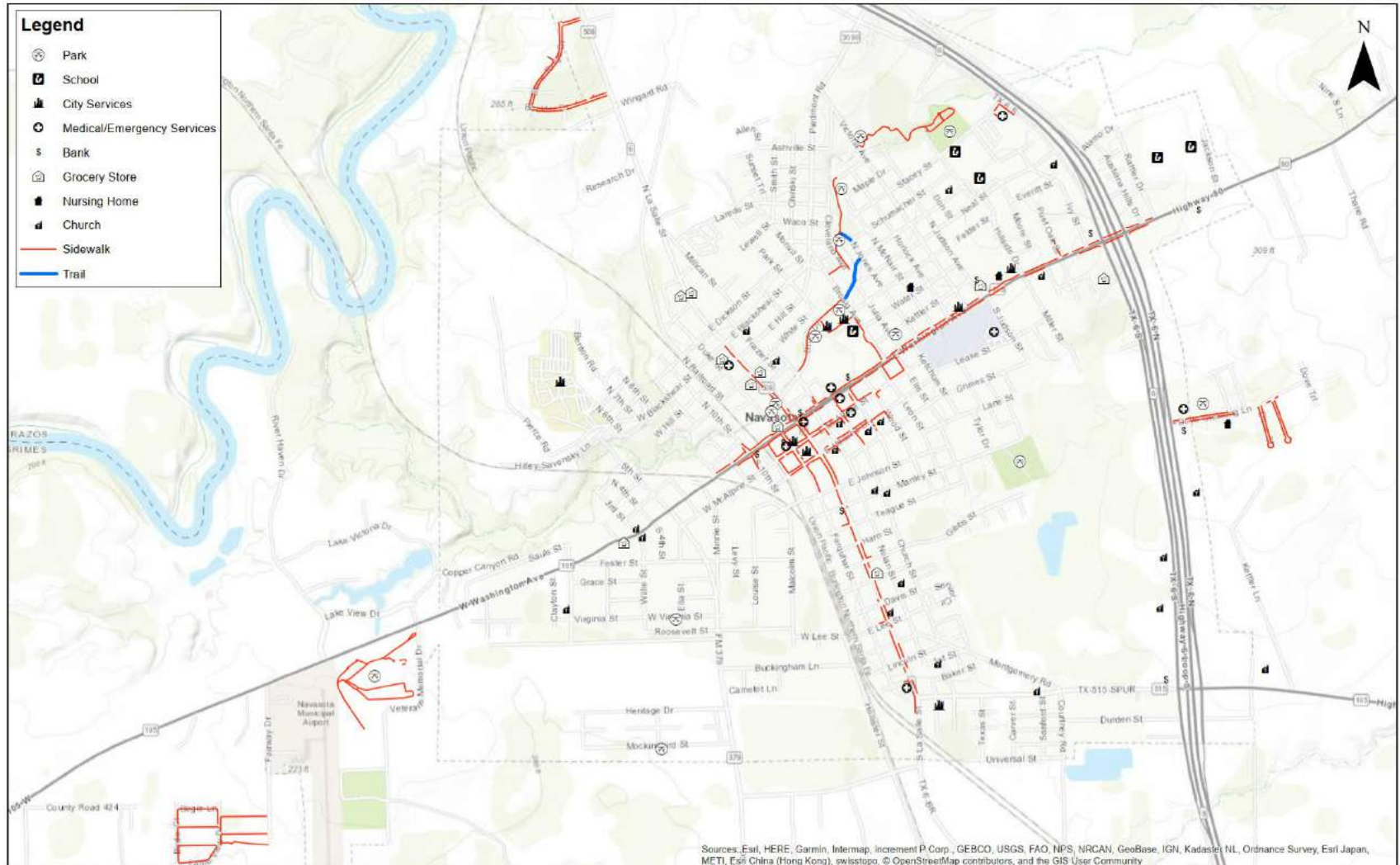
Brosig Avenue is currently a project advanced by the City to add sidewalk along the west side of the roadway. Adding bicycle elements to this project would be easily accomplished with a few shared-use markings and some additional signs. This route is critical because of the access it provides to the school system, the park system, and the north side of the City.

5. Brule Street Bicycle Boulevard

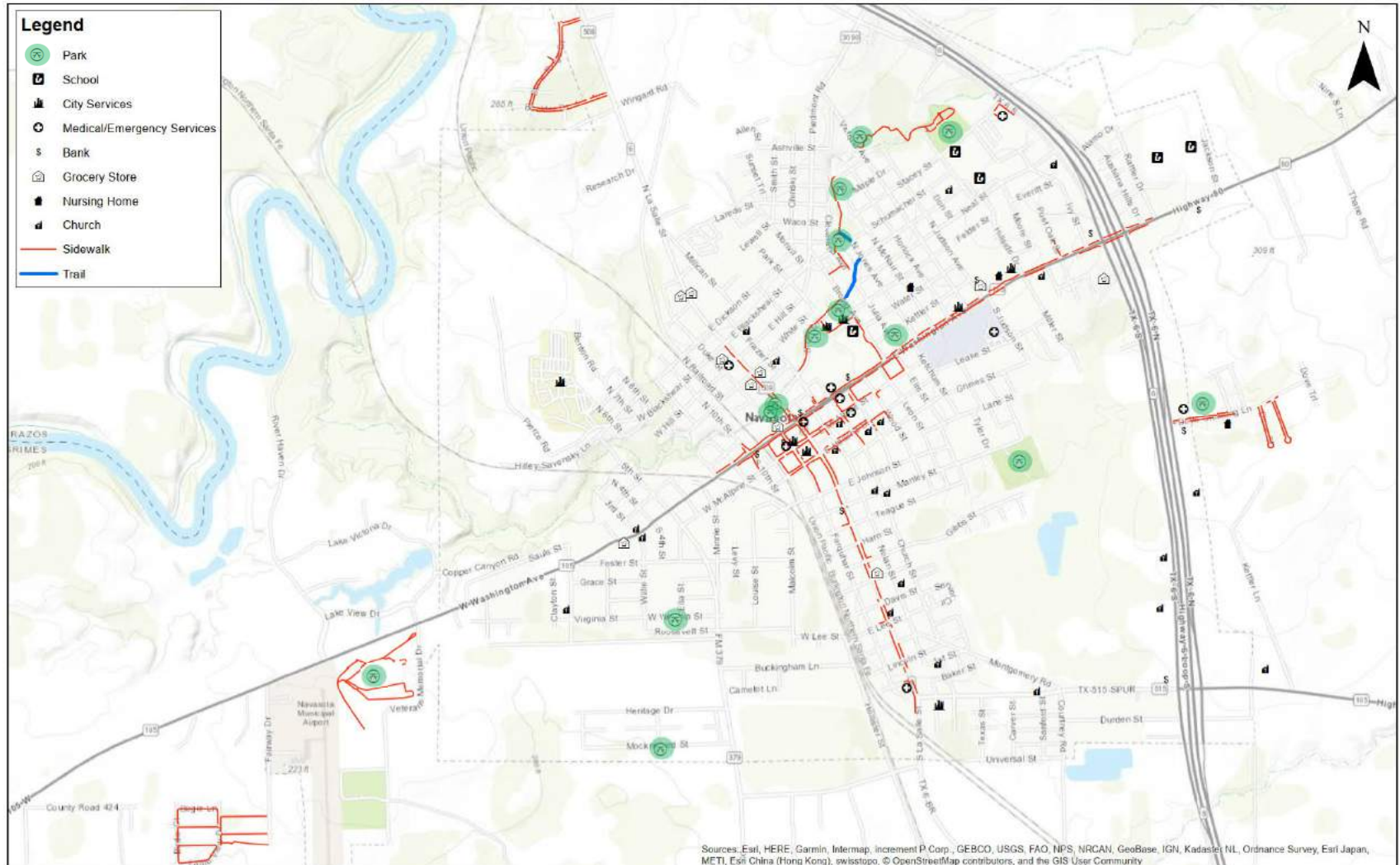
Brule Street offers a great connection to the school and park system by connecting the routes along Cedar Creek. There is already sidewalk along this road for pedestrians, and the pavement is in good condition to implement bicycle accommodations without needing to repave the road. This is a simple project to implement that will add great benefit to pedestrians and bicycles for relatively low costs.

APPENDIX A
COMMUNITY DESTINATION LOCATION MAPS

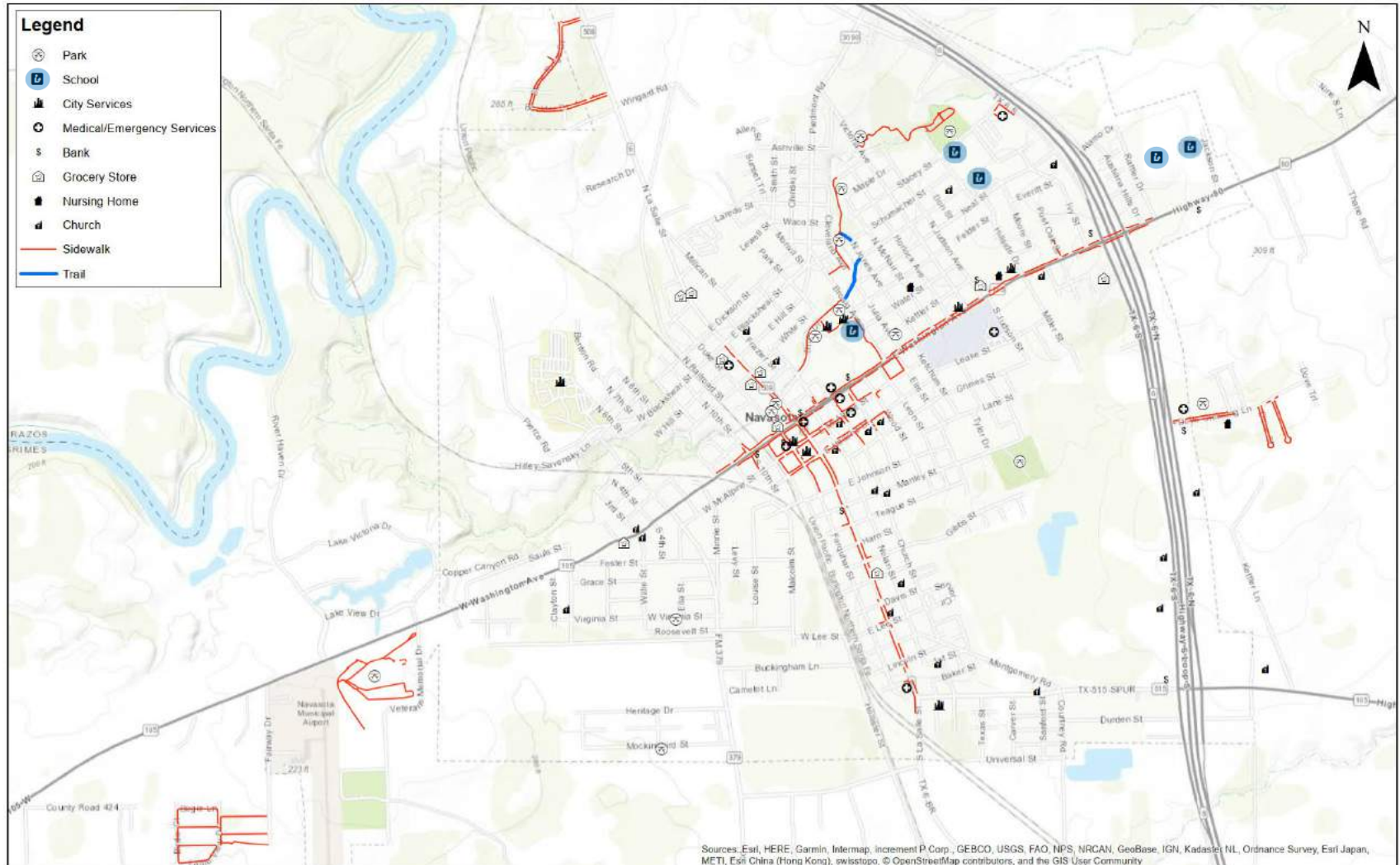
Current Ped/Bike Facilities



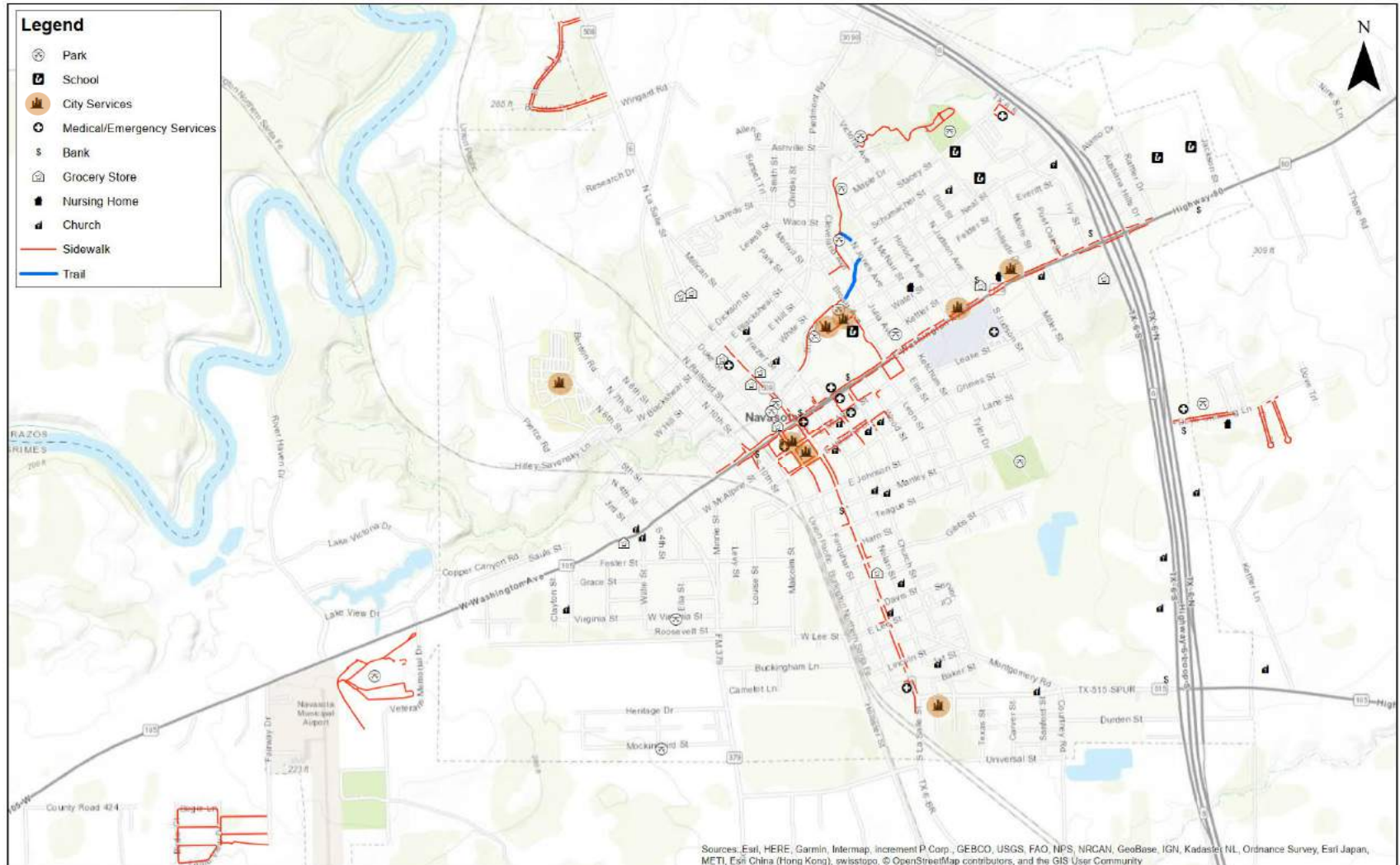
Current Ped/Bike Facilities



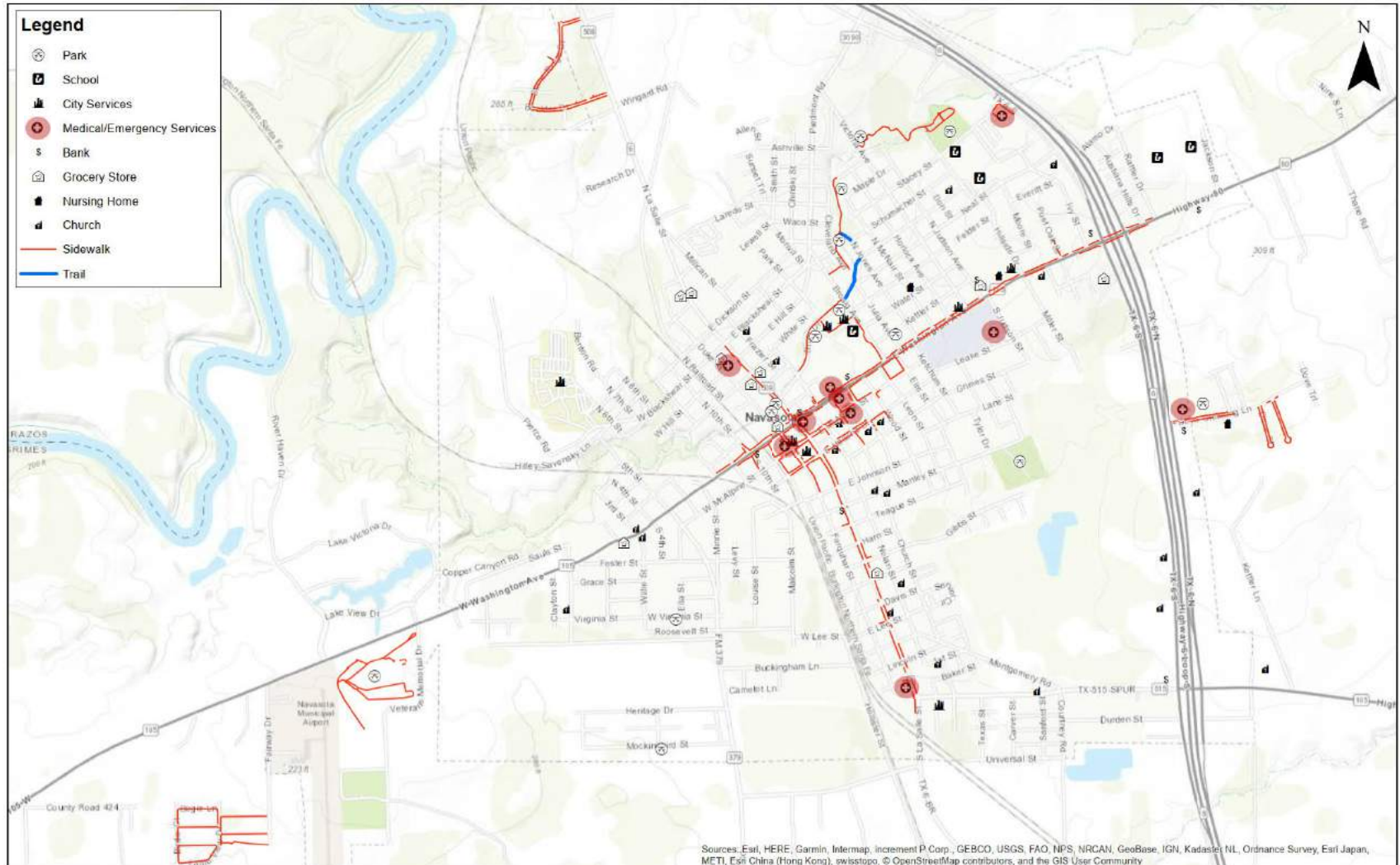
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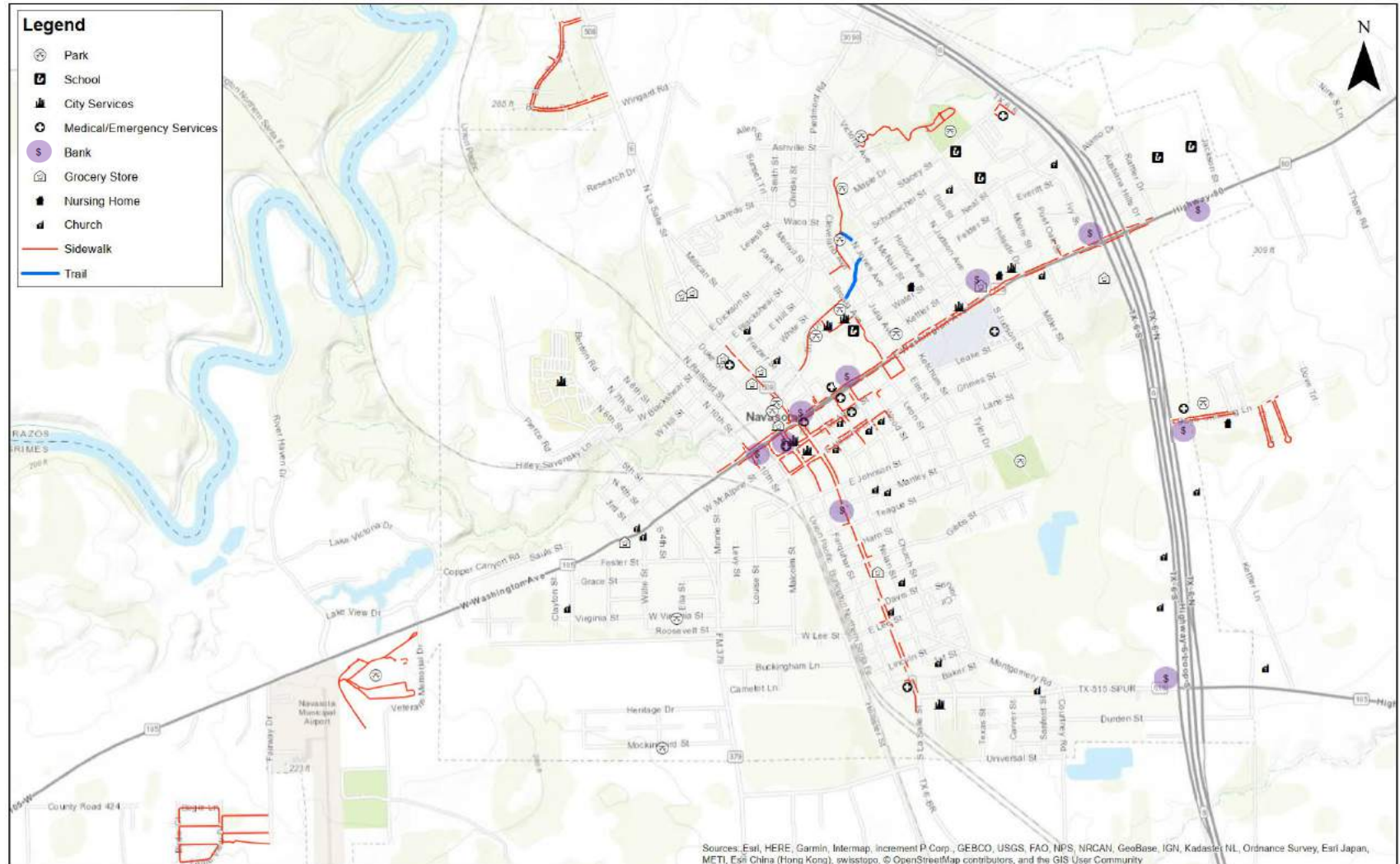
Current Ped/Bike Facilities



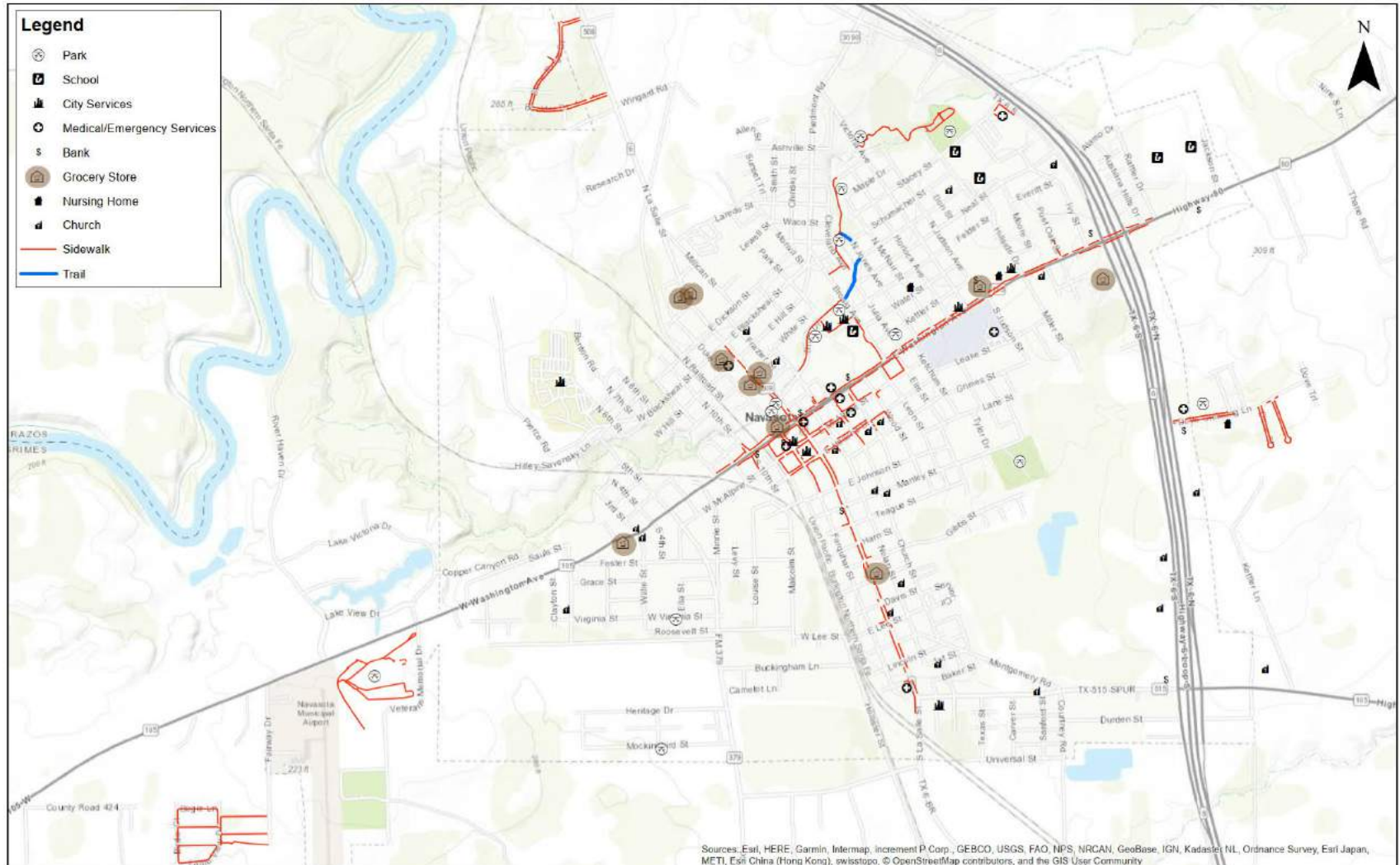
Current Ped/Bike Facilities



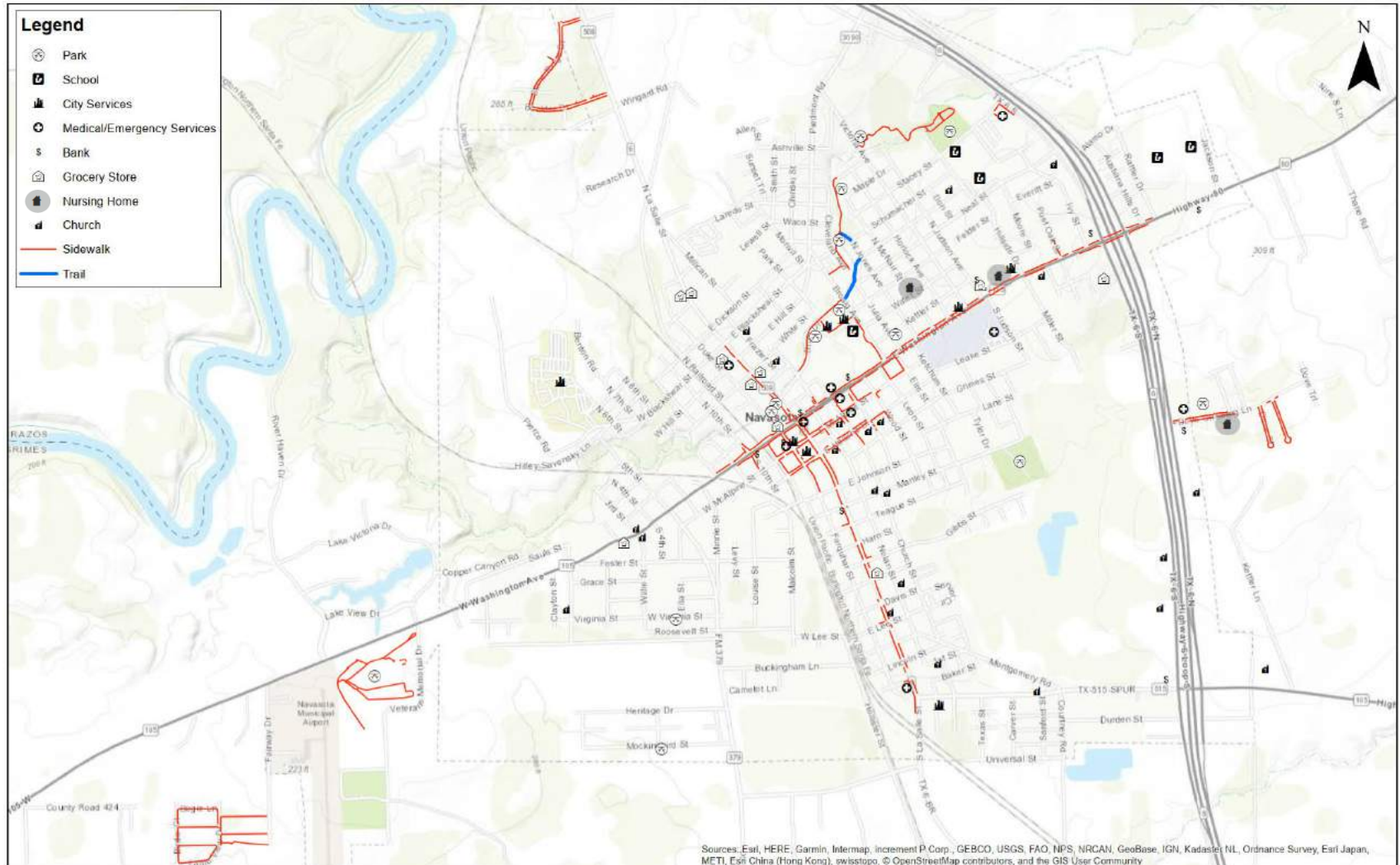
Current Ped/Bike Facilities



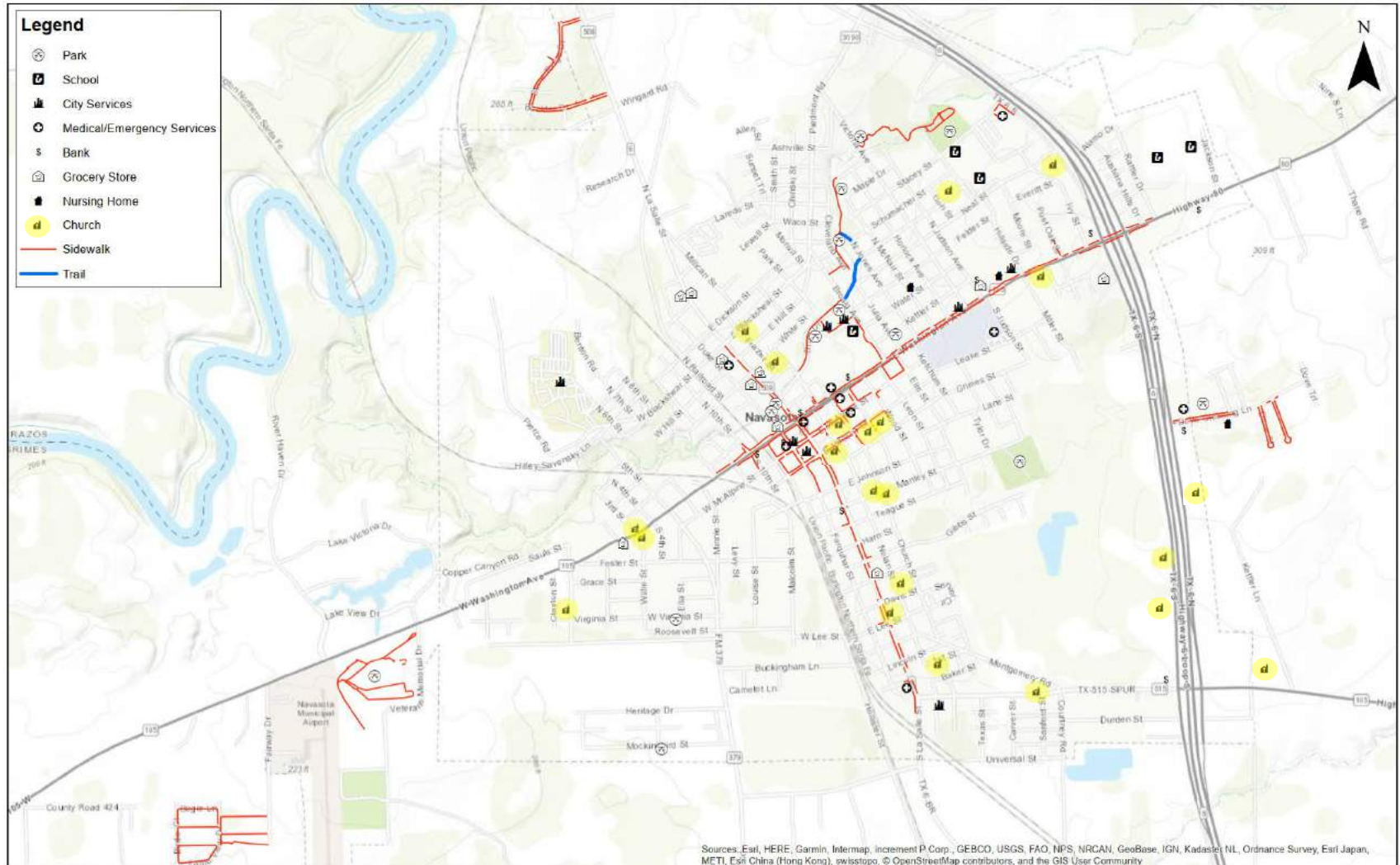
Current Ped/Bike Facilities



Current Ped/Bike Facilities



Current Ped/Bike Facilities



NAVASOTA PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE

May 18, 2021 at City Hall, 5:30 to 7:00 PM

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE (Optional)	E-MAIL (Optional)
Connie Clements	Examiner	300 Hillside	77868	you have it already
Joyce April		904 Holland	77868	
Dutch Bertone		904 Holland	77868	
Myranda Fultz		226 Hillside		
Bernie Gibson		703 N-10 th	77868	
Deborah Richardson				
Tanya Walters			77868	
DAVID TULLOS				
Julie Horn			77868	
Geoff Horn	Self		77868	
MAX BRAND	Self			
Barbara Wade	Group Self		77868	
Sharon Mangum	Self			
James & Dorothy Hays				
Matt Morse	Self		77868	

NAVASOTA PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE

May 18, 2021 at City Hall, 5:30 to 7:00 PM

[illegible]

PROJECT ROUTE:

COMENTS / SUGGESTIONS:

(For TxDOT Grant Purposes)

HOME ZIP CODE: 77868

OPTIONAL INFORMATION

NAME:

MAX BRAND

PHONE:

936-658-1523

EMAIL:

EMAXBRAND@Gmail.com

DO NOT Reduce
PARK, 75 on Hwy 100
WASH, 75 Tol Ave.

Side walks are
Needed.

ONLINE SURVEY RESPONSES

			Please provide comments on the draft Goal and Objectives:	What priority would you consider PARKS when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider SCHOOLS when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider CITY SERVICES (City Hall, Navasota Center, etc.) when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider MEDICAL/EMERGENCY services when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider BANKS/ATMs when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider GROCERY/FOOD STORES when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider NURSING HOMES when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider CHURCHES when identifying important community features that a pedestrian/bicycle system should connect?	Are there other destinations/community features you feel we should consider when planning pedestrian and bicycle connections? How would they rank among the priorities above?	Please provide any additional comments you wish related to pedestrians and bicycles in Navasota.	Please review the draft Pesetrian and Bicycle Routes map and add comments if you would like to.
Response ID	Email	Name	Goal: Provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations. I am so excited about this plan! My family enjoys biking and walking over driving- especially because Navasota is small enough to easily make this a regular way of transportation. Having a safer way to do this will make this much more reasonable for us!											
	1 anonymous			Medium	High	High	High	Medium	High	High	High			I wish the bike lane went past 6 to the schools.
	2 anonymous		I share the pedestrian aspect of the goal. I share the objective of sidewalks connecting residents to schools, community facilities and businesses. Parents do not let their children walk or bike to school anymore. It's not the safe world I grew up in. The only people who would really use these citywide would be cycle clubs coming through town. I will say that in the lower income areas where they may not have a car, they might bike to the grocery store if it were available to them. As a driver, I'm nervous sharing the road with bicycles. I can't help but see increased accidents, even fatalities, with cyclists and cars on Washington Avenue. It's extremely difficult for sedans to back out when parked next to trucks and SUVs, even with a backup camera. You still have to pull out and run the risk of hitting someone. I think the bike ROUTES should encircle town such as on FM 3090 and Spur 515 and then have a shared streets like Church and Victoria to make their way into town. FM 3090 wraps around to connect with FM 379.	Medium	Low	Medium	Medium	Medium	High	Low	Low	The residents in the vicinity of FM 379 are more isolated from services but a sidewalks and bike routes on McAlpine eastbound from FM 379 could connect them to medical facilities, WIC and city services. Many of the dollar stores, health & human services offices are on LaSalle right off FM 3090.	This is not a safe world anymore. Parents don't let their kids walk or bike and it's a waste of resources in my area if you're doing it for the kids. Adults like to walk for their health so sidewalks are appreciated.	I don't want my three trees cut down for a sidewalk. I'm not opposed to street and bike sharing but not at the expense of parking. I think it's impossible to make an honest assessment of bike lanes on Washington until we have the Farquhar-Washington crosswalk constructed. It will require a median from LaSalle to Farquahar and new routing that we have to adapt to because of two streets now with prohibited turns.
	3 anonymous			Medium	Low	High	High	Low	High	High	Low			
	4 anonymous		DO NOT take away from on street vehicle parking for commerce/economic development (Washington Ave. primarily)	High	High	Medium	Medium	Low	Medium	Low	Low	Downtown center, open areas (but no more important than parks)	Need to be aware of width of trucks (LOADS) that would affect "trail" width; I think that in downtown, the bicycle travelers should be on same lane as motor vehicles. Cannot afford to take away any parking from downtown. Also, be aware of width of city streets.	Need to take into account any NEW park development that is needed (primarily West End)
	6 anonymous			High	High	Low	Low	Low	Medium	Low	Low			
	7 anonymous		Better use of taxpayer funds would be to first repair/re-pave the streets in Navasota rather than provide anything new.	High	High	Low	Low	Medium	Medium	Low	Medium			
	8 anonymous		Cross Walks on Washington Street West from LaSalle. # 1 in front of Classic Rock Cafe # 2 at RR tracks near Rail and Rye	High	Medium	Medium	Medium	Medium	High	Medium	Medium	Clean up sidewalk next to Circle P Antiques		
	9 anonymous			Medium	High	Medium	High	High	High	Medium	Medium			
	10 anonymous		1. Connect walkers and cycles to different areas and businesses. 2. Looking forward to riding bikes around town.	High	High	High	High	Medium	Medium	Medium	High	The Recycling building. Rank - medium.	Looking forward to riding bikes around town.	The map looks good. I believe it will be a good start. Thanks for the proposal
	11 anonymous			Medium	Medium	Low	Low	Low	Medium	Low	Low			
	12 anonymous			High	Medium	Low	High	Medium	Medium	Low	Low	Please clean up the parking area next to RR tracts		
	13 anonymous		Pavrd designated paths are great but our roads need so much work. Maybe combine the two?	High	High	Medium	High	Low	Low	Low	Medium		I'm not sure we have enough bikes to really have so much put into this. However, maybe if we encourage more bike friendly activities it could help.	
	14 anonymous			High	High	Low	Medium	Low	Medium	Low	Low		Be mindful to not eliminate/sacrifice parking downtown just to make it more bike friendly. Bike lanes and racks could be added to alleys and places off Washington Ave.	Encourage the removal of the proposed On-Street Bicycle Markings with Sidewalk on Washington Ave.
	15 anonymous			High	High	Low	Low	Low	Medium	Low	Low			
	16 anonymous			High	High	Medium	High	Medium	Medium	Medium	Medium	US Post office		
	17 anonymous		When possible I prefer the multi-use paths. (The city will need to change ordinances to allow bicycles on the paths.	High	High	High	High	Medium	High	Medium	High		This project is needed as the city needs better pedestrian and bicycle facilities.	

PUBLIC MEETING MAP COMMENTS

Comment Number	Comment
1	Would like a bicycle lane to the high school
2	Currently no sidewalks for citizens in low income areas. Would like sidewalk and path along FM 379 and from FM 379 to the north along Washington Avenue.
3	Would like a path along Roosevelt Street to take citizens to places located on the west side of August Horst Municipal Park without going via Washington Avenue.
4	A lot of people park along Hillside Street
5	Hillside street has narrow yards. Moore Street has wider yards and more space for routing sidewalk and bicycle boulevard.

NAVASOTA THOROUGHFARE PLAN AND PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE

August 10, 2021 at City Hall, 5:30 to 7:00 PM

Printed on 8/10/21

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE (Optional)	E-MAIL (Optional)
Mary Stafford				
Susie Hoyer	City			
David & Barbara Alley		222 Hillside Dr.	Navasota 77868	
Grant Holt	City	901 Church	Navasota	
Phillip Cox		911 E.M. Frey	Navasota	
Deborah Richardson			77868	
Janie April		904 W. Alameda	Navasota	
Dietrich Bertone		"	"	
KAREN HUGHES			77868	
Jo Crawford		1100 E. Wash.	77868	
Julie Horn		1015 E. Washington	77868	
Betsy Lehnert		202 McNam	77868	
Connie Clements		300 Hillside	77868	
John Feltz				
Lari Oubre		511 Minnies	77868	

NAVASOTA THOROUGHFARE PLAN AND PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE

August 10, 2021 at City Hall, 5:30 to 7:00 PM

[illegible]

Print (a) (b) (c) (d)

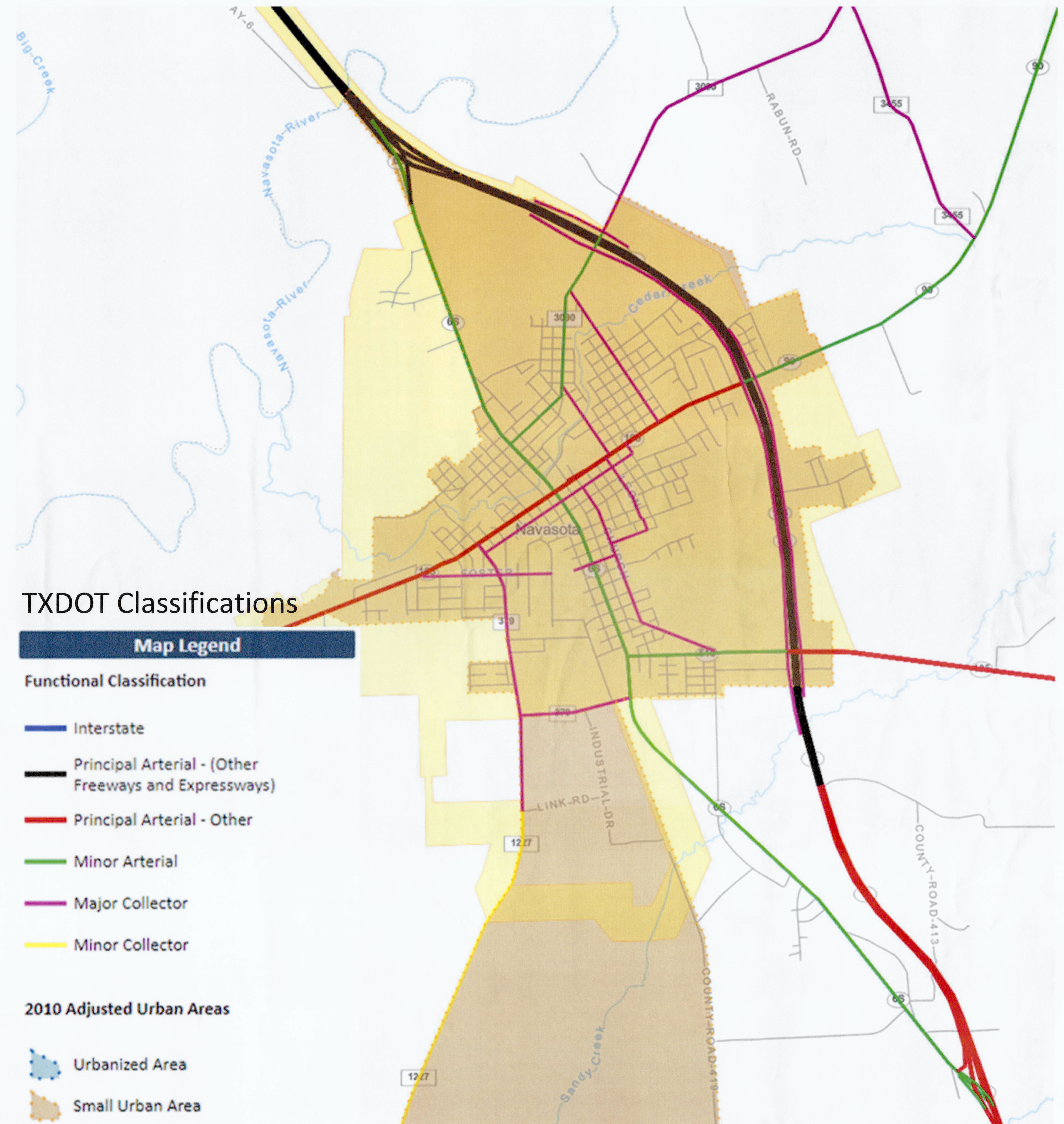
0 2,500 5,000 Feet



Thoroughfare Plan

Legend

- | | | |
|-------------------------|--------------------------|--------------------|
| Existing Freeway | Optional Future Arterial | Existing Route |
| Future Freeway | Existing Minor Arterial | Planned Route |
| Existing Major Arterial | Future Minor Arterial | ETJ_1mi_calculated |
| Future Major Arterial | Future Grade Separation | City_limits |



TXDOT Classifications

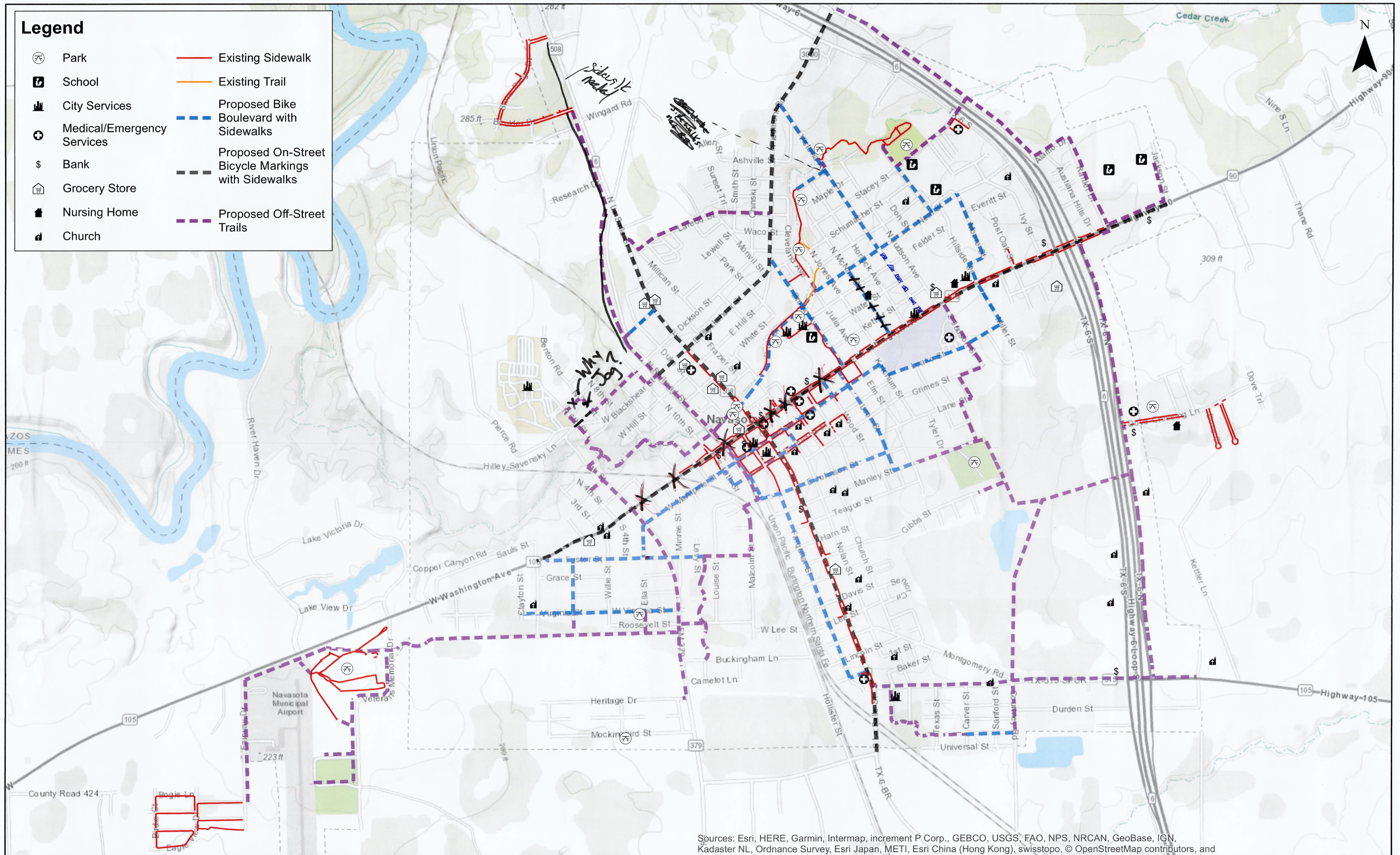
Map Legend

Functional Classification

- Interstate
- Principal Arterial - (Other Freeways and Expressways)
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector

2010 Adjusted Urban Areas

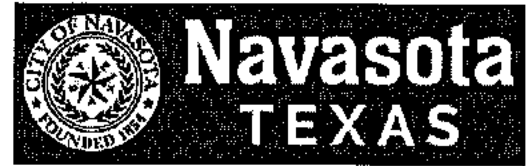
- Urbanized Area
- Small Urban Area



City of Navasota: Bike & Pedestrian Connections - Proposed Facilities Overview

**Thoroughfare Plan and
Pedestrian and Bicycle System Plan
Public Open House**

Tuesday, August 10, 2021, 5:30 to 7:00 PM
IN-PERSON AND WEB MEETING



Comments Sheet

1. Please provide comments on the Thoroughfare Plan

2. Please provide comments on the Pedestrian and Bicycle System Plan

*I love these ideas; however if something is
not done about the dog problem cyclist
will be seen as prey. I foresee a lot of
cyclist be seriously injured.*

**Thoroughfare Plan and
Pedestrian and Bicycle System Plan
Public Open House**

Tuesday, August 10, 2021, 5:30 to 7:00 PM
IN-PERSON AND WEB MEETING



**Navasota
TEXAS**

Comments Sheet

1. Please provide comments on the Thoroughfare Plan

2. Please provide comments on the Pedestrian and Bicycle System Plan

There is a lot of pedestrian traffic on Blackshear walking from the cemetery area over to La Salle, going to Dollar General, Brookshire Bros, and other destinations in that area. Providing safe walking space for these folks should be a priority.

Pedestrian lighting doesn't have to be on overhead poles. Consideration should be made to finding less intrusive options

Thoroughfare Plan and
Pedestrian and Bicycle System Plan
Public Open House

Tuesday, August 10, 2021, 5:30 to 7:00 PM
IN-PERSON AND WEB MEETING



Navasota
TEXAS

Comments Sheet

1. Please provide comments on the Thoroughfare Plan

Lighting, lighting, lighting...
Detail on slides difficult to see - Walkers on
junction? Walkers on McAlpine? - Where is
current data showing numbers of people walking?
by day, by hour? If our population is only
projected to grow by 10% or so, why do we need
this? Let's put our \$ & time where is actually needed!
NEED versus want!!
Use fact based data rather than
emotional, want based/

2. Please provide comments on the Pedestrian and Bicycle System Plan

- ①. Data Request # of people walking & riding bikes
daily, current & future.
②. Is this a goal for current walkers / riders
or future? If future, what is data
being used to track current & future?
③. Please use DATA!!! Actual data!!! Very seldom
see anyone under 18 years old riding bikes anywhere
see only a few people, less than 5/day, riding bikes
walking in Navasota, most over 18 years old.
④. Why is this being pushed so hard... Because bad walking?
Maybe funds need better use - potholes, road surface, etc.

Held, Jeff

From: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Sent: Monday, August 16, 2021 2:43 PM
To: Held, Jeff
Subject: FW: SUGGESTIONS FOR THOROUGHFARE PLAN

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

Hi Jeff,

Here is another comment from a citizen regarding the Thoroughfare Plan/Ped & Bike Plan.

Thanks,
Rayna



Rayna Willenbrink
Economic Development Specialist
City of Navasota
RWillenbrink@navasotatx.gov
Tel: (936) 825-6475
Fax: (936) 825-2403

From: conniecllem@suddenlink.net <conniecllem@suddenlink.net>
Sent: Monday, August 16, 2021 2:40 PM
To: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Subject: RE: SUGGESTIONS FOR THOROUGHFARE PLAN

One other suggestion...what about sidewalks on Laredo Street in light of the new 100-plus homes subdivision? There's already two apartment complexes and a mobile home park on Laredo and now the possibility of so many more cars.

Connie

From: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Sent: Monday, August 16, 2021 2:26 PM
To: conniecllem@suddenlink.net
Subject: RE: SUGGESTIONS FOR THOROUGHFARE PLAN

Hi Connie,

Thank you for attending the open house meeting and for participating and providing this feedback.

Best,
Rayna

Rayna Willenbrink
Economic Development Specialist
City of Navasota



RWillenbrink@navasotatx.gov

Tel: (936) 825-6475

Fax: (936) 825-2403

From: conniecllem@suddenlink.net <conniecllem@suddenlink.net>

Sent: Thursday, August 12, 2021 7:27 AM

To: jeff.held@strand.com; Rayna Willenbrink <rwillenbrink@navasotatx.gov>

Subject: SUGGESTIONS FOR THOROUGHFARE PLAN

Rayna and Jeff,

I need time to think when I see these maps so I didn't leave a comment Tuesday night. I hope it's not too late now. I have comments about four locations, and one is about to become as busy as SH 90/SH 6 which could increase crash numbers if this isn't addressed at some point.

1. Eastbound on SH 105 E., the center turn lane ends right before New Hope Church. Traffic is going fast and even at 10 a.m. on Sunday morning, it's sometimes unnerving to have to stop to turn left into the church driveway because the eastbound traffic is accelerating to "get ahead" because that is where the two eastbound traffic lanes narrow down to one.

Next, while leaving the church is easy if making a right turn because there are two westbound lanes, there is some conflict making a left turn because you have to cross two lanes and turn directly into a lane of converging traffic since the center turn lane is gone. TxDOT needs to extend that center turn.

The church hosts other events during the week and some of those begin at 5 p.m., just in time for rush hour. There can be no denying that traffic is going to increase coming and going in that area when SH 249 connected and open to SH 105 E. Also, Chicken Express and a new car dealership with some frontage on SH 105 E. will be opening soon and may add to the congestion.

2. About Councilman Fultz's concern about additional traffic on N. Bus. 6 from the possibly 200 extra drivers in the new 103-home subdivision to be constructed the end of 2021, why doesn't TxDOT add an accel and decel lane for southbound traffic to turn and exit Stoneridge and a left turn lane for northbound traffic, or just extend the center lane from Washington Avenue or FM 3090 to the interchange at SH 6?

TxDOT also needs to make similar improvements to SH 105 W. outside of Pecan Lakes Estates. There is no turn lane there either. There are 150 existing homes with another 100-plus under construction. With people moving to our area, that tax base is moving with it. TxDOT will be getting more from our community and they should be giving it back in improvements.

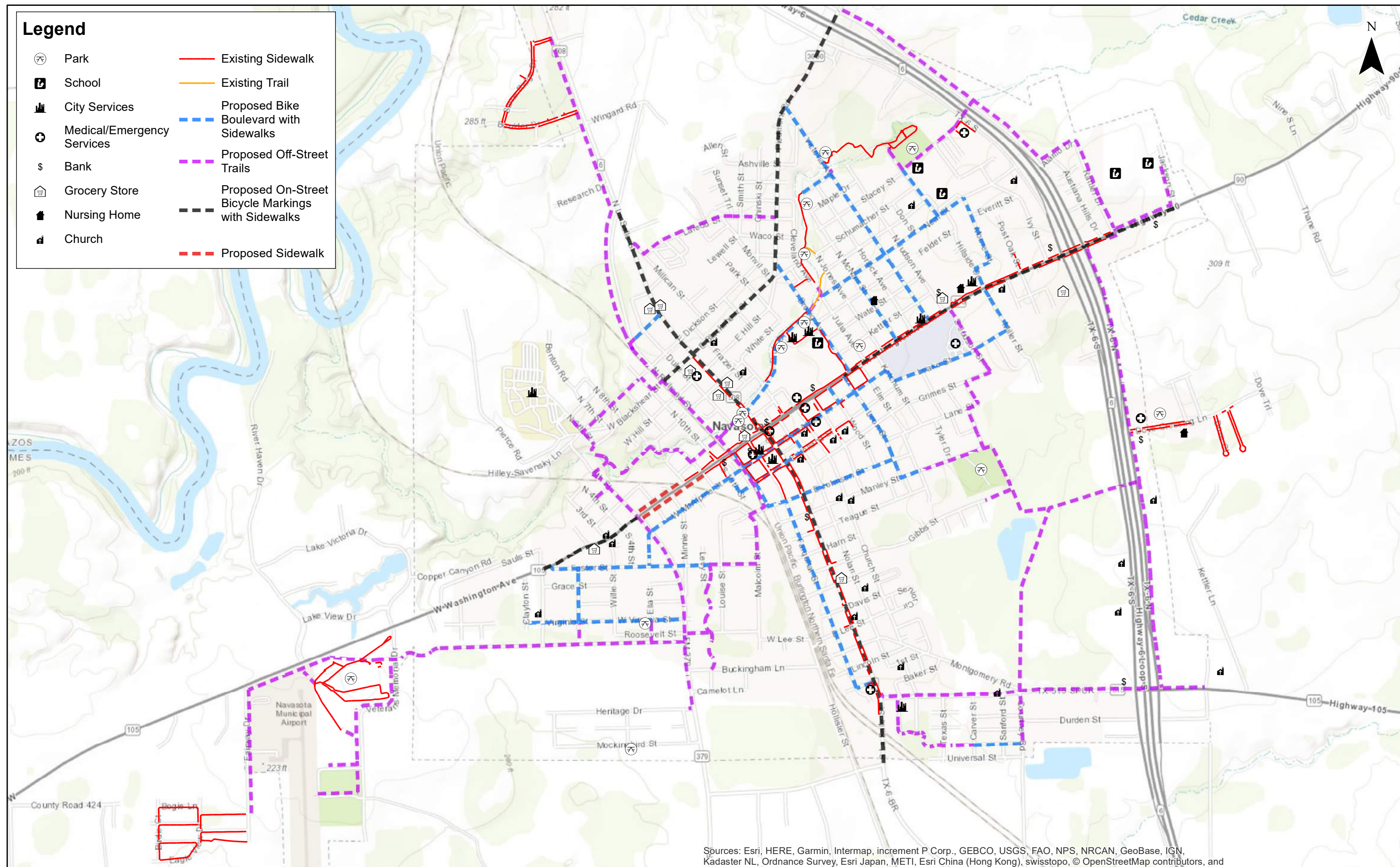
3. I think FM 3090/Piedmont Rd. is ideal for bike lanes. My neighbor bikes from Hillside out FM 3090 to FM 149. He says a lot of bikers use that route. It would be a way to get them into town or around town. Victoria and Brosig Streets both intersect Piedmont and are straight shots from Piedmont to Washington Avenue. Brosig would be the most direct to McAlpine which has been suggested as a bike path street.
4. At Brosig and Leon Streets at Washington Avenue, there are two traffic lights. Two lights are unnecessary and I've seen them cause a back-up of eastbound traffic to the LaSalle statue! The one on Leon Street by the Dairy Queen should be a stop sign for Leon Street traffic.

Connie Clements
300 Hillside Street
Navasota, Texas 77868

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APPENDIX C
PROPOSED ROUTING MAP



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and

APPENDIX D
COST ANALYSIS UNIT PRICE ASSUMPTIONS

Initial Construction Cost

		Concrete						Remarks
	Item Description	Item Code	Unit	Quantity	Unit Price	Cost	Rounded Cost	
Required	7" Reinforced Concrete SUP	3606001	SY per mile	5867	\$ 99.72	\$ 585,024.00	\$ 585,000.00	
	Flex Base Surface Area 8" Gravel	2476201	SY per mile	7040	\$ 10.99	\$ 77,369.60	\$ 77,000.00	
	Pavement Marking	6666205	LF per mile	1320	\$ 0.12	\$ 158.40	\$ -	
	Bicycle Route Signs		per mile	10	*	\$ 4,798.00	\$ 4,800.00	Assumes 10 per mile
Subtotal						\$ 667,350.00		
Optional	Induction & Infrared Bike/Ped Counter		per mile	1	*	\$ 5,820.00	\$ 5,800.00	
	High Pressure Sodium Light		per mile	53	*	\$ 265,000.00	\$ 265,000.00	Assumes Every 100 feet (53 per mile)
Subtotal						\$ 270,820.00		
* Item cost taken from the TxDOT Bicycle Tourism Trails Study, Tech Memo 3					Total	\$ 938,170.00		

		Asphalt						Remarks
	Cost Description	Item Code	Unit	Quantity	Unit Price	Cost	Rounded Cost	
Required	2" HMA Surface	3406122	ton per mile	657	\$ 85.52	\$ 56,192.34	\$ 56,000.00	
	2" HMA Base	3406239	ton per mile	657	\$ 56.91	\$ 37,393.66	\$ 37,000.00	
	Primecoat AEP	3106005	Gal per mil	1760	\$ 2.63	\$ 4,628.80	\$ 5,000.00	Assumes 0.3 gal/SY application rate
	Flex Base Surface Area 8" Gravel	2476201	SY per mile	7040	\$ 10.99	\$ 77,369.60	\$ 77,000.00	
	Pavement Marking	6666205	LF per mile	1320	\$ 0.12	\$ 158.40	\$ -	
	Bicycle Route Signs		per mile	10	*	\$ 4,798.00	\$ 4,800.00	Assumes 10 per mile
Subtotal						\$ 180,540.81		
Optional	Induction & Infrared Bike/Ped Counter		per mile	1	*	\$ 5,820.00	\$ 5,800.00	
	High Pressure Sodium Light		per mile	53	*	\$ 265,000.00	\$ 265,000.00	Assumes Every 100 feet (53 per mile)
Subtotal						\$ 270,820.00		
* Item cost taken from the TxDOT Bicycle Tourism Trails Study, Tech Memo 3					Total	\$ 451,360.81		

		Gravel						Remarks
	Cost Description	Item Code	Unit	Quantity	Unit Price	Cost	Rounded Cost	
Required	Flex Base Surface Area 8" Gravel	2476201	SY per mile	7040	\$ 10.99	\$ 77,369.60	\$ 77,000.00	
	Bicycle Route Signs		per mile	10	*	\$ 4,798.00	\$ 4,800.00	Assumes 10 per mile
Subtotal						\$ 82,167.60		
Optional	Induction & Infrared Bike/Ped Counter		per mile	1	*	\$ 5,820.00	\$ 5,800.00	
	High Pressure Sodium Light		per mile	53	*	\$ 265,000.00	\$ 265,000.00	Assumes Every 100 feet (53 per mile)
Subtotal						\$ 270,820.00		
* Item cost taken from the TxDOT Bicycle Tourism Trails Study, Tech Memo 3					Total	\$ 352,987.60		

Maintenance Costs

		Concrete		Unit Price	Cost	Remarks
Cost Description	Item Code	Unit	Quantity			
Routine Annual Maintenance	Grass Mowing Cleaning/Brushing Tree Trimming Vandalism Repair Litter Control	Per Mile		\$ 5,000.00		Cost taken from Routine Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3
Periodic Maintenance (every 5 years)	Crack Sealing Roadway Edging Re striping	Per Mile		\$ 9,000.00		Cost taken from Periodic Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3
30 Year Cost					\$ 204,000.00	

		Asphalt		Unit Price	Cost	Remarks
Cost Description	Item Code	Unit	Quantity			
Routine Annual Maintenance	Grass Mowing Cleaning/Brushing Tree Trimming Vandalism Repair Litter Control	Per Mile		\$ 5,000.00		Cost taken from Routine Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3
Periodic Maintenance (every 5 years)	Crack Sealing Roadway Edging Re striping	Per Mile		\$ 9,000.00		Cost taken from Periodic Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3
One Time Cost (15 year resurface)	Milling Resurface 2" HMA Primecoat AEP Pavement Marking	3546197 SY per mile Per Mlle Per Mlle Per Mile	657	\$ 0.95	\$ 624.21 \$ 56,000.00 \$ 5,000.00 \$ 158.40	 Taken from initial construction cost Taken from initial construction cost Taken from initial construction cost
30 Year Cost					\$ 256,782.61	

		Gravel		Unit Price	Cost	Remarks
Cost Description	Item Code	Unit	Quantity			
Routine Annual Maintenance	Grass Mowing Cleaning/Brushing Tree Trimming Vandalism Repair Litter Control Spot Gravel	Per Mile Per Mile		\$ 1,000.00		Estimated based on gravel road maintenance
Periodic Maintenance (every 5 years)	Regravel 1" surface Reblading	1506001 SY per Mile STA	52.8	\$ 166.96	\$ 9,671.20 \$ 8,815.49	Cost of 8" Gravel divided by 8
30 Year Cost					\$ 290,920.13	

Report for City of Navasota, Texas

Thoroughfare Plan Update Report



Prepared by:

STRAND ASSOCIATES, INC.®
1906 Niebuhr Street
Brenham, TX 77833
TBPE No. F-8405
www.strand.com

October 2021



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APPENDIX E—COMMUNITY MEETING COMMENTS

EXECUTIVE SUMMARY

The City of Navasota (City) hired Strand Associates, Inc.[®] (Strand) to complete a review of the existing Thoroughfare Plan and document it in this Thoroughfare Plan Update Report (Report). This Report builds upon the City of Navasota Comprehensive Plan 2015-2025 adopted in August 2015 (Comp Plan). Specifically, the focus of this Report is on three items documented in the Comp Plan. These are:

1. Review the City's Thoroughfare Plan.
2. Review traffic operations at LaSalle Street and Washington Avenue intersection.
3. Identify high frequency crash zones for future projects.

The existing Navasota Thoroughfare Plan map of functional classification still compares favorably to the Texas Department of Transportation's (TxDOT's) designation for functional classification. While some differences occur, these are minor and appropriate given the plan for new connections and extensions to the existing routing through the City. A review of typical sections indicates required widths of roadway for any future expansions.

Several different locations have been identified as ideal for new expansion. The East Arterial running north-south to the east of TX 6 is an ideal connection as the neighborhood east of TX 6 has been identified as a growth center and a new connection would enable further development. A possible layout and alignment have been developed for future use. Another potential extension has been identified as the Spur 515 grade-separated crossing of the railroad and extension to the west of the City. This connection would help emergency services reach residents in the western one-half of the City more rapidly. TxDOT suggested additional evaluation of Spur 515 extension.

In addition to the proposed routing, a traffic analysis has been performed for the intersection at Washington Avenue and LaSalle Street. With queue lengths in the eastbound direction becoming increasingly long, several alternatives have been developed with different solutions to these queueing problems while improving overall intersection performance and keeping pedestrian access at the intersection intact.

Analysis of the crash data in the City has also been evaluated to identify problem intersections and corridors for improvements with coming projects. LaSalle Street intersections with Farm-to-Market (FM) 3090 and with Washington Avenue were identified as potential problem areas, as well as the Washington Avenue corridor from LaSalle Street to TX 6.

1.01 INTRODUCTION

The City of Navasota (City) hired Strand Associates, Inc.[®] (Strand) to complete a review of the existing Thoroughfare Plan and document it in this Thoroughfare Plan Update Report (Report). This Report builds upon the City of Navasota Comprehensive Plan 2015-2025 adopted in August 2015 (Comp Plan). Specifically, the focus of this Report is on three items documented in the Comp Plan. These are:

1. Review the City's Thoroughfare Plan.
2. Review traffic operations at LaSalle Street and Washington Avenue intersection.
3. Identify high frequency crash zones for future projects.

1.02 REPORT PROCESS

The Report process consisted of four main components:

1. Existing thoroughfare plan review
2. Traffic operations analysis at the LaSalle Street and Washington Avenue intersection
3. Crash records review
4. Community involvement and Report development.

A. Existing Thoroughfare Plan Review

The first step was a review of the City's current comprehensive plan for the City, followed by a review of current Thoroughfare Plan Map and a review of the existing street classification system. The study team also summarized concepts for priority corridor projects.

B. Traffic Operations Analysis

The study team requested several types of data from Texas Department of Transportation (TxDOT) including 24-hour roadway traffic volume counts and current signal timings of the study intersection of Washington Avenue and LaSalle Street. Strand also collected traffic counts of peak period traffic at the intersection. Using City, TxDOT, and Strand data, the study team completed an analysis of existing and future conditions of the intersection. Following this analysis, several different alternatives were reviewed for modifying the intersection.

C. Crash Records Review

The study team used the Crash Record Information System (CRIS) tool from TxDOT to compile reported crashes from 2015 through 2019. Analysis includes a review of intersection crash rates, corridor crash rates, and possible contributing factors.

D. Community Involvement

Strand assisted the City with a community meeting to present the draft findings of the project and gather community input. A summary of the meeting is included in Section 5.

E. Development of the Report

The final step in the process was to document the approach and results in this Report. This City of Navasota Thoroughfare Plan Review Report was approved by the Navasota City Council on October, 25, 2021.

SECTION 2
EXISTING THOROUGHFARE PLAN REVIEW

2.01 INTRODUCTION

The Existing Thoroughfare Plan Review consists of a review of the existing street classifications and recommended modifications.

2.02 REVIEW OF STREET CLASSIFICATIONS

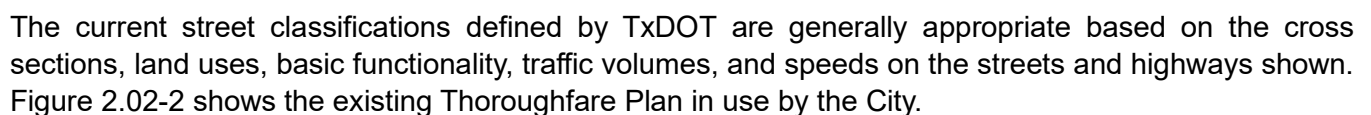
A. Street Classification

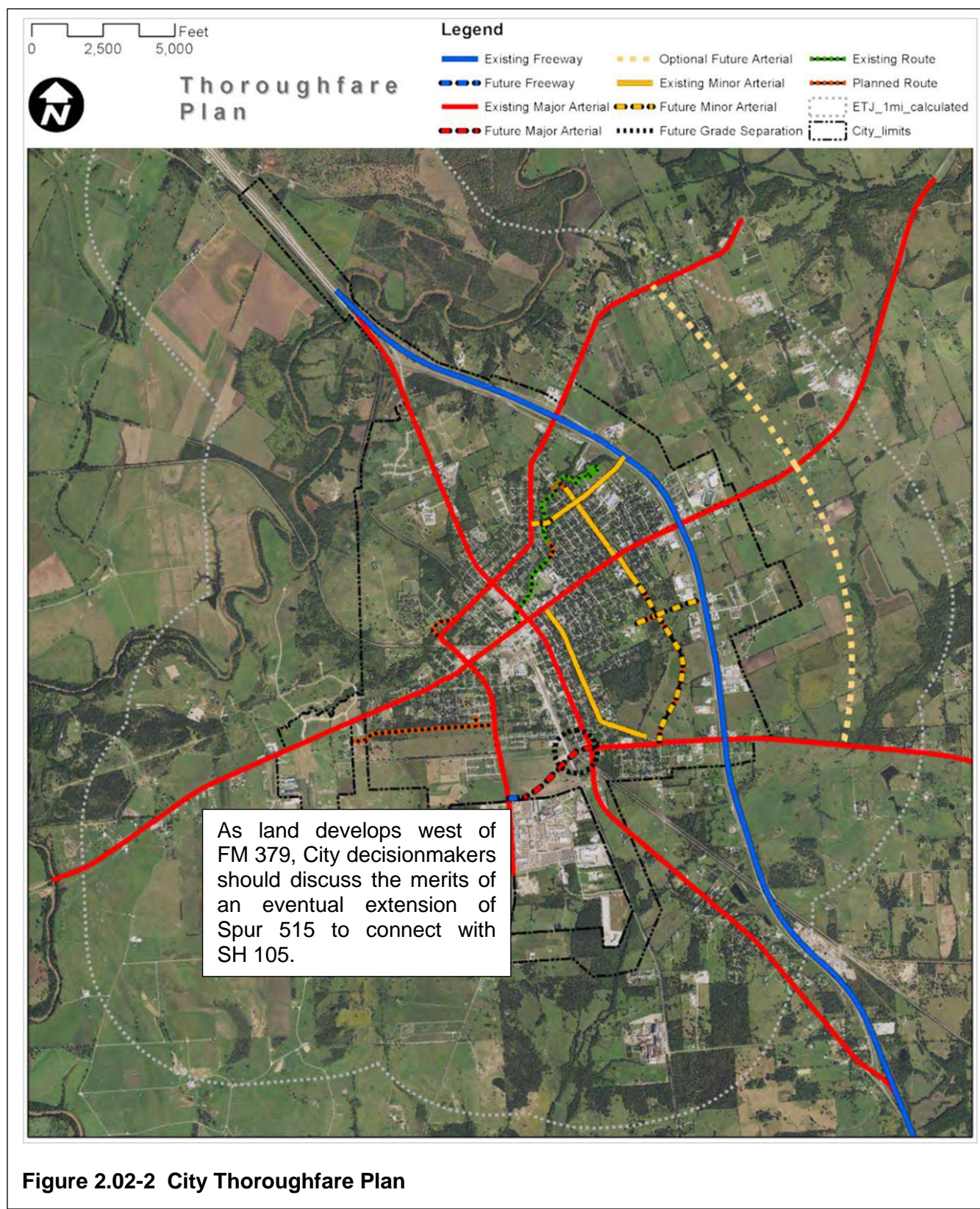
Streets are classified according to the functions they serve. There are two primary functions of a highway or street for motor vehicles: mobility, or throughput; and access to adjacent land uses. The highest level of street classification regarding mobility is an Interstate corridor. Interstates provide the highest level of mobility of any highway and provide zero direct access to adjacent land uses. The lowest level of street classification is a Local Street. A Local Street's primary goal is to provide access to the adjacent land uses. The hierarchy of street classifications from highest mobility and lowest access to lowest mobility and highest access is:

1. Interstate
2. Principal Arterial–Other Freeways and Expressways
3. Other Principal Arterial
4. Minor Arterial
5. Major Collector
6. Minor Collector
7. Local Street

B. Existing Street Classifications

Figure 2.02-1 shows the current TxDOT street classifications near the downtown of the City.





The City's Thoroughfare Plan, while differing in some areas from the TxDOT functional classification, is well suited for the City. The main differences lie in the fewer classification types that the City's Thoroughfare Plan has, and the future roadways the City is planning. The key connections the City is proposing include:

1. A new East Arterial running north to south between State Highway (SH) 105 and SH 90 and/or SH 90 and Farm-to-Market (FM) 3090.
2. The Spur 515 grade separation extending this east to west arterial to connect with FM 379 directly. As land develops west of FM 379, City decisionmakers should discuss the merits of an eventual extension of Spur 515 to connect with SH 105.
3. An extension of the Minor Arterial Judson Street to the south to connect to Spur 515.
4. An extension of the Minor Arterial Manley Street to the east to connect to the SH 6 frontage road.
5. A new east to west street connection just south of Roosevelt Street running between FM 379 and FM 422/Veteran's Memorial Drive.
6. A new 5th Street connection to Blackshear Street. This route serves as a Major Arterial for this section of the City according to the Thoroughfare Plan.
7. Local street connections generally along Cedar Creek.

These proposed routes are appropriate based on City layout and roadway functionalities. Additional discussion regarding the East Arterial and Spur 515 grade separation is included in the next section.

C. Typical Street Sections

Required right-of-way (R/W) widths tend to vary for different classifications of streets.

1. Local streets need the least amount of R/W being able to function with 40 to 60 feet typically used for travel lanes, parking, and sidewalk.
2. Collectors typically need 60 to 80 feet of R/W because they sometimes have multiple lanes in each direction.
3. Major and minor arterials have an even wider footprint to accommodate higher traffic of as low as 80 feet, but typically 100 to 120 feet of R/W. This wider footprint can accommodate multiple lanes in each direction, turn lanes, and medians as well as sidewalks and curb and gutter or drainage ditches.

For future planning, these general R/W widths should be used for new roadways based on their planned functional classification.

2.03 PRIORITY FUTURE IMPROVEMENTS

Based on the City's Thoroughfare Plan and discussions held during the development of this Report, the City is considering the following higher priority new street connections and improvements.

A. The City's East Arterial

The City is interested in understanding the possible location, impacts, and costs for a new north to south arterial east of SH 6 that would improve mobility, increase safety, and provide connectivity for local traffic. SH 6 is an important regional arterial carrying substantial traffic volumes. The 1.8-mile section of SH 6 along the east side of the City between SH 105 and SH 90 also functions as a local arterial for residents and visitors because there are no parallel alternate routes to destinations such as the high school and light industrial establishments. In 2015, SH 6 traffic volumes south of SH 105 were 19,553 vehicles per day (vpd)¹. Between SH 105 and SH 90 they rose to 29,564 vpd, an increase of 10,000 vpd, largely made up of traffic from SH 105. North of SH 90 volumes dropped to 25,098 vpd. This suggests that up to 4,500 vpd on SH 6 could be local traffic that uses SH 6 because there are no parallel alternative routes.

TxDOT forecasts volumes on this section of SH 6 will increase more than 100 percent to 43,430 vpd by 2035. Factors fueling this growth include:

1. The City's comprehensive plan that designates the area east of SH 6 between SH 105 and SH 90 as a growth center, planned for single-family residential.
2. The lack of a good alternate connection between SH 105 and SH 90
3. The completion of the SH 249 project, which will likely generate additional traffic on SH 6.

An alternative arterial route located east of SH 6 could improve safety, reduce congestion, and reduce local traffic on this important SH 6 regional route. An alternative route east of SH 6 would address all of these concerns and provide relief for those drivers with destinations within the area of the City, and also provide alternative connections to routes SH 105 and SH 90 that do not interfere with regional traffic heading toward Bryan and College Station or Montgomery County.

This project would likely be completed in two stages with the first stage extending from SH 105 to SH 90. The second stage would extend from SH 90 to FM 3090.

¹Source: http://www.dot.state.tx.us/apps/statewide_mapping/StatewidePlanningMap.html

1. Alignment Layout of Proposed Roadway

The initial stage of the proposed east arterial between SH 105 and SH 90 would be approximately 1.7 miles long. The centerline of the roadway would begin approximately 3,400 feet to the east of the centerline of the east SH 6 frontage road. This roadway would run to the north with one horizontal curve with a radius of approximately 6,200 feet and a superelevation of 2.5 percent, meeting a design speed of 60 miles per hour (mph). The centerline of the roadway would tie into SH 90 approximately 2,500 feet northeast of the SH 6 frontage road. The roadway would generally need a R/W of 150 feet, with additional R/W potentially necessary at both the SH 105 and SH 90 intersections to accommodate turn lanes and provide adequate sight distance. A traffic signal warrant analysis would be required at both intersections to determine the intersection control type. A conceptual layout is shown in Figure 2.03-1 and can be found in Appendix A.

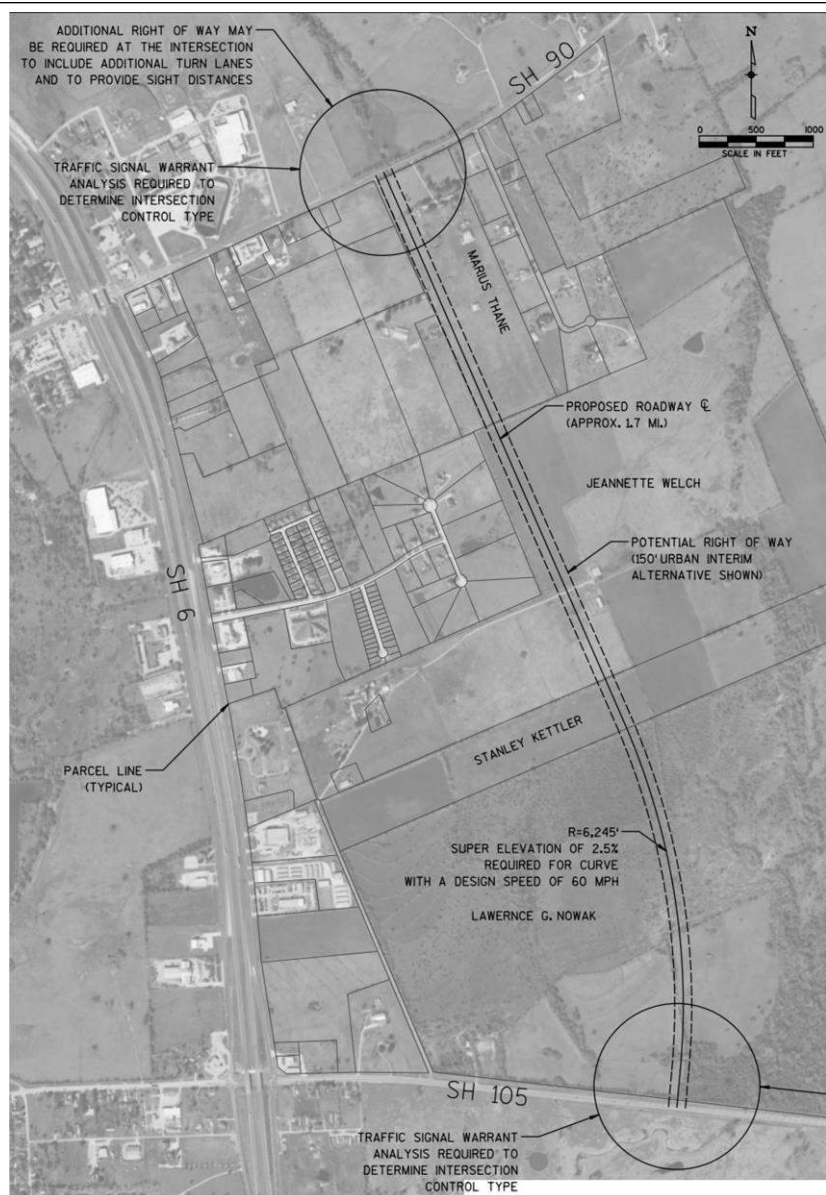


Figure 2.03-1 East Arterial Conceptual Layout

2. Proposed Typical Sections

Based on the current land use, using a three-lane rural typical section would be appropriate. This includes one 12-foot travel lane with a 10-foot outside shoulder in each direction and a 16-foot shared turning lane in the center of the roadway. This would also require a 30-foot clear zone

from the edge of the travel lanes and slopes at 6:1 away from the shoulder and 4:1 on the back side of the ditch. As noted, this option would need approximately 150 feet for R/W.

Depending on the intensity of future land uses and City preferences, there are at least two other options available for the typical section. The second option is a two-lane divided suburban typical section. This section would be appropriate if the City anticipates residential development nearby. It has the same 12-foot travel lanes and 10-foot shoulder in each direction, and the same clear zone and ditch requirements as the two-lane rural section. However, the center of the roadway would have a 22-foot raised median with curb. This would allow left-turn bays in the median leading into residential subdivisions as those develop around this area, and would provide potential two-stage pedestrian and bicycle crossings resulting in a more pedestrian and bicycle-friendly environment. This section would also likely require some drainage structures in the median to capture stormwater during rain events. This option would need approximately 150 feet for R/W. This option could serve as an interim section with the ability to expand it in the future to the third option listed in the following.

A third option for typical section is a four-lane divided urban typical section. This would be appropriate if the City anticipates mixed commercial and residential land uses and the higher traffic that such development would generate. This typical section includes two 12-foot travel lanes in each direction with curb and gutter, a 6-foot buffer/on-street bike accommodation, and sidewalk on the outside in each direction along with a 22-foot raised median with turn lanes where needed. This option would need approximately 106 feet for R/W.

Figure 2.03-2 shows the possible typical sections.

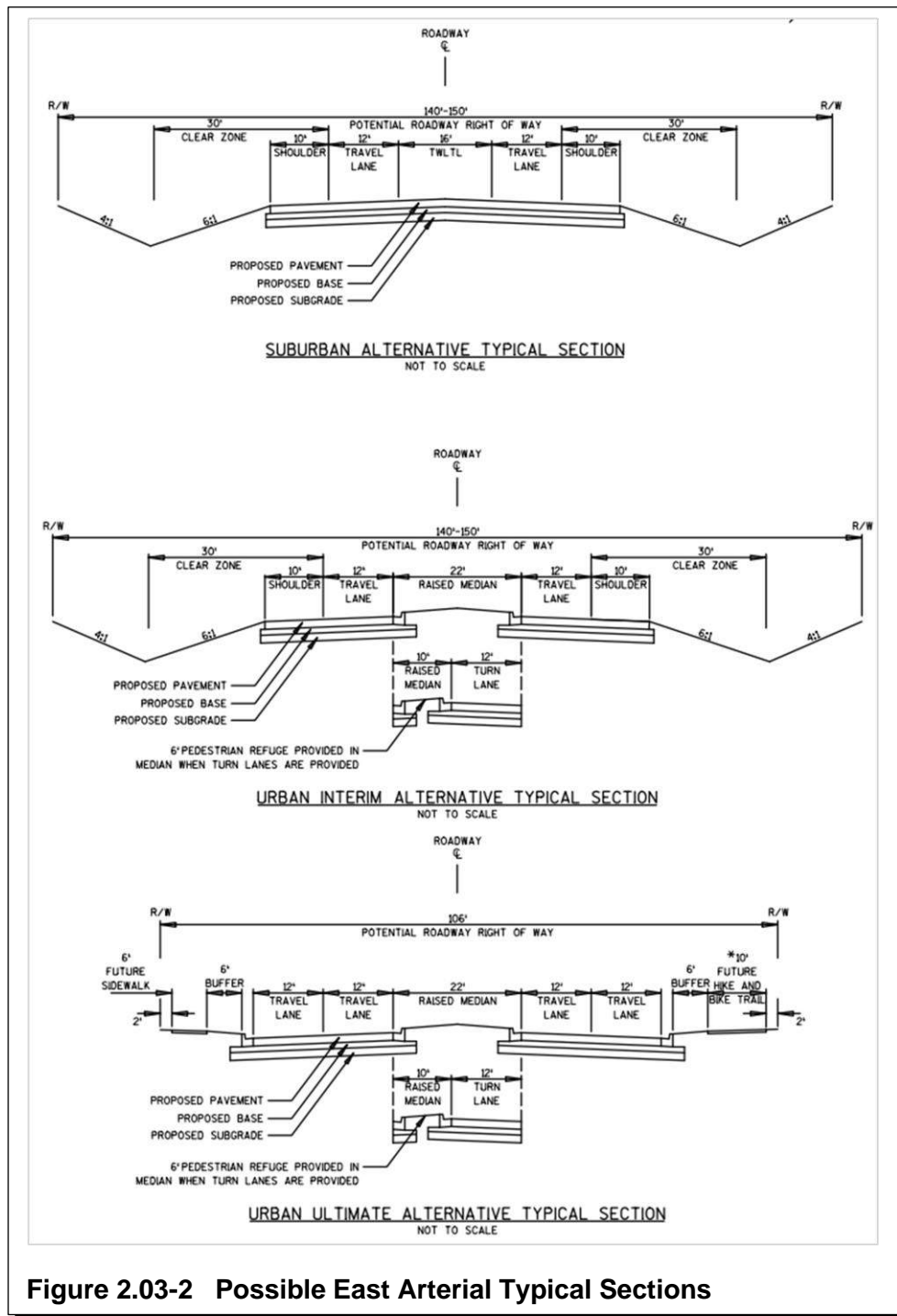


Figure 2.03-2 Possible East Arterial Typical Sections

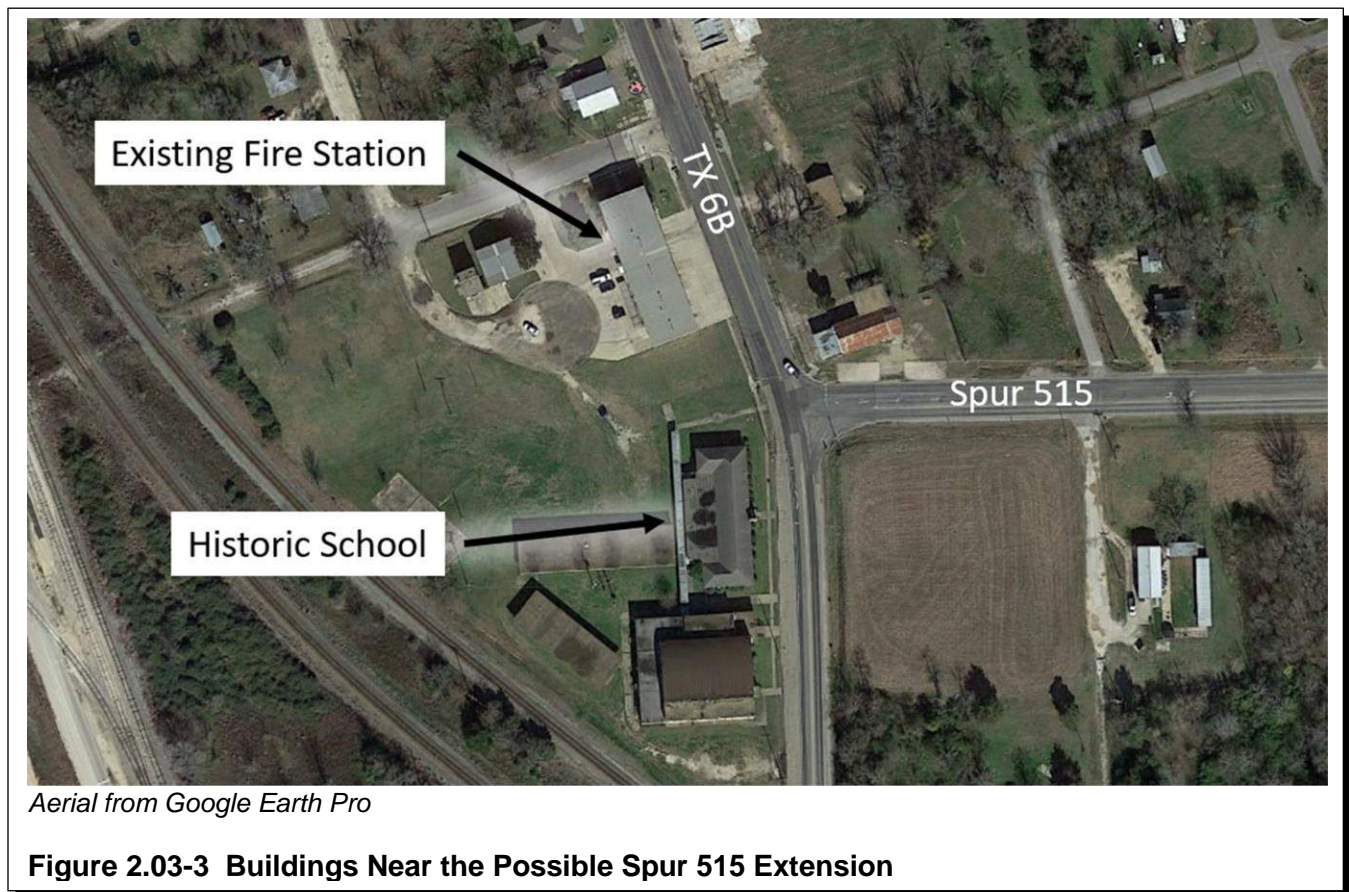
B. Spur 515 Grade Separation

The need for improved provision of emergency services to Navasota resident's west of the Union Pacific (UP) and BSNF railroads is a concern voiced throughout the City of Navasota

Comprehensive Plan 2015-2025. The City is interested in understanding possible locations, impacts, and costs for roadway improvements to address this need.

Currently, Washington Avenue is the only arterial to cross the UP and the BSNF Railroad. There are three local roads that also provide access, but these roads are close to downtown. There are several subdivisions on the southwest side of the City that experience reduced access and longer response times for emergency services. To resolve this problem, the City is looking to extend the Spur 515 across both railroads and connect into FM 379 to provide grade separated arterial access to the southwest portions of the City.

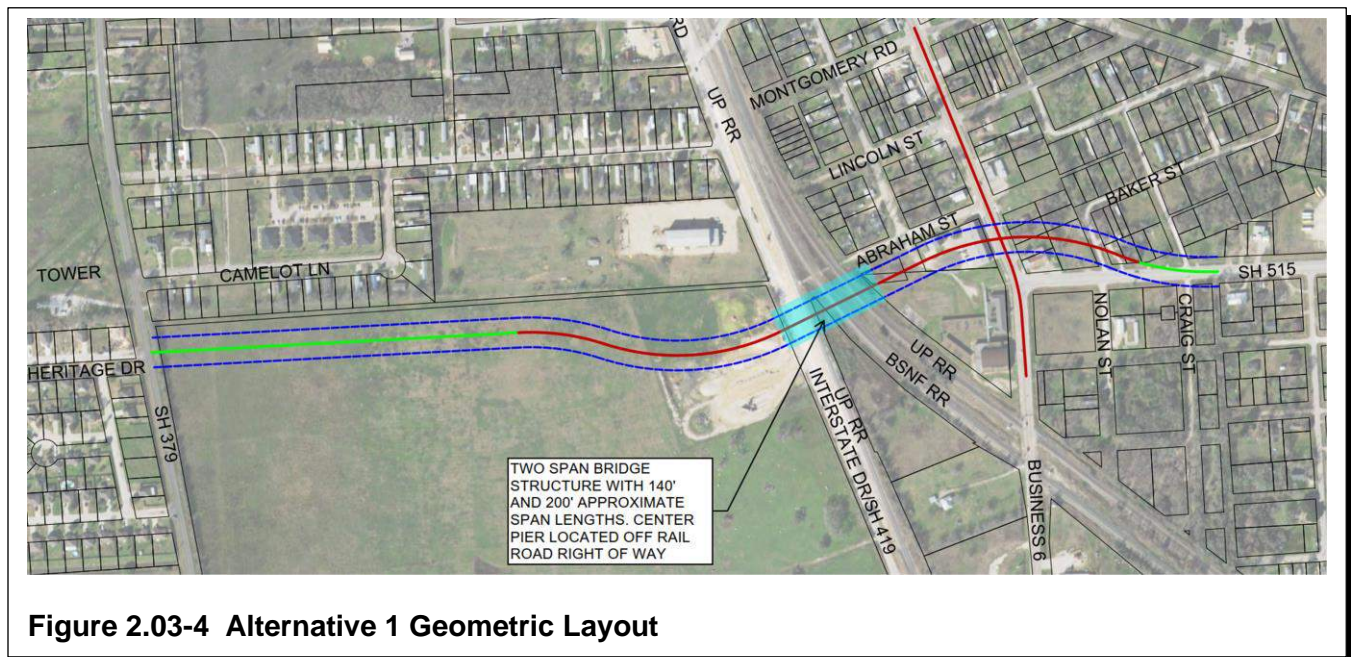
Extending this road has some challenges because of the locations of several buildings where the Spur 515 currently ends. The area is shown in Figure 2.03-3.



As shown, there is an existing fire station serving the south side of the City, as well as a historic school building directly across from where the Spur 515 tees into SH 6B. The City would like to avoid relocating or significantly impacting either of these locations, if possible. Strand has developed four different alternatives to connect the existing Spur 515 roadway with a grade separation over the railroad. The alternatives are shown on the following pages and are also provided in Appendix B. A workshop discussing the Spur 515 expansion with TxDOT occurred on August 10, 2021. The workshop resulted in TxDOT recommending further investigation by the City as funding becomes available.

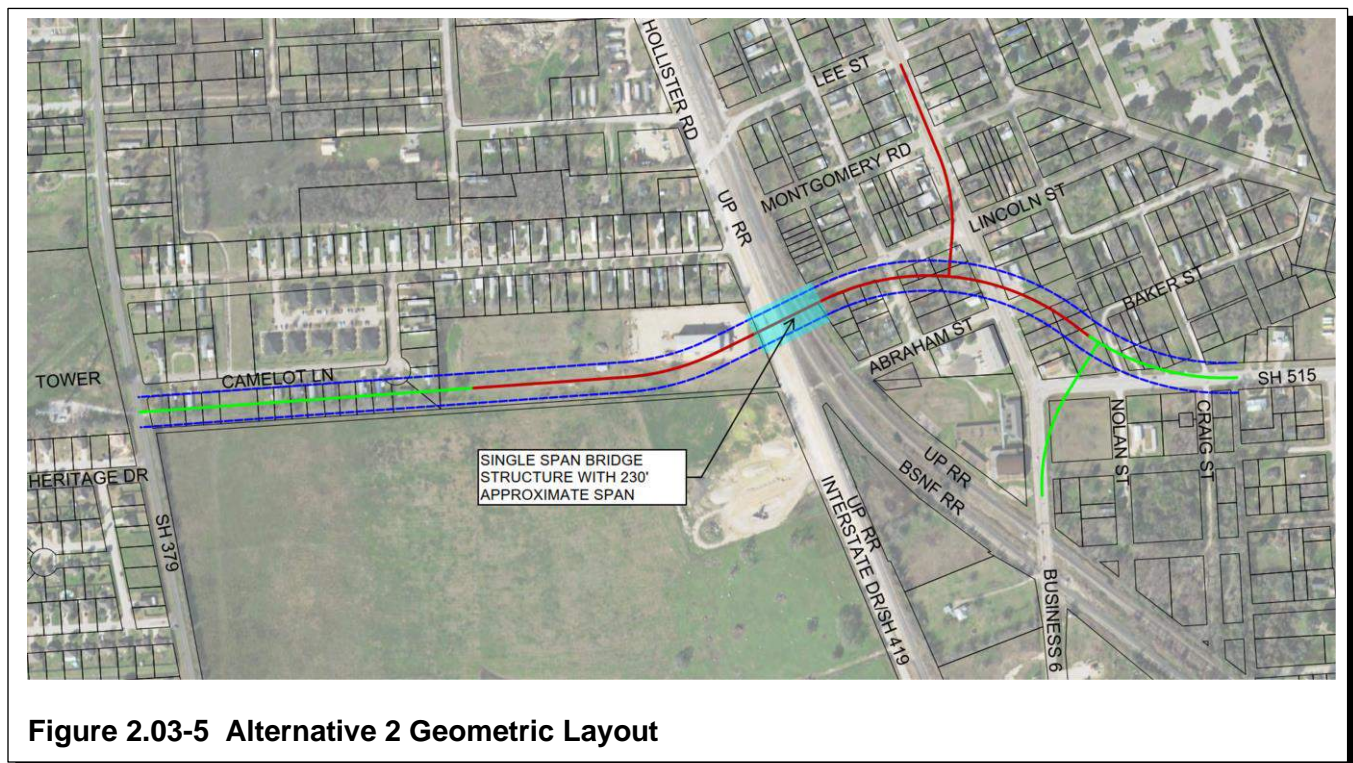
1. Alternative 1—Single Structure, Two-Span Bridge Over All Railroads

Alternative 1 connects Spur 515 to FM 379 approximately across from Heritage Drive. It crosses over all three railroad lines as well as Interstate Drive and Hollister Road in a single span at the railroad curve just south of Abraham Street. Before crossing over SH 6B, the road veers north, impacting several lots north of existing Spur 515 including the existing fire station. The road then crosses over the railroad tracks using a bridge that is perpendicular to Interstate Drive and curves on the west end to the north before running along the edge of the south lot line parallel to Camelot Lane and connecting at FM 379. This route affects approximately 18 parcels. The bridge itself would be a two-span bridge structure with 200-foot and 140-foot span lengths. The center pier would be located off railroad R/W. A schematic of this alternative is shown in Figure 2.03-4. While this option has lower impacts on the neighborhood than some of the other alternatives and only a single structure, most of the parcels affected have residential homes that would require relocation. Additionally, the existing fire station would need to be relocated which would increase the cost of this alternative. Furthermore, the current quarry and materials land use on the west side of SH 6B may render this alternative no longer feasible. Because of these issues, this alternative is not recommended for further development.



2. Alternative 2—Single Structure, Single-Span Bridge Over All Railroads

Alternative 2 connects Spur 515 to FM 379 approximately 200 feet north of Heritage Drive. From the east end, the Spur 515 corridor curves north at Craig Street and then south near the existing fire station, crossing the railroad perpendicular to Hollister Street/Interstate Drive at approximately Lincoln Street. The road then curves north again to run parallel to Camelot Lane through the line of parcels on the south side of the street. Both ends of SH 6B would need to be realigned, connecting into Spur 515 in different locations and impacting the continuity of SH 6B for through traffic. This alternative affects approximately 44 parcels directly, and may impact others because of the realignment of other roads. The bridge itself is a single-span structure with an approximately 230-foot span. A schematic of Alternative 2 is shown in Figure 2.03-5. While this alternative minimizes the length of the bridge and only requires a single structure, it also has the most impacts of the alternatives considered including many likely residential relocations as well as the fire station. For these reasons, this alternative is not recommended for further development.



3. Alternative 3—Two Single-Span Structures Over Railroads

Alternative 3 connects Spur 515 to FM 379 south of the previous two alternatives on the current alignment of FM 379 at Hollister Street/Interstate Drive. The Spur 515 corridor curves to the south at Texas Street and crosses perpendicular to the UP and BSNF railroad lines on a bridge before curving back east and passing over SH 6B on a second bridge. The corridor crosses over the second UP railroad line and Hollister Street/Interstate Drive on a third bridge. This requires a realignment of the west end of the existing Spur 515 to connect the new roadway into Business 6 north of the railroad tracks. This alternative directly impacts approximately 14 parcels; however, most of these appear to be vacant, so there are fewer relocations anticipated than Alternative 1 or Alternative 2.

The eastern bridge over the UP and BSNF railroads would be a single-span structure with an approximate span of 200 feet. The center bridge over SH 6B would be a single-span structure of approximately 100 feet. The western bridge over the UP railroad and Hollister Street/Interstate Drive would be a single-span structure of approximately 150 feet. A schematic of Alternative 3 is shown in Figure 2.03-6. The alternative includes three bridge structures that will increase the construction and maintenance costs; however, it does not impact the quarry or materials land use on the west side of SH 6B and it does not impact the fire station. Strand recommends this alternative be considered for further development.

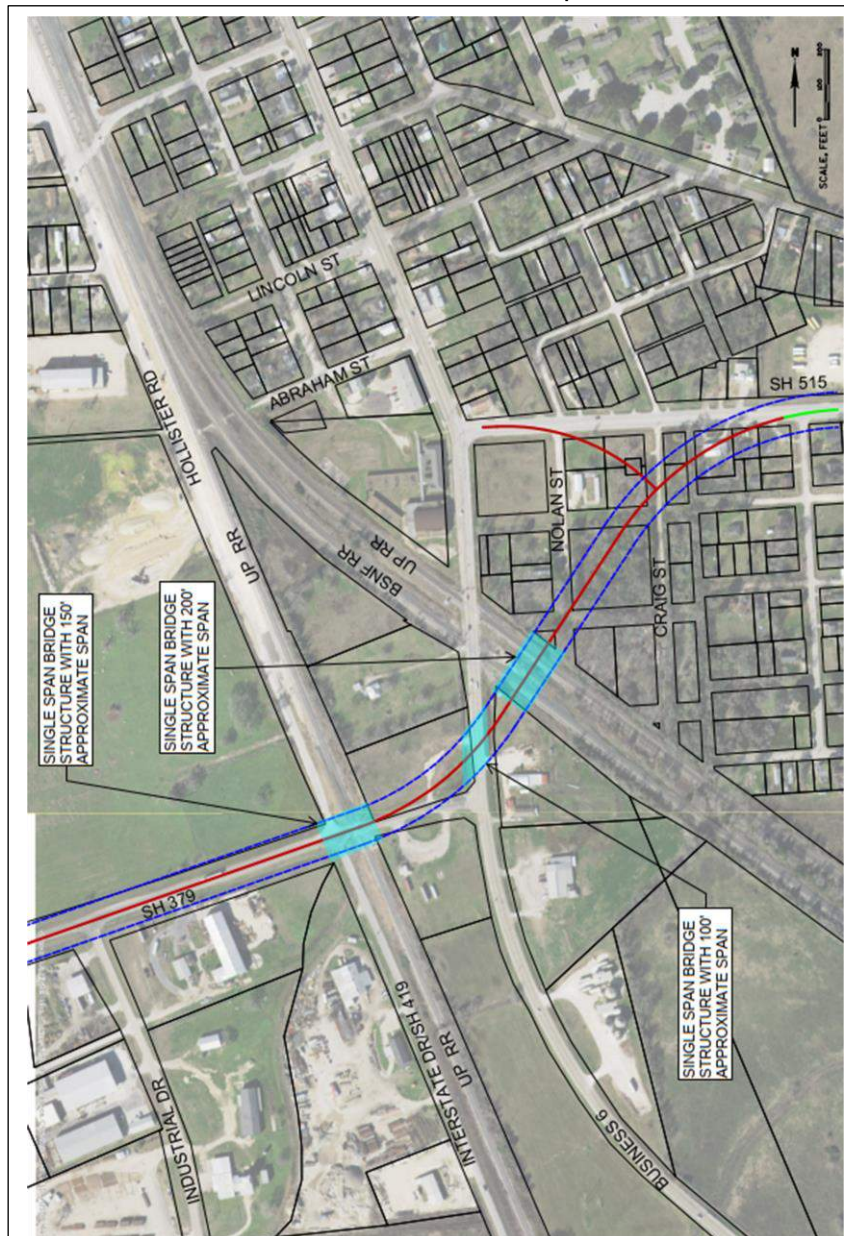


Figure 2.03-6 Alternative 3 Geometric Layout

4. Alternative 4—Two Single-Span Structures with Realignment of Business 6

Alternative 4 takes a slightly different approach. Instead of connecting the existing Spur 515 to FM 379, it realigns SH 6B and provides a grade separated crossing over the UP and BSNF railroads. It connects Spur 515 and FM 379 as tee intersections with SH 6B, with FM 379 having a grade separated crossing over the UP railroad and Hollister Street/Interstate Drive. The SH 6B corridor is realigned to cross the BSNF and UP railroads perpendicularly. This alternative would directly affect approximately 25 parcels. Most of these lots appear to be vacant; however, there are several buildings that would need to be relocated including a gas station. The eastern bridge over the UP and BSNF railroads would be a single-span structure with an approximate span of 200 feet. The western bridge on FM 379 over Interstate Drive and the UP railroad would be a single-span structure with an approximate span of 150 feet. A schematic of Alternative 4 is shown in Figure 2.03-7. This alternative has good continuity SH 6B through traffic. It shares many of the benefits of Alternative 3; however, it has more impacts and these impacts affect more residential uses. Because of these issues, this alternative is not recommended for additional development.

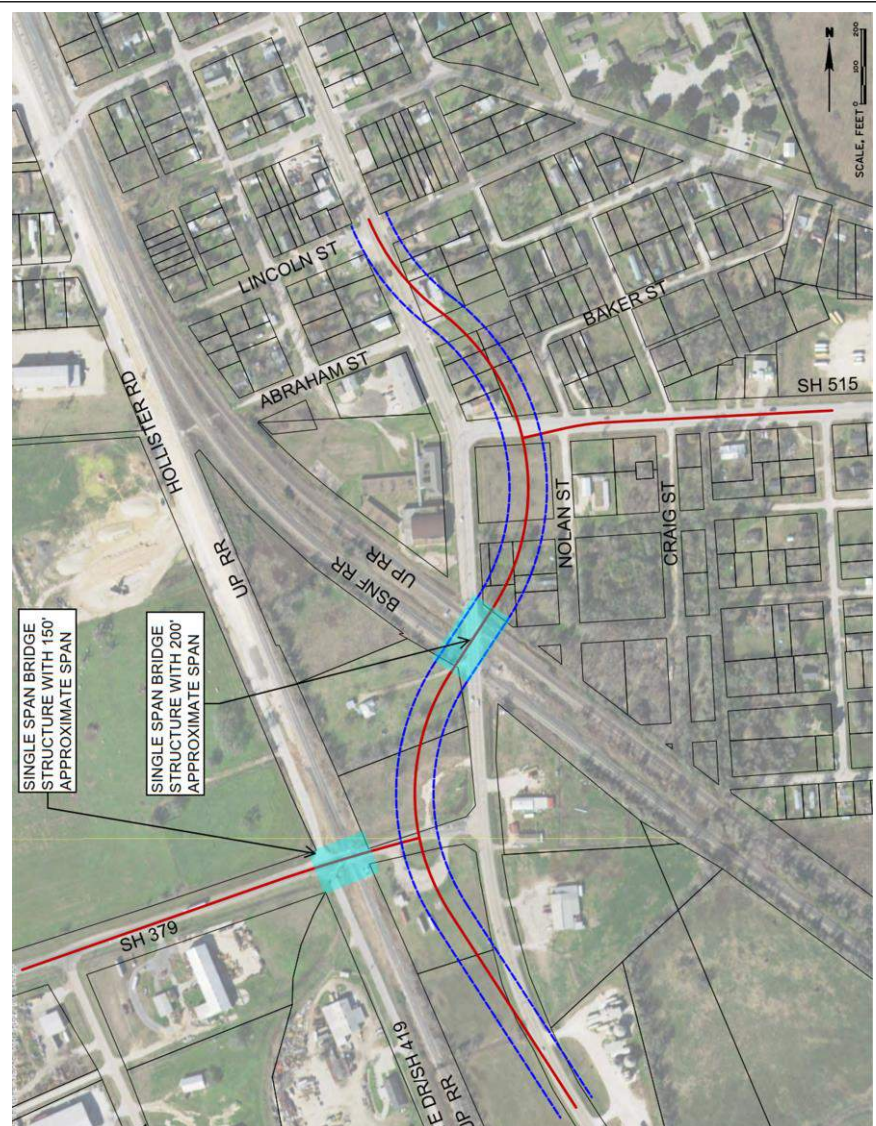


Figure 2.03-7 Alternative 4 Geometric Layout

3.01 INTRODUCTION

The project team collected traffic data, forecasted future traffic volumes, performed traffic operations modeling, and tested improvement alternatives for the intersection of SH 105/Washington Avenue and SH 6B/LaSalle Street. The following sections document the process and results.

3.02 TRAFFIC VOLUMES AND PATTERNS

A. Existing Conditions

1. Daily Roadway Volumes

Traffic volumes were gathered for the two main corridors in the downtown of the City: Washington Avenue and LaSalle Street. The average annual daily traffic (AADT) volumes were taken from the TxDOT statewide planning map website to get traffic counts from the past 20 years. These volumes for each leg of the Washington Avenue and LaSalle Street intersection are shown in Table 3.02-1.

	Eastbound Washington Avenue	Northbound South LaSalle Street	Westbound Washington Avenue	Southbound North LaSalle Street
Year				
2018	12,550	6,361	11,347	9,703
2017	10,387	6,917	9,152	10,327
2016	10,387	6,918	9,700	10,414
2015	9,738	7,730	9,740	11,173
2014	7,913	6,950	5,694	10,522
2013	9,350	7,481	9,908	10,513
2012	9,100	6,600	8,800	10,500
2011	10,700	6,800	11,200	8,600
2010	10,400	10,100	10,700	9,400
2009	10,900	9,600	11,600	8,600
2008	10,000	6,000	10,800	8,000
2007	10,400	9,400	11,000	9,600
2006	10,200	9,400	10,900	9,000
2005	10,600	10,620	11,000	10,680
2004	10,400	8,100	10,700	8,100
2003	11,000	7,400	11,700	9,600
2002	9,400	7,400	9,900	8,100
2001	8,800	7,100	10,500	8,500
2000	8,200	7,400	10,200	8,600
1999	8,900	7,500	8,000	8,600

Table 3.02-1 AADT Volumes 1999 to 2018

2. Hourly Turning Movement Volumes

In addition to the daily traffic volumes, the study team collected existing AM and PM peak-hour turning movements at the Washington Avenue and LaSalle Street intersection. These volumes are shown in Figure 3.02-1 and Figure 3.02-2. The AM peak hour was from 7:30 A.M. to 8:30 A.M., and the PM peak hour was from 5 P.M. to 6 P.M.

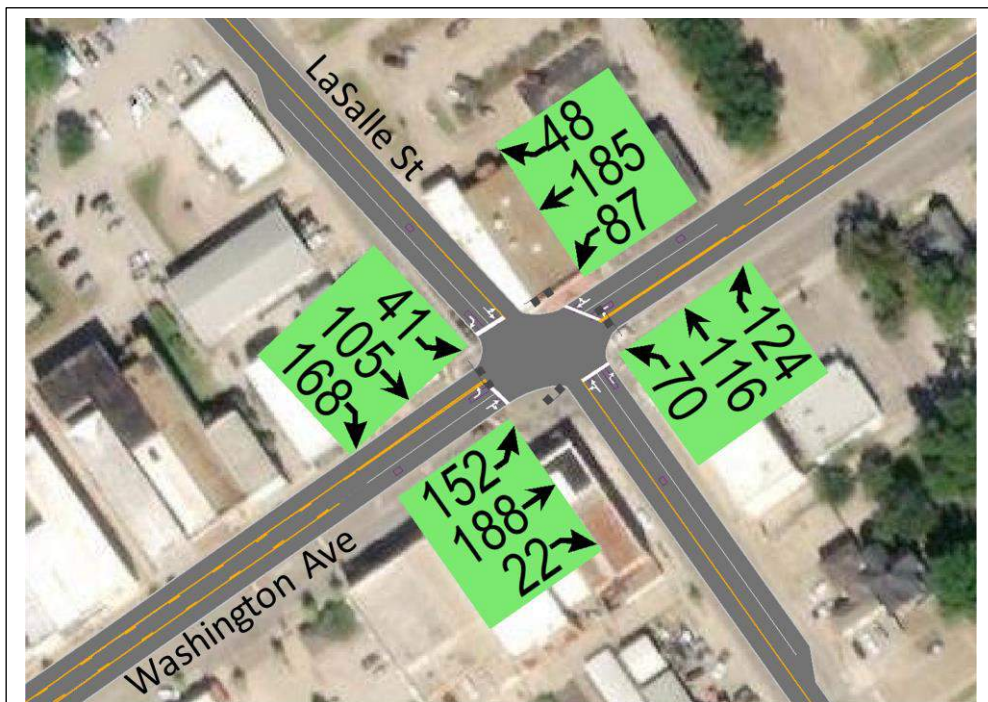


Figure 3.02-1 2019 AM Peak Hour Volumes

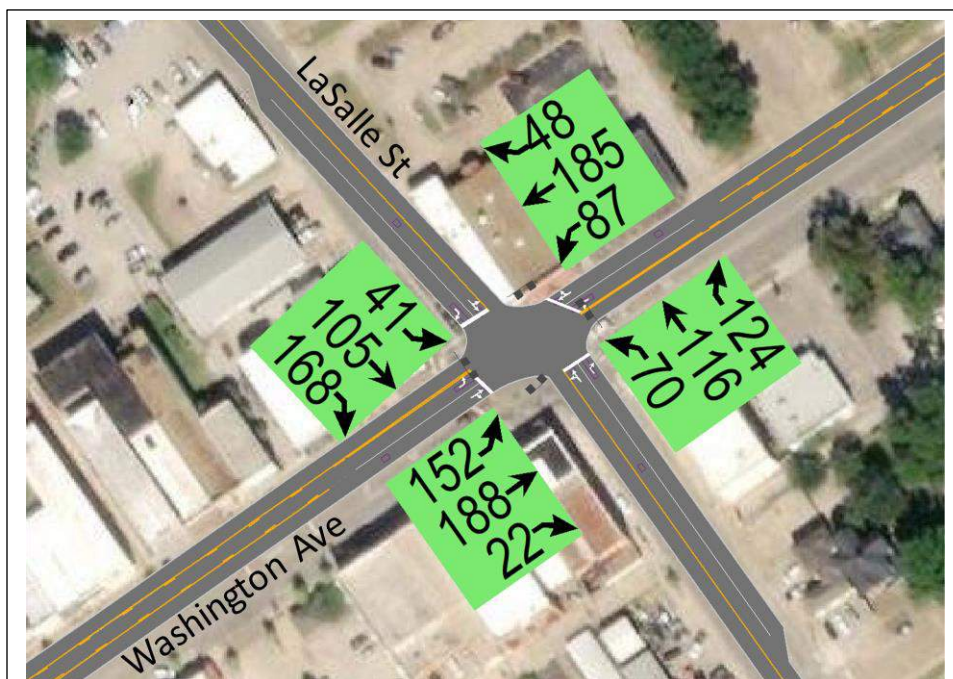


Figure 3.02-2 2019 PM Peak Hour Volumes

B. Future Conditions

1. Daily Traffic Volume Trends

To develop the forecast volumes, the AADT from the past 20 years was analyzed to find growth trends. These trends were used to calculate annual growth rates for each leg of the intersection. These growth rates are shown in Table 3.02-2.

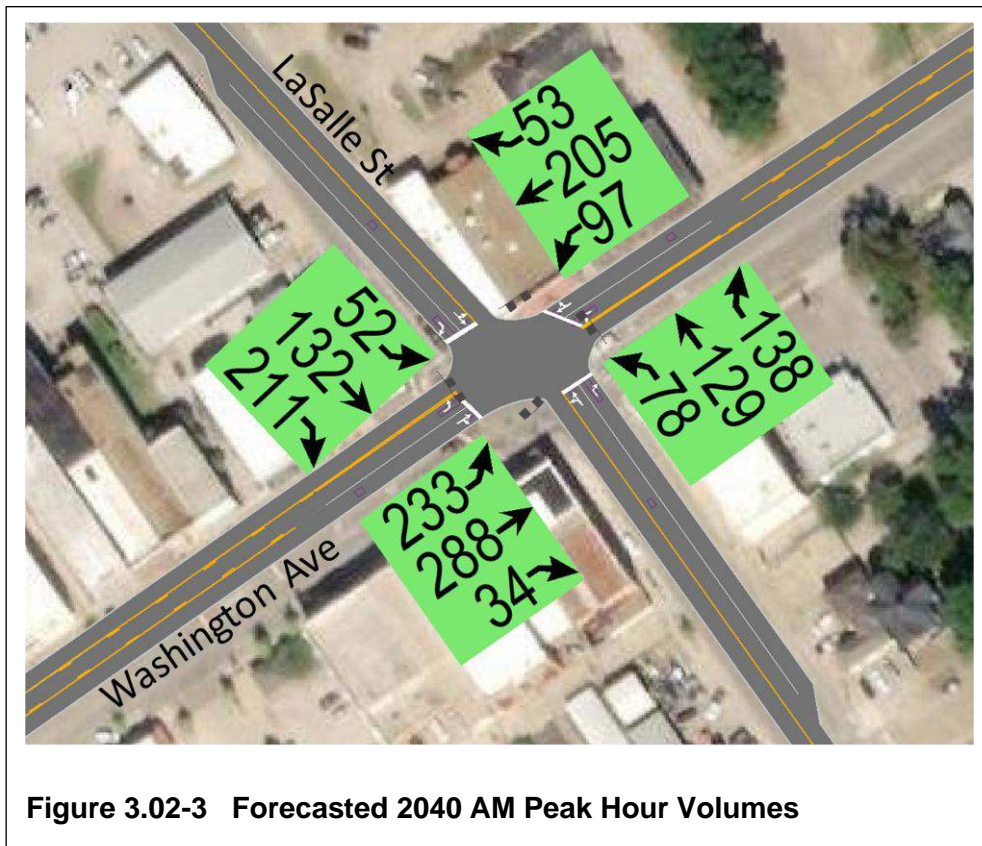
	Eastbound Washington Avenue	Northbound South Lasalle Street	Westbound Washington Avenue	Southbound North Lasalle Street
Growth Rate	2.1%	0.5%	0.5%	1.1%

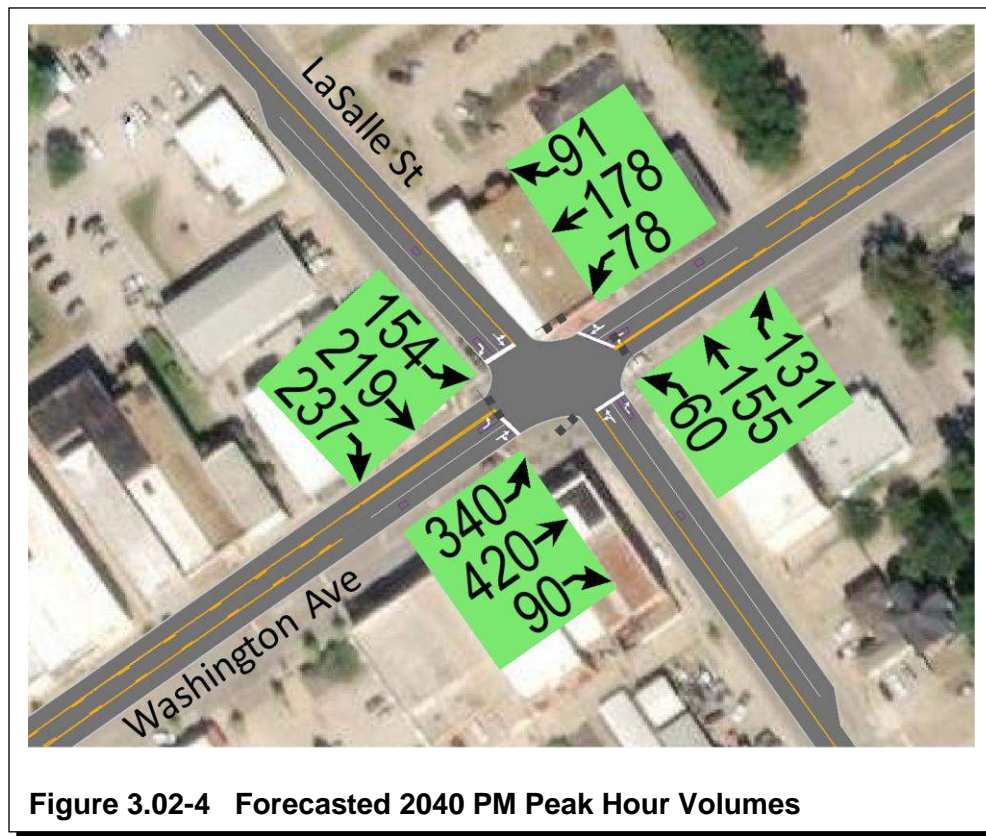
Table 3.02-2 Washington Avenue and LaSalle Street Growth Rates

The eastbound volume had the most consistent growth trend over the past 20 years. The northbound volumes had a slight decrease in growth overall, so the growth rate was set to a modest 0.5 percent. The WB volumes increased overall between 1999 to 2018 but had annual growth rates that varied greatly when looking at all 20 years. For this reason, a growth rate of 0.5 percent was set for westbound as well. The southbound volume did not have consistent growth over the past 20 years, but did trend toward positive growth. Because of this, the highest yearly growth rate from the past five years of 1.1 percent was selected as a conservative value that tended to match the overall 20-year growth rate trend. These rates were used to project the base volume to get a projection for the 20-year hourly intersection volumes in 2040.

2. Hourly Turning Movement Forecasts

The AM and PM peak hour volumes were increased to 2040 conditions using linear application of the annual growth rates from each leg of the intersection. These forecasted volumes can be found in Figures 3.02-3 and 3.02-4.





3.03 INTERSECTION TRAFFIC OPERATIONS AND RANGE OF IMPROVEMENTS

The study team used Synchro10/SimTraffic10 software to perform traffic modeling of the intersection of Washington Avenue and LaSalle Street. The traffic signal timings were provided by TxDOT. Motor vehicle operations are typically evaluated based on the Level of Service (LOS) criteria as defined in the Highway Capacity Manual (HCM) from the Federal Highway Administration (FHWA). LOS values range from A through F with LOS A representing very low delay to drivers and LOS F representing conditions where the vehicular demand (arrivals at an intersection) exceeds the capacity of the intersection. LOS F conditions result in long delays and queuing at intersections.

Because of limitations in the methodology, the HCM values do not adequately reflect the queueing times for the shared northbound and southbound left-turn/through lanes. To modify this issue, the northbound and southbound lanes were reconfigured to separate the left turn and the through movements for LOS reporting purposes. This model was used to get the output for the HCM ratings, and the original base model with the combined left and through lane for northbound and southbound was used with SimTraffic to determine queue lengths and general operations. This methodology was used for all alternatives that had a shared lane configuration. The intersection operations reports can be found in Appendix C, and the intersection queue length reports can be found in Appendix D.

A. Existing Conditions

The traffic modeling results for existing conditions of Washington Avenue and LaSalle Street are shown in Tables 3.03-1 and 3.03-2.

Washington Ave & Lasalle St - Existing AM*

Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	70	14.8	B	0.20	0.9	25	80	136	12.8
	NBT	116	13.1	B	0.28	1.4	35	80	136	
	NBR	124	13.4	B	0.35	1.5	40	70	121	
Eastbound	EBL	152	8.7	A	0.28	1.3	35	77	125	Intersection LOS
	EBT	188	0.0	A	0.49	0.0	25	104	167	
	EBR	22	12.9	B	0.49	2.6	65	104	167	
Southbound	SBL	41	14.5	B	0.11	0.5	25	69	124	B
	SBT	105	13.0	B	0.25	1.2	30	69	124	
	SBR	168	14.0	B	0.47	2.1	55	90	151	
Westbound	WBL	87	9.0	A	0.16	0.8	25	46	110	Max Movement V/C
	WBT	185	0.0	A	0.63	0.0	25	117	204	
	WBR	48	14.7	B	0.63	3.2	80	117	204	
* Modified Lanes							Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-1 AM Existing Conditions LOS Operations

Washington Ave & Lasalle St - Existing PM*

Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	54	16.2	B	0.17	0.8	25	107	171	13.8
	NBT	140	13.6	B	0.32	1.8	45	107	171	
	NBR	118	13.6	B	0.32	1.5	40	71	108	
Eastbound	EBL	222	9.5	A	0.41	2.1	55	118	140	Intersection LOS
	EBT	274	0.0	A	0.71	0.0	25	208	346	
	EBR	59	14.2	B	0.71	4.6	115	208	346	
Southbound	SBL	122	16.6	B	0.35	1.8	45	151	245	B
	SBT	174	13.9	B	0.40	2.2	55	151	245	
	SBR	188	14.5	B	0.51	2.5	65	104	180	
Westbound	WBL	70	10.1	B	0.16	0.7	25	52	116	127
	WBT	160	0.0	A	0.68	0.0	25	127	221	
	WBR	82	15.9	B	0.68	3.6	90	127	221	
* Modified Lanes							Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-2 PM Existing Conditions LOS Operations

As shown in Tables 3.03-1 and 3.03-2, the intersection operates adequately with LOS of B for the overall intersection for both the AM and PM peak hour. The queuing (vehicles backed up waiting) is moderate reaching up to approximately 350 feet eastbound in the afternoon, according to the models.

B. Future No-Build

The future no-build conditions model the existing roadway configuration with the future traffic volumes. The HCM results are shown in Tables 3.03-3 and 3.03-4.

Washington Ave & Lasalle St - Future No Build AM *										
Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	15.9	B	0.24	1.1	30	113	163	13.7
	NBT	129	13.6	B	0.31	1.6	40	113	163	
	NBR	138	14.0	B	0.39	1.7	45	90	147	
Eastbound	EBL	233	9.3	A	0.43	2.1	55	126	140	Intersection LOS
	EBT	288	0.0	A	0.74	0.0	25	217	336	
	EBR	34	14.8	B	0.74	4.5	115	217	336	
Southbound	SBL	52	15.3	B	0.15	0.7	25	109	189	B
	SBT	132	13.6	B	0.32	1.6	40	109	189	
	SBR	211	15.1	B	0.60	2.8	70	118	177	
Westbound	WBL	97	9.6	A	0.20	0.9	25	63	129	Max Movement V/C
	WBT	205	0.0	A	0.72	0.0	25	148	240	
	WBR	53	15.9	B	0.72	3.8	95	148	240	
* Modified Lanes						Operations:	SimTraffic	SimTraffic	HCM 6	

Table 3.03-3 AM Future No Build LOS Operations

Washington Ave & Lasalle St - Future No Build PM *										
Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	60	21.5	C	0.22	1.3	35	134	183	17.2
	NBT	155	16.9	B	0.32	2.8	70	134	183	
	NBR	131	16.9	B	0.32	2.4	60	92	165	
Eastbound	EBL	340	11.2	B	0.61	4.4	110	135	140	Intersection LOS
	EBT	420	0.0	A	0.90	0.0	25	1667	2058	
	EBR	90	19.2	B	0.90	10.2	255	1667	2058	
Southbound	SBL	154	21.9	C	0.47	3.4	85	206	304	B
	SBT	219	17.7	B	0.45	4.1	105	206	304	
	SBR	237	18.6	B	0.58	0.1	25	158	237	
Westbound	WBL	78	12.8	B	0.23	1.0	25	76	129	Max Movement V/C
	WBT	178	0.0	A	0.59	0.0	25	193	307	
	WBR	91	17.5	B	0.59	5.3	135	193	307	
* Modified Lanes						Operations:	SimTraffic	SimTraffic	HCM 6	

Table 3.03-4 PM Future No Build LOS Operations

Under the future volumes, the intersection functions well when looking at the LOS, with operations at LOS B for both the AM and PM peak hour. The issue is with the average and maximum queue length for the eastbound traffic. The first railroad to the west of the intersection (UP Railroad) is approximately 650 feet from the eastbound stop bar at the intersection. The SimTraffic model shows the eastbound queue extending to approximately 1,670 feet on average with a maximum queue of approximately 2,060 feet, which puts the queue past both RR crossings and as far west as 7th Street without

modifications. Because this queue is long and could pose a safety hazard, five alternatives were created to attempt to shorten the queue length to be out of conflict with the railroad.

C. Future Alternative 1–Existing Geometry with New Signal Timings and Lengthened Turn Bays

Alternative 1 was modeled with the existing roadway geometric configuration, but with adjusted signal timings and a lengthened eastbound left-turn bay. The left turn bay was extended from the existing 115 feet to 200 feet. Because of this extension, the left-turn bay extends through Farquhar Street, with queued vehicles sometimes blocking the westbound and northbound left-turning movements. As a result, the operations at the intersection of Washington Avenue and Farquhar Street were changed to right in-right out (Figure 3.03-1). The HCM results can be found in Tables 3.03-5 and 3.03-6.



Figure 3.03-1 Alternative 1 Geometric Layout with Farquhar Street Access Change

Washington Ave & Lasalle St - Future Alt 1 AM*

Control		Traffic Signal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	21.8	C	0.31	1.5	40	118	170	16.4
	NBT	129	18.6	B	0.39	2.3	60	118	170	
	NBR	138	19.2	B	0.49	2.5	65	79	115	
Eastbound	EBL	233	10.1	B	0.43	2.6	65	125	212	Intersection LOS
	EBT	288	0.0	A	0.64	0.0	25	169	279	
	EBR	34	15.3	B	0.64	5.4	135	169	279	
Southbound	SBL	52	20.9	C	0.20	1.0	25	111	189	B
	SBT	132	18.6	B	0.40	2.3	60	111	189	
	SBR	211	21.1	C	0.75	4.1	105	113	170	
Westbound	WBL	97	10.1	B	0.20	1.1	30	65	110	Max Movement V/C
	WBT	205	0.0	A	0.58	0.0	25	133	214	
	WBR	53	15.9	B	0.58	4.3	110	133	214	
* Modified Lanes							Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-5 AM Alternative 1 LOS Operations

Washington Ave & Lasalle St - Future Alt 1 PM*

Control		Traffic Signal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	60	25.7	C	0.25	1.5	40	185	251	20.4
	NBT	155	20.2	C	0.33	3.4	85	185	251	
	NBR	131	20.2	C	0.33	2.9	75	122	182	
Eastbound	EBL	340	13.3	B	0.65	5.5	140	215	225	Intersection LOS
	EBT	420	0.0	A	0.91	0.0	25	576	887	
	EBR	90	22.5	C	0.91	12.0	300	477	748	
Southbound	SBL	154	26.3	C	0.52	4.2	105	452	661	C
	SBT	219	21.1	C	0.47	5.1	130	452	661	
	SBR	237	22.2	C	0.60	5.7	145	223	255	
Westbound	WBL	78	15.5	B	0.26	1.3	35	73	129	Max Movement V/C
	WBT	178	0.0	A	0.61	0.0	25	173	283	
	WBR	91	20.7	C	0.61	6.4	160	173	283	
* Modified Lanes							Operations:	SimTraffic	SimTraffic	HCM 6

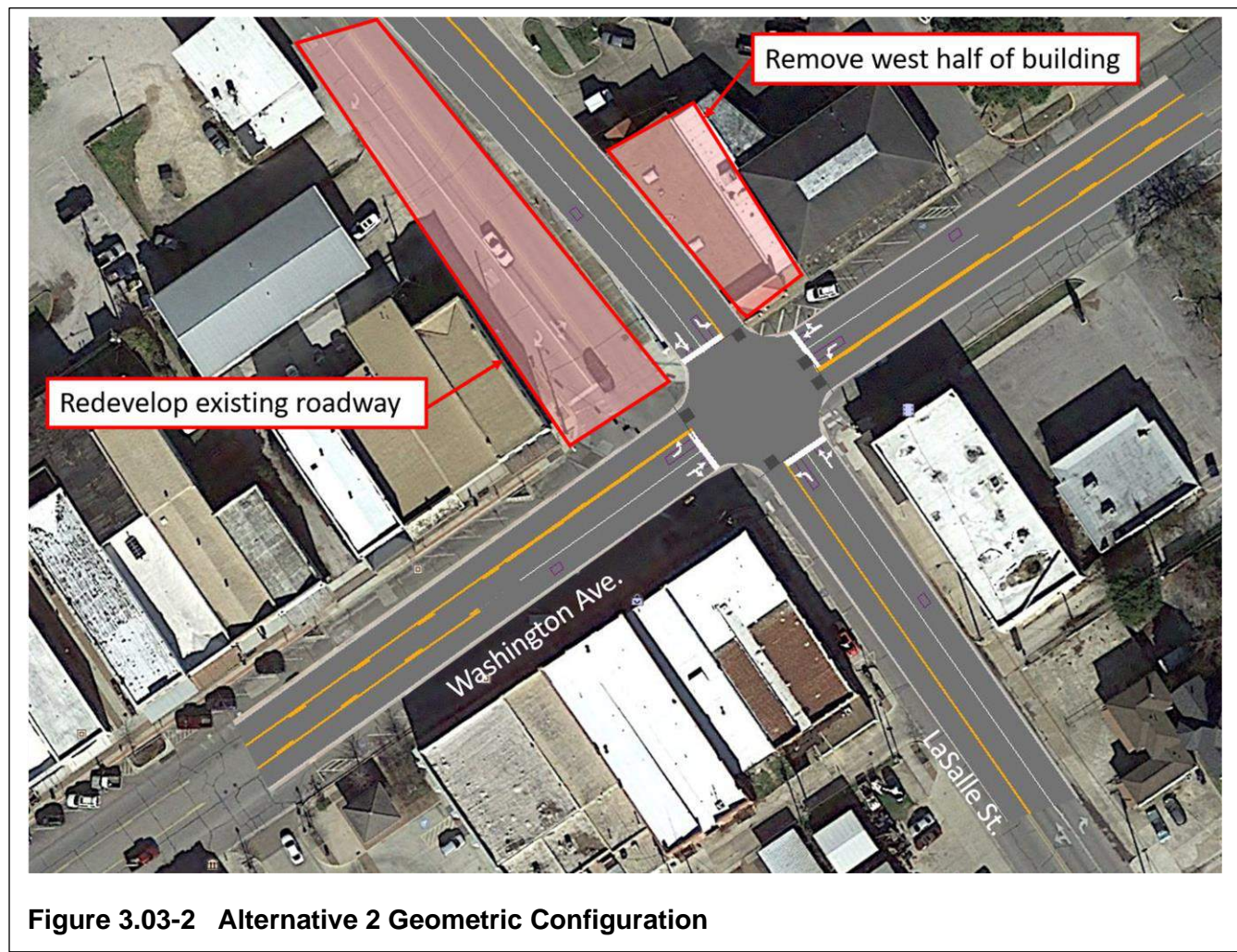
Table 3.03-6 PM Alternative 1 LOS Operations

With the timing change and left-turn bay length modification, the PM peak-hour LOS decreased to LOS C. However, the average eastbound queueing was shortened from approximately 1,670 feet to approximately 580 feet during the PM peak hour with only the maximum queues of approximately 890 feet extending past the railroad. The maximum queues would be expected to occur during one weekday afternoon every two weeks, or less. This alternative improves conditions compared to the future no-build scenario.

D. Future Alternative 2–Realign and Reconstruct North Leg and Remove Building

To provide a more significant improvement to the intersection, the geometry could be modified to allow normal signal phasing instead of the existing split-phase system where the northbound and southbound traffic operate independently rather than together. This is not possible with the current geometry, so

Alternative 2 was evaluated with a geometric configuration that moves the north end of LaSalle Street to the east to align it with the south approach. A portion of the existing building in the northeast quadrant would need to be removed. This realignment allows a change in the lane designations and vehicle paths that would permit a two-phase permitted and protected phasing system at the intersection. This geometric setup is shown in Figure 3.03-2.



Alternative 2 was modeled using the future peak volumes, and the HCM results can be found in Tables 3.03-7 and 3.03-8.

Washington Ave & Lasalle St - Future Alt 2 AM

Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	25.6	C	0.33	1.9	50	55	89	17.3
	NBT	129	0.0	A	0.53	0.0	25	99	139	
	NBR	138	17.5	B	0.53	5.2	130	99	139	
Eastbound	EBL	233	14.0	B	0.54	3.7	95	95	136	Intersection LOS
	EBT	288	0.0	A	0.45	0.0	25	136	242	
	EBR	34	11.3	B	0.45	4.9	125	136	242	
Southbound	SBL	52	21.8	C	0.18	1.1	30	32	54	B
	SBT	132	0.0	A	0.69	0.0	25	138	194	
	SBR	211	18.9	B	0.69	7.2	180	138	194	
Westbound	WBL	97	19.2	B	0.27	2.0	50	66	118	Max Movement V/C
	WBT	205	0.0	A	0.68	0.0	25	130	222	0.69
	WBR	53	21.5	C	0.68	5.9	150	130	222	
Operations:							SimTraffic	SimTraffic	HCM 6	

Table 3.03-7 AM Alternative 2 LOS Operations

Washington Ave & Lasalle St - Future Alt 2 PM

Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	60	32.1	C	0.30	1.9	50	57	92	24.4
	NBT	155	0.0	A	0.84	0.0	25	148	213	
	NBR	131	31.7	C	0.84	9.1	230	148	213	
Eastbound	EBL	340	20.3	C	0.80	8.1	205	125	139	Intersection LOS
	EBT	420	0.0	A	0.73	0.0	25	337	484	
	EBR	90	18.1	B	0.73	11.7	295	337	484	
Southbound	SBL	154	22.1	C	0.51	3.8	95	74	119	C
	SBT	219	0.0	A	0.75	0.0	25	214	332	
	SBR	237	24.5	C	0.75	12.0	300	214	332	
Westbound	WBL	78	29.2	C	0.33	2.5	65	73	158	Max Movement V/C
	WBT	178	0.0	A	0.85	0.0	25	158	246	
	WBR	91	31.9	C	0.85	8.8	220	158	246	
Operations:							SimTraffic	SimTraffic	HCM 6	

Table 3.03-8 PM Alternative 2 LOS Operations

E. Future Alternative 3–Existing Geometry with Added Right-Turn Bays

Alternative 3 used Alternative 1 as a starting point but investigated adding short right-turn bays to the eastbound and westbound legs of the intersection. Each of these turn bays were only 50 feet in length but result in each approach losing a few parking spaces. The HCM results can be found in Tables 3.03-9 and 3.03-10.

Washington Ave & Lasalle St - Future Alt 3 AM*										
Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	21.6	C	0.30	1.5	40	137	208	15.9
	NBT	129	18.4	B	0.37	2.3	60	138	208	
	NBR	138	19.0	B	0.47	2.5	65	76	132	
Eastbound	EBL	233	9.8	A	0.39	2.7	70	117	204	Intersection LOS
	EBT	288	14.5	B	0.51	4.5	115	163	271	
	EBR	34	12.3	B	0.08	0.5	25	24	66	
Southbound	SBL	52	20.7	C	0.19	1.0	25	96	156	B
	SBT	132	18.4	B	0.38	2.3	60	96	156	
	SBR	211	20.8	C	0.72	4.1	105	110	156	
Westbound	WBL	97	9.9	A	0.19	1.1	30	60	121	Max Movement V/C
	WBT	205	14.9	B	0.40	3.3	85	125	230	
	WBR	53	13.6	B	0.14	0.8	25	41	72	
* Modified Lanes						Operations:	SimTraffic	SimTraffic	HCM 6	

Table 3.03-9 AM Alternative 3 LOS Operations

Washington Ave & Lasalle St - Future Alt 3 PM*										
Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	60	23.1	C	0.24	1.4	35	106	191	18.0
	NBT	155	18.2	B	0.33	3.0	75	266	423	
	NBR	131	18.2	B	0.33	2.6	65	266	423	
Eastbound	EBL	340	12.4	B	0.59	5.2	130	195	225	Intersection LOS
	EBT	420	18.8	B	0.73	8.7	220	397	677	
	EBR	90	14.9	B	0.21	1.6	40	3.7	74	
Southbound	SBL	154	23.6	C	0.49	3.7	95	266	423	B
	SBT	219	19.0	B	0.47	4.5	115	266	423	
	SBR	237	20.0	B	0.59	5.0	125	180	255	
Westbound	WBL	78	14.2	B	0.21	1.3	35	67	118	Max Movement V/C
	WBT	178	19.2	B	0.40	3.7	95	155	262	
	WBR	91	18.5	B	0.27	1.8	45	44	75	
* Modified Lanes						Operations:	SimTraffic	SimTraffic	HCM 6	

Table 3.03-10 PM Alternative 3 LOS Operations

The operations improve the eastbound queue length with the average queue being well short of the railroad tracks and only the through lane maximum queue extending to the tracks. Again, the maximum queues would be expected to occur during one weekday afternoon every two weeks, or less.

F. Future Alternative 4–Square Up Northbound and Southbound Crosswalks with New Timings

Alternative 4 operates with the same HCM motor vehicle functionality as Alternatives 1 or 3. The main difference is that the northbound and southbound crosswalks are squared up to be perpendicular to Washington Avenue. This improves crossings for the pedestrians by shortening the crossing distance by approximately 10 feet. The existing queue storage is decreased by approximately 15 feet for eastbound and westbound traffic, so the queue lengths from Alternatives 1 and 3 would be shifted 15 feet back when considering this alternative. Considering the maximum queues for Alternative 1 and 3 are both past the railroad to the west, and the extra 15 feet would not push the average queue length to or past the railroad,

Alternative 4 works well to improve both vehicle and pedestrian conditions at this intersection, with impacts limited to on-street parking only. See Tables 3.03-5 and 3.03-6 for the motor vehicle operations.

G. Future Alternative 5—Centered Crosswalk with Overlapping Right and Left Turns

Alternative 5 uses the offset of the intersection to its advantage and connects a single crosswalk from the southwest to northeast corners of the intersection. Geometrically, this allows the eastbound left turns and southbound right turns to operate at the same time on one side of the crosswalk and the northbound right turns and westbound left turns on the other side of the crosswalk while pedestrians are crossing the street. This geometric orientation is shown in Figure 3.03-3. This alternative also lengthened the left-turn bay of eastbound Washington Avenue through Farquhar Street, resulting in recommended right-in right-out operations at that intersection.

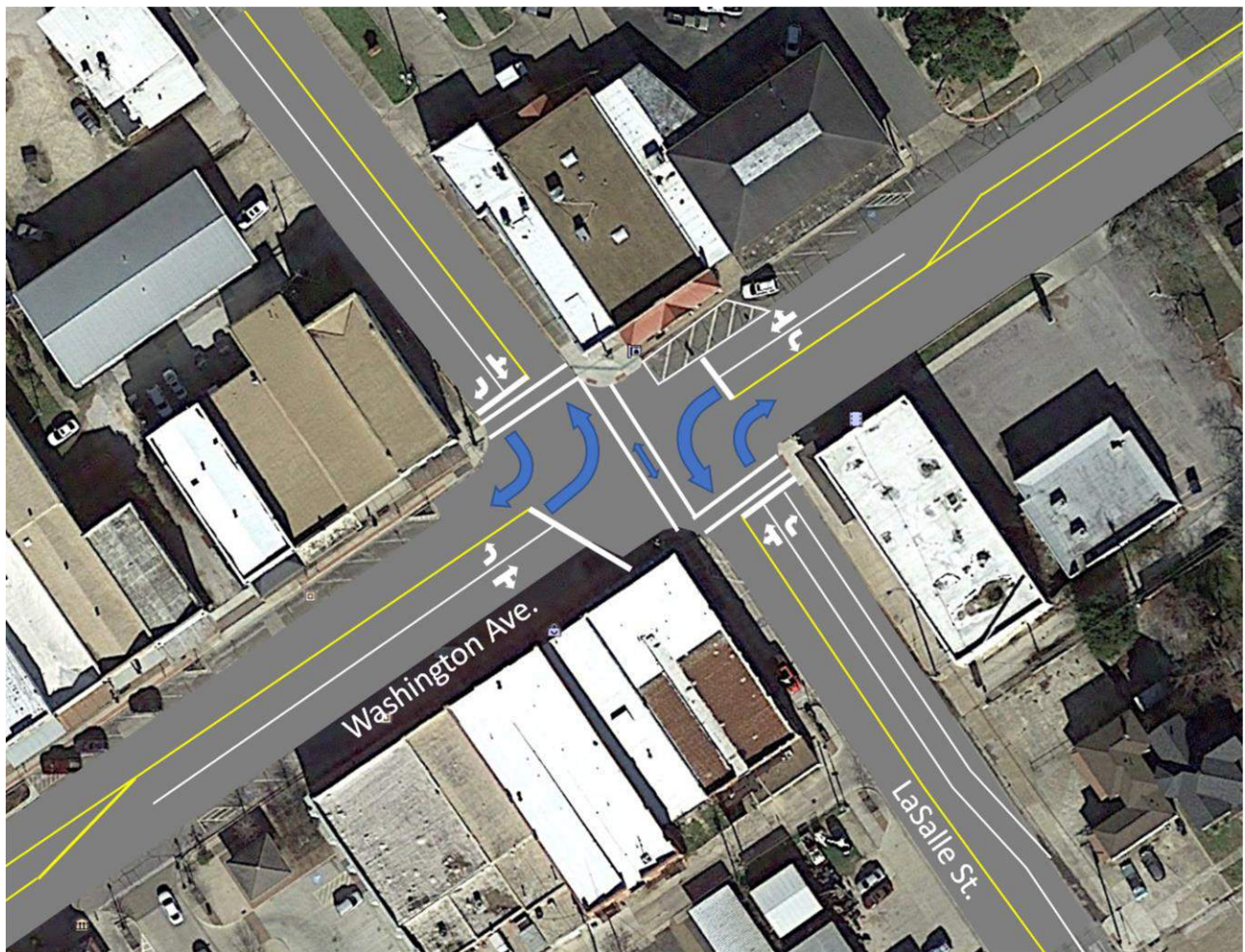


Figure 3.03-3 Alternative 5 Geometric Layout

The HCM results of Alternative 5 are shown in Tables 3.03-11 and 3.03-12. As with all of the alternatives, because of the single lane leading up to the intersection in the eastbound direction, the end of the left-turn bay is often blocked by traffic. Because these vehicles are released first with a longer left-turn phase than in the other options, left-turning vehicles that are blocked by the nonmoving through vehicles typically do not progress through the intersection and are stopped in the turn bay once the through traffic starts moving. The opposing through movements are heavy in both the eastbound and westbound directions, allowing minimal left-turning vehicles to complete their turn outside of their protected (left-turn arrow) movement. This results in fewer left-turning vehicles traveling through the intersection overall and the eastbound queue extending longer than in previous options. While there is improvement compared to the future no build option, there is less improvement than the other alternatives in both operations and queue length.

Washington Ave & Lasalle St - Future Alt 5 AM*										
Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	21.7	C	0.30	1.5	40	127	196	15.0
	NBT	129	18.5	B	0.38	2.3	60	127	196	
	NBR	138	13.7	B	0.29	2.0	50	71	130	
Eastbound	EBL	233	10.2	B	0.43	2.7	70	127	212	Intersection LOS
	EBT	288	0.0	A	0.64	0.0	25	179	304	
	EBR	34	15.4	B	0.64	5.4	135	179	304	
Southbound	SBL	52	20.8	C	0.20	1.0	25	116	187	B
	SBT	132	18.5	B	0.38	2.4	60	116	187	
	SBR	211	13.2	B	0.41	3.0	75	79	128	
Westbound	WBL	97	10.2	B	0.20	1.1	30	64	113	Max Movement V/C
	WBT	205	0.0	A	0.57	0.0	25	147	243	
	WBR	53	16.0	B	0.57	4.4	110	147	243	
* Modified Lanes						Operations:	SimTraffic	SimTraffic	HCM 6	

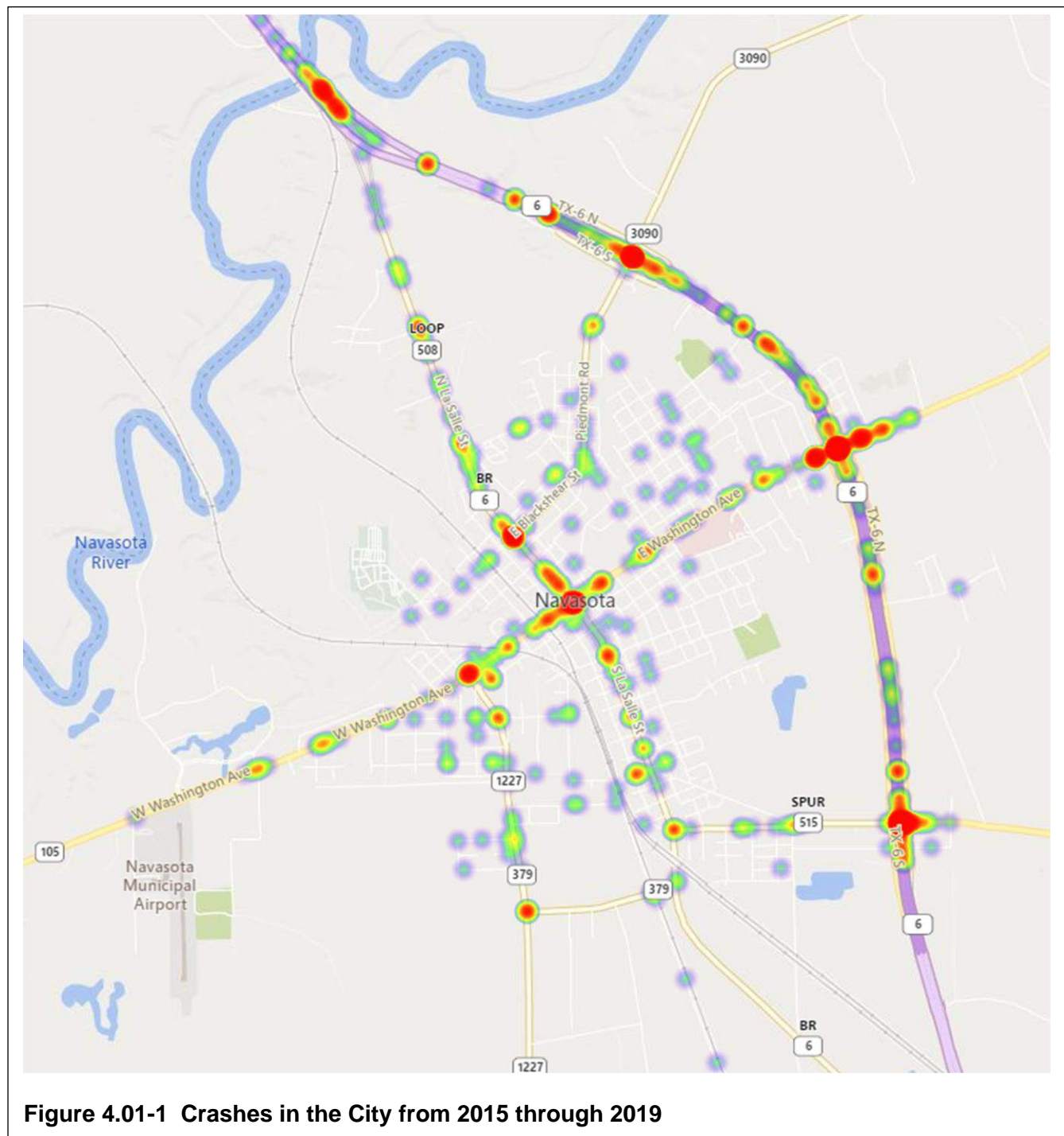
Table 3.03-11 AM Alternative 5 LOS Operations

Washington Ave & Lasalle St - Future Alt 5 PM*										
Control	Traffic Signal									
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	60	25.3	C	0.25	1.5	40	136	214	21.7
	NBT	155	19.9	B	0.32	3.3	85	136	214	
	NBR	131	15.1	B	0.25	2.4	60	86	150	
Eastbound	EBL	340	13.1	B	0.65	5.3	135	209	225	Intersection LOS
	EBT	420	0.0	A	0.92	0.0	25	631	964	
	EBR	90	34.0	C	0.92	14.2	355	631	964	
Southbound	SBL	154	25.9	C	0.52	4.0	100	499	721	C
	SBT	219	20.8	C	0.49	4.9	125	499	721	
	SBR	237	13.1	B	0.37	3.9	100	189	255	
Westbound	WBL	78	15.2	B	0.26	1.3	35	73	129	Max Movement V/C
	WBT	178	0.0	A	0.62	0.0	25	188	299	
	WBR	91	20.4	C	0.62	6.2	155	188	299	
* Modified Lanes						Operations:	SimTraffic	SimTraffic	HCM 6	

Table 3.03-12 PM Alternative 5 LOS Operations

4.01 INTRODUCTION

The study team used the Crash Record Information System (CRIS) tool from TxDOT to compile reported crashes from 2015 through 2019. A heat map of the crashes in the City during this time period is shown in Figure 4.01-1.



Crash rates were calculated for intersections of major collectors, as well as the major corridors through town identified in the Thoroughfare Plan. Crash rates are typically used rather than the number of crashes because it allows for safety to be compared between intersections and along corridors with different traffic volumes. For intersections, the standard crash rate is determined by calculating the number of crashes per one million entering vehicles (MEV). For corridors, the standard crash rate is determined by calculating the number of crashes per 100 million vehicle miles traveled (HMVMT).

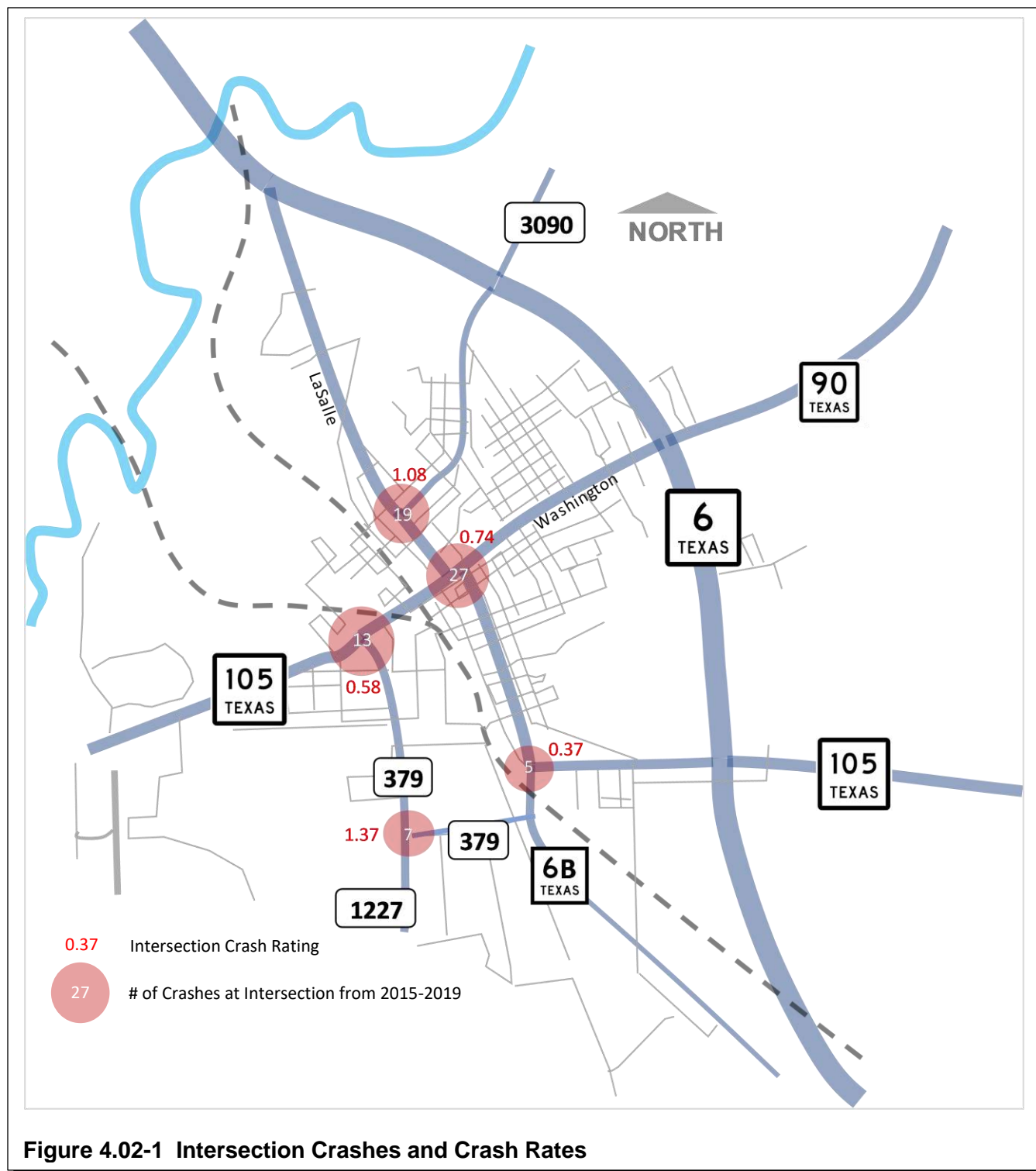
4.02 CRASH RECORD REVIEW

A. Intersection Crash Rates

1. City Intersections

The 2015 to 2019 intersection number of crashes and crash rates are shown in Figure 4.02-1. The number of crashes ranged from 5 to 27, and the intersection crash rates ranged from 0.58 to 1.37. Typically, a crash rate over 2.0 MEV warrants further investigation. Intersection motor vehicle crash rates do not appear to be a significant factor in the need for improvements at the five intersections considered.

While the intersection at SH 6B (LaSalle Street) and FM 3090 (Blackshear Street) has a crash rate below 2.0 MEV, it has a high number of crashes for an intersection with such low volumes. It was found during further evaluation that approximately 68 percent of those crashes involve vehicles coming from the northeast (heading southwest on Blackshear Street). This leg of the intersection has poor visibility because of the existing vegetation adjacent to the intersection. Efforts to clear the vegetation could improve the visibility for this leg of the intersection.

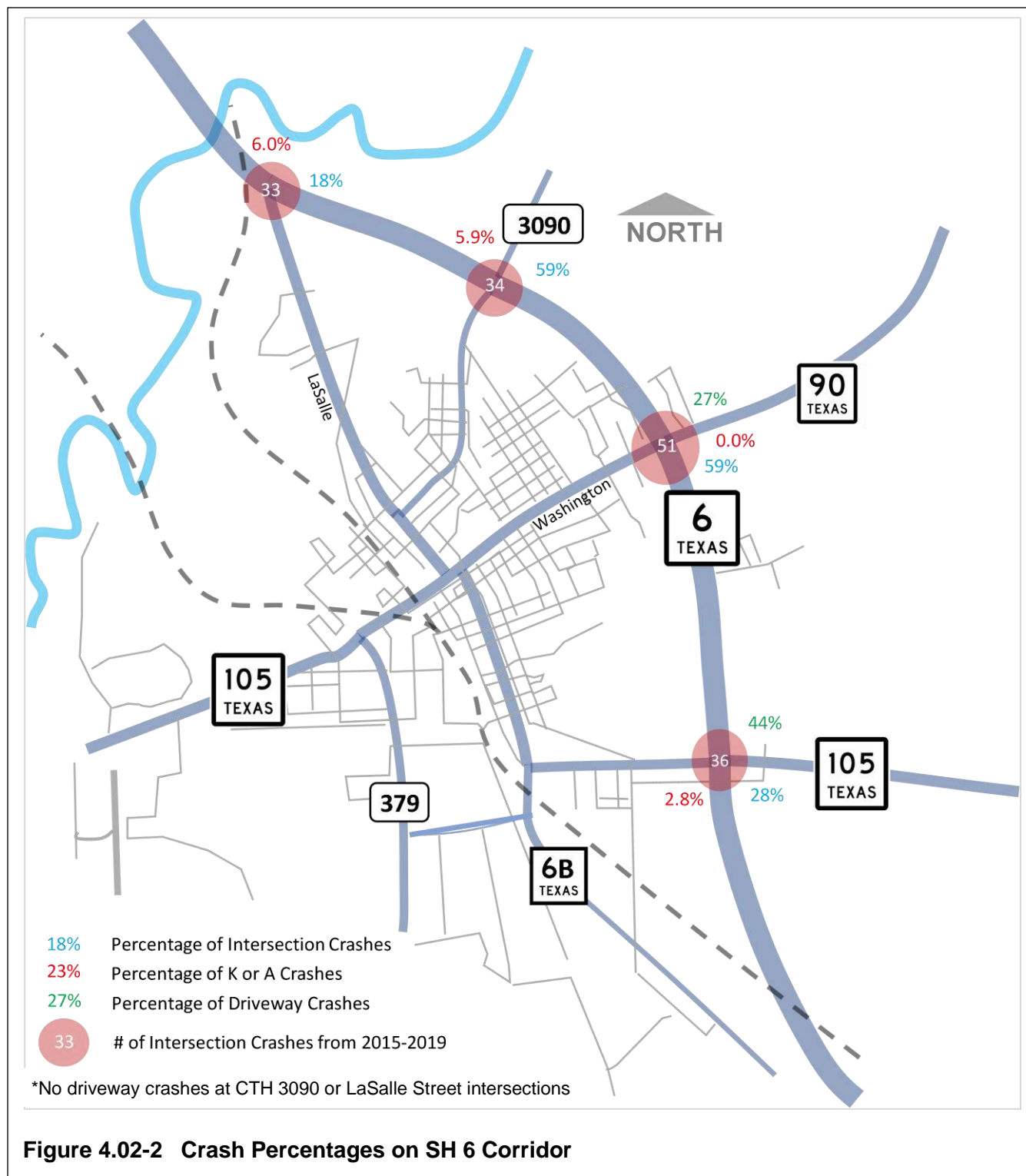


2. Route 6 Intersections

While AADT data is available for SH 6, the CRIS tool does not clearly separate freeway crashes from frontage road crashes. Because of this lack of information for the frontage roads, the crash

rates for intersections along SH 6 were not able to be accurately calculated. To review crashes on TX 6, the number of crashes were analyzed along the corridor and reported in Figure 4.02-2 at each interchange as percentages of fatal (K) and serious injury (A) crashes and the percentage of intersection-related crashes.

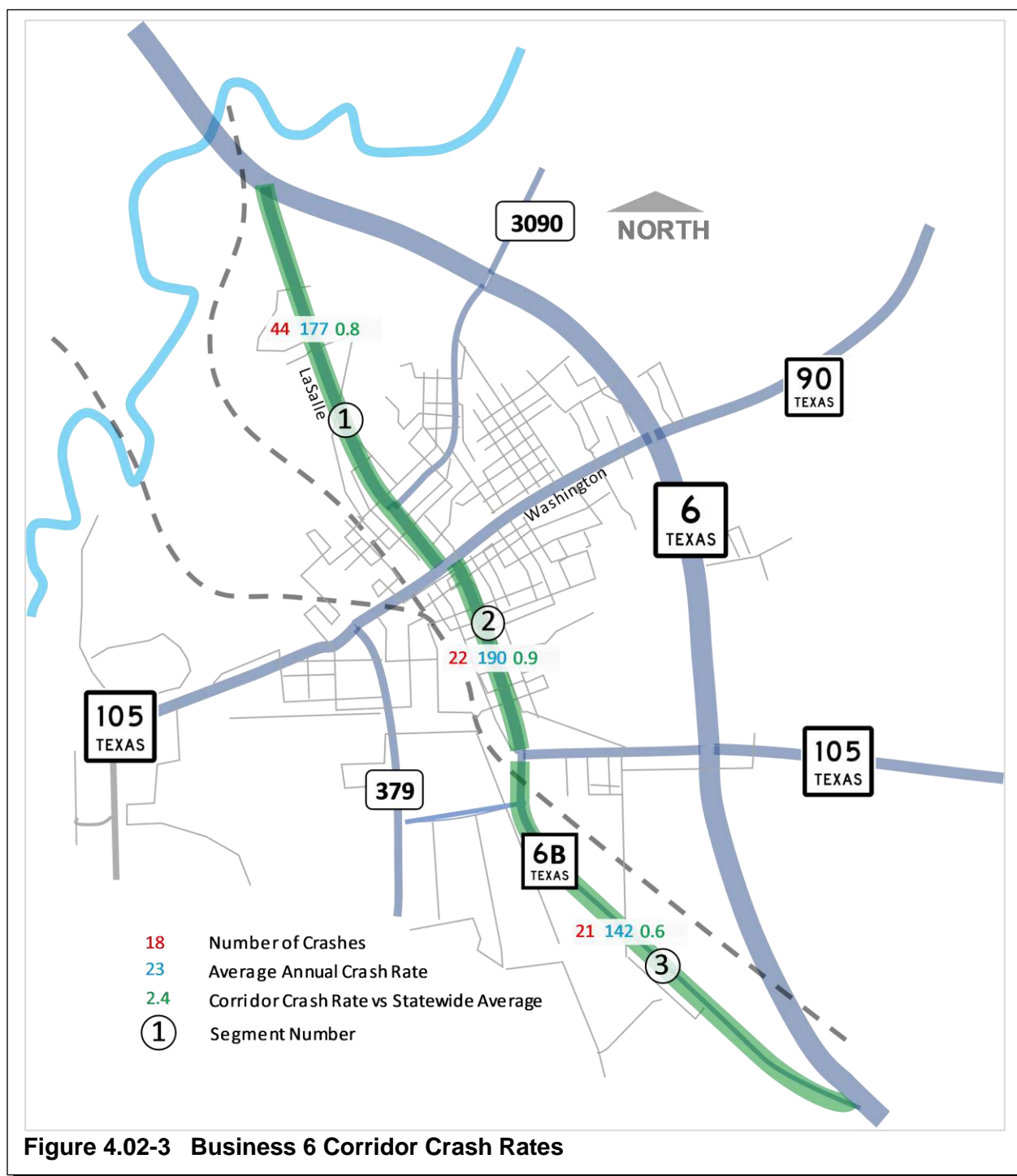
Additionally, both of the interchange areas at SH 6 and Washington Avenue and at SH 6 and Spur 515 have multiple businesses with driveways directly adjacent to the interchanges. For these two locations, Figure 4.02-2 also shows the percentage of driveway-related crashes near the interchange areas. For example, at SH 6 and Washington Avenue there were 51 total crashes within the interchange area. Of these 51 crashes, 0 percent were severe crashes (K or A), 59 percent were intersection-related crashes, and 27 percent were crashes related to adjacent driveways. Because of the relatively high percentage of driveway-related crashes at Washington Avenue and Spur 515 interchanges, access management should be evaluated for the businesses directly adjacent to the interchange areas.



B. Corridor Crash Rates

1. SH 6B (LaSalle Street)

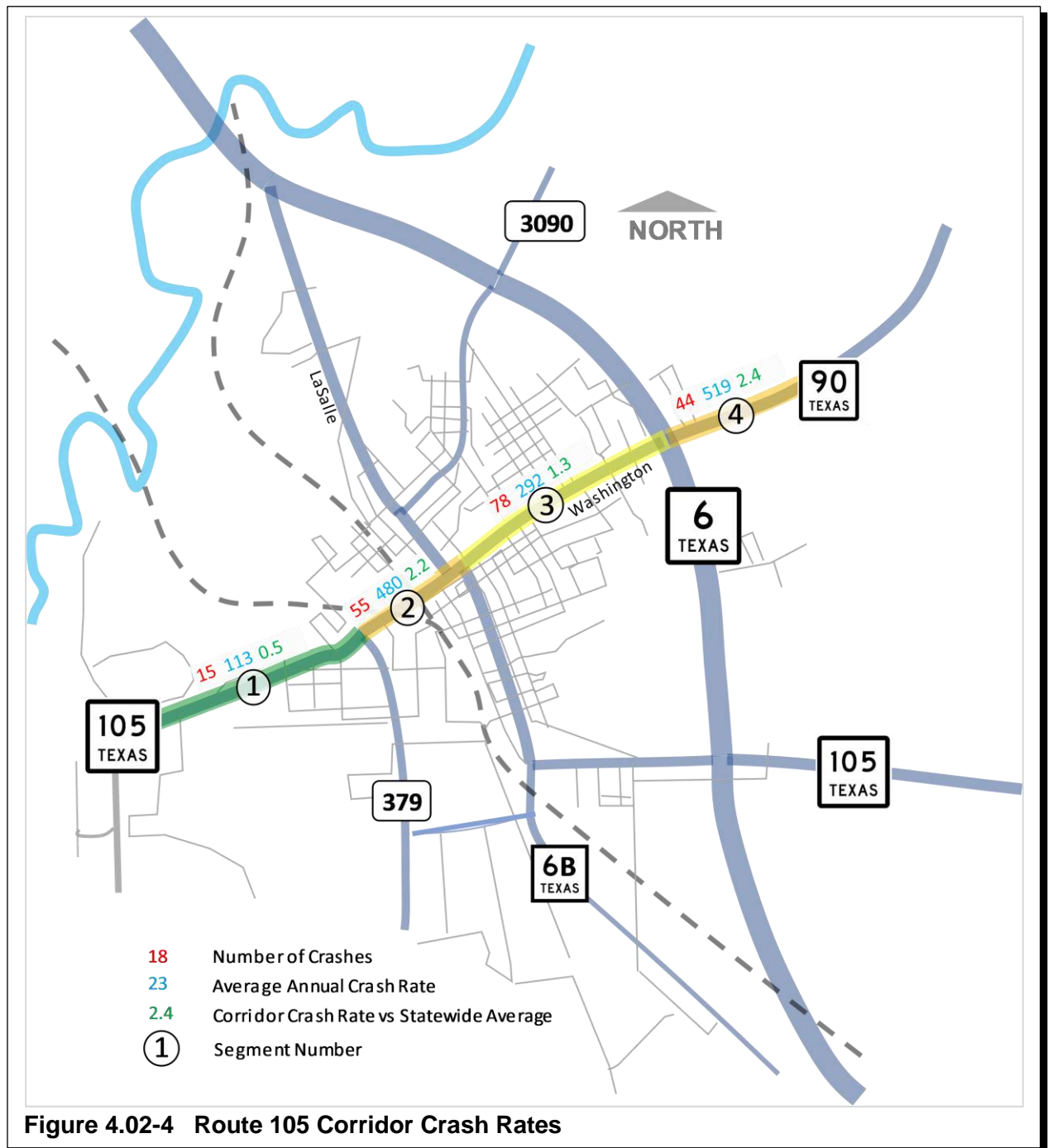
SH 6B runs north and south through downtown and connects at both ends to SH 6. This corridor was analyzed in three segments: SH 6 on the north end to Washington Avenue, Washington Avenue to Spur 515, and Spur 515 to SH 6 on the south end of the City. These three segments are shown in Figure 4.02-3 with the number of crashes per section as well as crash rates. None of the three segments of this corridor have crash rates that exceed statewide averages, which typically indicates the need to consider further investigation.



2. SH 105 (Washington Avenue)

Route 105 runs from the west end of town to the northeast until it connects with SH 6. This corridor was split into four sections: Veteran's Memorial Drive to FM 379, FM 379 to LaSalle Street/SH 6B, LaSalle Street/SH 6B to SH 6, and SH 6 to Alamo Drive just past the high school. These four

segments are shown in Figure 4.02-4 with the number of crashes per section as well as crash rates. While segment 1 is approximately one-half the crash rate of the statewide average for similar facilities, segment 2 is 2.2 times higher than the statewide average crash rate, segment 3 is 1.3 time higher than the statewide average crash rate, and segment 4 is 2.4 times higher than the statewide average crash rate. Segments 2, 3 and 4 should all be considered for further investigation.



In segment 2, 73 percent of the crashes were intersection-related crashes, with the most frequent type of crash being a rear-end crash (38 percent). This is likely due to the intersection at Washington Avenue and LaSalle Street, which has issues with queueing in the eastbound direction. Modifying the intersection timings to reduce queueing could improve the crash rating of this section.

In segment 3, there are 23 intersections with 47 driveway access points. Approximately 60 percent of the crashes in this section of the corridor are intersection related crashes, and 20 percent are driveway related. The most common crash types are angle crashes (40 percent) and rear-end crashes (23 percent). These angle crashes are likely the result of all the local street connections as well as the numerous driveway connections to the arterial. Evaluating access management along this section of the corridor to reduce redundant and unnecessary access point could reduce vehicle crashes.

In segment 4, there are only four intersections and ten driveways; however, this is the shortest segment with the most traffic. The segment consists of approximately 24 percent intersection crashes and 49 percent driveway crashes. The most common crash types are opposite direction crashes (31 percent), rear end crashes (27 percent), and angle crashes (20 percent). Many of these crashes seem to be the result of the high density of commercial access points for such a short section of arterial. Developing access control for the intersections and driveway access points along this section of the corridor could help decrease the crash rating of this section of the corridor.

5.01 COMMUNITY MEETING

A public information meeting discussing the Thoroughfare Plan Update as well as the Pedestrian and Bicycle Plan was held on the evening of August 10, 2021. There were approximately 20 attendees. The material discussed and the comments received are summarized in the following. Photographs from the meeting can be seen in Figure 5.01-1.



Figure 5.01-1 Public Open House (August 10, 2021)

A. Navasota Thoroughfare Plan Update and Pedestrian and Bicycle Plan Meeting Agenda

After being introduced by Brad Stafford (City Manager), Jeff Held (Strand) gave a presentation split into two parts covering both reports.

1. Thoroughfare Plan

a. Review of the Existing Thoroughfare Plan

A general overview of the map was shown and compared to the TxDOT functional classification map with a discussion of possible new streets or street extensions and general cross sections of these proposed projects with an emphasis on the East Arterial and Spur 515 extension.

b. Traffic Operations Analysis at LaSalle Street and Washington Avenue

The existing queueing problems on Washington Avenue were discussed, as well as showing optional layouts of the five alternatives seeking to improve the queueing issues.

c. Crash Records Review

A brief review of the crash records took place from the past five years with discussion on the problem intersections and areas to consider for future safety improvements.

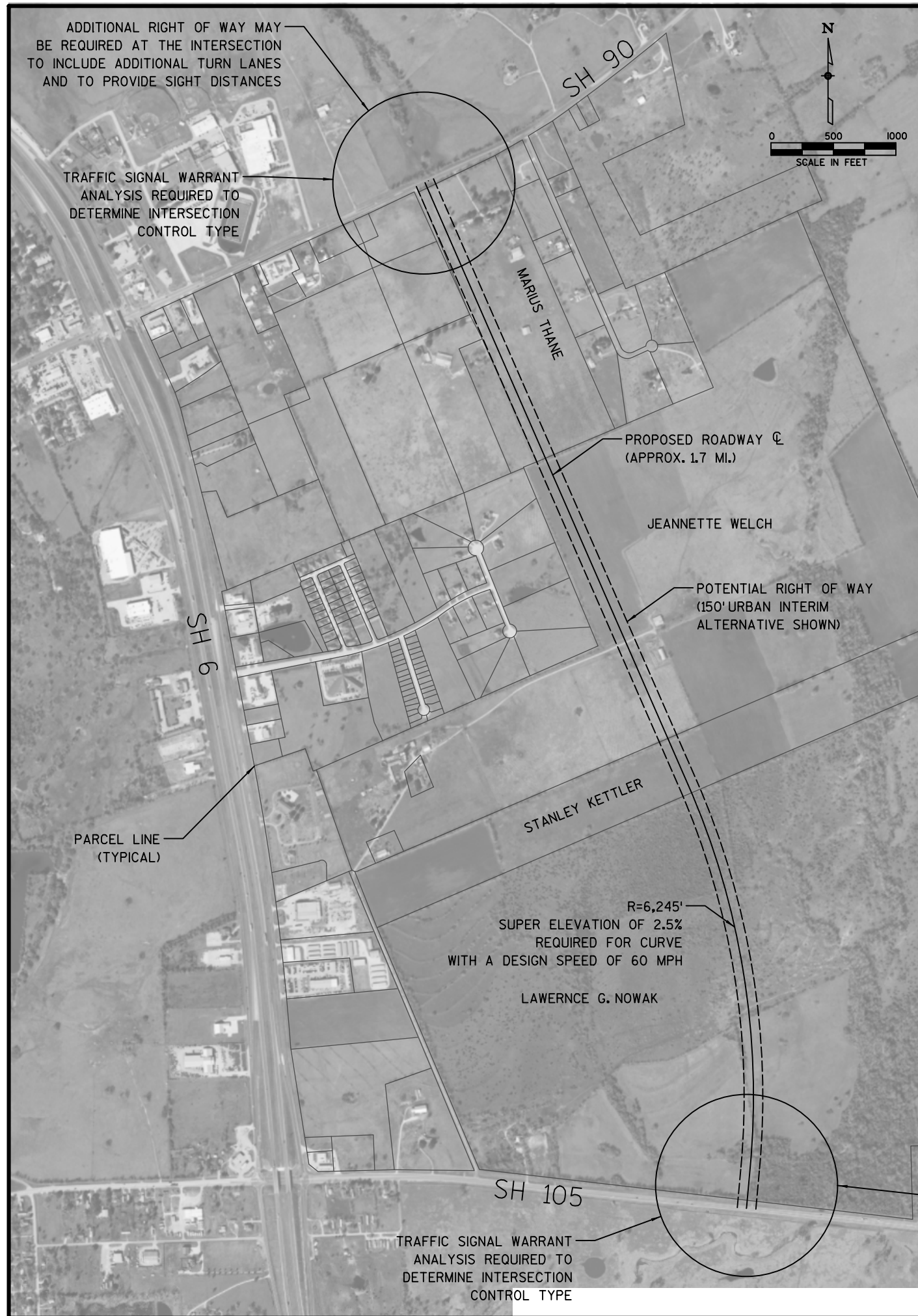
2. Pedestrian and Bicycle Plan

The discussion of the Pedestrian and Bicycle Plan covered goals and objectives, proposed routing maps, materials and costs, as well as priority routing. Further information about this part of the meeting and the comments received can be found in the Navasota Pedestrian and Bicycle Plan Report.

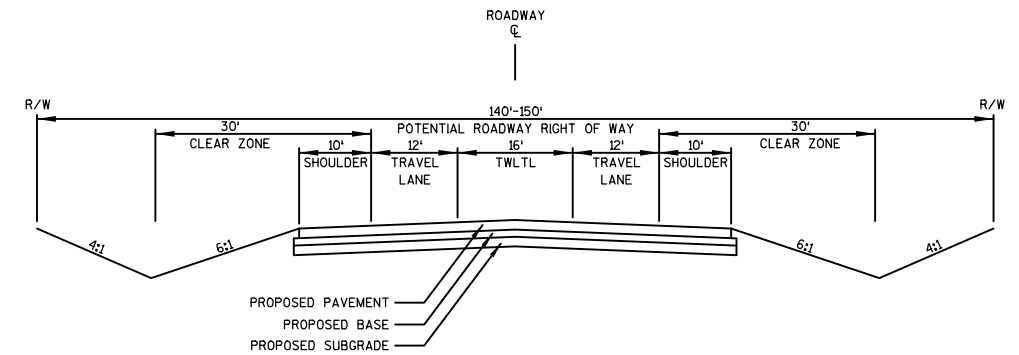
B. Summary of Public Comments

Most of the comments received were in relation to the Pedestrian and Bicycle Plan. There were several comments about street or intersection improvements that are more specific than the Thoroughfare Plan generally documents. The City could consider investigating these projects further. The comments can be found in Appendix E.

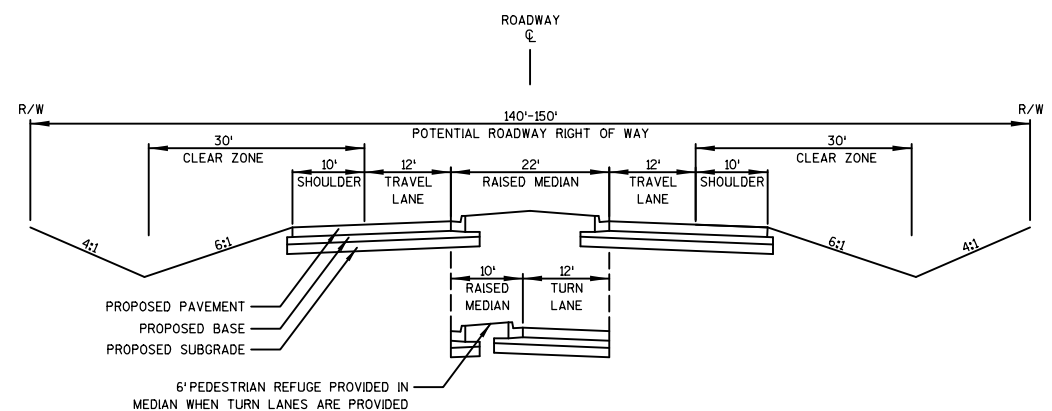
APPENDIX A
EAST ARTERIAL LAYOUT



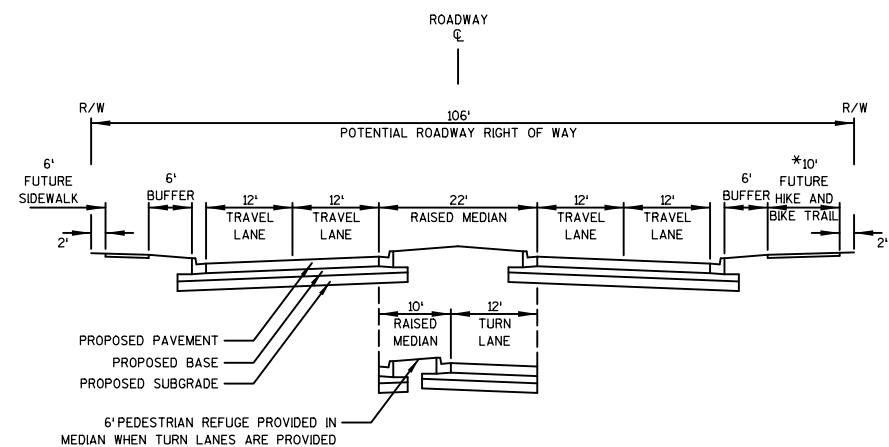
ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT THE INTERSECTION TO INCLUDE ADDITIONAL TURN LANES AND TO PROVIDE SIGHT DISTANCES



2-LANE RURAL TYPICAL SECTION
NOT TO SCALE



2-LANE SUBURBAN TYPICAL SECTION
NOT TO SCALE



4-LANE URBAN TYPICAL SECTION
NOT TO SCALE

* 14' OUTSIDE TRAVEL LANES CAN BE PROVIDED INSTEAD OF A HIKE AND BIKE TRAIL TO PROVIDE BICYCLE ACCOMMODATIONS.

NOTES:

ALL LANE, SHOULDER, MEDIAN, BUFFER, SIDEWALK, DITCH SLOPES AND CLEAR ZONE WIDTHS MEET DESIRABLE STANDARDS IN TXDOT'S ROADSIDE DESIGN MANUAL.

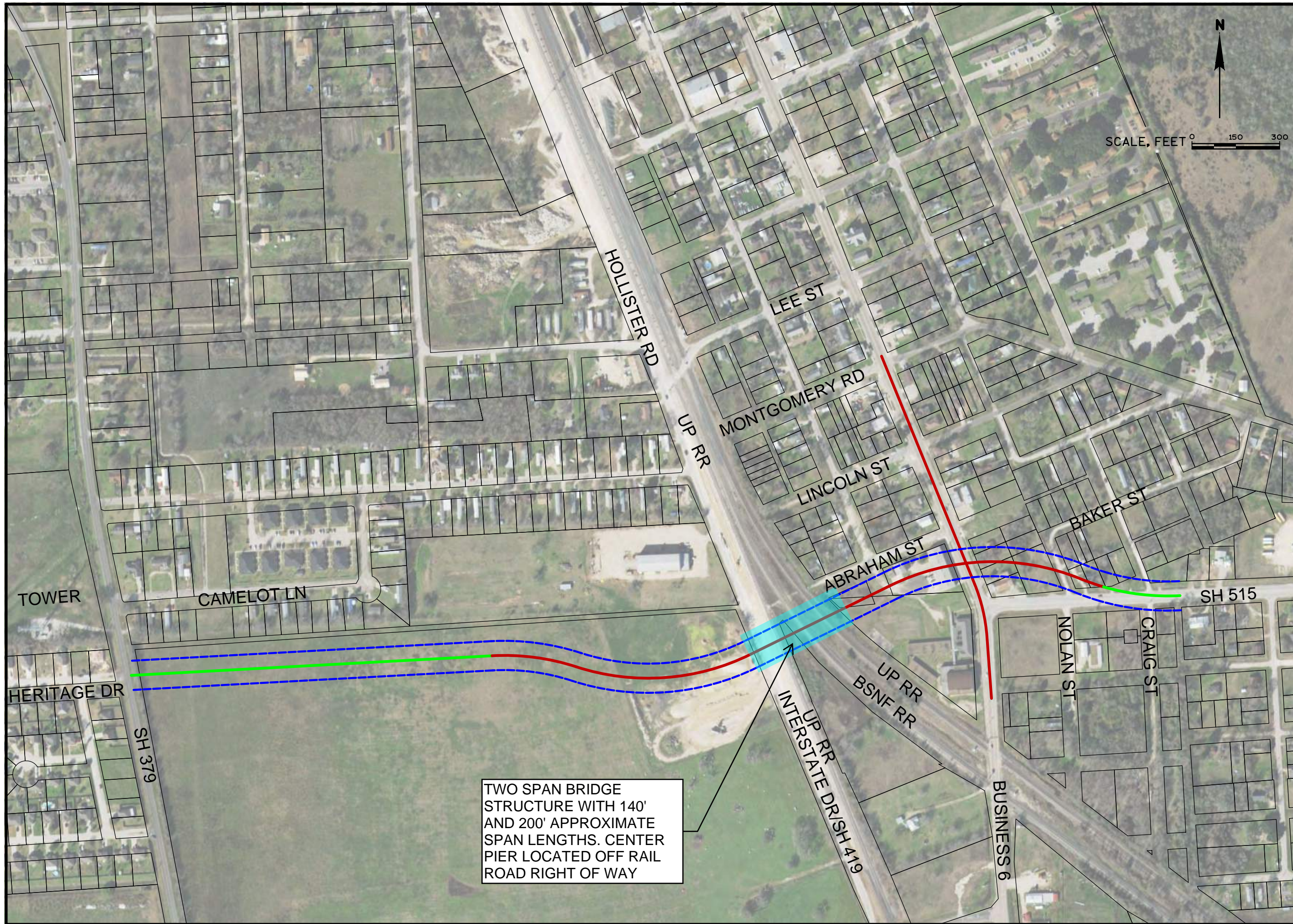
DITCH BOTTOM IS ANTICIPATED TO BE 1' BELOW SUBGRADE IN CUT SECTIONS AND 1' BELOW EXISTING GROUND IN FILL SECTIONS. A PAVEMENT STRUCTURE OF 2" WAS ASSUMED.

MEDIAN IN URBAN ALTERNATIVE IS SIZED TO PROVIDE A 12' TURN LANE AND 6' FOR PEDESTRIAN REFUGE IN MEDIAN.

**CITY OF NAVASOTA
POTENTIAL EAST ARTERIAL ROUTE**

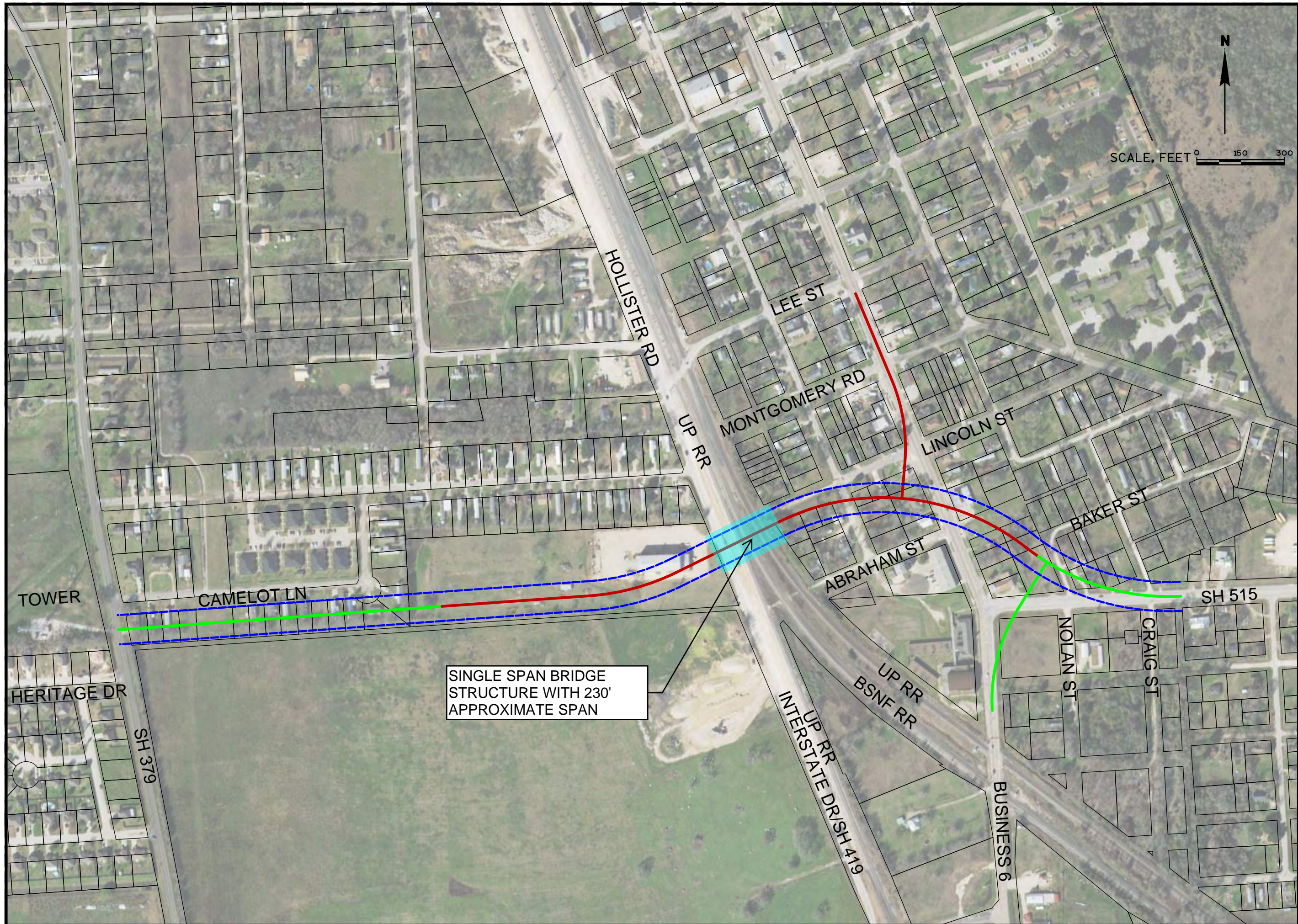
NAVASOTA





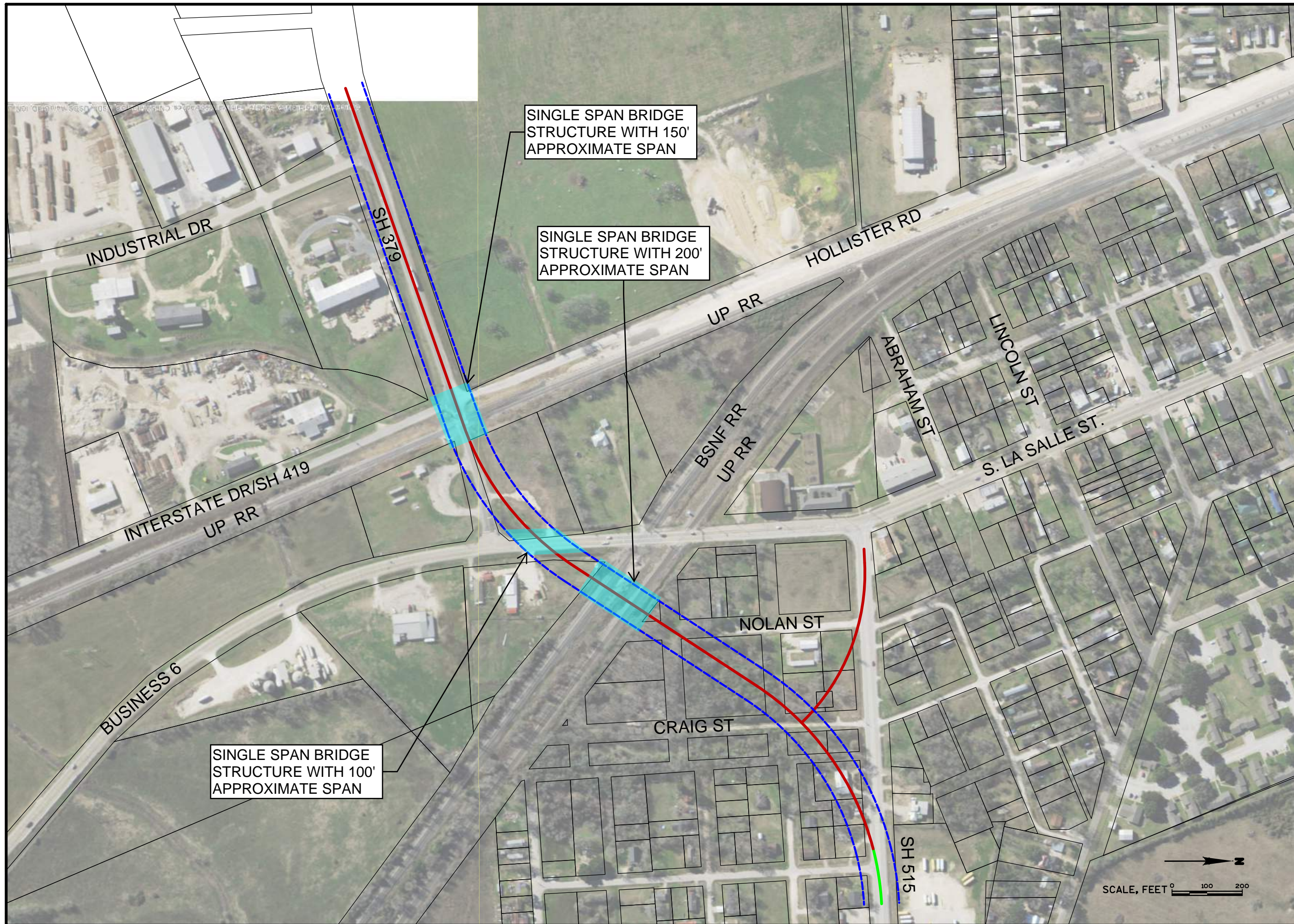
NAVASOTA
SH 515 NORTH B
POTENTIAL NORTH GRADE-SEPARATED RAILROAD CROSSING
 ALTERNATIVE 1





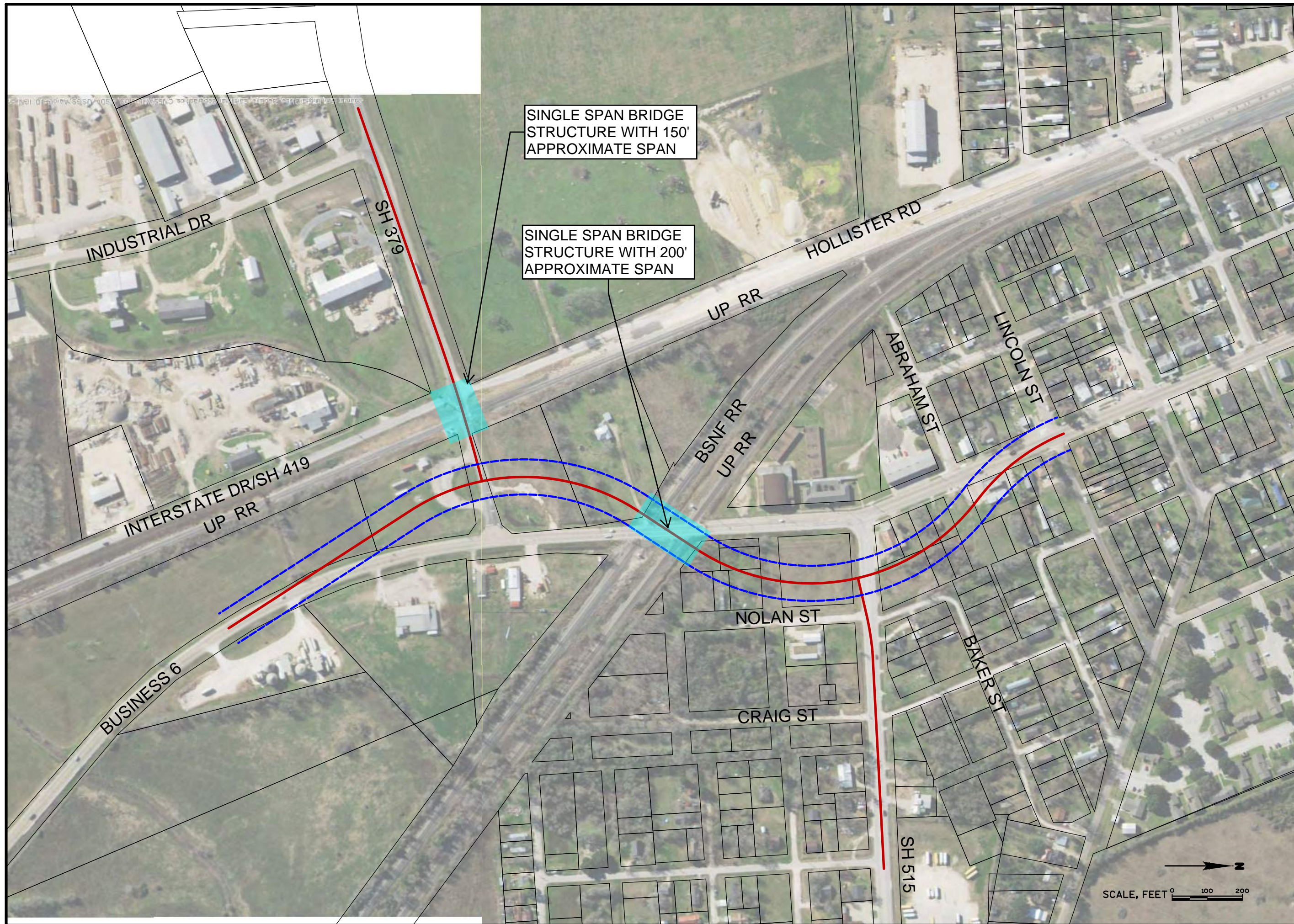
NAVASOTA
SH 515 NORTH A
POTENTIAL NORTH GRADE-SEPARATED RAILROAD CROSSING
ALTERNATIVE 2





NAVASOTA
SH 515 SOUTH
POTENTIAL GRADE-SEPARATED RAILROAD CROSSING
ALTERNATIVE 3





**NAVASOTA
BUSINESS 6
POTENTIAL GRADE-SEPARATED RAILROAD CROSSING
ALTERNATIVE 4**

























2020 EXISTING CONDITIONS AM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	188	22	87	185	48	70	116	124	41	105	168
Future Volume (veh/h)	152	188	22	87	185	48	70	116	124	41	105	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	160	198	23	92	195	51	74	122	131	43	111	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	1	1	1
Cap, veh/h	574	404	47	587	308	81	378	441	373	380	444	376
Arrive On Green	0.16	0.28	0.28	0.13	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1753	1457	169	1781	1280	335	1091	1870	1585	1136	1885	1598
Grp Volume(v), veh/h	160	0	221	92	0	246	74	122	131	43	111	177
Grp Sat Flow(s),veh/h/ln	1753	0	1626	1781	0	1614	1091	1870	1585	1136	1885	1598
Q Serve(g_s), s	2.5	0.0	4.7	1.4	0.0	5.7	2.5	2.2	2.9	1.3	2.0	4.0
Cycle Q Clear(g_c), s	2.5	0.0	4.7	1.4	0.0	5.7	4.4	2.2	2.9	3.6	2.0	4.0
Prop In Lane	1.00		0.10	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	0	451	587	0	389	378	441	373	380	444	376
V/C Ratio(X)	0.28	0.00	0.49	0.16	0.00	0.63	0.20	0.28	0.35	0.11	0.25	0.47
Avail Cap(c_a), veh/h	1134	0	1763	1221	0	1750	1041	1577	1336	1070	1589	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	12.6	8.9	0.0	14.1	14.7	13.0	13.2	14.4	12.9	13.6
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.0	0.6	0.1	0.1	0.2	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	2.6	0.8	0.0	3.2	0.9	1.4	1.5	0.5	1.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	12.9	9.0	0.0	14.7	14.8	13.1	13.4	14.5	13.0	14.0
LnGrp LOS	A	A	B	A	A	B	B	B	B	B	B	B
Approach Vol, veh/h	381			338			327			331		
Approach Delay, s/veh	11.1			13.2			13.6			13.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	15.0		14.8	10.2	16.5		14.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	4.5	7.7		6.0	3.4	6.7		6.4				
Green Ext Time (p_c), s	0.1	0.5		0.7	0.0	0.5		0.8				
Intersection Summary												
HCM 6th Ctrl Delay	12.8											
HCM 6th LOS	B											

2020 EXISTING CONDITIONS PM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	274	59	70	160	82	54	140	118	122	174	188
Future Volume (veh/h)	222	274	59	70	160	82	54	140	118	122	174	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	234	288	62	74	168	86	57	147	124	128	183	198
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	576	403	87	473	247	126	331	460	390	368	460	390
Arrive On Green	0.17	0.30	0.30	0.11	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	1342	289	1781	1047	536	1010	1885	1598	1117	1885	1598
Grp Volume(v), veh/h	234	0	350	74	0	254	57	147	124	128	183	198
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1583	1010	1885	1598	1117	1885	1598
Q Serve(g_s), s	3.9	0.0	8.3	1.2	0.0	6.3	2.2	2.8	2.8	4.6	3.5	4.6
Cycle Q Clear(g_c), s	3.9	0.0	8.3	1.2	0.0	6.3	5.7	2.8	2.8	7.4	3.5	4.6
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	0	490	473	0	373	331	460	390	368	460	390
V/C Ratio(X)	0.41	0.00	0.71	0.16	0.00	0.68	0.17	0.32	0.32	0.35	0.40	0.51
Avail Cap(c_a), veh/h	1090	0	1696	1102	0	1645	901	1524	1292	998	1524	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	13.5	10.1	0.0	15.1	16.1	13.4	13.4	16.4	13.7	14.1
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.1	0.0	0.8	0.1	0.1	0.2	0.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	4.6	0.7	0.0	3.6	0.8	1.8	1.5	1.8	2.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	0.0	14.2	10.1	0.0	15.9	16.2	13.6	13.6	16.6	13.9	14.5
LnGrp LOS	A	A	B	B	A	B	B	B	B	B	B	B
Approach Vol, veh/h		584			328			328			509	
Approach Delay, s/veh		12.3			14.6			14.0			14.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	15.2		15.6	9.7	18.0		15.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	5.9	8.3		9.4	3.2	10.3		7.7				
Green Ext Time (p_c), s	0.1	0.6		1.2	0.0	0.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				13.8								
HCM 6th LOS				B								

2040 FUTURE NO BUILD AM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	1	1	1
Cap, veh/h	569	409	49	500	302	78	346	437	370	362	440	373
Arrive On Green	0.18	0.28	0.28	0.13	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	1453	173	1781	1282	332	1021	1870	1585	1107	1885	1598
Grp Volume(v), veh/h	245	0	339	102	0	272	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1753	0	1626	1781	0	1615	1021	1870	1585	1107	1885	1598
Q Serve(g_s), s	4.0	0.0	8.0	1.6	0.0	6.6	3.1	2.6	3.3	1.8	2.6	5.3
Cycle Q Clear(g_c), s	4.0	0.0	8.0	1.6	0.0	6.6	5.7	2.6	3.3	4.4	2.6	5.3
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	569	0	458	500	0	380	346	437	370	362	440	373
V/C Ratio(X)	0.43	0.00	0.74	0.20	0.00	0.72	0.24	0.31	0.39	0.15	0.32	0.59
Avail Cap(c_a), veh/h	1083	0	1722	1104	0	1711	948	1541	1306	1015	1553	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	13.9	9.5	0.0	14.9	15.8	13.5	13.7	15.3	13.5	14.5
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.1	0.0	0.9	0.1	0.1	0.3	0.1	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	4.5	0.9	0.0	3.8	1.1	1.6	1.7	0.7	1.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	14.8	9.6	0.0	15.9	15.9	13.6	14.0	15.3	13.6	15.1
LnGrp LOS	A	A	B	A	A	B	B	B	B	B	B	B
Approach Vol, veh/h	584			374			363			416		
Approach Delay, s/veh	12.5			14.2			14.3			14.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	15.0		14.9	10.6	17.0		14.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	6.0	8.6		7.3	3.6	10.0		7.7				
Green Ext Time (p_c), s	0.1	0.6		1.0	0.0	0.7		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	13.7											
HCM 6th LOS	B											

2040 FUTURE NOT BUILD PM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	586	493	106	355	316	162	281	511	433	345	511	433
Arrive On Green	0.17	0.37	0.37	0.10	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1343	289	1781	1046	537	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	0	537	82	0	283	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1582	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	7.5	0.0	17.9	1.7	0.0	8.8	3.5	4.0	4.0	8.1	5.9	7.8
Cycle Q Clear(g_c), s	7.5	0.0	17.9	1.7	0.0	8.8	9.4	4.0	4.0	12.0	5.9	7.8
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	586	0	599	355	0	478	281	511	433	345	511	433
V/C Ratio(X)	0.61	0.00	0.90	0.23	0.00	0.59	0.22	0.32	0.32	0.47	0.45	0.57
Avail Cap(c_a), veh/h	907	0	1273	792	0	1235	591	1145	970	710	1145	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	17.2	12.7	0.0	17.1	21.3	16.8	16.8	21.6	17.5	18.1
Incr Delay (d2), s/veh	0.4	0.0	2.0	0.1	0.0	0.4	0.1	0.1	0.2	0.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	10.2	1.0	0.0	5.3	1.3	2.8	2.4	3.4	4.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	19.2	12.8	0.0	17.5	21.5	16.9	16.9	21.9	17.7	18.6
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/veh		16.0			16.5			17.7			19.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	22.4		20.6	10.8	26.2		20.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	9.5	10.8		14.0	3.7	19.9		11.4				
Green Ext Time (p_c), s	0.1	0.6		1.6	0.0	1.3		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

ALTERNATIVE 1 - AM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	1	1	1
Cap, veh/h	567	471	56	505	375	97	265	349	296	276	352	298
Arrive On Green	0.15	0.32	0.32	0.12	0.29	0.29	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	1453	173	1781	1282	332	1021	1870	1585	1107	1885	1598
Grp Volume(v), veh/h	245	0	339	102	0	272	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1753	0	1626	1781	0	1615	1021	1870	1585	1107	1885	1598
Q Serve(g_s), s	4.6	0.0	9.1	1.8	0.0	7.4	3.9	3.3	4.2	2.4	3.3	6.7
Cycle Q Clear(g_c), s	4.6	0.0	9.1	1.8	0.0	7.4	7.3	3.3	4.2	5.6	3.3	6.7
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	567	0	526	505	0	472	265	349	296	276	352	298
V/C Ratio(X)	0.43	0.00	0.64	0.20	0.00	0.58	0.31	0.39	0.49	0.20	0.40	0.74
Avail Cap(c_a), veh/h	1156	0	1520	674	0	1070	333	474	401	566	845	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	14.8	10.0	0.0	15.5	21.5	18.3	18.7	20.8	18.3	19.7
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.1	0.0	0.4	0.2	0.3	0.5	0.1	0.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	5.4	1.1	0.0	4.3	1.5	2.3	2.5	1.0	2.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	15.3	10.1	0.0	15.9	21.8	18.6	19.2	20.9	18.6	21.1
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	C
Approach Vol, veh/h	584					374		363		416		
Approach Delay, s/veh	13.1					14.3		19.5		20.3		
Approach LOS	B					B		B		C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.8	22.0	16.6		11.1	23.6	16.6					
Change Period (Y+Rc), s	5.0	7.0	7.0		5.0	7.0	7.0					
Max Green Setting (Gmax), s	25.0	34.0	23.0		11.0	48.0	13.0					
Max Q Clear Time (g_c+I1), s	6.6	9.4	8.7		3.8	11.1	9.3					
Green Ext Time (p_c), s	0.1	0.6	0.9		0.0	0.7	0.4					
Intersection Summary												
HCM 6th Ctrl Delay	16.4											
HCM 6th LOS	B											
Notes												

ALTERNATIVE 1 - PM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	550	486	105	318	307	157	251	488	413	313	488	413
Arrive On Green	0.16	0.36	0.36	0.09	0.29	0.29	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1343	289	1781	1046	537	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	0	537	82	0	283	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1583	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	8.7	0.0	20.8	2.0	0.0	10.2	4.1	4.7	4.7	9.5	6.9	9.1
Cycle Q Clear(g_c), s	8.7	0.0	20.8	2.0	0.0	10.2	11.0	4.7	4.7	14.1	6.9	9.1
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	0	591	318	0	464	251	488	413	313	488	413
V/C Ratio(X)	0.65	0.00	0.91	0.26	0.00	0.61	0.25	0.33	0.33	0.52	0.47	0.60
Avail Cap(c_a), veh/h	929	0	1176	445	0	809	251	488	413	407	651	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	20.2	15.3	0.0	20.3	25.5	20.0	20.0	25.8	20.8	21.7
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.2	0.0	0.5	0.2	0.1	0.2	0.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	12.0	1.3	0.0	6.4	1.5	3.4	2.9	4.2	5.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	22.5	15.5	0.0	20.7	25.7	20.2	20.2	26.3	21.1	22.2
LnGrp LOS	B	A	C	B	A	C	C	C	C	C	C	C
Approach Vol, veh/h	895			365			364			642		
Approach Delay, s/veh	18.8			19.6			21.1			22.8		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	26.5		24.2	11.2	31.1		24.2				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (g_c+I1), s	10.7	12.2		16.1	4.0	22.8		13.0				
Green Ext Time (p_c), s	0.1	0.6		1.1	0.0	1.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	20.4											
HCM 6th LOS	C											

ALTERNATIVE 2 - AM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	454	678	81	376	317	82	246	259	276	313	203	324
Arrive On Green	0.13	0.46	0.46	0.25	0.25	0.25	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	1476	175	1041	1282	332	1029	835	890	1107	654	1044
Grp Volume(v), veh/h	245	0	339	102	0	272	82	0	281	55	0	361
Grp Sat Flow(s),veh/h/ln	1781	0	1652	1041	0	1615	1029	0	1725	1107	0	1697
Q Serve(g_s), s	5.7	0.0	8.5	5.0	0.0	9.3	4.6	0.0	8.1	2.6	0.0	11.3
Cycle Q Clear(g_c), s	5.7	0.0	8.5	5.0	0.0	9.3	15.9	0.0	8.1	10.8	0.0	11.3
Prop In Lane	1.00		0.11	1.00		0.21	1.00		0.52	1.00		0.61
Lane Grp Cap(c), veh/h	454	0	758	376	0	399	246	0	535	313	0	527
V/C Ratio(X)	0.54	0.00	0.45	0.27	0.00	0.68	0.33	0.00	0.53	0.18	0.00	0.69
Avail Cap(c_a), veh/h	957	0	1170	856	0	1144	401	0	796	572	0	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	11.2	19.1	0.0	20.7	25.3	0.0	17.3	21.7	0.0	18.3
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	0.8	0.3	0.0	0.3	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	4.9	2.0	0.0	5.9	1.9	0.0	5.2	1.1	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	11.3	19.2	0.0	21.5	25.6	0.0	17.5	21.8	0.0	18.9
LnGrp LOS	B	A	B	B	A	C	C	A	B	C	A	B
Approach Vol, veh/h	584		374			363			416			
Approach Delay, s/veh	12.4		20.8			19.4			19.3			
Approach LOS	B		C			B			B			
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	12.9	22.0	25.8		34.9		25.8					
Change Period (Y+Rc), s	5.0	7.0	7.0		7.0		7.0					
Max Green Setting (Gmax), s	25.0	43.0	33.0		43.0		28.0					
Max Q Clear Time (g_c+l1), s	7.7	11.3	13.3		10.5		17.9					
Green Ext Time (p_c), s	0.1	0.7	1.5		0.7		1.0					
Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									
Notes												

ALTERNATIVE 2 - PM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	447	604	130	249	220	113	210	194	165	315	307	331
Arrive On Green	0.18	0.45	0.45	0.21	0.21	0.21	0.21	0.21	0.21	0.10	0.37	0.37
Sat Flow, veh/h	1781	1343	289	868	1045	537	922	943	798	1795	830	894
Grp Volume(v), veh/h	358	0	537	82	0	283	63	0	301	162	0	480
Grp Sat Flow(s),veh/h/ln	1781	0	1631	868	0	1582	922	0	1741	1795	0	1724
Q Serve(g_s), s	11.5	0.0	21.0	6.7	0.0	13.4	5.0	0.0	12.9	5.2	0.0	18.9
Cycle Q Clear(g_c), s	11.5	0.0	21.0	9.0	0.0	13.4	11.1	0.0	12.9	5.2	0.0	18.9
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.46	1.00		0.52
Lane Grp Cap(c), veh/h	447	0	734	249	0	333	210	0	359	315	0	638
V/C Ratio(X)	0.80	0.00	0.73	0.33	0.00	0.85	0.30	0.00	0.84	0.51	0.00	0.75
Avail Cap(c_a), veh/h	707	0	1531	546	0	874	352	0	627	598	0	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	17.5	28.9	0.0	29.6	31.8	0.0	29.6	20.8	0.0	21.4
Incr Delay (d2), s/veh	1.5	0.0	0.5	0.3	0.0	2.4	0.3	0.0	2.0	1.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	11.7	2.5	0.0	8.8	1.9	0.0	9.1	3.8	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	18.1	29.2	0.0	31.9	32.1	0.0	31.7	22.1	0.0	24.5
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/veh		19.0			31.3			31.7			23.9	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	18.7	23.4		35.8		42.0	12.8	23.0				
Change Period (Y+Rc), s	5.0	7.0		7.0		7.0	5.0	7.0				
Max Green Setting (Gmax), s	25.0	43.0		33.0		73.0	20.0	28.0				
Max Q Clear Time (g_c+I1), s	13.5	15.4		20.9		23.0	7.2	14.9				
Green Ext Time (p_c), s	0.1	0.8		1.7		1.3	0.3	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

ALTERNATIVE 3 - AM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	625	600	458	549	542	405	271	363	308	283	363	308
Arrive On Green	0.15	0.32	0.32	0.12	0.29	0.29	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1870	1427	1781	1870	1396	1029	1885	1598	1107	1885	1598
Grp Volume(v), veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1781	1870	1427	1781	1870	1396	1029	1885	1598	1107	1885	1598
Q Serve(g_s), s	4.6	6.8	0.9	1.9	4.8	1.5	3.9	3.2	4.2	2.4	3.3	6.7
Cycle Q Clear(g_c), s	4.6	6.8	0.9	1.9	4.8	1.5	7.2	3.2	4.2	5.6	3.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	625	600	458	549	542	405	271	363	308	283	363	308
V/C Ratio(X)	0.39	0.50	0.08	0.19	0.40	0.14	0.30	0.37	0.47	0.19	0.38	0.72
Avail Cap(c_a), veh/h	1218	1735	1323	716	1229	918	332	474	401	562	838	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	14.2	12.2	9.9	14.7	13.6	21.3	18.2	18.5	20.6	18.2	19.6
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	0.2	0.1	0.2	0.2	0.4	0.1	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	4.5	0.5	1.1	3.3	0.8	1.5	2.3	2.5	1.0	2.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	14.5	12.3	9.9	14.9	13.6	21.6	18.4	19.0	20.7	18.4	20.8
LnGrp LOS	A	B	B	A	B	B	C	B	B	C	B	C
Approach Vol, veh/h	584			374			363			416		
Approach Delay, s/veh	12.4			13.4			19.3			20.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	22.0		17.0	11.2	23.6		17.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (g_c+I1), s	6.6	6.8		8.7	3.9	8.8		9.2				
Green Ext Time (p_c), s	0.1	0.4		0.9	0.0	0.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay 15.9

HCM 6th LOS B

Notes

























User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 3 - PM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	610	607	463	395	467	354	267	497	421	329	497	421
Arrive On Green	0.17	0.32	0.32	0.10	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1870	1427	1781	1870	1418	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	1870	1427	1781	1870	1418	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	8.4	12.7	2.9	1.9	5.1	3.3	3.7	4.2	4.2	8.6	6.2	8.3
Cycle Q Clear(g_c), s	8.4	12.7	2.9	1.9	5.1	3.3	10.0	4.2	4.2	12.8	6.2	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	610	607	463	395	467	354	267	497	421	329	497	421
V/C Ratio(X)	0.59	0.73	0.21	0.21	0.40	0.27	0.24	0.33	0.33	0.49	0.46	0.59
Avail Cap(c_a), veh/h	1034	1479	1128	542	1048	794	267	497	421	455	715	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	18.1	14.8	14.1	19.0	18.3	22.9	18.0	18.0	23.2	18.8	19.5
Incr Delay (d2), s/veh	0.3	0.6	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	8.7	1.6	1.3	3.7	1.8	1.4	3.0	2.6	3.7	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	18.8	14.9	14.2	19.2	18.5	23.1	18.2	18.2	23.6	19.0	20.0
LnGrp LOS	B	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h	895			365			364			642		
Approach Delay, s/veh	15.8			17.9			19.0			20.5		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	22.2		23.0	11.0	26.7		23.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (g_c+l1), s	10.4	7.1		14.8	3.9	14.7		12.0				
Green Ext Time (p_c), s	0.1	0.4		1.2	0.0	1.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	18.0											
HCM 6th LOS	B											
Notes												

ALTERNATIVE 5 - AM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/11/2020























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	570	477	57	505	376	98	270	362	497	282	362	546
Arrive On Green	0.15	0.32	0.32	0.12	0.29	0.29	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1476	175	1781	1287	334	1029	1885	1598	1107	1885	1598
Grp Volume(v), veh/h	245	0	339	102	0	272	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1781	0	1652	1781	0	1621	1029	1885	1598	1107	1885	1598
Q Serve(g_s), s	4.6	0.0	9.1	1.9	0.0	7.4	3.9	3.3	3.6	2.4	3.3	5.5
Cycle Q Clear(g_c), s	4.6	0.0	9.1	1.9	0.0	7.4	7.3	3.3	3.6	5.6	3.3	5.5
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	570	0	534	505	0	474	270	362	497	282	362	546
V/C Ratio(X)	0.43	0.00	0.64	0.20	0.00	0.57	0.30	0.38	0.29	0.20	0.38	0.41
Avail Cap(c_a), veh/h	1402	0	891	1391	0	874	429	654	744	453	654	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	15.0	10.1	0.0	15.6	21.5	18.3	13.6	20.7	18.3	13.1
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.1	0.0	0.4	0.2	0.2	0.1	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	5.4	1.1	0.0	4.4	1.5	2.3	2.0	1.0	2.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	15.4	10.2	0.0	16.0	21.7	18.5	13.7	20.8	18.5	13.2
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h	584			374			363			416		
Approach Delay, s/veh	13.3			14.4			17.3			16.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	22.2		17.0	11.2	23.8		17.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	32.0	28.0		18.0	32.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.6	9.4		7.6	3.9	11.1		9.3				
Green Ext Time (p_c), s	0.1	0.5		0.8	0.0	0.7		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	15.0											
HCM 6th LOS	B											

ALTERNATIVE 5 - PM PEAK HOUR

HCM 6th Signalized Intersection Summary

3: S LaSalle St/N LaSalle St & E Washington Ave

03/11/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	551	480	103	319	302	155	248	476	556	309	476	667
Arrive On Green	0.16	0.36	0.36	0.10	0.29	0.29	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	1343	289	1781	1046	537	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	0	537	82	0	283	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1582	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	8.5	0.0	20.3	1.9	0.0	10.0	4.0	4.6	4.0	9.3	6.7	6.9
Cycle Q Clear(g_c), s	8.5	0.0	20.3	1.9	0.0	10.0	10.8	4.6	4.0	13.8	6.7	6.9
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	0	584	319	0	456	248	476	556	309	476	667
V/C Ratio(X)	0.65	0.00	0.92	0.26	0.00	0.62	0.25	0.34	0.25	0.52	0.49	0.37
Avail Cap(c_a), veh/h	1140	0	707	1031	0	686	272	526	598	338	526	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	19.8	15.0	0.0	19.9	25.1	19.7	15.0	25.4	20.6	13.0
Incr Delay (d2), s/veh	0.5	0.0	14.2	0.2	0.0	0.5	0.2	0.2	0.1	0.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	14.2	1.3	0.0	6.2	1.5	3.3	2.4	4.0	4.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	34.0	15.2	0.0	20.4	25.3	19.9	15.1	25.9	20.8	13.1
LnGrp LOS	B	A	C	B	A	C	C	B	B	C	C	B
Approach Vol, veh/h	895			365			364			642		
Approach Delay, s/veh	25.6			19.2			19.0			19.1		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	25.6		23.3	11.2	30.1		23.3				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	32.0	28.0		18.0	32.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	10.5	12.0		15.8	3.9	22.3		12.8				
Green Ext Time (p_c), s	0.1	0.6		0.5	0.0	0.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				21.7								
HCM 6th LOS				C								

2020 EXISTING CONDITIONS AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.5	0.6	1.2	0.3	0.4	0.5	0.5	3.7	0.5	0.6	3.4
Total Del/Veh (s)	20.5	23.4	22.2	20.3	29.5	26.6	24.6	23.0	23.8	27.8	23.5	24.0

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	24.2

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	125	167	110	204	136	121	124	151
Average Queue (ft)	77	104	46	117	80	70	69	90
95th Queue (ft)	136	183	107	210	136	129	125	153
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105		260		230	
Storage Blk Time (%)	1	8	0	9				
Queuing Penalty (veh)	3	13	0	8				

2020 EXISTING CONDITIONS PM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.8	0.6	1.9	0.3	0.3	0.6	0.5	3.6	0.7	0.7	3.3
Total Del/Veh (s)	36.5	36.3	33.0	27.1	33.7	32.8	26.0	34.0	27.8	27.6	31.8	29.0

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	32.3

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	140	346	116	221	171	108	245	180
Average Queue (ft)	118	208	52	127	107	71	151	104
95th Queue (ft)	166	349	119	234	175	125	257	185
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105		260		230	
Storage Blk Time (%)	12	26	0	13			2	
Queuing Penalty (veh)	42	60	0	9			3	

2040 FUTURE NO BUILD AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	0.9	1.0	1.6	0.4	0.4	0.6	0.6	3.7	0.6	0.7	3.2
Total Del/Veh (s)	36.2	32.7	29.2	28.6	34.0	34.6	28.7	29.8	33.7	28.1	29.6	32.7

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.5
Total Del/Veh (s)	32.3

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	140	336	129	240	163	147	189	177
Average Queue (ft)	126	217	63	148	113	90	109	118
95th Queue (ft)	161	382	137	245	179	156	213	197
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105		260		230	
Storage Blk Time (%)	17	22	2	19			1	
Queuing Penalty (veh)	59	54	6	19			2	

2040 FUTURE NOT BUILD PM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	17.7	15.4	13.6	1.6	0.4	0.4	0.5	0.6	3.6	1.0	0.8	2.9
Total Del/Veh (s)	213.4	205.4	199.3	37.2	46.1	44.9	39.0	40.7	40.8	37.6	36.1	32.4

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	7.3
Total Del/Veh (s)	107.5

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	140	2058	129	307	183	165	304	237
Average Queue (ft)	135	1667	76	193	134	92	206	158
95th Queue (ft)	161	2292	156	385	210	166	325	264
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)		27						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	115		105			260		230
Storage Blk Time (%)	40	45	2	28			4	1
Queuing Penalty (veh)	215	160	4	23			10	2

ALTERNATIVE 1 - AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.8	0.6	1.3	0.3	0.2	0.8	0.6	3.5	0.8	0.7	3.3
Total Del/Veh (s)	25.4	28.7	25.2	26.7	31.5	29.3	38.6	42.8	33.4	31.5	33.3	31.7

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	31.1

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	212	279	110	214	170	115	189	170
Average Queue (ft)	125	169	65	133	118	79	111	113
95th Queue (ft)	227	314	136	257	194	130	213	192
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		105		260		230	
Storage Blk Time (%)	1	6	0	16			1	0
Queuing Penalty (veh)	4	14	0	15			2	1

ALTERNATIVE 1 - PM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	1.3	1.3	1.5	0.4	0.4	0.5	0.6	3.6	0.9	0.9	3.0
Total Del/Veh (s)	69.5	65.2	62.2	38.3	41.3	39.4	56.6	67.6	66.6	82.2	87.3	76.0

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.5
Total Del/Veh (s)	66.6

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	225	887	129	283	251	182	661	255
Average Queue (ft)	215	576	73	173	185	122	452	223
95th Queue (ft)	267	1065	155	298	321	251	759	311
Link Distance (ft)		2042		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		105			260		230
Storage Blk Time (%)	16	32	2	25	2	3	43	6
Queuing Penalty (veh)	85	115	6	21	2	7	107	25

ALTERNATIVE 2 - AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.7	0.4	1.3	0.4	0.2	3.6	0.5	0.5	3.2	0.5	0.4
Total Del/Veh (s)	18.9	15.6	16.4	26.3	22.2	24.1	37.1	19.2	18.1	25.9	23.0	20.0

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	20.9

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	136	242	118	222	89	139	54	194
Average Queue (ft)	95	136	66	130	55	99	32	138
95th Queue (ft)	152	257	128	247	108	167	62	227
Link Distance (ft)		2066		2334		886		1257
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105		260		230	
Storage Blk Time (%)	5	7	0	14				1
Queuing Penalty (veh)	16	16	0	13				0

ALTERNATIVE 2 - PM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	1.2	1.2	1.4	0.4	0.3	3.6	0.4	0.5	3.0	0.6	0.6
Total Del/Veh (s)	38.2	28.5	24.7	40.2	36.8	35.6	67.5	31.5	34.4	24.8	28.3	24.8

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	32.6

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	139	484	125	246	92	213	119	332
Average Queue (ft)	125	337	73	158	57	148	74	214
95th Queue (ft)	170	554	147	261	113	244	150	341
Link Distance (ft)		2066		2334		886		1257
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105		260		230	
Storage Blk Time (%)	21	20	3	25		0		6
Queuing Penalty (veh)	109	69	9	19		0		10

ALTERNATIVE 3 - AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.8	1.5	1.3	0.4	1.2	0.7	0.5	3.6	0.7	0.7	3.2
Total Del/Veh (s)	27.3	29.9	31.4	26.6	32.0	35.6	35.3	45.5	36.8	32.4	30.4	31.8

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	32.2

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	LT	R	LT	R
Maximum Queue (ft)	204	271	66	121	230	72	208	132	156	156
Average Queue (ft)	117	163	24	60	125	41	137	76	96	110
95th Queue (ft)	217	329	73	117	244	93	223	135	165	175
Link Distance (ft)	2040				2326		874		1247	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		50		105		50		260	
Storage Blk Time (%)	2	43	1	1	28	5	0			
Queuing Penalty (veh)	7	122	4	2	45	17	0			

ALTERNATIVE 3 - PM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	1.3	2.0	1.5	0.4	1.3	0.5	0.8	3.4	0.8	0.9	3.0
Total Del/Veh (s)	46.9	45.7	43.2	31.9	41.6	39.2	61.4	62.7	49.4	48.2	54.1	43.6

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	47.0

Queuing and Blocking Report

Baseline

03/10/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	LT	R	LT	R
Maximum Queue (ft)	225	677	74	118	262	75	250	191	423	255
Average Queue (ft)	195	397	37	67	155	44	164	106	266	180
95th Queue (ft)	273	702	90	142	290	94	281	216	467	286
Link Distance (ft)	2040			2326			874		1247	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		50	105		50		260		230
Storage Blk Time (%)	10	52	5	1	37	9	3	0	14	1
Queuing Penalty (veh)	56	235	43	1	66	25	5	0	35	5

ALTERNATIVE 5 - AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.8	0.7	1.3	0.5	0.3	0.6	0.7	3.5	0.7	0.9	3.2
Total Del/Veh (s)	28.1	31.7	33.2	27.5	38.5	33.0	34.2	35.6	21.9	37.3	38.6	14.4

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	30.2

Queuing and Blocking Report

Baseline

03/11/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	212	304	113	243	196	130	187	128
Average Queue (ft)	127	179	64	147	127	71	116	79
95th Queue (ft)	226	309	137	265	201	134	185	125
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		105			260		230
Storage Blk Time (%)	1	6	0	17	0		0	0
Queuing Penalty (veh)	5	15	1	18	0		1	0

ALTERNATIVE 5 - PM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	1.3	1.3	1.3	0.4	0.4	0.7	0.5	3.5	0.9	0.9	2.9
Total Del/Veh (s)	78.2	73.6	72.9	39.4	47.9	46.1	41.6	42.6	30.2	116.3	117.6	60.0

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.5
Total Del/Veh (s)	69.8

Queuing and Blocking Report

Baseline

03/11/2020

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	225	964	129	299	214	150	721	255
Average Queue (ft)	209	631	73	188	136	86	499	189
95th Queue (ft)	272	1203	151	320	211	163	1003	336
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		105		260		230	
Storage Blk Time (%)	18	37	2	32	0	45	0	
Queuing Penalty (veh)	96	134	5	27	1	111	1	

NAVASOTA THOROUGHFARE PLAN AND PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE

August 10, 2021 at City Hall, 5:30 to 7:00 PM

Printed on 8/10/21

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE (Optional)	E-MAIL (Optional)
Mary Stafford				
Susie Hoyer	City			
David & Barbara Alley		222 Hillside Dr.	Navasota 77868	
Grant Holt	City	901 Church	Navasota	
Phillip Cox		911 E.M. Frey	Navasota	
Deborah Richardson			77868	
Janie April		904 W. Alameda	Navasota	
Dietrich Bertone		"	"	
KAREN HUGHES			77868	
Jo Crawford		1100 E. Wash.	77868	
Julie Horn		1015 E. Washington	77868	
Betsy Lehnert		202 McNam	77868	
Connie Clements		300 Hillside	77868	
John Feltz				
Lari Oubre		511 Minnies	77868	

NAVASOTA THOROUGHFARE PLAN AND PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE

August 10, 2021 at City Hall, 5:30 to 7:00 PM

[illegible]

Print (a) (b) (c) (d)

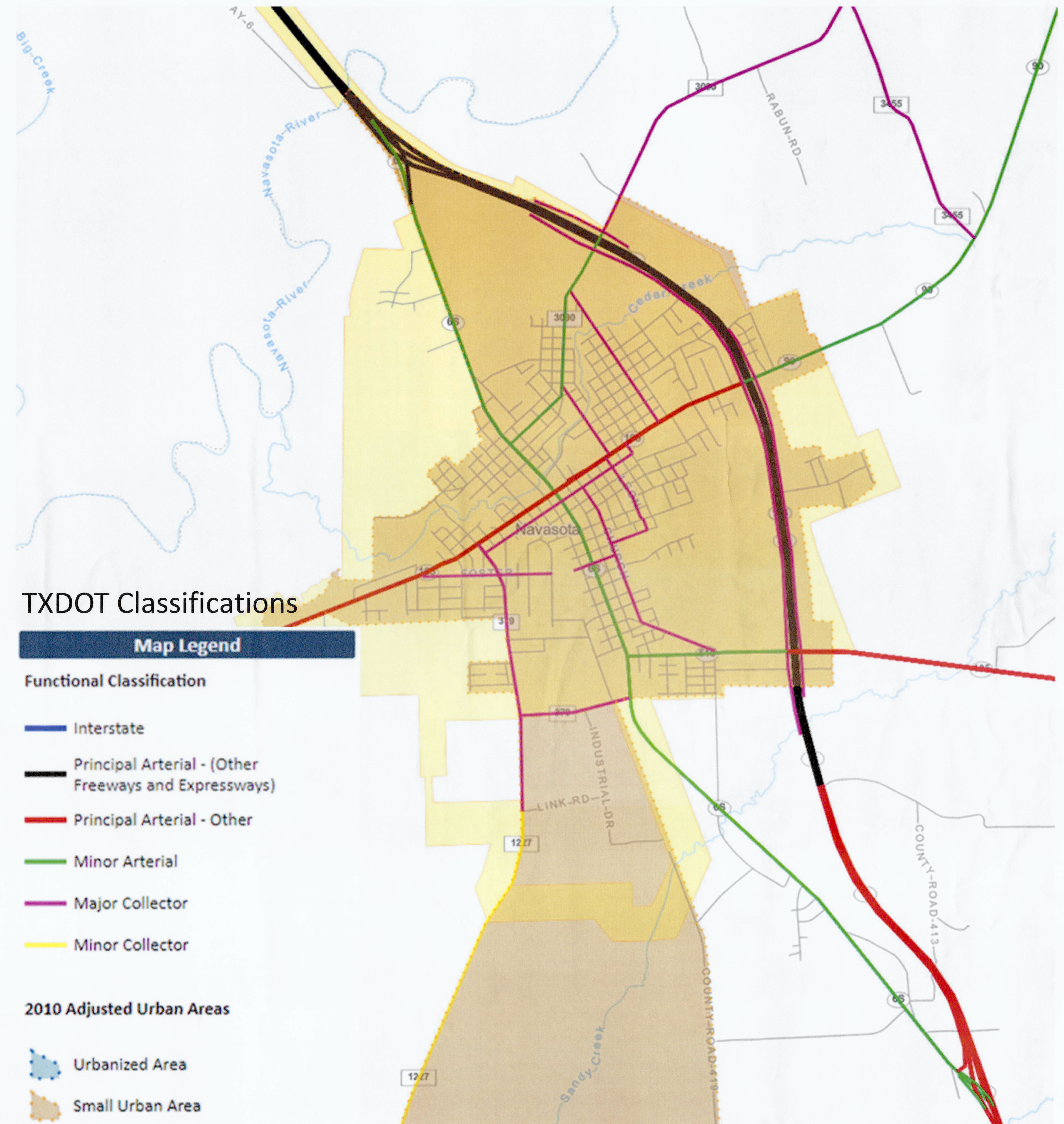
0 2,500 5,000 Feet



Thoroughfare Plan

Legend

- | | | |
|-------------------------|--------------------------|--------------------|
| Existing Freeway | Optional Future Arterial | Existing Route |
| Future Freeway | Existing Minor Arterial | Planned Route |
| Existing Major Arterial | Future Minor Arterial | ETJ_1mi_calculated |
| Future Major Arterial | Future Grade Separation | City_limits |



TXDOT Classifications

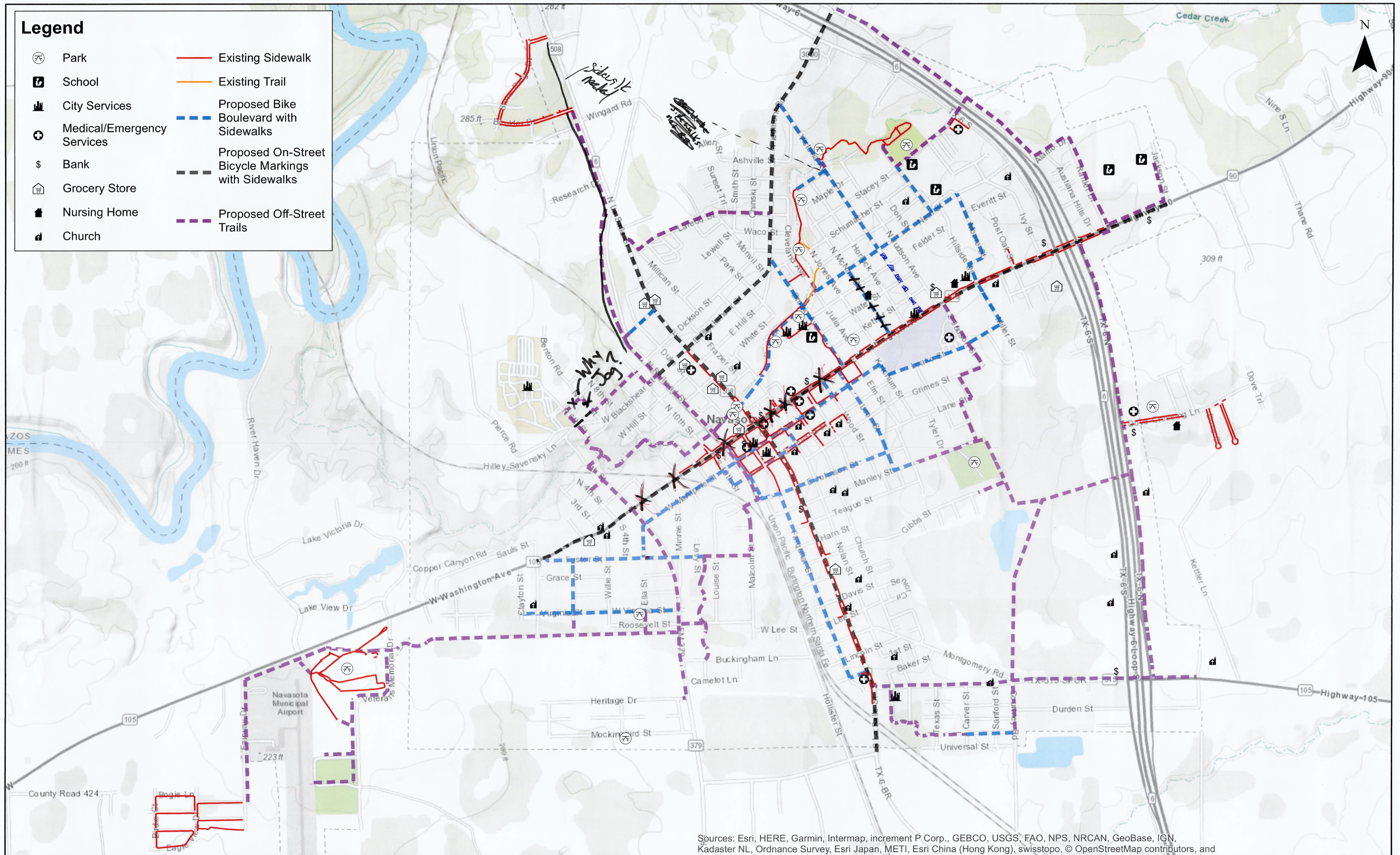
Map Legend

Functional Classification

- Interstate
- Principal Arterial - (Other Freeways and Expressways)
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector

2010 Adjusted Urban Areas

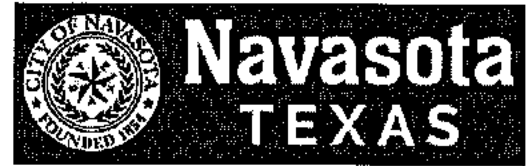
- Urbanized Area
- Small Urban Area



City of Navasota: Bike & Pedestrian Connections - Proposed Facilities Overview

**Thoroughfare Plan and
Pedestrian and Bicycle System Plan
Public Open House**

Tuesday, August 10, 2021, 5:30 to 7:00 PM
IN-PERSON AND WEB MEETING



Comments Sheet

1. Please provide comments on the Thoroughfare Plan

2. Please provide comments on the Pedestrian and Bicycle System Plan

*I love these ideas; however if something is
not done about the dog problem cyclist
will be seen as prey. I foresee a lot of
cyclist be seriously injured.*

**Thoroughfare Plan and
Pedestrian and Bicycle System Plan
Public Open House**

Tuesday, August 10, 2021, 5:30 to 7:00 PM
IN-PERSON AND WEB MEETING



Comments Sheet

1. Please provide comments on the Thoroughfare Plan

2. Please provide comments on the Pedestrian and Bicycle System Plan

There is a lot of pedestrian traffic on Blackshear walking from the cemetery area over to La Salle, going to Dollar General, Brookshire Bros, and other destinations in that area. Providing safe walking space for these folks should be a priority.

Pedestrian lighting doesn't have to be on overhead poles. Consideration should be made to finding less intrusive options

Thoroughfare Plan and
Pedestrian and Bicycle System Plan
Public Open House

Tuesday, August 10, 2021, 5:30 to 7:00 PM
IN-PERSON AND WEB MEETING



Navasota
TEXAS

Comments Sheet

1. Please provide comments on the Thoroughfare Plan

Lighting, lighting, lighting!!!
Detail on slides difficult to see - Walkers on
junction? Walkers on McAttine? - Where is
current data showing numbers of people walking?
by day, by hour? If our population is only
projected to grow by 10% or so, why do we need
this? Let's put our \$ & time where is actually needed!
NEED versus want!!!
Use fact based data rather than
emotional, want based/desire

2. Please provide comments on the Pedestrian and Bicycle System Plan

- ①. Data Request # of people walking & riding bikes
daily, current & future.
- ②. Is this a goal for current walkers / riders
or future? If future, what is data
being used to track current & future?
- ③. Please use DATA!!! Actual data!!! Very seldom
see anyone under 18 years old riding bikes anywhere
see only a few people, less than 5/day, riding bikes
walking in Navasota, most over 40 years old.
- ④. Why is this being pushed so hard? Because bad walking?
Maybe funds need better use - potholes, road surface, etc.

Held, Jeff

From: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Sent: Monday, August 16, 2021 2:43 PM
To: Held, Jeff
Subject: FW: SUGGESTIONS FOR THOROUGHFARE PLAN

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

Hi Jeff,

Here is another comment from a citizen regarding the Thoroughfare Plan/Ped & Bike Plan.

Thanks,
Rayna



Rayna Willenbrink
Economic Development Specialist
City of Navasota
RWillenbrink@navasotatx.gov
Tel: (936) 825-6475
Fax: (936) 825-2403

From: conniecllem@suddenlink.net <conniecllem@suddenlink.net>
Sent: Monday, August 16, 2021 2:40 PM
To: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Subject: RE: SUGGESTIONS FOR THOROUGHFARE PLAN

One other suggestion...what about sidewalks on Laredo Street in light of the new 100-plus homes subdivision? There's already two apartment complexes and a mobile home park on Laredo and now the possibility of so many more cars.

Connie

From: Rayna Willenbrink <rwillenbrink@navasotatx.gov>
Sent: Monday, August 16, 2021 2:26 PM
To: conniecllem@suddenlink.net
Subject: RE: SUGGESTIONS FOR THOROUGHFARE PLAN

Hi Connie,

Thank you for attending the open house meeting and for participating and providing this feedback.

Best,
Rayna

Rayna Willenbrink
Economic Development Specialist
City of Navasota



RWillenbrink@navasotatx.gov

Tel: (936) 825-6475

Fax: (936) 825-2403

From: conniecllem@suddenlink.net <conniecllem@suddenlink.net>

Sent: Thursday, August 12, 2021 7:27 AM

To: jeff.held@strand.com; Rayna Willenbrink <rwillenbrink@navasotatx.gov>

Subject: SUGGESTIONS FOR THOROUGHFARE PLAN

Rayna and Jeff,

I need time to think when I see these maps so I didn't leave a comment Tuesday night. I hope it's not too late now. I have comments about four locations, and one is about to become as busy as SH 90/SH 6 which could increase crash numbers if this isn't addressed at some point.

1. Eastbound on SH 105 E., the center turn lane ends right before New Hope Church. Traffic is going fast and even at 10 a.m. on Sunday morning, it's sometimes unnerving to have to stop to turn left into the church driveway because the eastbound traffic is accelerating to "get ahead" because that is where the two eastbound traffic lanes narrow down to one.

Next, while leaving the church is easy if making a right turn because there are two westbound lanes, there is some conflict making a left turn because you have to cross two lanes and turn directly into a lane of converging traffic since the center turn lane is gone. TxDOT needs to extend that center turn.

The church hosts other events during the week and some of those begin at 5 p.m., just in time for rush hour. There can be no denying that traffic is going to increase coming and going in that area when SH 249 connected and open to SH 105 E. Also, Chicken Express and a new car dealership with some frontage on SH 105 E. will be opening soon and may add to the congestion.

2. About Councilman Fultz's concern about additional traffic on N. Bus. 6 from the possibly 200 extra drivers in the new 103-home subdivision to be constructed the end of 2021, why doesn't TxDOT add an accel and decel lane for southbound traffic to turn and exit Stoneridge and a left turn lane for northbound traffic, or just extend the center lane from Washington Avenue or FM 3090 to the interchange at SH 6?

TxDOT also needs to make similar improvements to SH 105 W. outside of Pecan Lakes Estates. There is no turn lane there either. There are 150 existing homes with another 100-plus under construction. With people moving to our area, that tax base is moving with it. TxDOT will be getting more from our community and they should be giving it back in improvements.

3. I think FM 3090/Piedmont Rd. is ideal for bike lanes. My neighbor bikes from Hillside out FM 3090 to FM 149. He says a lot of bikers use that route. It would be a way to get them into town or around town. Victoria and Brosig Streets both intersect Piedmont and are straight shots from Piedmont to Washington Avenue. Brosig would be the most direct to McAlpine which has been suggested as a bike path street.
4. At Brosig and Leon Streets at Washington Avenue, there are two traffic lights. Two lights are unnecessary and I've seen them cause a back-up of eastbound traffic to the LaSalle statue! The one on Leon Street by the Dairy Queen should be a stop sign for Leon Street traffic.

Connie Clements
300 Hillside Street
Navasota, Texas 77868

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**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 11.

AGENDA DATE: November 8,
2021

PREPARED BY: Rayna Willenbrink, Economic Development
Specialist

APPROVED BY: BS

ITEM: Consideration and possible action on approving contract with Brannon Industrial Group and Brand It Graphix for event planning services for the 2022 Texas Birthday Bash.

ITEM BACKGROUND:

With the Marketing and Communications Coordinator position being vacant, staff has reviewed options to ensure the 10th annual Texas Birthday Bash is planned and executed successfully. On Monday, October 25, 2021 staff provided City Council with 3 proposals from Brand It Graphix, a BIG Company, Charlie Diggs Productions & Media Gurus, Inc., and Maxgray Productions, Inc. offering event planning services for the 2022 Texas Birthday Bash.

City Council selected the proposal presented by Brand It Graphics, a BIG Company, and instructed staff to move forward in negotiating a contract between the City of Navasota and Brand It Graphix, a BIG Company for event planning services for the 2022 Texas Birthday Bash. Staff has been in communication with Brand It Graphix, and has developed a contract that satisfies the service needs outlined by staff to ensure the event is successful.

Attached are the updated proposal provided by Brand It Graphix, a BIG Company, and the final draft of the contract between the City of Navasota and Brand It Graphix, a BIG Company.

BUDGETARY AND FINANCIAL SUMMARY:

\$34,625

STAFF RECOMMENDATION:

Staff recommends approving the contract with Brannon Industrial Group and Brand It Graphix for event planning services for the 2022 Texas Birthday Bash in the amount of \$34,625.00.

ATTACHMENTS:

1. Brand It Graphix Proposal FINAL
2. Draft Agreement



Texas Birthday Bash Event Planning Proposal

Prepared for

Navasota City Council

Prepared by

Brand It Graphix

Marketing Department

cswanson@bigcompany.com

About Us

Brand It Graphix, a BIG Company, provides marketing services that empower businesses and municipalities. We are here to aid them in their needs and provide tools and expert knowledge that can help them better reach their target audience. Our company seeks to provide you with digital and traditional marketing services that are tailored to fit your unique needs.

Scope of Work

We will provide marketing and event coordination services upon approval of this proposal through the Texas Birthday Bash, March 4-5, 2022. Additionally, we will provide analytics to the City of Navasota on the TBB event afterward.

Objectives & Timeline

The phases, their descriptions, and the target dates for marketing and event coordination are as follows:

*The objectives and timeline outlined below are not inclusive. They reflect the material our agency has been privy to.

Timeline

Phase	Description	End Date
Marketing Consulting Services	To identify the needs of the client and plan specific marketing strategies, budgetary requirements, and timeline adjustments.	October 22, 2021
Digital Marketing Services	Coordinate and organize video announcements of TBB and arrange disbursement across digital channels.	November 1, 2021
Secure Sponsorships	Secure sponsorships for TBB – goal is to increase sponsorship over 2021 TBB	November 30, 2021
Vendor Contact & Coordination	Secure Vendors/Payments, Setup, Coordinate with Map	December 1, 2021 – March 5, 2022
Day of Logistics	Secure and coordinate equipment rental and shuttle transportation	
Digital/Traditional Marketing Services <ul style="list-style-type: none"> Promotion 	Continuation of Marketing Services will continue through event via Digital, Radio, & Television – increase intensity over last year by 25% Arrange Announcement Party and pre-sale kick-off coordinating with “Sip and Shop”	December 1, 2021- March 5, 2022 December 4, 2021
Bands	Ensure band contracts are secure. Lodging is coordinated; Green room is arranged; Meet & Greet is organized.	November 1, 2021 – February 15, 2022
Ticket Sales	Identify areas of opportunity to increase price of ticket sales by \$10.00 per ticket (Popularity of Bands/10 yr Anniversary). Promote pre-Sale of tickets – perk of purchasing early? Track ticket sales VIP – determine amount, meals & perks	December 15, 2021 – March 5, 2022
Fulfil Sponsorships	Ensure sponsorship packages are met	December 1, 2021 – March 5, 2022

Pricing

Description	Quantity	Price	Total
Marketing Consulting Services (Team of 4 Marketers)	1.00	\$15,000 fee	\$15,000
Event Coordination (Includes onsite coordination throughout event)	1.00	\$25,000 fee	\$25,000
Staff Shirts	1.00	\$1,300 fee	\$1,300
Fencing, Potties, Luxury Potties	1.00	\$25,825 fee	\$25,825
BIG Exclusive Title Sponsorship	1.00		-\$25,000
Brand It Graphix Come & Take It Sponsorship	1.00		-\$7,500
Total*			\$34,625

As partners with the City of Navasota, Brand It Graphix and Brannon Industrial Group will strive to make the 10th Anniversary Texas Birthday Bash the largest and most successful event to date. Through targeted advertisement, we aim to bring in a larger crowd than last year and garner increased awareness for the City of Navasota.

*In addition to above: as incentive and compensation for our time and efforts, we propose that for every ticket over 20,000 that is sold, Brand It Graphix will receive \$5.00 from the ticket sale.

Terms & Conditions

1. Contract Amount

The client shall pay a down payment of 50% of the total contract price. The remaining amount shall be paid upon completion of the contract.

2. Contract Period

The contract period shall be through March 5, 2022.

3. Request for Modifications

The client may only request a modification of services if the request is made in writing and changes requested shall not materially affect the entire contract process.

4. Transferability

This proposal and the documents related to this transaction shall not be transferable or assignable without the prior written consent of the parties.

5. Confidentiality

Both parties shall treat this document, and all other documents subsequent and related to this transaction as confidential. Any information of the client that will be shared with the company shall only be used to complete the services stipulated in this document.

EVENT MARKETING AND MANAGEMENT AGREEMENT

THIS AGREEMENT is made and entered into as of the ____ day of _____, 2021, by and between the City of Navasota, a Texas home-rule municipal corporation, with its principal office at 200 E. McAlpine St., Navasota Texas 77868, hereinafter called “CITY” and Brannon Industrial Group, LLC, a Texas limited liability company, with its principal office at _____, _____, TX _____, hereinafter called “EVENT MANAGER.”

WITNESSETH, that in consideration of the covenants and agreements herein contained, the parties hereto do mutually agree as follows:

ACKNOWLEDGEMENTS

WHEREAS, the CITY shall engage the EVENT MANAGER as an independent contractor, and not as an employee, to perform certain event marketing and management services for the CITY in connection with the CITY’s Texas Birthday Bash (“TBB”), as more fully set forth in Attachment “A”;

NOW, THEREFORE, for and in consideration of the mutual covenants contained herein and for other good and valuable consideration, the receipt of which is hereby acknowledged, the EVENT MANAGER and the CITY do hereby agree as follows:

AGREEMENTS

1. **Licensed Marks:**

- A. The CITY does hereby grant to EVENT MANAGER a limited non-exclusive license to use the “City of Navasota” name and the “Texas Birthday Bash” name and accompanying logo service marks (the “Licensed Marks”) solely in connection with the promotion and management of the TBB and TBB-related events, provided EVENT MANAGER complies with the terms and conditions contained in this Agreement. EVENT MANAGER will present to the CITY for its approval, prior to printing, distribution, publication, display, or use, any and all promotional materials and scripts of all statements, oral or written, to be made by EVENT MANAGER, its agents or spokespersons, which use or refer to said Licensed Marks. Such materials or statements must be of a high quality, consistent with the outstanding public image of the CITY.
- B. The EVENT MANAGER shall not use the Licensed Marks for any event or purpose other than the TBB and TBB-related events.
- C. The authority of the EVENT MANAGER to use the Licensed Marks commences upon the effective date of this Agreement and terminates upon the expiration of the term of this Agreement or upon termination of this Agreement, whichever shall occur first.

D. The EVENT MANAGER shall not sublicense, transfer or assign the use of the Licensed Marks to any person or entity, including sponsors and/or vendors, without the prior written consent of the CITY.

2. **Services:** EVENT MANAGER's primary responsibility shall be to plan, market, promote, manage, direct and implement all aspects of the TBB in accordance with the CITY's directions, policies and procedures. Specifically, during the term of this Agreement, as set forth herein, the EVENT MANAGER shall, for the benefit of the CITY, provide the services set forth in Attachment "A", attached hereto and incorporated herein for all purposes. Further, EVENT MANAGER shall provide said services in accordance with the timeline set forth in Attachment "A". In connection therewith, EVENT MANAGER shall execute a Conflict of Interest and Disclosure Statement contemporaneously with the execution of this Agreement. Unless otherwise expressly agreed in writing by the parties hereto, EVENT MANAGER shall have no authority to, and shall not: (i) make any statement on behalf of the CITY; or (ii) bind or otherwise obligate the CITY to any contract at any time.

All documents prepared, utilized or furnished by the EVENT MANAGER (and EVENT MANAGER's subcontractors, if any) pursuant to this Agreement are instruments of service and shall become the property of the CITY upon the payment of the EVENT MANAGER pursuant to the terms of this Agreement. The EVENT MANAGER is entitled to retain copies of all such documents.

3. **Term of Agreement:** The term of this Agreement shall be effective from the date first set forth above through March 5, 2022, the scheduled date for completion of the TBB ("Term"). However, the EVENT MANAGER's financial and certain other obligations noted herein shall continue in effect until such responsibilities have been completed.
4. **Fees:** As consideration for the services provided hereunder by EVENT MANAGER, the CITY shall pay EVENT MANAGER a fee of Thirty-Four Thousand Six Hundred Twenty-Five and No/100 Dollars, as set forth in the TBB pricing sheet, attached hereto as Attachment "B" and incorporated herein for all purposes ("Fee"). The CITY shall pay Fees as follows:
- Invoice 1: 50% due upon signing of the Agreement.
 - Invoice 2: 50% upon completion of the Agreement.
5. **Expenses:** CITY shall pay third-party vendors directly for reasonable and authorized expenses incurred in connection with the TBB, although such third-party services shall be coordinated and managed by EVENT MANAGER. Any Expenses must be pre-authorized, in writing, by the CITY. EVENT MANAGER must provide to the CITY invoices and receipts satisfactory to the CITY for all Expenses incurred for which payment by CITY is sought.
6. **Invoices:** EVENT MANAGER shall submit invoices to the CITY for Fees and the reasonable and authorized Expenses incurred for which payment by CITY is sought, described above, addressed as follows:

Shawn Myatt, Asst. City Manager
City of Navasota
P.O. Box 910
Navasota, TX 77868

7. **Representations and Warranties:** EVENT MANAGER represents and warrants that all services performed under this Agreement will be of professional quality conforming to generally accepted industry practices. Services performed by EVENT MANAGER which are determined by the CITY to be of less than professional quality shall, at the CITY's option, be corrected by EVENT MANAGER, at EVENT MANAGER's expense.
8. **Relationship of Parties:** The parties to this Agreement are not joint venturers, partners, agents, nor representatives of each other, and such parties have no legal relationship other than as contracting parties to this Agreement. The EVENT MANAGER shall not act or represent or hold itself out as having authority to act as an agent or partner of the CITY or in any way bind or commit the CITY to any obligations, without the prior written consent of the CITY.
9. **Waiver:** The failure of either party to enforce any provision of this Agreement shall not be construed as a waiver of any such provision, nor prevent such party thereafter from enforcing such provision or any other provision of the Agreement. The rights and remedies granted to both parties herein are cumulative and the election of one shall not constitute a waiver of such party's rights to assert all other legal remedies available under the circumstances.
10. **Termination:** This Agreement may be terminated (i) by either party upon breach by the other party of any of the material provisions of this Agreement, which breach remains uncured for twenty (20) days from the date of receipt of written notice from the non-breaching party to the other party specifying such breach; (ii) immediately upon written notice by the CITY if the EVENT MANAGER engages in unauthorized activities including, but not limited to, unauthorized uses of the Licensed Marks or breach of any of the provisions of this Agreement relating to confidentiality or activities which jeopardize the tax-exempt status of the CITY and the EVENT MANAGER does not cure within five (5) days upon receiving notice (or without notice or cure period if incurable or the assets of the CITY are at risk); or (iii) by the mutual written agreement of the parties.

If the Agreement is terminated prior to completion of the services to be provided hereunder, EVENT MANAGER shall immediately cease all services and shall render a final bill for services to the CITY within thirty (30) days after the date of termination. The CITY shall pay EVENT MANAGER for all services properly rendered and satisfactorily performed and for reimbursable expenses to termination incurred prior to the date of termination, on a pro rata basis of work completed. Should the CITY subsequently contract with a new event manager for the continuation of services for the TBB, EVENT MANAGER shall cooperate in providing information to the CITY and the new event manager. The EVENT MANAGER shall turn over all documents prepared or furnished by EVENT MANAGER pursuant to this Agreement to the CITY on or before the date of termination but may

maintain copies of such documents for its use.

11. **Indemnification:** THE EVENT MANAGER SHALL INDEMNIFY AND SAVE AND HOLD HARMLESS THE CITY AND ITS OFFICERS, AGENTS, AND EMPLOYEES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DEMANDS, DAMAGES, LOSSES, AND EXPENSES, INCLUDING, BUT NOT LIMITED TO COURT COSTS AND REASONABLE ATTORNEY FEES INCURRED BY THE CITY, AND INCLUDING, WITHOUT LIMITATION, DAMAGES FOR BODILY AND PERSONAL INJURY, DEATH AND PROPERTY DAMAGE, RESULTING FROM THE NEGLIGENT ACTS OR OMISSIONS OF THE EVENT MANAGER OR ITS OFFICERS, SHAREHOLDERS, AGENTS, OR EMPLOYEES IN THE EXECUTION, OPERATION, OR PERFORMANCE OF THIS AGREEMENT.

NOTHING IN THIS AGREEMENT SHALL BE CONSTRUED TO CREATE LIABILITY TO ANY PERSON WHO IS NOT A PARTY TO THIS AGREEMENT, AND NOTHING HEREIN SHALL WAIVE ANY OF THE PARTIES' DEFENSES, BOTH AT LAW OR EQUITY, TO ANY CLAIM, CAUSE OF ACTION, OR LITIGATION FILED BY ANYONE NOT A PARTY TO THIS AGREEMENT, INCLUDING THE DEFENSE OF GOVERNMENTAL IMMUNITY, WHICH DEFENSES ARE HEREBY EXPRESSLY RESERVED.

THIS SECTION SHALL SURVIVE THE TERMINATION OR EXPIRATION OF THIS AGREEMENT.

12. **Insurance:** EVENT MANAGER shall at all times during the term of this Agreement maintain current comprehensive general liability insurance coverage in the minimum amount of Two Million and No/100 Dollars (\$2,000,000.000) per occurrence. Prior to performing any service pursuant to this Agreement, the EVENT MANAGER shall provide a certificate of insurance evidencing such coverage to the CITY, and shall name the CITY as additional insured thereon with respect to the events and activities which are the subject of this Agreement.

EVENT MANAGER shall obtain Certificates of Insurance as set forth in Attachment A.

13. **No Assignment:** No party hereto may assign or transfer its rights or obligations arising under this Agreement, without the prior written consent of the other party hereto. This Agreement shall be binding upon and shall inure to the benefit of the respective permitted successors and assigns of the parties.
14. **Authority:** Each party hereto represents and warrants to the other that it has the authority to enter into this Agreement and that it is not a party to any other Agreement which prohibits it from entering into this Agreement or which renders any provision of this Agreement ineffective or unenforceable.
15. **Governing Law and Forum:** This Agreement and any dispute arising under or relating

to it directly or indirectly shall be governed and interpreted under Texas law, without giving effect to its conflict of law provisions. Exclusive venue for any lawsuit, claim, dispute or other legal proceeding arising out of or involving this Agreement shall be in Grimes County, Texas.

16. **Notice:** Any notice by either party to the other under this Agreement shall be in writing and shall be addressed as set forth below, provided, however, that if either party shall have designated a different address by written notice to the other, then such notice shall be provided to the last address so designated. In the event that either party changes its mailing address, phone number, or fax number, such party shall provide the other party a five (5) day advance written notice of such change.

If to the CITY, notice shall be addressed to:

Shawn Myatt, Asst. City Manager
City of Navasota
P.O. Box 910
Navasota, TX 77868

If to the EVENT MANAGER, notice shall be addressed to:

17. **Confidential Information:** The EVENT MANAGER acknowledges that it and its employees, agents or representatives may, in the course of performance of this Agreement, be exposed to or acquire information which is proprietary to or confidential to the CITY, including, but not limited to, TBB vendor contracts, performer contracts, sponsor lists and amounts paid, plans for upcoming events that have not yet been announced and other matters. Any and all information obtained by the EVENT MANAGER or its officers, directors, employees, agents and representatives in the performance of this Agreement which relates to the CITY shall be deemed to be part of the CITY's confidential and proprietary information for the purposes of this Agreement (the "Confidential Information"). The EVENT MANAGER shall cause each of its officers, directors, employees, agents and representatives to hold all Confidential Information disclosed to it by reason of this Agreement confidential and shall not disclose any such information to any other party. The EVENT MANAGER agrees not to use Confidential Information for any purposes whatsoever other than for the provisions of services to the CITY hereunder. Upon the expiration or termination of this Agreement, EVENT MANAGER shall immediately return any and all Confidential Information, and any and all copies thereof, to the CITY. The parties agree that in the event of a breach of this provision damages may not be an adequate remedy, and the CITY shall be entitled to injunctive relief to restrain any such breach, threatened or actual, with no or minimal surety bond. This section shall survive the termination or expiration of this Agreement.

18. **Cooperation:** To the extent that the CITY retains any other person or entity to engage in activities on behalf of the CITY for the TBB, EVENT MANAGER agrees to cooperate with any such persons and entities with respect to such activities.
19. **Entire Agreement:** This Agreement supersedes any prior understandings or oral agreements between the parties regarding the subject matter hereof and constitutes the entire understanding and agreement between the parties with respect to the subject matter hereof, and there are no agreements, understandings, representations or warranties among the parties other than those set forth herein.
20. **Severability:** If any provision of this Agreement is found or deemed by a court of competent jurisdiction to be invalid or unenforceable, it shall be considered severable from the remainder of this Agreement and shall not cause the remainder to be invalid or unenforceable. In such event, the parties shall reform this Agreement to replace such stricken provision with a valid and enforceable provision which comes as close as possible to expressing the intention of the stricken provision.
21. **Compliance with Laws:** The EVENT MANAGER shall comply with all federal, state, and local laws, rules, regulations, and ordinances applicable to the work covered hereunder as they may now read or hereinafter be amended.
22. **Records of Event Manager:** EVENT MANAGER agrees that CITY shall, until the expiration of three (3) years after the final payment under this Agreement, have access to and the right to examine any directly pertinent books, documents, papers, and records of the EVENT MANAGER involving transactions relating to this Agreement. EVENT MANAGER agrees that CITY shall have access during normal working hours to all necessary EVENT MANAGER facilities and shall be provided adequate and appropriate working space in order to conduct audits in compliance with this section. CITY shall give EVENT MANAGER reasonable advance notice of intended audits.

BRANNON INDUSTRIAL GROUP, LLC

CITY OF NAVASOTA, TEXAS

By:_____

By:_____

Title:_____

Title:_____

Date:_____

Date:_____

ATTACHMENT “A”
TBB EVENT MANAGER DUTIES
AND TIMELINE

CITY RESPONSIBILITIES:

- Approve budget for TBB
- Approve all contracts, expenditures and acquisition of all rental equipment, etc.
- Oversee the TBB event and Event Manager’s activities and performance

EVENT MANAGEMENT COMPANY

TBB MARKETING AND PRODUCTION:

SERVICES TO BE PERFORMED BY EVENT MANAGER:

Coordinate and organize the lineup launch/release party at a local venue with the larger sponsors

- Create a lineup video, to be aired on Facebook, TV/Radio, other media as appropriate
- Creation of lineup video, advertise the lineup, and work with sponsors on announcement video and coordinating a release party

Coordinate with main contacts and processing payments/contracts for:

- Merchandise
- Emcee
- Equipment rentals/lifts/fencing
- Stage/lighting/sound
- Ole Western Gunfighters (kid zone)
- Mechanical bull/bounce houses (kid zone)
- Petting Zoo (kid zone)
- Ice
- Guitar vendor
- Shuttles
- Bus Drivers
 - Coordinate with the VFW and NISD High School for parking
 - Santa’s Wonderland (2021 sponsor/shuttle service to and from Santa’s Wonderland in College Station)
- Ticketing and website
 - Keep track of ticket sales
- Insurance
- Working with TxDOT for signage
- VIP tent and equipment
- Medical (ambulances)
- City staff/Volunteers for event assistance

- In the past TBB had student volunteers from NISD, Texas A&M
- Navasota PD
 - Blocking streets and security

Secure Sponsorships

- Recruit event sponsors

Coordinate with Sponsors

- Communication
- Including fulfilling sponsorship packages
 - TV/Radio Advertisements, features on social media and website, stage signage and shout-outs, event booth space, VIP passes, Meet & Greet passes, general admission tickets, exclusive access to line up announcement party, etc.

Promotion

- TV advertising, social media, radio announcements, local newspaper, etc.
- Provide analytics
- Create and provide post-event evaluation and analysis

Vendors

- Secure vendor list, coordinate with vendors for set up, create vendor map

Alcohol

- Work on alcohol contract, obtain bids/proposals, and secure alcohol vendor

Ticket Sales, Fencing, and VIP

- Determine size, location, and number of tickets available for sale for VIP booth
- Determine meals and perks included in VIP
- Track number of ticket sales, where sales are coming from, online versus gate sales

Bands

- Coordinate with bands and fulfill the terms outlined in the contract
- Secure and coordinate lodging for bands
 - (Part of the lodging is provided by a sponsor)
- Set up and maintain Green Room and Meet & Greet area

Some bands are already confirmed for TBB 2022. CITY also has all prior contacts and many of the vendors that CITY has worked with over the years and that are familiar with the event that will be provided to EVENT MANAGER. Additionally, CITY has a list of the 2022 sponsors, a sponsorship package booklet outlining the perks and prices of each sponsorship, a list of past sponsors, and media contacts CITY has used in the past for advertising, all of which will be provided to EVENT MANAGER.

ADDITIONAL SERVICES TO BE PERFORMED BY EVENT MANAGER:

- TBB Planning, Marketing, Operations, Production, Management and Execution
- Work with CITY staff to ensure the TBB's success
- Communicate in a timely manner
- Create all ad placement, copy and design

- Design, copy, layout and print posters, if appropriate
- Produce and implement public relations plan and oversee press relations
- Prepare project management timeline for TBB
- Secure permits with the appropriate government agencies
- Work with other stakeholders, including sponsors, vendors, City departments, and others where appropriate
- Create and manage day of event programming design and décor
- Create online ticket purchase system for TBB
- Coordinate and manage pre-TBB logistics
- Coordinate and supervise all aspects of TBB set-up and TBB event day
- Source, select and manage event vendors, subject to approval of CITY
- Manage warehousing, shipping, inventory and transportation
- Plan site and ground layouts and create maps
- Create and execute on-site staffing plan
- Manage staff/volunteers
 - Recruit and train volunteers
- Coordinate and manage additional TBB services (A/V, supplies, equipment, rentals, and staging)
- Assist with preparing TBB security and safety and emergency response plan
- Work with appropriate City departments, including but not limited to NPD, NFD, Public Works Department, Parks Department, etc.
- Obtain certificates of insurance from any party that will be erecting, assembling or otherwise responsible for scaffolding, tents, bleachers, stage or other temporary structures at the TBB site. The certificate of insurance must name the City of Navasota as additional insured, and must show insurance liability limits in minimum face amount of two million dollars per occurrence.
- Obtain certificates of insurance from all other vendors, concessionaires, contractors or other third parties that will be providing goods and/or services at the TBB. The certificate of insurance must name the City of Navasota as additional insured.

TBB Programming

- Coordinate all event day programming
 - Assist in sourcing and hiring musical act(s), emcee, celebrities, speakers, and other talent as identified to be appropriate by the CITY
- Oversee TBB timing/scripting

- Manage TBB start programs
- Engage food and alcohol vendors
- Manage event vendors

TBB Analytics

- Create and provide post-event evaluation and analysis
- Create program recommendations

DRAFT

Timeline

Phase	Description	End Date
Marketing Consulting Services	To identify the needs of the client and plan specific marketing strategies, budgetary requirements, and timeline adjustments.	October 22, 2021 and Ongoing
Digital Marketing Services	Coordinate and organize video announcements of TBB and arrange disbursement across digital channels.	November 30, 2021
Secure Sponsorships	Secure sponsorships for TBB – goal is to increase sponsorship over 2021 TBB	November 30, 2021
Vendor Contact & Coordination	Secure Vendors/Payments, Setup, Coordinate with Map	December 1, 2021 – March 5, 2022
Day of Logistics	Secure and coordinate equipment rental and shuttle transportation	
Digital/Traditional Marketing Services <ul style="list-style-type: none"> Promotion 	Continuation of Marketing Services will continue through event via Digital, Radio, & Television – increase intensity over last year by 25% Arrange Announcement Party and pre-sale kick-off coordinating with “Sip and Shop”	December 1, 2021- March 5, 2022 December 4, 2021
Bands	Ensure band contracts are secure. Lodging is coordinated; Green room is arranged; Meet & Greet is organized.	November 1, 2021 – February 15, 2022
Ticket Sales	Identify areas of opportunity to increase price of ticket sales by \$10.00 per ticket (Popularity of Bands/10 yr Anniversary). Promote pre-Sale of tickets – perk of purchasing early? Track ticket sales VIP – determine amount, meals & perks	December 15, 2021 – March 5, 2022
Fulfil Sponsorships	Ensure sponsorship packages are met	December 1, 2021 – March 5, 2022

ATTACHMENT “B”
TBB EVENT MANAGER
Compensation for Services

Description	Quantity	Price	Total
Marketing Consulting Services (Team of 4 Marketers)	1.00	\$15,000 fee	\$15,000
Event Coordination (Includes onsite coordination throughout event)	1.00	\$25,000 fee	\$25,000
Staff Shirts	1.00	\$1,300 fee	\$1,300
Fencing, Potties, Luxury Potties	1.00	\$25,825 fee	\$25,825
BIG Exclusive Title Sponsorship	1.00		-\$25,000
Brand It Graphix Come & Take It Sponsorship	1.00		-\$7,500
Total*			\$34,625

As partners with the City of Navasota, Brand It Graphix and Brannon Industrial Group will strive to make the 10th Anniversary Texas Birthday Bash the largest and most successful event to date.

Through targeted advertisement, we aim to bring in a larger crowd than last year and garner increased awareness for the City of Navasota.

*In addition to above: as incentive and compensation for our time and efforts, we propose that for every ticket over 20,000 that is sold, Brand It Graphix will receive \$5.00 from the ticket sale.

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 12.

AGENDA DATE: November 8,
2021

PREPARED BY: Lance M Hall, Finance Director

APPROVED BY: BS

ITEM: Consideration and possible action on Resolution No. 703-21, regarding a financing agreement for the purpose of procuring heavy equipment, vehicle and related equipment and a fire truck.

ITEM BACKGROUND:

The current budget contained lease payments for the financing and purchase of a Trailer Jet Rig- \$64,000, Tractor and Mower-\$90,000, Sweeper,-\$272,000 Backhoe -\$100,000, Dozer-\$107,000, Vac Truck-\$285,000 and Fire Truck-\$840,000. Staff researched and tested the equipment and is prepared to complete the purchase, and researched lease purchase agreements. Staff is proposing to lease purchase through Government Capital. In order to complete the lease purchase transaction, a resolution of approval is required.

BUDGETARY AND FINANCIAL SUMMARY:

Jet Rig: \$64,000. Tractor/Mower:\$90,000 Sweeper:\$272,000
Backhoe:\$ 100,000 Dozer: \$107,000 Vac Truck:\$ 285,000

Financing for 5 year with Annual payments of \$196,171.12
starting one year from signing

Fire Truck :\$840,000

Financing for 8 year with Annual payment of \$116,140.73 starting
one year from signing

STAFF RECOMMENDATION:

Staff recommends approval of Resolution No. 703-21, regarding a financing agreement for the purpose of procuring heavy equipment, vehicle and related equipment and a fire truck.

ATTACHMENTS:

1. Resolution No. 703-21
2. Government Capital Financing

RESOLUTION NO. 703-21

**FINANCING AGREEMENT FOR HEAVY EQUIPMENT, VEHICLES AND
RELATED EQUIPMENT AND FIRE TRUCK**

WHEREAS, contingent upon approval of the Attorney of the City of Navasota, the City of Navasota desires to enter into certain Financing Agreement, by and between Government Capital Corporation and the City of Navasota, for the purpose of financing "heavy equipment, vehicles and related equipment & a Fire Truck." The City of Navasota desires to designate this Agreement as a "qualified tax-exempt obligation" of the City of Navasota for the purposes of Section 265 (b) (3) of the Internal Revenue Code of 1986, as amended. The City of Navasota desires to designate the Finance Director, as an authorized signer of the Agreement

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NAVASOTA:

Section 1. That the City of Navasota enters into a Financing Agreement with Government Capital Corporation for the purpose of procuring "heavy equipment, vehicles and related equipment".

Section 2. That the Financing Agreement, by and between the City of Navasota and Government Capital Corporation is designated by the City of Navasota as a "qualified tax-exempt obligation" for the purposes of Section 265 (b) (3) of the Internal Revenue Code of 1986, as amended.

Section 3. That the City of Navasota designates the finance Director, as an authorized signer of the Financing Agreement, by and between the City of Navasota and Government Capital Corporation.

PASSED AND APPROVED by the City Council of the City of Navasota in a meeting held on 8th day of November, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY



GOVERNMENT CAPITAL CORPORATION

October 19, 2021

Mr. Lance Hall
Navasota City Hall
200 E McAlpine Street
Navasota, TX 77868
(936) 825-6475
lhall@navasotatx.gov

Dear Mr. Hall,

Thank you for the opportunity to present proposed financing for City of Navasota. I am submitting for your review the following proposed structure:

ISSUER:	City of Navasota, Texas
FINANCING STRUCTURE:	Public Property Finance Contract issued under Local Government Code Section 271.005

EQUIPMENT COST:	\$ 918,000.00
TERM:	5 Annual Payments
INTEREST RATE:	2.249%
PAYMENT AMOUNT:	\$ 196,171.12
PAYMENTS BEGINNING:	One year from signing, annually thereafter

EQUIPMENT COST:	\$ 840,000.00
TERM:	8 Annual Payments
INTEREST RATE:	2.297%
PAYMENT AMOUNT:	\$ 116,140.73
PAYMENTS BEGINNING:	One year from signing, annually thereafter

Financing for these projects would be simple, fast and easy due to the fact that:

- ✓ We have an existing relationship with you and have your financial statements on file, expediting the process. Please keep in mind we may also need current year statements.
- ✓ We can provide familiar documentation for your legal counsel.

The above proposal is subject to audit analysis, assumes bank qualification and mutually acceptable documentation. The terms outlined herein are subject to change and rates are valid for thirty (30) days from the date of this proposal. If funding does not occur within this time period, rates will be indexed to markets at such time.

Our finance programs are flexible and as always, my job is to make sure you have the best possible experience every time you interact with our brand. We're always open to feedback on how to make your experience better. If you have any questions regarding other payment terms, frequencies or conditions, please do not hesitate to call.

With Best Regards,

Jennifer Draper

Jennifer Draper
Client Services
Main: 817-722-0244

The transaction described herein is an arm's length, commercial transaction between you and Government Capital Corporation ("GCC"). in which GCC: (i) is acting solely for its own financial and other interests that may differ from yours; (ii) is not acting as your municipal advisor or financial advisor, and has no fiduciary duty to you with respect to this transaction; and (iii) is not recommending that you take an action with respect to this transaction.

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 13.

AGENDA DATE: November 8,
2021

PREPARED BY: Lance Hall, Finance Director

APPROVED BY: BS

ITEM: Consideration and possible action on roof replacement at the Navasota Center, paid with TML Inter-government Risk Pool insurance claim due to hail damage.

ITEM BACKGROUND:

The Navasota Center roof received hail damage and a claim was filed through TML Inter-Governmental Risk Pool. TML IRP verified damage and approved replacement of the roof for \$83,495.50. They suggest using Paragon Roofing, they are associated with TIPS the purchasing coop we joined last month. Legal Council provided a contract for the replacement of the roof.

BUDGETARY AND FINANCIAL SUMMARY:

Cost of the roof replacement \$83,495.50

STAFF RECOMMENDATION:

Staff recommends accepting contract with Paragon Roofing to replace the the roof at the Navasota Center for \$83,495.50

ATTACHMENTS:

1. TML Findings
2. Paragon Proposal
3. Contract with Paragon
4. Exhibit B



CITY OF NAVASOTA

Rec Center PR147926 & Public Library PR145199

Lisa Kutch – Claim Manager

Scott Franklin
Scott.Franklin.4T@outlook.com

1.0 Background

- 1.01 Lisa Kutch with TMLIRP and Claim Manager for the City of Navasota requested Scott Franklin to investigate both the Rec Center and Navasota Public Library. The purpose of this investigation was to investigate moisture intrusion reported by the city at both location. Each roof was also investigated for Hail exposure and/or Hail Damage.
- 1.02 The reported Claim # for the City of Navasota and this investigation includes two claim numbers:
- a) Rec Center – **TMLIRP PR147926**
 - b) Navasota Public Library – **TMLIRP PR145199**

2.00 Construction / Observations:

- 2.01 Review of the reported interior leaks at the **Rec Center** included documentation of two leaks. These leaks included the following:
- a) **Rec Center Leak #1** – Leak was visible due to stain ceiling tiles. The location was identified to be the left office to the left of the main entry doors.
 - b) **Rec Center Leak #2** – Leak number #2 was identified at the rear kitchen and cafeteria. The leak was located at the rear wall to the right of the roll-up door.
- Neither leak was active at the time of this investigation.
- 2.02 Review of the **Navasota Public Library** interior leaks were identified by Library personnel. The leaks identified were located in three-four primary locations:
- a) **Public Library Leak Location #1** – Leak #1 was identified at the front entry canopy.
 - b) **Public Library Leak Location #2** – Leak #2 was identified at several locations of the main library visible by stains to the ceiling tiles.
 - c) **Public Library Leak Location #3** – Leak #3 was identified in the Hallway where the Attic access ladder was located.
 - d) **Public Library Leak Location #4** – Leak #4 was identified in the library personnel / office area.
- 2.03 The **Rec Center Roof** was investigated for identification of sources to any leaks and reviewed for evidence of any hail exposure or Hail damage. The following observations were identified:
- a) **Rec Center Roof Assembly / Construction** – The roof was investigated and found to be a PVC mechanically attached roof assembly. The Membrane was identified as a 40 mill PVC with the Manufacture being Duro-Last. It appears that the existing PVC roof was installed over an existing underlying roof. This was not identified at this time.
 - b) **Rec Center Roof Area(s)** – The Rec Center includes two membrane roof areas and a metal canopy over the entryway. The primary or main roof includes a north and south wing with a narrow section that connects the two. The upper or High roof area was documented as a TPO 60

mill roof assembly. This roof area was directly over the entryway and had been recently installed (per maintenance personnel)

c) **Hail Exposure / Damage** - Review of the Main Roof and exposed PVC 40 mill Duro-Last roof assembly was investigated. The lower PVC Roof assembly display consistent documentation of oxidation from Hail Exposure. Closer review of the membrane displayed fracture lines showing that the membrane was damaged by Hail when exposed. The actual date of exposure was not determined at this time. The Center/Upper Roof was investigated, and no exposure or damage was evident. The TPO Membrane displayed no oxidation marks suggesting the exposure to hail occurred prior to the upper roof replacement.

d) **Wall to deck transitions** – Review of the wall to deck transition was investigated at the north, South and west elevation of the upper roof. The South and North elevation displayed a non-counter flashed termination of the membrane with some absence of missing or deteriorated sealant. Wall penetrations (Wall vents / Windows or equipment penetrations) displayed some gaps and absence of proper backer rod and sealant at various locations.

2.04 The **Navasota Public Library** was investigated for identification of sources to any reported leaks and reviewed for evidence of any hail exposure or Hail damage. The following observations where identified:

a) **Navasota Public Library Roof assembly** – The Public Library Roof was constructed with two specific metal roof assemblies.

Steep-Slope Trapezoidal Panel Roof - The primary roof was roofed using a trapezoidal Metal panel installed on a roof slope greater then 4:12 slope. The primary steep slope metal roof includes a North, South, East, and West exposures. Each exposure is separated by metal ridge. The ridge cap located closest to the east exposure was identified with significant mechanical damage. The Steep Slope Metal includes several penetrations including Roof Vents, Plumbing Vents, Dormers, transitions from trapezoidal to Double lock standing seam. The dormers are al most as wide as the space between the riser of each panel profile leaving minimal room for drainage.

Low Slope Double Lock Standing Seam Canopy - The front canopy & Side (East) Canopy utilized and double lock standing seam metal roof panel assembly with a less then 3:12 slope. The metal roof assembly was documented to be a double lock seam. The canopies did display evidence that the canopy had been coated with a fluid applied coating at some point. The transition at the valley and transition with the trapezoidal metal panels utilized flat stock metal and exposed fasteners. Both the flat stock metal and exposed fasteners provide opportunities showed evidence of fatigue and possible moisture intrusion. The canopy roofs were also face screwed in an effort to attach gutter brackets. Each could be opportunities for moisture intrusion and should be removed and place on the face of the gutter.

b) **Hail Exposure / Hail Damage** – Both the trapezoidal metal panels and double lock metal panels were investigated for both hail exposure and /or damage. No evidence of exposure or damage was documented.

3.00 Summary

- 3.01 **Rec Center Main Roof:** Review of the documentation and investigation provided documentation of Hail damage to the main roof (North & South wings).
- 3.02 **Rec Center Upper Roof:** Review of the documentation and investigation provided no evidence of hail exposure or damage. It is likely the upper roof was installed after the hail exposure event.
- 3.03 **Rec Center Metal Canopy:** Review of the documentation and investigation provided no evidence of hail exposure or damage.
- 3.04 **Navasota Public Library Steep-Slope Trapezoidal Metal Roof panels:** Review of the documentation and investigation provided no evidence of hail exposure or damage. The roof did display mechanical damage to the ridge cap. The roof penetrations included two roof vents on the rear exposure which appear to be open to wind blown rain due inadequate counterflashing. The dormer width also presents a problem as each is almost the width of the panel profile and requires moisture to run over the seam or become backed up from draining properly. Trapezoidal metal panels are designed to shed water and do not provide waterproofing capability.
- 3.05 **Navasota Public Library Low-Slope Metal Standing Seam double-lock:** Review of the Standing Seam provided no evidence of Hail Exposure. The assembly was not the best assembly to use based on the less than desirable slope and ability to transition with the trapezoidal panels. There were additional defects identified including exposed screws installed thru the face of the metal and other poor detailing when installed. It would be recommended to replace the two canopy roofs with a waterproof assembly that would also allow for a proper and sustainable transition with the trapezoidal metal panel.
- 3.06 **Rec Center Main Roof / Hail Damage:** 4T Partnership has developed a repair scope and vetted the cost to remove and replace the existing Hail Damaged 40 mill PVC mechanically attached assembly that was damaged when exposed to hail. At the time of the exposure the 40 mill (20+ years old) had very little plasticizer to repel the moderate hail exposure that occurred. Please see the 4T Partnership vetting sheet attached for your review. (See attached)
- 3.07 **Photo Documentation:** Please see the attached documentation attached to the field report.
- 3.08 Please feel free to direct any questions to Scott Franklin / 4T Partnership with any questions, interest to proceed with repair of Rec Center roof damaged roof and/or any repairs the city may wish to the Navasota Public Library.

Respectively Submitted,

Scott Franklin

Exterior Envelope Expert / Principal Consultant

4T Partnership LLC



City of Navasota / Rec Center / Identification photo



City of Navasota / Rec Center / ID#49 / North wing roof area photo



City of Navasota / Rec Center / ID#49 / South wing roof area photo



City of Navasota / Rec Center / Wall to deck transition with upper roof / North wing



City of Navasota / Rec Center / Wall to deck transition with upper roof / Flashing termination



City of Navasota / Rec Center / Wall to deck transition / South Wing



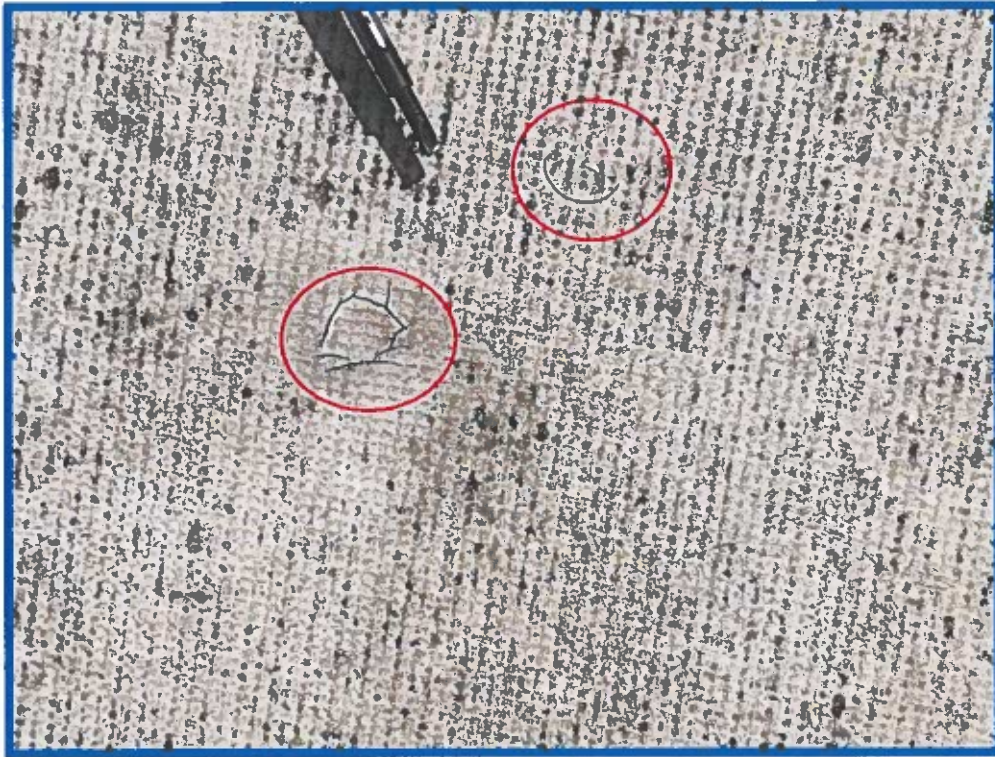
City of Navasota / Rec Center / ID#49 / Interior Leak #2 / Kitchen Area



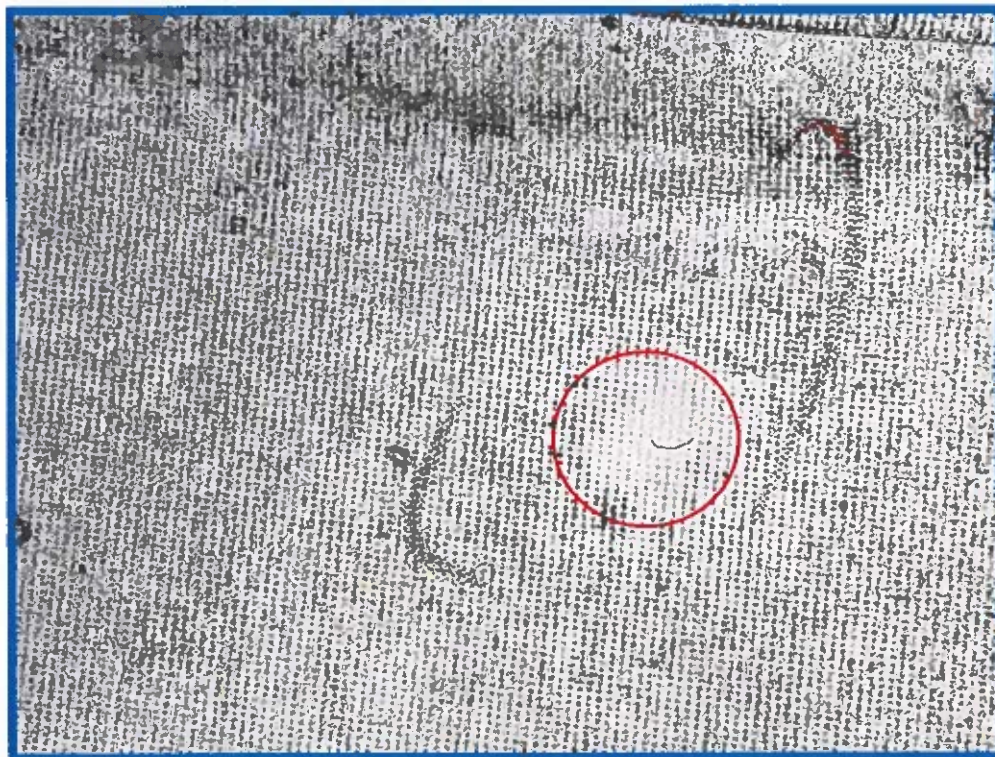
City of Navasota / Rec Center / Interior reported Leak #2 / Front office



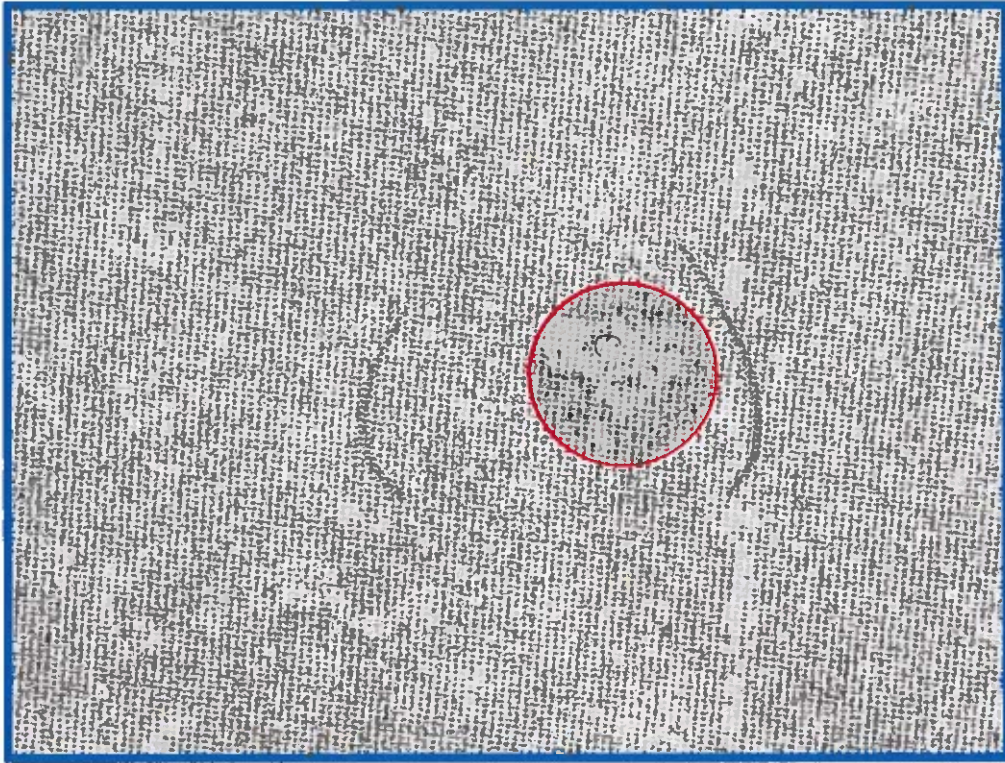
City of Navasota / Rec Center / Identified Leak location / Leak #2



City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



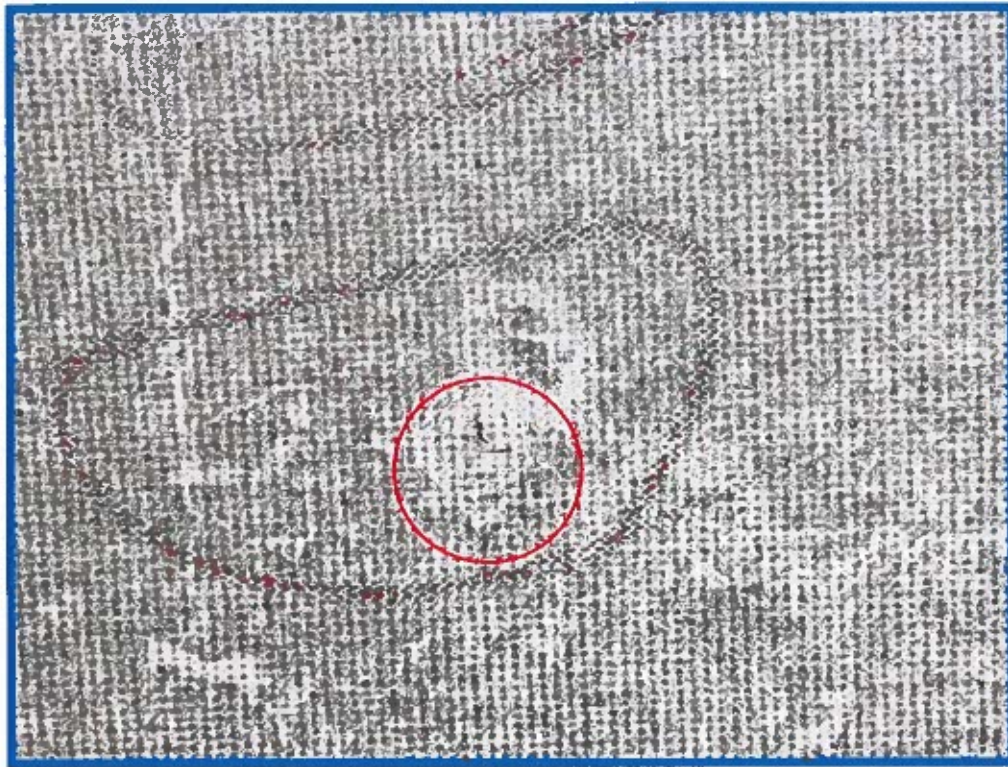
City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



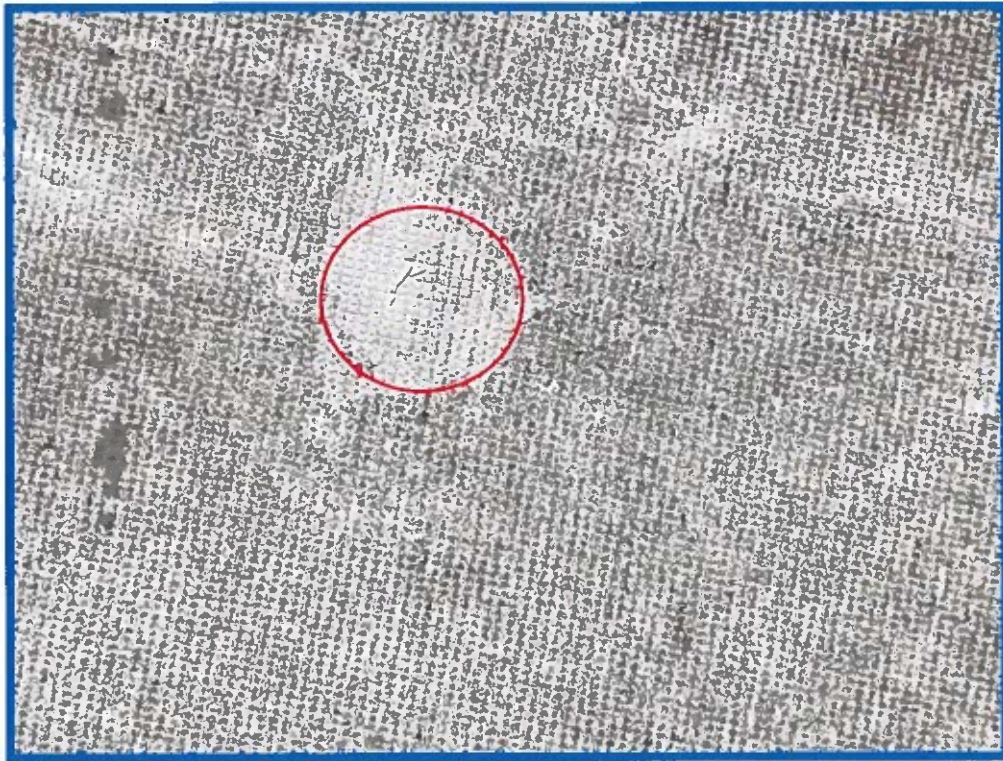
City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



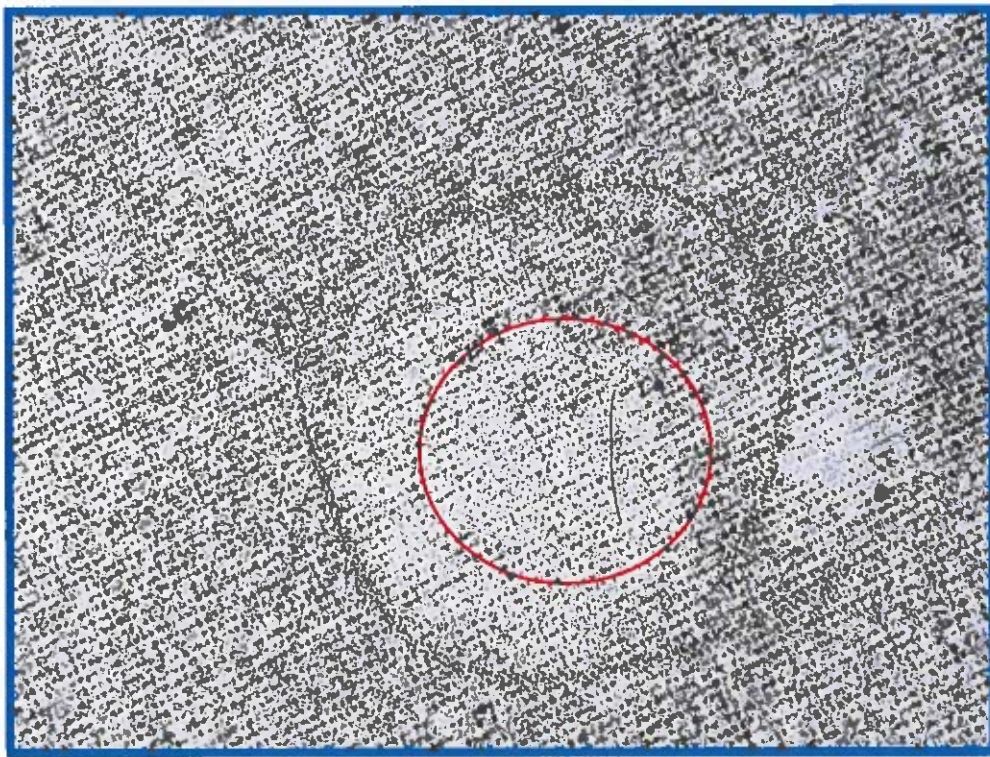
City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



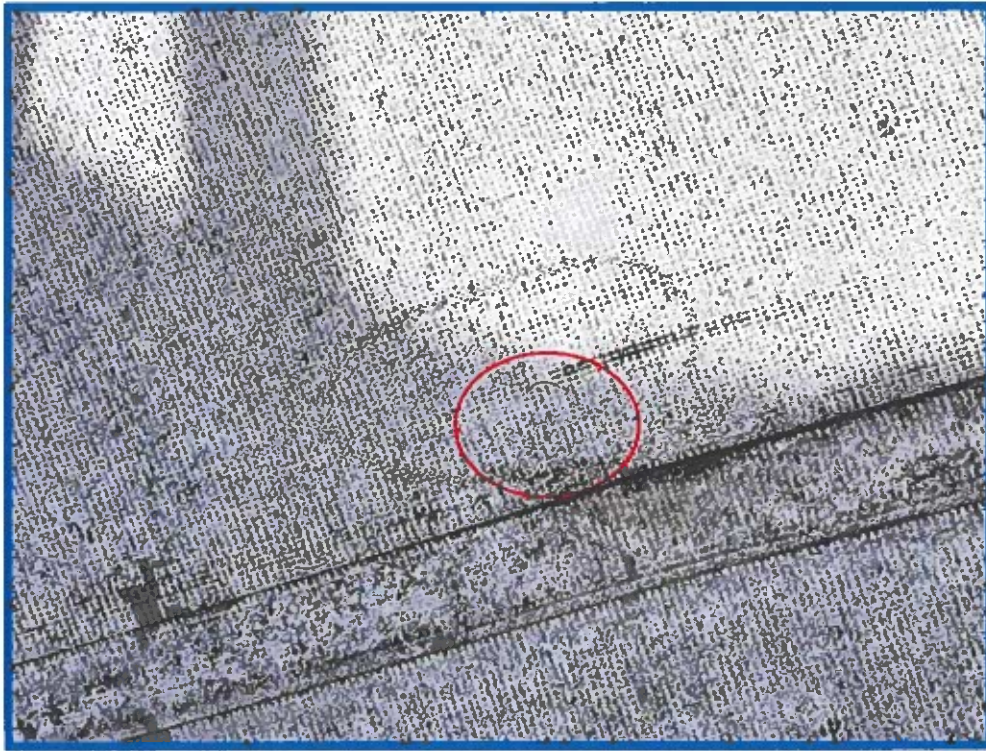
City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



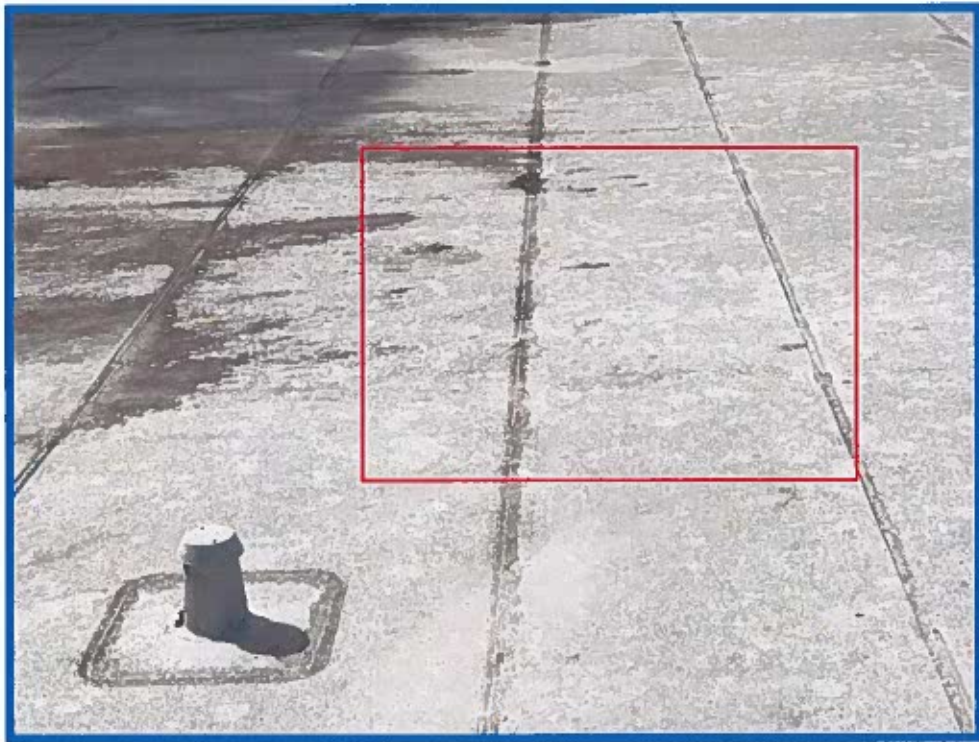
City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



City of Navasota / Rec Center / Hail Exposure Damage / Hail distribution / North Wing



City of Navasota / Rec Center / Hail Exposure Damage / Hail distribution / South Wing

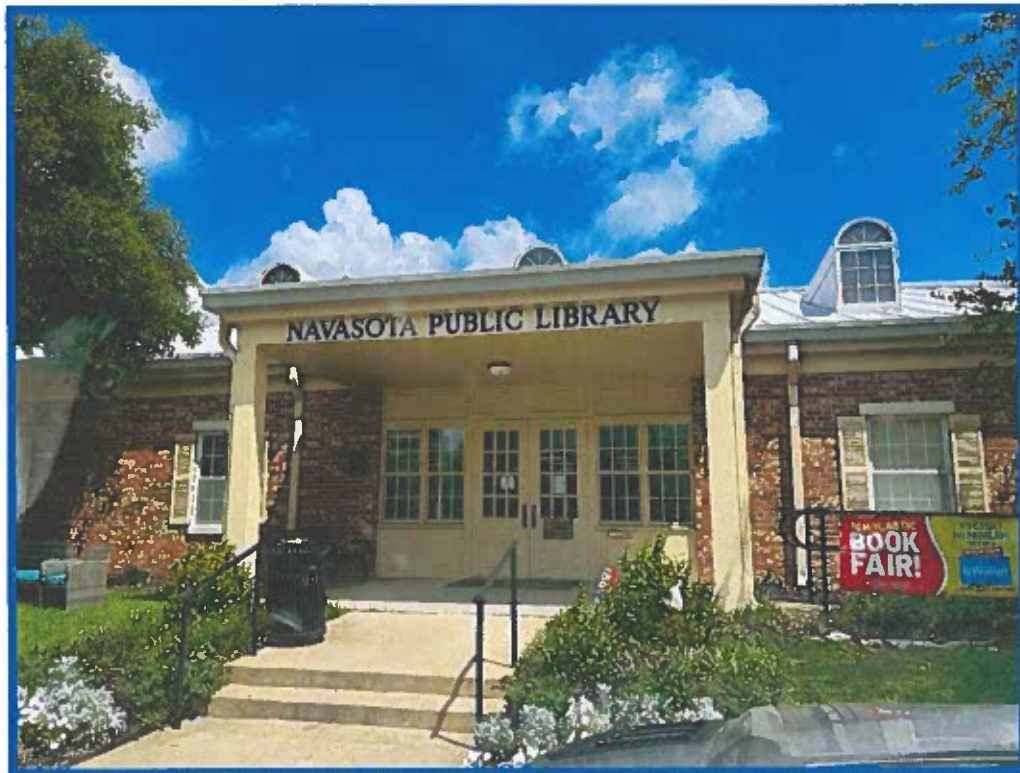


City of Navasota / Rec Center / Hail Exposure Damage / PVC Membrane fracture



City of Navasota -Rec Center & Public Library

City of Navasota / Rec Center / Connecting roof area between North and South Wing



[illegible]

September 13th, 2021

City of Navasota
101 Stadium Drive
Navasota, Texas 78861



THE INTERLOCAL PURCHASING SYSTEM

ROOFING PROPOSAL

We are pleased to submit this proposal for installing new roofs for the City of Navasota through TIPS contract number 200201. This proposal includes both labor and materials for the installation of the roofing system as described in the attached vetting sheets per 4T specifications.

WORK INCLUDES

1. See attached specifications labeled ***"Exhibit A" – 4T Specifications for roof replacement.***
2. See attached TIPS vetting sheet for specific quantities, building locations and pricing
3. Includes performance payment bond

PROJECT TERMS AND CONDITIONS

1. Contractor shall carry Worker's Compensation and General Liability Insurance.
2. Contractor shall coordinate all schedules and work hours with the Owner or the designated representative. Standard work hours shall apply to this project. Only one mobilizations is included to complete the entire scope of work
3. Once work commences, Contractor shall proceed diligently to final completion.
4. Payment Schedule shall be as follows with all invoices due upon receipt:
 - A. Contractor to submit invoices for those units/TMLIRP ID# as completed and audited on or before the 25th of each month. Payment less 10% retainage by the 10th of the following month
5. This proposal, if accepted, shall become the agreement between the parties. There are no agreements either express or implied that extend beyond the face of this proposal.

COMMERCIAL MULTI-FAMILY RESIDENTIAL

1601 N. Walton Walker Blvd.
Dallas, TX 75211
o. 214.630.6363 | f. 214.630.6677

paragonroofinginc.com

City of Navasota
Page Two
September 13th, 2021

6. This proposal, if accepted, shall become the agreement between the parties. There are no agreements either express or implied that extend beyond the face of this proposal.

7. Price is good for delivery of materials for 45 days from the date of this proposal.

TOTAL VALUE OF ROOFING WORK AS OUTLINED ABOVE:

TMLID# 39 – Recreation Center

TOTAL: \$ 83,495.50

***NOTE:**

1. Deteriorated/damaged 2"by4" treated lumber shall be replaced at the cost of \$7.00 per LF
2. Deteriorated/damaged lightweight weight concrete shall be replaced at the cost of \$18.50 per sqft

ACCEPTANCE

If accepted the city will need to simply issue a Purchase Order to Paragon Roofing, Inc. by email Quentan@paragonroofinginc.com using the city's normal procedure.

Should you have any questions or concerns please contact our office at the number listed below.

ACCEPTED:



Mr. Quentan Tobolka

*VP of Steep Slope & Multi Family Sales
m. 214.336.0316*

Company: _____

Printed Name: _____

Authorized Signature: _____

Title: _____

Date: _____

**COMMERCIAL
MULTI-FAMILY
RESIDENTIAL**

1601 N. Walton Walker Blvd.
Dallas, TX 75211
o. 214.630.6363 | f. 214.630.6677

paragonroofinginc.com

**Construction Services Contract
For Roof Replacement Project
Between the City of Navasota
And Paragon Roofing, Inc.**

This Construction Services Contract ("Contract") is entered into this day between the City of Navasota, a Texas home-rule municipal corporation, (the "City"), located at 200 E. McAlpine Street, Navasota, TX 77868 and Paragon Roofing, Inc. ("Contractor"), located at 1601 N. Walton Walker Blvd., Dallas, TX 75211. The parties **Agree** as follows:

I. Scope of Work ("SOW")

1.1 Project Description. As per the provisions of and plans and specifications provided for in Exhibit A attached hereto and incorporated herein for all purposes pertinent, Contractor shall provide all labor, supervision, material and equipment necessary to perform the work described below and in Exhibit A:

1.) TMLID# 39 – Navasota Recreation Center – Roof Replacement – Installation of New Roof

1.2 Payment. Contractor shall perform the aforementioned work at the work site in exchange for payment by the City of Navasota in the amount of **Eighty Three Thousand Four Hundred Ninety-Five and 50/100 Dollars (\$83,495.50)**. Contractor shall provide an invoice to the City within thirty (30) days after the City accepts the completed work pursuant to this Contract. The City shall pay Contractor within thirty (30) days after receipt of the invoice, in accordance with Chapter 2251, Texas Government Code, following acceptance of the work completed in accordance with this Contract.

1.3 Term / Termination. Contractor will begin the work ten (10) days after issuance of Notice to Proceed ("NTP") and will complete all SOW in no more than sixty (60) days from date of NTP. Time is of the essence to the completion of this Contract. At any time prior to the Contractor's completion of the services pursuant to this Contract, the City may terminate this Contract without penalty or damages, and upon such termination shall only owe Contractor for the cost of materials and services actually provided pursuant to this Contract prior to such termination, in an amount not to exceed the amount shown in the "Payment" section hereof.

1.4 Completion of Work. Upon completion of the work, the work will be inspected by the City's Representative and be performed to his/her satisfaction in accordance with the Contract and specifications. The City's Representative will decide all questions which may arise as to the quality or acceptability of the work performed and the acceptable interpretations of the specifications and the acceptable fulfillment of the Contract on the part of the Contractor.

1.5 Hours of Work. Contractor shall limit its hours of operation to the daytime hours between 8:00 a.m. and 5:00 p.m., prevailing Central Time, without prior authorization from the City's Representative. Contractor may not work on weekends or the following City holidays: (New Year's Day, Good Friday, Labor Day, Memorial Day, Independence Day, Veterans Day, Thanksgiving, Day after Thanksgiving, Christmas Eve, Christmas) unless notified otherwise by the City's Representative. Such notification may be oral or written. With prior notice the work site may be made available nights and weekends.

- 1.6 No Damage for Delay.** A delay in completion of this Project for any cause shall not entitle Contractor to additional payment from the City. Should the Contractor be delayed in the completion of any work by any act or neglect of the City, by other contractors employed by the City, by changes in the work, by materials or labor shortages, or by unavoidable causes, then the Contractor may present a written request to the City for an extension of time for completing the work. If the basis for and the amount of the extension are determined by the City to be justified, then the City shall issue a written extension to the Contractor. Contractor's sole remedy for any hindrance or delay shall be an extension of time for completion of the work.

II. Insurance and Indemnity

- 2.1 INDEMNITY. CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS THE CITY AND THE CITY'S OFFICERS, AGENTS, AND EMPLOYEES FROM ALL SUITS, ACTIONS OR CLAIMS OF ANY CHARACTER, NAME AND DESCRIPTION INCLUDING ATTORNEYS' FEES AND EXPENSES BROUGHT FOR ANY INJURIES TO PERSONS OR DAMAGES TO PROPERTY IN CONNECTION WITH THE PERFORMANCE OR ATTEMPTED PERFORMANCE OF THIS CONTRACT. SO MUCH OF THE MONEY DUE CONTRACTOR UNDER THIS CONTRACT, AS SHALL BE CONSIDERED NECESSARY BY THE CITY, MAY BE RETAINED FOR THE USE OF THE CITY UNTIL ALL SUITS, ACTIONS, AND CLAIMS SHALL HAVE BEEN SETTLED AND SATISFACTORY EVIDENCE TO THAT EFFECT FURNISHED TO THE CITY. CONTRACTOR EXPRESSLY AGREES TO DEFEND, INDEMNIFY AND HOLD HARMLESS THE CITY AND THE CITY'S OFFICERS, AGENTS, AND EMPLOYEES IN ACCORDANCE WITH THIS CLAUSE REGARDLESS OF WHETHER THE INJURY OR DAMAGE IS CAUSED IN WHOLE OR IN PART BY THE ACTS OR OMISSIONS, INCLUDING NEGLIGENCE, OF THE CITY OR THE CITY'S OFFICERS, AGENTS OR EMPLOYEES OR ANY CONDITION OF ANY PROPERTY OWNED OR CONTROLLED BY THE CITY.**

- 2.2 Insurance.** Until all activities under this Contract are completed, Contractor shall maintain the following described insurance, and shall notify the City of Navasota within thirty (30) days if any provision thereof is altered or modified in any way. Contractor shall furnish to the City a Certificate of Insurance from a company or companies licensed to write insurance in the State of Texas showing that the Contractor is covered by the following insurance:

A. Workers' Comp & Employer's Liability (contractor must comply with requirements of Tex. Labor Code § 406.096 and 28 TAC § 110.110). In addition, insurance certificate must provide:

Policy Limits --- "Statutory Limits" box should be checked on certificate & coverage must comply with rules of Texas Workers' Compensation Commission applicable to public construction contracts.

Waiver of Subrogation against the City of Navasota and its officers, agents, and employees shall be included.

If any of the Contractor's employees engaged in hazardous work on the project under this Contract are not protected under the Worker's Compensation Statute, then the Contractor shall provide adequate employer's general liability insurance for the protection of this class of employees.

B. General Public Liability Insurance as follows:
\$1,000,000 for injuries per occurrence and \$100,000 for property damage per occurrence
OR
\$1,000,000 combined single limit per occurrence

The policy shall name the City of Navasota as an additional insured, be on the commercial general liability form, and include a waiver of subrogation against the City and its officers, agents, and employees. The policy shall provide a products/completed operations endorsement and coverage for contractual liability and acts of independent contractors. No XCU (explosion, collapse and underground) exclusions will be allowed.

C. Comprehensive Motor Vehicle Liability Insurance on all motor vehicles (other than off-road equipment) used in connection with the contract: Contractor shall comply with the insurance requirements of the State of Texas for operating a motor vehicle used to commute to the worksite; however, if the work on the worksite will be performed with a motor vehicle registered with the State of Texas, then the requirements shall be as follows:

\$250,000 for injuries to one person per occurrence; \$500,000 for injuries to all persons in a single occurrence per occurrence; and \$100,000 for property damage per occurrence
OR
\$600,000 combined single limit per occurrence.

The policy shall name the City of Navasota as an additional insured and include a waiver of subrogation against the City and its officers, agents, and employees.

D. The Contractor will require all subcontractors who provide services on the project to adhere to these requirements.

E. Deductibles shall be listed on the Certificate of Insurance and are acceptable only on a per occurrence basis for property damage only. Contractor shall be responsible for premiums, deductibles and self-insured retentions, if any, stated in policies. All deductibles or self-insured retentions shall be disclosed on the Certificate of Insurance. "Claims Made" policies will not be accepted.

III. Miscellaneous

3.1 Project Guarantee. Contractor warrants that all work under this Contract will be free from faulty materials and improper workmanship, except from proper and usual wear, and agrees to replace or re-execute, without cost to the City, all work found to be defective, improper or imperfect, and make good all damage caused to other work or materials due to such required replacement or re-execution. The warranty shall cover a period of one (1) year from the date of the City issues the "Certificate of Acceptance" for this Project.

3.2 Compliance with Laws & Barricading. During the performance of this Contract, Contractor shall comply with all federal, state, and City laws and regulations. Contractor shall remove all debris resulting from the work being performed to a suitable site for disposal, and shall dispose of same in a manner that does not violate any City, State, or federal law or regulation. If any portion of the work under this Contract is to be performed in a public street or right-of-way, Contractor shall be solely responsible for all barricading and shall equip and maintain all work sites in accordance with applicable provisions of the Texas Manual on Uniform Traffic Control Devices and all other applicable laws and/or regulations.

3.3 Protection of Property. Contractor shall avoid damaging or unlawfully entering privately owned property. Before beginning work, the Contractor shall view all pipes, wires, conduits, poles or other structures within or adjacent to the work which may affect operations. Contractor shall be responsible for damage caused by his/her agents, employees, and subcontractors in the performance of the work provided pursuant to this Contract. Contractor shall protect all City and private property, including, but not limited to, driveways, streets, sidewalks, pipes, fences, utilities, structures, shrubs, and trees. Contractor shall report all property damage to private or public property to the City and shall repair and/or compensate any damaged party for the repair or replacement of property damaged by the Contractor. The City's Representative may inspect and approve any such repairs prior to authorizing payment under this Contract.

3.4 Non-performance or Misfeasance. If Contractor fails to begin the work within the specified time, fails to perform the work with sufficient workmen & equipment, fails to use sufficient materials or equipment to ensure completion of the work within the Contract time, fails to complete the work within the Contract time, performs the work unsuitably, fails to remove materials or re-perform rejected work, discontinues prosecution of the work without authority, fails to pay workers or subcontractors in a timely manner, commits an act of insolvency, or otherwise fails to complete the work appropriately, then the City's Representative may give notice to Contractor of such delay, neglect or default. If Contractor fails to correct the deficiencies within seven (7) calendar days after the notice, then the City may prosecute the work out of the hands of the Contractor and enter into an agreement for the completion of the project or use such other methods as the City's Representative determines are appropriate for completion of the project. The City may deduct all costs necessitated by the breach and completing the work from any funds due to Contractor. If the City's cost of remedying the breach exceeds the amount payable under the Contract, then the Contractor shall pay to the City the amount of such excess.

3.5 No Subcontractors or Assignments. Contractor shall perform this Contract with its own crews. Contractor shall not assign or subcontract any part of this Contract or duties, rights, compensation or work to be performed hereunder without the approval of the City's Representative, which may be withheld for any reason or issued subject to additional conditions as established by the City's Representative. No sub-contract will, in any case, relieve the Contractor of his responsibility under the Contract. Written consent to sublet, assign or otherwise dispose of any portion of the Contract shall not be construed to relieve the Contractor of any responsibility for the fulfillment of the Contract.

3.6 Venue. This Contract is performable and is to be governed by the law applicable in Grimes County, Texas. Exclusive venue for any lawsuit, litigation, action or other legal proceeding arising under or involving this Contract shall be in Grimes County, Texas.

3.7 Independent Contractor. In performing services under this Contract, the relationship between the City and Contractor is that of independent contractor, and the execution of this Contract does not change the independent contractor status of Contractor. No term or provision of this Contract or act of Contractor in the performance of this Contract shall be construed as making Contractor or any agent, servant or employee of Contractor an agent, servant or employee of the City.

3.8 Liquidated Damages. The Contractor acknowledges and agrees that the time for the final completion of the work described herein is a reasonable time, taking into consideration all conditions and usual conditions prevailing in this locality. The amount of liquidated damages for the Contractor's failure to meet the deadline for final completion are fixed and agreed upon by the

Contractor because of the impracticality and extreme difficulty in fixing and ascertaining actual damages that the City in such event sustain. The amounts to be charged are agreed to be damages the City would sustain and shall be retained by the City from current periodic estimates for payment and from final payment. If the Contractor should neglect, fail, or refuse to finally complete the Work within the time specified in this Contract, or any proper extension thereof granted by the City, then the Contractor does hereby agree as part of the consideration for the awarding of this Contract, that City may withhold permanently from the Contractor's total compensation the sum of Two Hundred and Fifty Dollars (\$250.00) for each and every calendar day that the Contractor shall be in default after the time for finally completing the work, not as a penalty, but as liquidated damages for the breach of this Contract.

3.9 Waiver. Failure of any party, at any time, to enforce a provision of this Contract, shall in no way constitute a waiver of that provision, nor in any way affect the validity of this Contract, any part hereof, or the right of the City party thereafter to enforce each and every provision hereof. No term of this Contract shall be deemed waived or breach excused unless the waiver shall be in writing and signed by the party claimed to have waived. Furthermore, any consent to or waiver of a breach will not constitute consent to or waiver of or excuse of any other different or subsequent breach.

3.10 Written Notice. Unless otherwise specified, written notice shall be deemed to have been duly served if delivered in person to the individual or to a member of the firm or to any officer of the company for whom it is intended or if it is delivered or sent certified mail to the last business address as listed herein. Each party will have the right to change its business address by at least ten (10) days written notice to the other parties in writing of such change.

3.11 Entire Agreement. It is understood that this Contract contains the entire agreement between the parties and supersedes any and all prior agreements, arrangements, or understandings between the parties relating to the subject matter. No oral understandings, statements, promises or inducements contrary to the terms of this Contract exist. This Contract cannot be changed or terminated orally. No verbal agreement or conversation with any officer, agent or employee of the City, either before or after the execution of this Contract, shall affect or modify any of the terms or obligations hereunder. The terms of this Contract shall govern and control over any proposal, purchase order, or other document.

3.12 Performance and Payment Bonds.

(a) Contractor shall furnish performance and payment bonds, as required by Texas Government Code, Chapter 2253, each in an amount at least equal to the Contract Price as security for the faithful performance and payment of all of Contractor's obligations under the Contract Documents. These bonds shall remain in effect until one (1) year after the date when final payment becomes due or until completion of the correction period specified herein, whichever is later, except as provided otherwise by laws or regulations or by the Contract Documents.

(b) All bonds shall be in the form prescribed as set forth in Exhibit "B," attached hereto and incorporated herein for all purposes, except as provided otherwise by laws or regulations, and shall be executed by such sureties as are named in the current list of "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies" as published in Circular 570 (amended) by the Financial Management Service, Surety Bond Branch, U.S. Department of the Treasury. All bonds signed by an agent must be accompanied by a certified copy of the agent's authority to act.

(c) If the surety on any bond furnished by Contractor is declared bankrupt or becomes insolvent or its right to do business is terminated in any state where any part of the Project is located or it ceases to meet the requirements herein, Contractor shall promptly notify City and shall, within twenty (20) days after the event giving rise to such notification, provide another bond and surety, both of which shall comply with the requirements herein.

(d) Each bond shall be accompanied by a valid Power-of-Attorney (issued by the surety company and attached, signed and sealed with the corporate embossed seal, to the bond) authorizing the attorney in fact who signs the bond to commit the company to the terms of the bond, and stating any limit in the amount for which the attorney can issue a single bond.

(e) The process of requiring and accepting bonds and making claims thereunder shall be conducted in compliance with Tex. Gov't Code, Chapter 2253. IF FOR ANY REASON A STATUTORY PAYMENT OR PERFORMANCE BOND IS NOT HONORED BY THE SURETY, THE CONTRACTOR SHALL FULLY INDEMNIFY AND HOLD THE OWNER HARMLESS OF AND FROM ANY COSTS, LOSSES, OBLIGATIONS OR LIABILITIES THE CITY INCURS AS A RESULT.

3.13 Warranties, Remedies and Damages.

(a) Defects Appearing After Acceptance. Neither the final payment nor any acceptance nor any provision of this Contract shall relieve Contractor of any responsibility for faulty workmanship or materials. At the option of City, Contractor shall remedy any defects thereto and pay for any damage to other work resulting therefrom, which may appear after final acceptance of the work.

(b) Warranty. Upon final acceptance of the work by City, Contractor warrants for a period of one (1) year as follows:

(1) The Contractor warrants to the City that all materials provided to the City under this Contract shall be new unless otherwise approved by the City and that all work will be of a good quality, free from faults and defects, and in conformance with this Contract and related Contract Documents.

(2) All work not conforming to these requirements, including but not limited to substitutions not properly approved and authorized, may be considered defective.

(3) This warranty is in addition to any rights or warranties expressed or implied by law and consumer protection claims arising from misrepresentations by Contractor.

(c) Contractor to Correct. If within one (1) year after the final acceptance of the work by City or within such longer period as may be prescribed by law or the terms of any applicable special warranty, if any of the work is found or determined by City to be defective, including obvious defects and subsidence, or otherwise not in accordance with this Contract, Contractor shall correct it promptly.

(d) Not Exclusive Remedy. After receipt of written notice from City to begin corrective work, Contractor shall promptly begin the corrective work. The obligation shall survive the termination of this Contract. The guarantee shall not constitute the exclusive remedy of the City, nor shall other remedies be limited to either the warranty or guarantee period.

(e) City may Correct. If within ten (10) days after City has notified Contractor of a defect, failure, or abnormality in the work, Contractor has not started to make the necessary corrections or adjustments, City is hereby authorized to make the corrections or adjustments, or to order the work done by a third party. The cost of the work shall be paid by Contractor.

(f) Contractor to Pay Costs. The cost of all materials, parts, labor, transportation, supervision, special instruments, and supplies required for the replacement or repair of parts and for correction of defects, shall be paid by the Contractor.

Executed on the _____ day of _____, 2021.

City of Navasota, Texas

Paragon Roofing, Inc.

William A. "Bert" Miller, Mayor

_____, President

seal

seal

Attest:

Attest:

Susie Homeyer, City Secretary

Signature

EXHIBIT "B"

TEXAS STATUTORY PERFORMANCE BOND

Bond No.:

KNOW ALL MEN BY THESE PRESENTS:

THAT, _____ (hereinafter called the Principal, and _____, a corporation organized and existing under the laws of the State of Texas, licensed to do business in the State of Texas and admitted to write bonds, as surety, (hereinafter called the Surety), are held and firmly bound unto the City of Navasota, Texas (hereinafter called the Oblige), in the amount of _____ Dollars (\$ _____ .00) for the payment whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain contract with the Oblige, dated the _____ day of _____, 20__ for _____, which contract is hereinafter referred to as the "Contract."

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall faithfully perform the work required by the Contract and shall, in all respects, duly and faithfully observe and perform all and singular the covenants, conditions and agreements in and by said Contract, agreed and covenanted by the Principal to be observed and performed, including but not limited to, the repair of any and all defects in said work occasioned by and resulting from defects in materials furnished by or workmanship of, the Principal in performing the work covered by said Contract and occurring within a period of twelve (12) months from the date of Final Completion and all other covenants and conditions, according to the true intent and meaning of said Contract and the Plans and Specifications hereto annexed, then this obligation shall be void; otherwise to remain in full force and effect;

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the Texas Government Code and all liabilities on this bond shall be determined in accordance with the provision, conditions and limitations of said Chapter to the same extent as if it were copied at length herein.

IN WITNESS WHEREOF, the said Principal and Surety have signed and sealed this instrument this _____ day of _____, 20__.

Principal

Surety

Printed Name

Printed Name

By: _____

By: _____

Title: _____

Title: _____

Address: _____

Address: _____

Resident Agent of Surety:

Signature

Printed Name

Street Address

City, State & Zip Code

EXHIBIT "B"

TEXAS STATUTORY PAYMENT BOND

Bond No.:

KNOW ALL MEN BY THESE PRESENTS:

THAT, _____ (hereinafter called the Principal), as principal, and _____, a corporation organized and existing under the laws of the State of Texas, licensed to do business in the State of Texas and admitted to write bonds, as surety, (hereinafter called the Surety), are held and firmly bound unto the City of Navasota, Texas (hereinafter called the Obligee), in the amount of _____ Dollars (\$_____.00) for the payment whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain contract with the Obligee, dated the _____ day of _____, for _____, which contract is hereinafter referred to as the "Contract."

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall pay all claimants supplying labor and material to him or a subcontractor in the prosecution of the work provided for in said Contract, then, this obligation shall be null and void; otherwise to remain in full force and effect;

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of the Texas Government Code and all liabilities on this bond shall be determined in accordance with the provision, conditions and limitations of said Chapter to the same extent as if it were copied at length herein.

IN WITNESS WHEREOF, the said Principal and Surety have signed and sealed this instrument this _____ day of _____, 20__.

Principal

Surety

Printed Name

Printed Name

By: _____

By: _____

Title: _____

Title: _____

Address: _____

Address: _____

Resident Agent of Surety:

Signature

Printed Name

Street Address

City, State & Zip Code

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 14.

AGENDA DATE: November 8,
2021

PREPARED BY: Lance Hall Finance Director

APPROVED BY: BS

ITEM: Consideration and possible action on the first reading of Ordinance No. 983-21, approving the 2021 appraisal roll with tax amounts to constitute the 2021 tax roll for the Brazos County portion for the City of Navasota.

ITEM BACKGROUND:

Section 26.09 of the Texas Property code requires the City Council to approve the appraisal roll with tax amounts entered by the tax assessor for the tax year 2021. The appraisal roll for the Brazos County portion of the City of Navasota FY 2021-2022 is \$1229.90 This is an decrease of 9.00% from the last year, which was \$1348.70.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of the first reading of Ordinance No. 983-21, approving the 2021 appraisal roll with tax amounts to constitute the 2021 tax roll for the Brazos County portion for the City of Navasota.

ATTACHMENTS:

1. Ordinance No. 983-21
2. Brazos County CAD letter

ORDINANCE NO. 983-21

**TAX ROLL ORDINANCE FOR TAX YEAR 2021
CITY OF NAVASOTA
Brazos County Portion**

WHEREAS, Section 26.09 of the Texas Property Code requires approval by the City Council of the City of Navasota of the appraisal roll with tax amounts entered by the tax assessor, for the tax year 2021 and

WHEREAS, the Chief appraiser, acting as tax-assessor-collector, has calculated and entered the tax imposed on each property included on the appraisal roll for the Brazos County Portion of the City of Navasota and submitted it by reference to the City Council of the City of Navasota, and

WHEREAS, said City Council voted in open session to approve said roll; therefore,

IT IS HEREBY ORDAINED BY THE City Council of the City of Navasota that on this 8th day of November, 2021 the appraisal roll for the Brazos County portion of the City of Navasota with tax amounts entered totaling \$1,229.90 for tax year 2021 is approved and is the tax roll for the Brazos County Portion of the City of Navasota for tax year 2021.

**PASSED AND APPROVED ON FIRST READING THIS THE 8TH DAY OF
NOVEMBER, 2021.**

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**PASSED AND APPROVED ON SECOND READING THIS THE 22ND DAY OF
NOVEMBER, 2021.**

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

Kristeen Roe, CTA, PCC
Brazos County Tax Assessor/Collector
4151 County Park Ct.
Bryan, TX 77802
979-775-9930
979-775-9938 - Fax



October 11, 2021

Honorable William A. "Bert" Miller III, Mayor
City of Navasota
200 E. McAlpine Street
Navasota, TX 77868-0910

RE: Certification of 2021 Levy

Dear Mayor Miller:

Please place approval of the 2021 tax levy on the next city council agenda. Enclosed with this correspondence is the calculated 2021 levy for the City of Navasota.

Approval of the Levy as provided in Sec. 26.09 (e) is the final step in the creation of the tax rolls for the county. Please contact me if you have any questions concerning the information.

Respectfully,

Kristeen Roe

Kristeen Roe, CTA, PCC
Tax Assessor/Collector
Brazos County, Texas

2021 LEVY TOTALS

C4 - CITY OF NAVASOTA

Property Count: 10

Grand Totals

10/10/2021

6:42:47AM

Land		Value			
Homesite:		0			
Non Homesite:		68,826			
Ag Market:		452,415			
Timber Market:		0			
			Total Land	(+)	521,241
Improvement		Value			
Homesite:		10,890			
Non Homesite:		56			
			Total Improvements	(+)	10,946
Non Real		Count	Value		
Personal Property:	5		122,388		
Mineral Property:	0		0		
Autos:	0		0		
			Total Non Real	(+)	122,388
			Market Value	=	654,575
Ag	Non Exempt		Exempt		
Total Productivity Market:	452,415		0		
Ag Use:	13,877		0		
Timber Use:	0		0		
Productivity Loss:	438,538		0		
				Productivity Loss	(-) 438,538
				Appraised Value	= 216,037
				Homestead Cap	(-) 0
				Assessed Value	= 216,037
				Total Exemptions Amount (Breakdown on Next Page)	(-) 0
				Net Taxable	= 216,037

Levy Info					
M&O Rate:	0.5009000	M&O Tax:	1,082.12		
I&S Rate:	0.0684000	I&S Tax:	147.78		
Protected I&S Rate:	0.0000000	Protected I&S Tax:	0.00		
		Ag Penalty:	0.00		
		PP Late Penalty:	0.00		
		Late Correction	0.00		
		Penalty:			
			Total Levy		1,229.90
Tax Increment Finance Value:			0		
Tax Increment Finance Levy:			0.00		

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 15.

AGENDA DATE: November 8,
2021

PREPARED BY: Lance Hall Finance Director

APPROVED BY: BS

ITEM: Consideration and possible action on the first reading of Ordinance No. 984-21, approving the 2021 appraisal roll with tax amounts to constitute the 2021 tax roll for the Grimes County portion for the City of Navasota.

ITEM BACKGROUND:

Section 26.09 of the Texas Property code requires the City Council to approve the appraisal roll with tax amounts entered by the tax assessor for the tax year 2021. The appraisal roll for the Grimes County portion of the City of Navasota FY 2021-2022 is \$2,894,843.19 this is an increase of 1.0722% from the last year, which was \$2,699,846.95.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of the first reading of Ordinance No. 984-21, approving the 2021 appraisal roll with tax amounts to constitute the 2020 tax roll for the Grimes County portion for the City of Navasota.

ATTACHMENTS:

1. Ordinance No. 984-21
2. Grimes County Info

ORDINANCE NO. 984-21

**TAX ROLL ORDINANCE FOR TAX YEAR 2021
CITY OF NAVASOTA
Grimes County Portion**

WHEREAS, Section 26.09 of the Texas Property Code requires approval by the City Council of the City of Navasota of the appraisal roll with tax amounts entered by the tax assessor, for the tax year 2021 and

WHEREAS, the Chief appraiser, acting as tax-assessor-collector, has calculated, and entered the tax imposed on each property included on the appraisal roll for the Grimes County Portion of the City of Navasota and submitted it by reference to the City Council of the City of Navasota, and

WHEREAS, said City Council voted in open session to approve said roll; therefore,

IT IS HEREBY ORDAINED BY THE City Council of the City of Navasota that on this 8th day of November 2021 the appraisal-roll for the Grimes County portion of the City of Navasota with tax amounts entered totaling \$2,894,843.19 for tax year 2021 is approved and is the tax roll for the Grimes County Portion of the City of Navasota for tax year 2021.

**PASSED AND APPROVED ON FIRST READING THIS THE 8TH DAY OF
NOVEMBER, 2021.**

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**PASSED AND APPROVED ON SECOND READING THIS THE 22ND DAY OF
NOVEMBER, 2021.**

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**Grimes Central Appraisal District
P. O. Box 489
Anderson, Texas 77830
(936)873-2163**

TO : Chief Administrators, Grimes County Taxing Units
FROM : Mark Boehnke, Chief Appraiser
DATE : October 19, 2021
RE : Approval of the 2021 Tax Roll

The governing bodies of the taxing units are required by Sec. 26.09 (e) of the Texas Property Tax Code to approve the appraisal roll with tax amounts entered to constitute the tax roll for the taxing unit. This is a formality that the taxing unit governing bodies have complied with for a number of years.

Enclosed you will find a document for your governing body to use to approve the 2021 tax roll.

Please place the approval of the tax roll as an item on the agenda of the next available meeting of your governing body. Please forward to me a copy of the document after your governing body has approved it.

If you have any questions, please call me at (936) 873-2163 Ext 224.

Thank you.

Taxing Unit Codes	
Code	Taxing Unit
CAN	City of Anderson
CBE	City of Bedias
CIO	City of Iola
CNA	City of Navasota
FDI	Grimes County ESD #1
GGR	Grimes County
SAS	Anderson-Shiro CISD
SIO	Iola ISD
SMA	Madisonville CISD
SNA	Navasota ISD
SRI	Richards ISD

Final Roll Report

Date: 10/19/2021

Tax Year: 2021

Roll Group: Roll Group 1

Taxing Unit Totals - Main Tax Cycle							
Taxing Unit	Number of Properties	Total Assessed Value	Exemptions Number of Properties	Total Amount	Total Taxable Value	Tax Rate	Credit Adjustments Number of Properties
CNA	4,983	522,676,970	1,777	14,556,353	508,120,617	0.58830000	0
						2,893,343.23	611.74
							0.0000

Levy Fund Totals			
Taxing Unit	Levy Fund	Tax Rate	Total Taxes Owed
CNA	Interest & Sinking	0.06840000	347,628.48
	Maintenance & Operations	0.50090000	2,545,714.75
	Penalty for Late Rendition		1,425.00
	Penalty Late Rendition Admin Fee		74.96
Total:			2,894,843.19

Special Assessment Totals		
Special Assessment	Number of Properties	Total Amount Owed
Penalty for Late Rendition	80	1,425.00
Penalty Late Rendition Admin Fee	80	74.96
Total	160	1,499.96

Tax Cycle & Special Assessment Grand Totals		
Tax Cycle		Total Amount Owed
Special Assessments		1,499.96
Cycle 1		2,893,343.23
Total		2,894,843.19

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 16.

AGENDA DATE: November 8,
2021

PREPARED BY: Lance M Hall, Finance Director

APPROVED BY: BS

ITEM: Consideration and possible action on Resolution No. 704-21, casting ballot for the Grimes County Appraisal District Board of Directors Election for 2022-2023.

ITEM BACKGROUND:

Pursuant to Section 6.03, the Texas Property Code requires that the governing body of each taxing unit entitled to vote for appraisal district directors shall determine its votes and submit it to the chief appraiser. The City Council nominated Kathleen Terrell at the August 23rd meeting. This evening the City Council has 229 votes to cast for Ms. Terrell. The new directors will serve a term beginning on January 1, 2022 and ending on December 31, 2023. Kathleen has served on the Board of Directors for the past eighteen years and has agreed to serve another term.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of Resolution No. 704-21, casting ballot for the Grimes County Appraisal District Board of Directors Election for 2022-2023 with all 229 votes for Kathleen Terrell.

ATTACHMENTS:

1. Resolution No. 704-21
2. GCAD LETTER

RESOLUTION NO. 704-21

**BALLOT FOR GRIMES CENTRAL DISTRICT
BOARD OF DIRECTORS ELECTION 2022-2023**

WHEREAS, Sec. 6.03 of the Texas Property Tax Code requires that the governing body of each taxing unit entitled to vote for appraisal district directors shall determine its vote and submit it to the chief appraiser no later than December 14th, and

WHEREAS, the following ballot was delivered to the eligible taxing units by the chief appraiser; and

WHEREAS, the City Council of the City of Navasota, having voted in open session on this the 8th day of November 2021 for the directorships of the Grimes County Appraisal District for 2022-2023; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Navasota that the ballot be submitted to the chief appraiser accordingly:

BALLOT

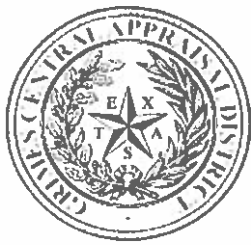
CANDIDATES	VOTES
MARC BENTON	
CHARLES FREDE	
CAROL GARNETT	
KASON MENGES	
ALEC POINTER	
KATHLEEN TERRELL	229
SAM RUFFINO	
DIANNA WESTMORELAND	

DATED THIS THE 8TH DAY OF NOVEMBER, 2021

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY



Grimes Central Appraisal District

P O Box 489
Anderson, Texas 77830
(936) 873-2163
Fax (936) 873-2154

Mark Boehnke
Chief Appraiser

To: City of Navasota Mayor

From: Mark Boehnke, Chief Appraiser

Date: October 20, 2021

Subject: Election for Appraisal District Board of Directors

Pursuant to Sec. 6.03 (j), Texas Property Tax Code, I am delivering to you a resolution/ballot for your taxing unit/s use in casting votes for candidates for the Board of Directors of the Grimes Central Appraisal District.

Your governing body must act on this resolution/ballot and submit it to the Chief Appraiser no later than December 14, 2021.

I have attached a table indicating the voting entitlement of your taxing unit. Your taxing unit may cast all of its votes for one candidate or distribute them among any number of candidates. Votes will be tallied after the December 14th deadline with the top five (5) being elected for the 2022 – 2023 term.

If you have any questions, please contact me at the Appraisal Office or by phone at (936) 873-2163, extension 224.

**RESOLUTION AND BALLOT FOR
GRIMES CENTRAL APPRAISAL DISTRICT
BOARD OF DIRECTORS ELECTION**

WHEREAS, Sec. 6.03 of the Texas Property Tax Code requires that the governing body of each taxing unit entitled to vote for appraisal district directors shall determine its vote and submit it to the chief appraiser no later than December 14th; and

WHEREAS, the following ballot was delivered to the eligible taxing units by the chief appraiser; and

WHEREAS, the City Council of the City of Navasota, having voted in open session on this the _____ day of _____, 2021, for the directorships of the Grimes Central Appraisal District for 2022-2023;

IT IS HEREBY RESOLVED by the City Council of the City of Navasota that the votes of the Anderson-Shiro CISD be cast as follows and that the ballot be submitted to the chief appraiser accordingly:

BALLOT

Candidates	Votes
Marc Benton	
Charles Frede	
Carol Garnett	
Kason Menges	
Alec Pointer	
Sam Ruffino	
Kathleen Terrell	
Dianna Westmoreland	

Signed:

Presiding Officer

ATTEST:

Secretary

Jurisdiction	2020 Actual Levy	Total Votes
City of Anderson	\$29,159	2
City of Bédias	\$41,834	4
City of Iola	\$18,266	2
City of Navasota	\$2,696,096	229
Grimes County	\$17,968,496	1528
Anderson-Shiro CISD	\$9,095,226	773
Iola ISD	\$4,279,850	364
Madisonville CISD	\$1,849,710	157
Navasota ISD	\$22,018,598	1872
Richards ISD	\$815,724	69
Totals	\$58,812,959	5000

**GRIMES CENTRAL APPRAISAL DISTRICT
P.O. BOX 489
ANDERSON, TEXAS 77830
(936) 873-2163**

To : Officials of Voting Taxing Units

From : Chief Appraiser

Date : October 20, 2021

Subject : Appraisal District Board of Voting Entitlements

Pursuant to Sec. 6.03, Texas Property Tax Code, I am delivering notice to you of several items regarding the upcoming election for the Board of Directors of the Grimes Central Appraisal District.

The appraisal district is governed by a five member board of directors. The members are nominated and elected by the county commissioner's court, the school boards, and the city councils. Terms of office for all directors expire December 31, 2021. The five directors elected later this year will serve a two-year term beginning January 1, 2022 and ending December 31, 2023.

Those currently serving as directors are: Kathleen Terrell, Charles Frede, Sam Ruffino, Diana Westmoreland, and Scot Nevill who passed away earlier this year.

The schedule for the election is enclosed. Under current state law, these dates are mandatory and must be strictly observed.

I have attached a table indicating the voting entitlements of each taxing unit.

If you have any questions, please contact me at the appraisal office or at 873-2163 Ext 224 .

**ELECTION SCHEDULE
GRIMES CENTRAL APPRAISAL DISTRICT BOARD OF DIRECTORS
2021 FALL ELECTION
FOR
JANUARY 1, 2022 – DECEMBER 31, 2023 TERM**

No later than September 30, 2021

Chief appraiser notifies
taxing units of voting
entitlements

No later than October 14, 2021

Governing bodies
nominate candidate(s) by
resolution and submit
name (s) to the chief
appraiser

No later than October 29, 2021

Chief Appraiser prepares
and delivers ballots to
governing bodies

No later than December 14, 2021

Governing bodies vote
by resolution and submit
it to chief appraiser

No later than December 30, 2021

Chief appraiser counts
votes and notifies taxing
units and candidates of
results

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 17.

AGENDA DATE: November 8,
2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Consideration and possible action on appointments to boards and commissions.

ITEM BACKGROUND:

The City still has a couple of vacancies on some of the Boards and Commissions. Lewis Clarence sent an email on Thursday informing us that he would still like to remain on the Keep Navasota Beautiful Commission. Myra Dickson, who was just recently appointed to the Navasota Housing Authority, resigned due to meeting times that conflicted with her day job. We have received two applications for this position. Both of them are attached for your consideration.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends appointing members to boards and commissions.

ATTACHMENTS:

1. Boards & Commissions Ballot
2. Board Applications

KEEP NAVASOTA BEAUTIFUL

Select 1 Members

1. Clarence Lewis, Jr. - Term ending in September 2023
2. Vacancy - Term ending in September 2023
3. Vacancy - Term ending in September 2022
4. Vacancy- Term ending in September 2022
5. Vacancy- Term ending in September 2022
6. Vacancy- Term ending in September 2022

NAVASOTA HOUSING AUTHORITY

Select 1 Member

1. Vacancy for a resident - Term ending in September 2023
 2. 1 Vacancy - Term ending in September 2023
- Katrina Mock-Palmer
Carol Garnett

Currently serving

Recommended

Would be a good candidate

New Application

NR - No Response

DNR - Does not want to be reappointed

From: Madison Brooks
Sent: Thursday, October 21, 2021 8:46 AM
To: Susie Homeyer
Subject: Fwd: Form submission from: Volunteer on a City Board Webform

Begin forwarded message:

From: Navasota TX via Navasota TX <cmsmailer@civicplus.com>
Subject: Form submission from: Volunteer on a City Board Webform
Date: October 18, 2021 at 5:33:39 PM CDT
To: mbrooks <mbrooks@navasotatx.gov>
Reply-To: Navasota TX <cmsmailer@civicplus.com>

Submitted on Monday, October 18, 2021 - 5:33pm
Submitted by anonymous user: 173.195.162.18
Submitted values are:

==Personal Information:==

Select the Board, Commission or Committee applying for: Housing
Authority Board

Select the alternate Board, Commission or Committee applying for:
Keep Navasota Beautiful Commission

Full Name: Kritina Mock-Palmer

Maiden Name: Kritina Mock

E-mail Address: tena.palmer@yahoo.com

Phone Number: 9368706104

Gender: Female

==Address:==

Street: 604 North Jones Street

City: Navasota

State: Texas

Zipcode: 77868

Occupation: Business Owner

==Residency Information:==

Are you a resident of Navasota? Yes

Own property located in the City of Navasota: Yes

==Education & Hobbies:==

High School: Navsota High School

College: Blinn College/Sam Houston State University

Trade or Business School:

Hobbies: Writing

==Organization Membership Information:==

Are you currently serving on other Boards, Commissions or
Committees? No

If yes, which?

Have you served on a Board, Commissions or Committee before? No

If yes, which?

Please list organization memberships and positions held: I

Please list areas of special interest or skills which you feel
may be helpful: I love helping people.

==Signature:==

Signature (Typed): Kritina Mock-Palmer

Today's Date: October 18, 2021

The results of this submission may be viewed at:

<https://www.navasotatx.gov/node/613/submission/1406>

CAUTION: This email originated from outside of the City of Navasota's organization. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

From: Contact form at Navasota TX <cmsmailer@civicplus.com>
Sent: Sunday, October 24, 2021 9:00 PM
To: Susie Homeyer
Subject: [Navasota TX] Navasota Housing Authority Board (Sent by Carol Garnett, carolindar@aol.com)

Hello shomeyer,
Carol Garnett (carolindar@aol.com) has sent you a message via your contact form (<https://www.navasotatx.gov/user/31/contact>) at Navasota TX.
If you don't want to receive such e-mails, you can change your settings at <https://www.navasotatx.gov/user/31/edit>.

Message:

CITY OF NAVASOTA
VOLUNTEER APPLICATION
NAVASOTA HOUSING AUTHORITY BOARD

Navasota Housing Authority Board: This board is an advisory body to the City Manager on all matter relating to the policies and procedures concerning the Housing Authority. The Housing Authority Board consists of five appointed members. Terms of appointments are for two years.

Name: Carol Garnett

Address: 6860 FM 2445 Navasota, TX 77868

Phone: 713-899-2782 or 979-551-5715

Email: carolindar@aol.com

I am a not a resident of Navasota - Live & own property in Grimes County

Currently serve on the Farm Bureau BOD

I do wish to be appointed to this board

Other Community Project interests: Assist on Friends of Grimes County

Special Interests that could be helpful: Have managed large financial budgets Of a private school

Education: BS University of Texas Masters University of Colorado

CAUTION: This email originated from outside of the City of Navasota's organization. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

**CITY OF NAVASOTA
CITY COUNCIL AGENDA**

AGENDA ITEM NO.: 18.

AGENDA DATE: November 8,
2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Consent Agenda: The following items may be acted upon with one motion and vote. No separate discussion or action is necessary unless requested by the Mayor or City Councilmember, in which event the item will be removed from the Consent Agenda for separate discussion and/or action by the City Council as part of the regular agenda.

Consent Items are:

A. Consideration and possible action on the minutes for the month of October 2021;

B. Consideration and possible action on the expenditures for the month of October 2021;

C. Consideration and possible action on the second reading of Ordinance No. 980-21, approving a voluntary annexation request submitted by James C. Hassell for a 31.79 acre tract of land and a 31.76 acre tract of land in the James J. Whitesides Survey, A-62, Navasota, Grimes County, Texas.

ITEM BACKGROUND:

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of the consent agenda items which includes the minutes and expenditures for the month of October 2021 and the second reading of Ordinance No. 980-21, approving a voluntary annexation request submitted by James C. Hassell for a 31.79 acre tract of land and a 31.76 acre tract of land in the James J. Whitesides Survey, A-62, Navasota, Grimes County, Texas.

ATTACHMENTS:

1. Minutes - 10/04/2021
2. Minutes - 10/11/2021
3. Minutes - 10/25/2021
4. Expenditures for October 2021
5. Ordinance No. 980-21

**MINUTES
SPECIAL MEETING
OCTOBER 4, 2021**

The City Council of the City of Navasota, Grimes County, Texas met at the City Council Chambers, Room No. 161, located at 200 E. McAlpine Street at 6:00 p.m., Navasota, Texas on the above date with the following being present:

**Bernie Gessner, Councilmember, Place # 1
Pattie Pederson, Councilmember, Place # 2
Josh M. Fultz, Councilmember, Place # 3
Bert Miller, Mayor, Place # 4
Grant E. Holt, Mayor Pro-Tem, Place # 5**

Thus constituting a quorum.

STAFF PRESENT: Brad Stafford, City Manager, Susie M. Homeyer, City Secretary; Cary Bovey, Legal Counsel; Lupe Diosdado, Development Services Director and Lance Hall, Finance Director.

VISITORS: None.

THE ITEMS ON THE AGENDA WERE TAKEN UP IN DUE ORDER AS FOLLOWS:

1. Mayor Bert Miller called the meeting to order at 6:00 p.m.
2. The Invocation, the Pledge of Allegiance to the American Flag and the Texas Flag was dispensed.
3. There were no comments from the public.
4. The City Council held an Executive Session as permitted by Section 551.071, Texas Government Code – Consultation with Attorney – Dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters. The time was 6:01 p.m.
5. The City Council held an Executive Session as permitted by Section 551.074, Texas Government Code – Personnel Matters – Discussion concerning the appointment of a City staff member, pursuant to Article V, Section 1© of the Navasota City Charter, to serve as the Administrative Officer authorized to

perform the duties of the City Manager in the City Manager's Absence or inability to perform his duties, and related issues. The time was 6:01 p.m.

6. The City Council reconvened in open session at 6:53 p.m.

7. There was not any action taken on the dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.

8. There was not any action taken on the appointment of a City staff member, pursuant to Article V, Section 1© of the Navasota City Charter, to serve as the Administrative Officer authorized to perform the duties of the City Manager in the City Manager's Absence or inability to perform his duties, and related issues.

9. Mayor Bert Miller adjourned the meeting at 6:55 p.m.

BERT MILER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**MINUTES
REGULAR MEETING
OCTOBER 11, 2021**

The City Council of the City of Navasota, Grimes County, Texas met at the City Council Chambers, Room No. 161, located at 200 E. McAlpine Street at 6:00 p.m., Navasota, Texas on the above date with the following being present:

**Bernie Gessner, Councilmember, Place # 1
Josh M. Fultz, Councilmember, Place # 3
Bert Miller, Mayor, Place # 4
Grant E. Holt, Mayor Pro-Tem, Place # 5**

(Pattie Pederson, Councilmember, Place # 2 was absent)

Thus constituting a quorum.

STAFF PRESENT: Brad Stafford, City Manager; Susie M. Homeyer, City Secretary; Cary Bovey, Legal Counsel; Jennifer Reyna, Administrative Assistant; Lance Hall, Finance Director; Lupe Diosdado, Development Services Director; Jose Coronilla, Director of Streets and Sanitation; Shawn Myatt, Police Chief/Assistant City Manager; Rayna Willenbrink, Economic Development Specialist and Dominique Lowery, Facilities Manager.

VISITORS: Deborah Richardson, John Henry, Mac Vaughn, Jennifer Myatt, Doris Sauls, Audrey Sauls, Matt Ybarra and Mike Callahan.

THE ITEMS ON THE AGENDA WERE TAKEN UP IN DUE ORDER AS FOLLOWS:

1. Mayor Bert Miller called the meeting to order at 6:00 p.m.
2. Invocation was given by Mac Vaughn. The City Council, staff members and visitors then recited the Pledge of Allegiance to the American Flag and the Texas Flag.
3. Remarks of visitors: Mike Callahan addressed the City Council about the Navasota Elk Lodge.

Doris Sauls addressed the City Council about Grace Park.
4. Staff report:
 - a) John Henry gave an update on the Capital Improvements Project;
 - b) Police Chief Shawn Myatt gave an update on the results for the National Night Out event;

- c) Development Services Director Lupe Diosdado gave a department update;
- d) Economic Development Specialist Rayna Willenbrink gave a department update;
- e) Mayor Bert Miller read a proclamation designating October 23-31, 2021 as "Red Ribbon Week";
- e) There were not any Board and Commission updates; and
- f) Councilmembers and staff informed the audience about upcoming events.

5. Staff members and City Council gave an update on information that they acquired while attending the annual 2021 Texas Municipal League Conference in Houston, Texas in October 2021.

6. City Council reviewed the City of Navasota Quarterly Investment Report ending September 2021.

7. Councilmember Bernie Gessner moved to approve the interlocal contract for cooperative purchasing services with TIPS and Region 8 Education Services Center, seconded by Councilmember Josh Fultz and with each Councilmember that was present voting AYE, the motion carried.

8. Mayor Pro-Tem Grant Holt moved to approve Resolution No. 702-21, regarding the requested annexation of a 31.79 acre tract of land and a 31.76 acre tract of land in the James J. Whitesides Survey, A-62 Navasota, Texas, Grimes County, Texas setting a date, time and place for a public hearing on a proposed annexation of said property by the City of Navasota, seconded by Councilmember Bernie Gessner and with each Councilmember that was present voting AYE, the motion carried.

9. Councilmember Bernie Gessner moved to approve the consent agenda items which include (a) the minutes for the month of September 2021; (b) the second reading of Ordinance No. 978-21; amending Appendix A, Article A5.000, Public Works; Sec. A5.003 Monthly Water Rates, Sec. A5.004 Monthly Gas Rates, Sec. A5.005 Monthly Sewer Rates, Sec. A6.000 Miscellaneous. Article A7.000 Sec. A7.000 Planning And Development Related Fees, Article A9.000 Building And Construction; Sec A9.002 of the Code of Ordinances, of the City of Navasota, Texas Regarding Fee Schedules; Providing for a Severability Clause; Providing for a Repealer Clause; Providing for an Effective Date; Finding Proper Notice of Meeting; and Providing for Certification of the Adoption; and (c) the second reading of Ordinance No. 979-21, denying the distribution cost recovery factor rate increase of Entergy Texas, Inc. filed on August 31, 2021, seconded by Councilmember Josh Fultz and with each Councilmember that was present voting AYE, the motion carried.

10.The City Council met in Executive Session as permitted by Section 551.071, Texas Government Code - Consultation with Attorney - Dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.

11.The City Council met in executive session as permitted by Section 551.074, Texas Government Code – Personnel Matters – Discussion Concerning the Appointment of a City Staff Member, Pursuant to Article V, Section 1(c) of the Navasota City Charter, to Serve as the Administrative Officer Authorized to Perform the Duties of the City Manager in the City Manager’s Absence or Inability to Perform His Duties, and Related Issues.

The time was 7:05 p.m.

12. The City Council reconvened in open session at 7:29 p.m.

13. The City Council did not take any action regarding the dispute on invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021.

14.Councilmember Bernie Gessner moved to authorize the Assistant City Manager to perform the duties of the City Manager in his absence, seconded by Councilmember Josh Fultz and with each Councilmember that was present voting AYE, the motion carried.

15. Mayor Bert Miller adjourned the meeting at 7:31 p.m.

BERT MILER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**MINUTES
REGULAR MEETING
OCTOBER 25, 2021**

The City Council of the City of Navasota, Grimes County, Texas met at the City Council Chambers, Room No. 161, located at 200 E. McAlpine Street at 6:00 p.m., Navasota, Texas on the above date with the following being present:

**Bernie Gessner, Councilmember, Place # 1
Pattie Pederson, Councilmember, Place # 2
Josh M. Fultz, Councilmember, Place # 3
Bert Miller, Mayor, Place # 4
Grant E. Holt, Mayor Pro-Tem, Place # 5**

Thus constituting a quorum.

STAFF PRESENT: Brad Stafford, City Manager; Susie M. Homeyer, City Secretary; Cary Bovey, Legal Counsel; Jennifer Reyna, Administrative Assistant; Lance Hall, Finance Director; Lupe Diosdado, Development Services Director; Jose Coronilla, Director of Streets and Sanitation; Shawn Myatt, Police Chief/Assistant City Manager; Rayna Willenbrink, Economic Development Specialist, Pat Gruner, Municipal Judge, Rochelle Jessie, Senior Municipal Court Clerk, Jason Katkoski, Fire Chief/RMO; Kay Peavy, Budget Analyst and Peggy Johnson, Human Resource Director.

VISITORS: Jack Harper, Connie Clements, Mary Stafford, Robert Goldstein, Chris Kehl, Richard Grimes, Debbie Grimes, Deborah Richardson, Jim Hassell, Dorothy Hassell, Sheree Boegner and Saskia Becker.

THE ITEMS ON THE AGENDA WERE TAKEN UP IN DUE ORDER AS FOLLOWS:

1. Mayor Bert Miller called the meeting to order at 6:00 p.m.
2. Invocation was given by Mayor Pro-Tem Grant Holt. The City Council, staff members and visitors then recited the Pledge of Allegiance to the American Flag and the Texas Flag.
3. Remarks of visitors: Connie Clements addressed the City Council about a Crime Stoppers fundraising event for Grimes County's drug and rescue dog. She also commented on the City Manager's retirement.
4. Staff report:
 - a) Interim Utility Director Jennifer Reyna gave an update on the airport;

- b) Budget Analyst Kay Peavy gave an update on the Artist in Residency program;
- c) Mayor Bert Miller gave an update on the Vote for Washington Avenue campaign;
- d) City Manager Brad Stafford thanked the City Council and staff during his tenure with the City of Navasota;
- e) Mayor Bert Miller read a proclamation designating November 1-5, 2021 as "Municipal Court Week";
- f) There were not any Board and Commission updates; and
- g) Councilmembers and staff informed the audience about upcoming events.

5. A special presentation was made by the City Council to the retiring City Manager Brad Stafford.

6. A public hearing was held regarding a voluntary annexation request submitted by James C. Hassell for a 31.79 acre tract of land and a 31.76 acre tract of land in the James J. Whitesides Survey, A-62, Navasota, Grimes County, Texas. Mayor Bert Miller opened the public hearing at 6:42 p.m. Jim Hassell commented that annexation will consist of 181 lots. With no other comments from the public, Mayor Bert Miller closed the public hearing at 6:45 p.m.

7. Councilmember Bernie Gessner moved to approve the first reading of Ordinance No. 980-21, approving a voluntary annexation of a 31.79 acre tract of land and a 31.76 acre tract of land in the James J. Whitesides Survey, A-62, Navasota, Grimes County, Texas, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

8. Councilmember Bernie Gessner moved to approve the expenditures for the month of September 2021, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

9. Mayor Bert Miller made a motion to approve the sign appeal by the Crime Stoppers for the construction of a free standing sign on the property located at the Southeast corner of Spur 515 and South LaSalle, Navasota, Grimes County, Texas, seconded by Councilmember Pattie Pederson. The following votes were recorded by a show of hands:

AYES: Mayor Bert Miller and Councilmember Pattie Pederson

NAYS: Mayor Pro-Tem Grant Holt, Councilmember Bernie Gessner and Councilmember Josh Fultz

ABSTAIN: None

Mayor Bert Miller announced that the motion failed.

10. Councilmember Bernie Gessner moved to approve an agreement for Interim City Manager services between Bleyl Interest, Inc. D/B/A Bleyl Engineering and the City of Navasota, Texas, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

11. The City Council did not take any action on the lease agreement with the City of Navasota and Boy Scout Troop 361. City Council suggested that the agreement be brought back to the City Council with an agreement between the City of Navasota and the Kiwanis Club.

12. The amendment to the firm transportation and storage agreement with Atmos Pipeline-Texas will be held in Executive Session (further down in the meeting) in accordance with Section 551.086, Texas Government Code – Utility Competitive Matters.

13. The City Council skipped Item Number 13 (Appointments to Boards and Commissions) and went to Item Number 14 and will come back to Item Number 13.

14. Councilmember Bernie Gessner made a motion to select the proposal from Brand It Graphix to contract event planning services for the 2022 Texas Birthday Bash, subject to a contract, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

13. Mayor Pro-Tem Grant Holt moved to appoint Bert Miller, Kathy Prescott, Kevin Clark and Dillon Hughes to the Economic Development Corporation with a term ending in September 2023, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

Councilmember Bernie Gessner moved to appoint James Harris, Todd Wisner, Randy Peters and Debbie Hancock to the Planning and Zoning Commission with a term ending in September 2023, seconded by Councilmember Pattie Pederson and with each Councilmember voting AYE, the motion carried.

Mayor Bert Miller moved to appoint James Hammie, Taylor Perry, Judy Duncan, Connie Clements to the Board of Adjustments with term ending in September 2023 and Megan Barcak as an alternate with a term ending in September 2023 and Mac Vaughn as an alternate with a term ending in September 2022, seconded by Councilmember Bernie Gessner and with Councilmember voting AYE, the motion carried.

Mayor Bert Miller moved to appoint Scott Beddingfield, Mac Vaughn, Roger Lawrence, Todd Matthews and Steve Discher to the Airport Advisory Board with a term ending in

September 2023, seconded by Councilmember Bernie Gessner and with each Councilmember voting AYE, the motion carried.

Mayor Bert Miller moved to appoint Vanikin Leggett, Brittany Bay, Elizabeth Corpus, Naomi Wallace and Katrina Mock-Palmer to the Keep Navasota Beautiful Commisison with a term ending in September 2023, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

Mayor Bert Miller moved to appoint Myra Dickson and Diana Westmoreland to the Navasota Housing Authority Board with a term ending in September 2023, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

Mayor Bert Miller moved to appoint Ethan Barcak to the Parks and Recreation Board with a term ending in September 2023, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

Councilmember Josh Fultz moved to appoint Martha Green, Shannon Goetz and Brent Cahill to the Library Advisory Board with a term expiring in September 2023, seconded by Councilmember Bernie Gessner and with each Councilmember voting AYE, the motion carried.

12. Executive Session: The City Council will conduct an Executive Session in accordance with Section 551.086, Texas Government Code – Utility Competitive Matters – City of Navasota Gas Utility System – Consideration and possible action on amendment to the firm transportation and storage agreement with Atmos Pipeline - Texas.

15. Executive Session: The City Council will conduct an Executive Session in accordance with Section 551.072, Texas Government Code, deliberation regarding real property and discussion regarding the potential sale and/or value of City-owned property.

16. Executive Session: The City Council shall meet in Executive Session as permitted by Section 551.071 Texas Government Code - Consultation with Attorney - Dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.

The time was 8:11 p.m.

17. The City Council reconvened in open session at 9:18 p.m.

18. Councilmember Pattie Pederson moved to approve the Competitive Sealed Proposal alternative delivery method, pursuant to Texas Government Code Chapter 2269, Subchapter D, As the best-value procurement method for construction of the Public Works facility, seconded by Mayor Pro-Tem Grant Holt and with each Councilmember voting AYE, the motion carried.

19. Mayor Pro-Tem Grant Holt moved to authorize the City Manager to negotiate the settlement with Symmetry Energy Solutions LLC in the range discussed in Executive Session, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

20. Mayor Bert Miller adjourned the meeting at 9:22 p.m.

BERT MILER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

MONTHLY BUDGET SUMMARY AS OF OCTOBER 2021

FUND	REV BUDGET	YTD REV	% BUD	EXP BUDGET	YTD EXP	% BUD	BALANCE
<i>General</i>	\$ 12,775,264.00	\$ 573,335.42	4%	\$ 12,775,262.00	\$ 657,208.94	5%	(\$83,873.52)
<i>Water</i>	\$ 2,123,000.00	\$ 222,671.05	10%	\$ 2,123,000.00	\$ 289,927.08	14%	(\$67,256.03)
<i>Utility Cap IMP</i>	\$ 410,000.00	\$ 26,790.05	7%	\$ 410,000.00	\$ 158,780.82	39%	(\$131,990.77)
<i>Gas</i>	\$ 2,772,000.00	\$ 200,873.52	7%	\$ 2,772,000.00	\$ 758,194.77	27%	(\$557,321.25)
<i>Sewer</i>	\$ 2,147,500.00	\$ 135,129.86	6%	\$ 2,147,500.00	\$ 302,451.79	14%	(\$167,321.93)
<i>cemetery perm</i>	\$ 3,000.00	\$ 632.64	0%	\$ 3,000.00	\$ -	0%	\$632.64
<i>cemetery oper</i>	\$ 65,000.00	\$ 10,047.71	15%	\$ 65,000.00	\$ -	0%	\$10,047.71
<i>Grant Fund</i>	\$ 3,558,500.00	\$ 75.00	0%	\$ 3,558,500.00	\$ -	0%	\$75.00
<i>Hotel Occupancy</i>	\$ 141,000.00	\$ 9,967.56	7%	\$ 141,000.00	\$ -	0%	\$9,967.56
<i>Bond Fund</i>	\$ 1,250,143.00	\$ 499,159.80	40%	\$ 1,250,143.00	\$ 1,479,413.79	118%	(\$980,253.99)
<u>GRAND TOTAL</u>	<u>\$ 21,276,907.00</u>	<u>\$ 1,651,817.56</u>	<u>8%</u>	<u>\$ 21,276,905.00</u>	<u>\$ 3,487,196.37</u>	<u>16%</u>	<u>(\$865,725.02)</u>
<i>Capital Projects</i>	\$ 10,000,000.00	\$ 1,694.87	0%	\$ 10,000,000.00	\$ -	0%	\$1,694.87
<i>EDC</i>	\$ 691,500.00	\$ 16,947.76	2%	\$ 691,500.00	\$ 8,042.50	1%	\$8,905.26
<i>Foundation</i>	\$ 5,500.00	\$ 5,008.85	91%	\$ 5,500.00	\$ -	0%	\$5,008.85

CITY OF NAVASOTA
MONTHLY SALES TAX COMPARISON
2015-2021

CITY SALES TAX COLLECTED
2002

2003

% CHANGE

2003	October	\$60,231.50	2004	\$82,508.01	36.98%
	November	\$97,195.18		\$83,976.74	-13.60%
	December	\$59,257.49		\$72,545.84	22.42%
	January	\$58,119.26		\$60,641.33	4.34%
	February	\$99,868.40		\$140,830.97	41.02%
	March	\$56,920.19		\$59,110.36	3.85%
	April	\$52,715.38		\$59,601.16	13.06%
	May	\$97,134.29		\$93,187.99	-4.06%
	June	\$67,470.38		\$72,126.33	6.90%
	July	\$87,004.41		\$73,770.06	-15.21%
	August	\$89,898.56		\$100,175.34	11.43%
	September	\$69,332.88		\$70,583.01	1.80%
36181.86 One Payment	Total	\$895,147.92	Total	\$969,057.14	8.26%
2005	2004		2005		
	October	\$62,219.34	2006	\$74,388.30	19.56%
	November	\$107,090.07		\$118,096.69	10.28%
	December	\$62,346.50		\$70,455.29	13.01%
	January	\$61,823.41		\$73,136.08	18.30%
	February	\$110,849.83		\$125,360.31	13.09%
	March	\$63,315.64		\$82,316.78	30.01%
	April	\$66,239.58		\$71,268.19	7.59%
	May	\$77,950.86		\$122,426.67	57.06%
	June	\$69,309.09		\$88,372.86	27.51%
	July	\$78,455.80		\$91,623.29	16.78%
	August	\$142,517.72		\$134,247.76	-5.80%
	September	\$75,008.38		\$120,642.76	60.84%
	Total	\$977,126.22	Total	\$1,172,334.98	19.98%
68846.03 One Payment 2007	2006-2007		2007-2008		
	October	\$92,207.92	October	\$105,594.65	14.52%
	November	\$128,463.35	November	\$138,221.46	7.60%
	December	\$148,107.22	December	\$95,352.67	-35.62%
	January	\$98,001.54	January	\$103,674.95	5.79%
	February	\$129,940.36	February	\$153,108.96	17.83%
	March	\$67,673.23	March	\$90,958.40	34.41%
	April	\$85,046.47	April	\$88,298.98	3.82%
	May	\$127,322.62	May	\$122,617.04	-3.70%
	June	\$80,430.75	June	\$108,382.73	34.75%
	July	\$95,997.18	July	\$94,376.76	-1.69%
	August	\$129,739.03	August	\$132,500.76	2.13%
	September	\$104,131.58	September	\$112,421.04	7.96%
	Total	\$1,287,061.25	Total	\$1,345,508.40	4.54%
2009	2008-2009		2009-2010		
	October	\$101,055.81	October	\$81,819.63	-19.04%
	November	\$145,460.03	November	\$128,437.38	-11.70%
	December	\$127,177.65	December	\$103,713.32	-18.45%
	January	\$116,221.98	January	\$81,299.87	-30.05%
	February	\$143,942.75	February	\$136,370.69	-5.26%
	March	\$81,334.57	March	\$88,208.48	8.45%
	April	\$85,150.06	April	\$313,498.55	268.17%
	May	\$138,856.23	May	\$157,571.50	13.48%
	June	\$91,690.63	June	\$104,952.13	14.46%
	July	\$94,574.59	July	\$105,197.55	11.23%
	August	\$123,167.44	August	\$145,374.50	18.03%
	September	\$88,483.18	September	\$102,198.27	15.50%
	Total	\$1,337,114.92	Total	\$1,548,641.87	
18.76% 13.28% -6.11% 12.70%	2010-2011		2011-2012		
	October	\$97,167.16	October	\$105,514.91	8.59%
	November	\$145,493.01	November	\$146,477.37	0.68%
	December	\$97,371.99	December	\$100,235.24	2.94%
	January	\$91,626.93	January	\$101,415.55	10.68%

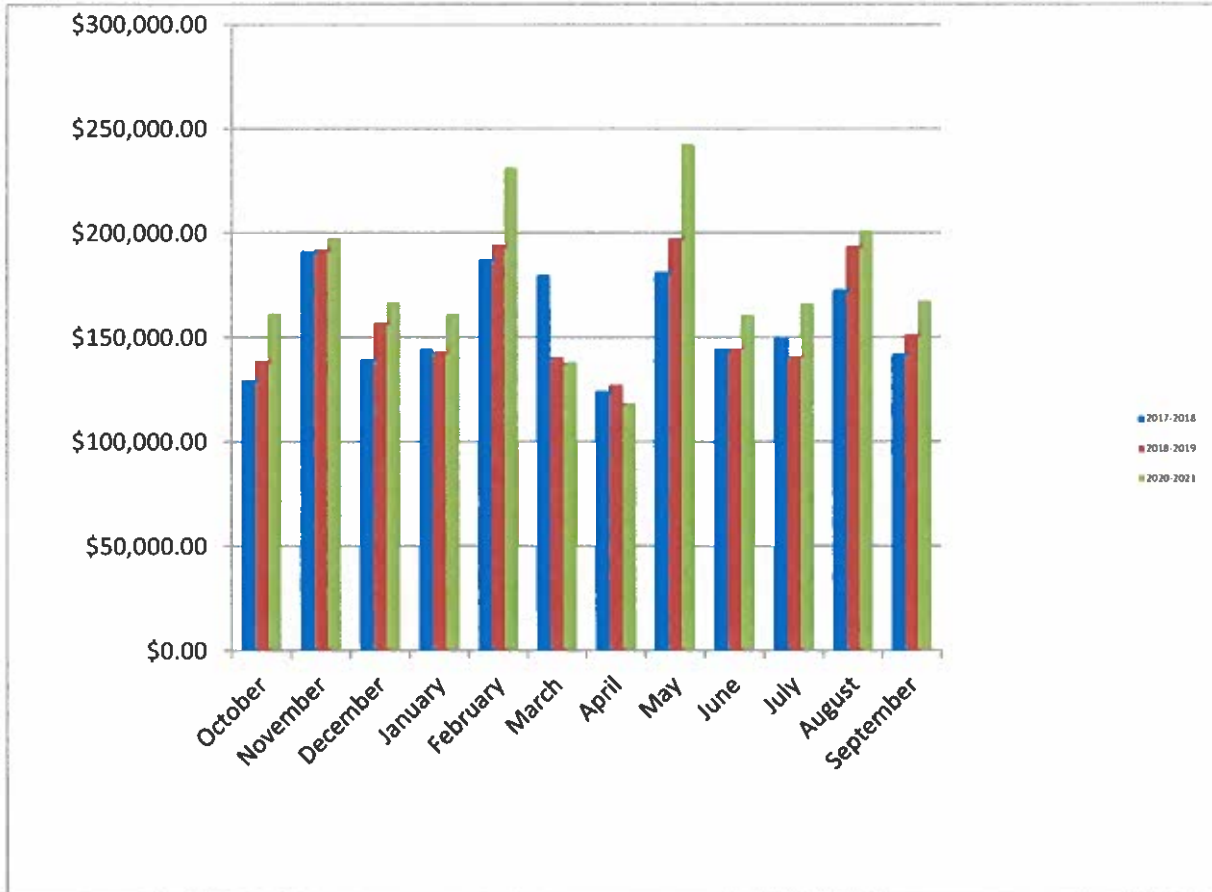
CITY OF NAVASOTA
MONTHLY SALES TAX COMPARISON
2015-2021

3.86%	February	\$141,628.41	February	\$152,313.48	7.54%
15.23%	March	\$101,638.25	March	\$95,131.04	-6.40%
-69.16%	April	\$96,694.83	April	\$106,108.07	9.73%
-10.24%	May	\$141,433.87	May	\$241,177.31	70.52%
2.39%	June	\$107,461.48	June	\$133,094.13	23.85%
-8.60%	July	\$96,147.48	July	\$111,212.87	15.67%
-4.64%	August	\$138,636.18	August	\$162,712.81	17.37%
10.54%	September	\$112,973.62	September	\$164,459.01	45.57%
	Total	\$1,368,273.21	Total	\$1,619,851.79	
	budget	1,300,000	budget	1,300,000	
	2012-2013			2013-2014	
23.92%	October	\$130,751.29	October	\$127,920.59	-2.16%
22.88%	November	\$179,985.94	November	\$167,496.65	-6.94%
39.77%	December	\$140,097.88	December	\$129,835.47	-7.33%
27.66%	January	\$129,465.53	January	\$117,689.31	-9.10%
16.61%	February	\$177,618.45	February	\$171,138.60	-3.65%
33.66%	March	\$127,152.24	March	\$126,258.28	-0.70%
31.37%	April	\$139,389.00	April	\$104,970.63	-24.69%
-32.02%	May	\$163,961.37	May	\$178,453.62	8.84%
1.96%	June	\$135,701.15	June	\$152,395.93	12.30%
26.60%	July	\$140,797.57	July	\$159,074.01	12.98%
-0.11%	August	\$162,531.65	August	\$160,598.36	-1.19%
-11.46%	September	\$145,605.80	September	\$155,320.68	6.67%
	Total	\$1,773,057.87	Total	\$1,751,152.13	
	budget	1,350,000	budget	1,500,000	
	2014-2015			2015-2016	
3.15%	October	\$131,953.61	October	\$156,106.14	18.30%
12.63%	November	\$188,656.68	November	\$203,455.39	7.84%
10.89%	December	\$143,977.92	December	\$153,783.75	6.81%
2.24%	January	\$120,321.92	January	\$130,009.23	8.05%
7.26%	February	\$183,568.36	February	\$196,285.32	6.93%
8.21%	March	\$136,620.95	March	\$154,934.85	13.40%
18.83%	April	\$124,731.89	April	\$170,423.77	36.63%
3.11%	May	\$184,007.42	May	\$237,620.06	29.14%
-4.74%	June	\$145,179.41	June	\$158,927.20	9.47%
-16.07%	July	\$133,505.66	July	\$149,324.96	11.85%
15.62%	August	\$185,682.43	August	\$218,551.90	17.70%
-2.01%	September	\$152,192.98	September	\$164,250.46	7.92%
	Total	\$1,830,399.23	Total	\$2,093,673.03	
	budget	1,600,000	budget	1,600,000	
	2016-2017			2017-2018	
11.09%	October	\$173,421.01	October	\$129,374.18	-25.40%
-4.26%	November	\$194,791.82	November	\$191,101.63	-1.89%
33.19%	December	\$204,822.55	December	\$139,341.25	-31.97%
35.56%	January	\$176,245.32	January	\$144,286.24	-18.13%
4.84%	February	\$205,787.56	February	\$187,205.31	-9.03%
4.90%	March	\$162,528.61	March	\$179,621.37	10.52%
-19.05%	April	\$137,955.37	April	\$123,904.17	-10.19%
-16.99%	May	\$197,240.92	May	\$181,202.21	-8.13%
-0.49%	June	\$158,154.36	June	\$144,274.81	-8.78%
11.08%	July	\$165,869.57	July	\$149,328.40	-9.97%
-19.39%	August	\$176,183.78	August	\$172,531.85	-2.07%
-1.53%	September	\$161,733.55	September	\$141,758.88	-12.35%
	Total	\$2,114,734.42	Total	\$1,883,930.30	
	budget	1,900,000	budget	2,000,000	

CITY OF NAVASOTA
MONTHLY SALES TAX COMPARISON
2015-2021

2018-2019			2019-2020		
7.23%	October	\$138,722.41	October	\$142,932.21	3.03%
0.50%	November	\$192,052.55	November	\$179,825.74	-6.37%
12.57%	December	\$156,856.11	December	\$147,204.90	-6.15%
-0.81%	January	\$143,121.61	January	\$140,456.62	-1.86%
3.80%	February	\$194,322.95	February	\$183,606.42	-5.51%
-21.81%	March	\$140,452.34	March	\$133,943.33	-4.63%
2.76%	April	\$127,322.36	April	\$153,344.34	20.44%
8.92%	May	\$197,359.24	May	\$198,864.78	0.76%
0.21%	June	\$144,577.89	June	\$150,151.95	3.86%
-5.58%	July	\$140,994.11	July	\$160,877.64	14.10%
12.28%	August	\$193,717.25	August	\$207,971.04	7.36%
6.67%	September	\$151,217.75	September	\$155,141.73	2.59%
	Total	\$1,920,716.57	Total	\$1,954,320.70	
	budget	1,900,000	budget	2,000,000	
2020-2021			2021-2022		
12.90%	October	\$161,367.18	October	\$172,724.07	7.04%
9.90%	November	\$197,633.83	November		-100.00%
13.17%	December	\$166,585.45	December		-100.00%
14.82%	January	\$161,278.06	January		-100.00%
26.01%	February	\$231,369.13	February		-100.00%
2.89%	March	\$137,816.28	March		-100.00%
-22.80%	April	\$118,387.57	April		-100.00%
21.88%	May	\$242,383.94	May		-100.00%
6.97%	June	\$160,615.28	June		-100.00%
3.22%	July	\$166,065.78	July		-100.00%
-3.34%	August	\$201,014.87	August		-100.00%
7.98%	September	\$167,523.57	September		-100.00%
	Total	\$2,112,040.94	Total	\$172,724.07	
	budget	1,900,000	budget	2,000,000	

CITY OF NAVASOTA
MONTHLY SALES TAX COMPARISON
2015-2021



Municipal Gas Acquisition and Supply Corporation

Three Riverway | Suite 1900 | Houston, TX 77056 | 713-888-0133



October 14, 2021

City of Navasota, TX

Ms. Rita Pullin, Utility Billing Manager

200 East McAlpine

Navasota, TX 77868

ACTUAL

Invoice ACT0012777

Reference : Joint Gas Purchase
Contract

RE: Gas Deliveries for September 2021

<u>Current Month</u>	<u>Vol / MMBTU</u>	<u>\$ / MMBTU</u>	<u>Gross Amount</u>	<u>Discount</u>	<u>Net Amount Due</u>
Requirement Sales	29,046	\$4.412	\$128,140.44	\$8,713.80	\$119,426.64

Informational Note: Your total discounts to-date are: \$2,102,733.52

**Wiring
Instructions**

Bank: THE BANK OF NEW YORK MELLON
ABA Number: 021 000 018
Account Name: MuniGas Rev Account
Account Number: 2243858400

Due Date: 10/20/2021

Amount: \$119,426.64
Reference: MuniGas - City of Navasota, TX

Attn: Arla Scott (713) 483-6529

For Payments by ACH

THE BANK OF NEW YORK MELLON
ACH Account
ABA# 021 000 018
890 0487 445

Reference: MuniGas - City of Navasota, TX

Attn: Arla Scott (713) 483-6529

**Municipal Gas Acquisition and Supply Corporation
Gas Allocation for September 2021
City of Navasota**

Actual 10/14/2021

	<u>MMBtu</u>	<u>\$/MMBtu</u>	<u>Value</u>
<u>September 2021 Allocations</u>			
September Nominations - SESL	30,780	\$4.36933	\$134,487.90
August Adjustment (See below)	<u>-1,734</u>	\$3.66059	(\$6,347.46)
September Nominations Adjusted	29,046	\$4.41164	<u>\$128,140.44</u>
September Volume Allocation	<u>29,046</u>	<u>\$4.41164</u>	<u>\$128,140.44</u>
% of Nominations	<u>94.4%</u>		

	<u>MMBtu</u>	<u>\$/MMBtu</u>	<u>Value</u>
<u>August 2021 Adjustments</u>			
August Estimate Per Invoice 202109018	32,200	\$4.04400	\$130,216.80
August Actual Volume/Value per SESL *	<u>30,466</u>	\$4.04400	<u>\$123,869.34</u>
Excess Allocation for August	1,734		<u>\$6,347.46</u>

* Total actual volumes delivered by supplier = 30,466 MMBtus for a value of \$123,869.34
Actuals per Symmetry Energy Solutions, LLC statement.

Note: MuniGas and Symmetry Energy Solutions, LLC. will review cumulative imbalance with September 2021 allocations.

Note: An adjustment of (\$6,347.46) is being applied against Navasota's nomination due to cumulative imbalance/overpayments not being worked off with prior deliveries in September 2021. The value of August 2021 deliveries was less than the value of original nominations by (\$6,347.46) (Nominations = \$130,216.80 vs. Actuals = \$123,869.34.)



ATMOS PIPELINE - TEXAS INVOICE

BILL TO:**CITY OF NAVASOTA**NAVASOTA CITY HALL
ATTN: MR LANCE HALL, FINANCE DIRECTOR
P O BOX 910
NAVASOTA, TX 77868**CHECK REMITTANCE TO:**ATMOS PIPELINE-TEXAS
P. O. BOX 841425
DALLAS, TX 75284-1425**ELECTRONIC REMITTANCE TO:**ATMOS PIPELINE-TEXAS
Bank of America
ABA# for ACH: 111000012
ABA# for Wire: 026009593
Account #: 3756617812
Ref: APT-0019895**Page:****Page 1 of 1****Invoice No:**

APT-0019895

Invoice Date:

18-Oct-21

Customer No:

70670

Contract No:

06624-00

Payment Terms:

Net 10

Due Date:

28-Oct-21

Total Amount Due:

\$37,542.60

For Billing questions, please call: Rick Herbelin @ (254) 662-7470

#	PROD DATE	RECEIPT POINT	RECEIPT POINT NAME	DELIVERY POINT	DELIVERY POINT NAME	DESCRIPTION	MCF / COUNT	MMBTU / COUNT	RATE	NET AMOUNT
1	Sep-21					Monthly Customer Charge		2.823	12.86645	\$36,321.99
2	Sep-21					Texas Utility Tax				\$181.62
3	Sep-21					MAOP Review Surcharge	2,823	2,823	0.03958	\$111.73
4	Sep-21					Texas Utility Tax				\$0.56
SUBTOTAL										\$36,615.90
5	Sep-21	00451200	SYMMETRY ENERGY SOLUTIONS, LLC POOL	8000003044	NAVASOTA CITY GATE LINE 1	Usage Charge	32,818	33,109	0.02785	\$922.09
6	Sep-21	00451200	SYMMETRY ENERGY SOLUTIONS, LLC POOL	8000003044	NAVASOTA CITY GATE LINE 1	Texas Utility Tax				\$4.61
SUBTOTAL FOR STATION							8000003044	32,818	33,109	\$926.70
SUBTOTAL FOR PROD DATE										Sep-21
										\$37,542.60

Total Due \$37,542.60REVIEWED BY LANCE H
DATE 10/25
ACCT CODE
NOTES:

SELLER:
Symmetry Energy Solutions, LLC
9811 Katy Freeway
Suite 1400
Houston, TX 77024

Customer Service:
Contact: Sales Support
Email: Sales.Support@SymmetryEnergy.com
Phone: (800) 495-9880

Accountant:
Contact: Hillary Mack III
Email: hillary.mack@symmetryenergy.com
Phone: (281) 915-6091
Fax: (713) 983-2643

BUYER:
City of Navasota, Texas
PO Box 910
Navasota, TX 77868

Invoice Attention List:
Contact: Finance Director
Email: lhall@navasotabx.gov
Contact: Jeff Greer
Email: jgreer@navasotabx.gov

Remit To:
Symmetry Energy Solutions, LLC

Payment by Wire Transfer to:
JP Morgan Chase Bank
Houston, Texas
ABA #: 021000021
Acct #: 100080578

Payment by ACH to:
JP Morgan Chase Bank
Houston, Texas
ABA #: 111000614
Acct #: 100080578

Mail all other remittances to:
Chase Lockbox
P.O. Box 301149
Dallas, TX 75303-1149



Sales Invoice
Invoice #: 1200183
Invoice Date: 10/22/21
Due Date: 11/01/21
Amount Due: \$10,015.90
Account #:
Svc. Addr:
Cust. Ref.:
PO #:
Buyer: NAVASOTA TX

Deal Num	Description	Buy / Sell	Pipeline	Location	Delivery Period	Start/End Dates	Price (\$/MMBtu)	Volume (MMBtu)	Amount (\$)
CURRENT DELIVERY PERIOD - SEP-21									
Gas Sales									
10630722	Natural Gas Sales	Sell	APT	Navasota	Sep-21	1 30	4.3700	8,124	\$35,501.88
10630722	Undertake	Sell	APT	Navasota	Sep-21	1 30	4.8067	(5,461)	\$(26,249.32)
Total for Gas Sales:								2,663	\$9,252.56
Tax									
	Tax-Sales		APT	Navasota	Sep-21				\$763.34
Total for Tax:									\$763.34
Total for Current Delivery Period:									\$10,015.90
TOTAL AMOUNT DUE:									\$10,015.90

Our Corporate Headquarters has moved.
Please note, our remit to address and banking information listed on this invoice is NOT changing.
Our Corporate Headquarters' physical location is now 9811 Katy Freeway, Suite 1400, Houston, TX 77024
For more details, please visit our customer portal at <https://symmetryenergy.com/portal>

	NUMBER#	TOTAL ARREARS	TOTAL CURRENT	TOTAL BALANCE	ACTIVE ACCOUNT RECONCILIATION
ACTIVE ACCOUNTS:	3,198	25,655.95	730,246.96	755,902.91	NEW ACCOUNTS: 54
DISCONNECTED ACCTS:	49	9,376.12	2,659.86	12,035.98	DISCONNECT--NO TRF: 44
FINALED ACCOUNTS:	204	18,208.40		18,208.40	DISCONNECT-TRANSFER: 5
INACTIVE ACCOUNTS:	8,284	0.00		0.00	

GRAND TOTALS 11,735 53,240.47 732,906.82 786,147.29

CALCULATION SUMMARY

TOTAL CHARGES:	740,706.82
DEPOSIT RETURNS:	7,800.00CR
TOTAL CURRENT:	732,906.82

===== SERVICE CATEGORY TOTALS =====

CATEGORY	NUMBER	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	BILLED CONSUMPTION	UNBILLED CONSUMPTION	TOTAL CONSUMPTION
GR GARBAGE	3495	114,353.78	0.00	8,135.63	98,695.88			
GS GAS	1822	123,578.66	71,326.17	1,900.55	48,554.98	60,385.0000	1,002	61,387.0000
MS MISCELLANEOU	101	2,337.68	0.00	0.00	0.00			
PF VOLUNTARY PA	42	86.00	0.00	0.00	0.00			
SDF ST & DRAINAG	3082	51,531.35	0.00	0.00	0.00			
SW SEWER	5841	144,721.28	0.00	0.00	0.00	188,344.2000		188,344.2000
WA WATER	6215	222,400.54	0.00	0.00	0.00	337,595.0000	357	337,952.0000
AMP AVG MTH PMT	25	335.18						
				AMP RESERVE:	2,126.16			

TOTALS 659,344.47 71,326.17 10,036.18 147,250.86

===== REVENUE CODE TOTALS =====

R/C DESCRIPTION	G/L ACCOUNT#	AMOUNT
SERVICES:		
100-GARBAGE	100-0-310.00	114,353.78
200-WATER SERVICE	200-0-310.00	208,873.63
210-UTILITY CAPITAL IMPROV.FE	210-0-310.00	13,526.91
300-GAS SERVICE	300-0-310.00	64,585.56
350-FUEL FACTOR	300-0-310.00	130,319.27
400-SEWER	400-0-310.00	131,594.46
401-UTILITY CAPITAL IMPROV.FE	210-0-310.00	13,126.82
550-ST & DRAINAGE FEE	100-0-310.00	51,531.35
562-VOLUNTARY PARK FUND	100-0-310.00	42.00
563-VOLUNTARY FIRE FUND	100-0-310.00	44.00
601-OTC - WATER	200-0-310.00	90.00
602-OTC - GAS	300-0-310.00	0.00
606-OTC-GARBAGE	100-0-310.00	50.00
TAX:		
500-GAS 1.5% SALES TAX	300-0-310.00	468.73
501-GAS TAX 8.25%	300-0-310.00	1,427.34
503-6.75% GAS TAX IND OUSTIDE	300-0-310.00	4.48
504-8.25% GARBAGE SALES TAX	100-0-310.00	8,135.63
CONTRACTS:		

BOOK:

***** R E V E N U E C O D E T O T A L S *****

** (CONTINUED) **

R/C DESCRIPTION	G/L ACCOUNT#	AMOUNT
703-WATER CONTRACTS	200-0-310.00	1,591.72
714-PUBLIC NUIS. CONTRACT	100-0-310.00	50.00
715-STREET MAINT CONTRACT	100-0-310.00	555.96
AMP:		
995-AMP	200-1-108.03	335.18

R/C TOTALS

740,706.82

***** R A T E T A B L E T O T A L S *****

CAT	CODE	TBL	DESCRIPTION	SCHED	NO#	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	MLT.
BG	201	27	BGCD FEE	27	0	0.00	0.00	0.00	0.00		
GR	100	A	COMMERCIAL HAND PU	A	120	4,813.35	0.00	279.04	3,386.98		50
GR	100	B2	COMM 2 YD CONTAINER	B2	25	1,754.70	0.00	116.84	1,416.95		
GR	100	B3	COMM 3 YD CONTAINER	B3	30	3,844.82	0.00	217.27	2,634.10		2
GR	100	B4	COMM 4 YD CONTAINER	B4	13	2,325.24	0.00	181.03	2,194.33		
GR	100	B6	COMM 6 YD CONTAINER	B6	48	14,312.74	0.00	954.73	11,571.65		3
GR	100	B8	COMM 8 YD CONTAINER	B8	48	25,773.24	0.00	1,413.77	17,137.55		6
GR	100	C	RESIDENTIAL	C	2610	55,653.41	0.00	4,500.12	54,624.41		49
GR	100	E	GARBAGE -EXPLICIT	E	17	374.28	0.00	29.07	352.50		
GR	100	LOC	LOCKING DEVICE	LOCK	34	264.18	0.00	15.34	185.64		3
GR	100	PC2	EXTRA POLY CART	PC2	550	5,237.82	0.00	428.42	5,191.77		22
GS	300	2	GAS-IND.OUT 400-1000	2	1	1,482.03	1,674.61	0.00	0.00	329.0000	
GS	300	A	GAS -A RES INSIDE	A	1630	23,932.69	7,858.96	468.07	31,143.16	1,544.0000	2
GS	300	ATR	GAS -ATMOS TRANSPORT	ATR	3	12,864.90	0.00	0.00	0.00	11,590.0000	
GS	300	B	GAS -B RES OUTSIDE	B	2	39.15	5.09	0.66	44.24	1.0000	
GS	300	C	GAS -C COM INSIDE	C	126	6,674.24	6,896.95	1,067.17	12,935.48	1,355.0000	
GS	300	CA	GAS -CENTURY ASPHALT	GAS	1	372.11	1,135.07	0.00	0.00	223.0000	
GS	300	CCH	GAS -COMODITY CHARGE	CCH	3	1,159.00	0.00	0.00	0.00	11,590.0000	
GS	300	CIT	GAS -CITY USEAGE	CITY	9	0.00	0.00	0.00	0.00	9.0000	
GS	300	CTR	GAS -CITY TRANSPORT	CTR	3	2,086.20	0.00	0.00	0.00	11,590.0000	
GS	300	D	GAS -IND.IN 400-1000	D	1	1,798.84	2,509.37	355.43	4,308.21	493.0000	
GS	300	E	GAS -E SCHOOLS	E	6	963.90	1,267.41	0.00	0.00	249.0000	
GS	300	F	GAS -IND OUTSIDE	F	2	25,458.39	49,490.07	0.00	0.00	9,723.0000	
GS	300	FCO	GAS -FUEL COST-GRANT	FCO	3	46,128.20	0.00	0.00	0.00	11,590.0000	
GS	300	G	GAS -COM OUTSIDE	G	2	35.62	0.00	2.40	35.62		
GS	300	H	GAS-S.IND.OUT 0-399	H	5	541.27	473.37	2.08	30.88	93.0000	
GS	300	IND	GAS-S.IND.IN 0-399	IND	3	42.12	15.27	4.74	57.39	3.0000	
GS	300	Z	GAS ZERO CHARGE	Z	22	0.00	0.00	0.00	0.00	3.0000	
MS	600	G	OTC - GAS	G	50	0.00	0.00	0.00	0.00		
MS	600	GAR	ONE TIME CHARGES -	GAR	2	50.00	0.00	0.00	0.00		
MS	600	W	OTC - WATER	W	4	90.00	0.00	0.00	0.00		
MS	700	PNF	PUBLIC NUISANCE FEE	PNF	1	50.00	0.00	0.00	0.00		
MS	700	STM	STREET MNT CONTRACT	STD	9	555.96	0.00	0.00	0.00		
MS	700	WTR	WATER CONTRACTS	WTR	35	1,591.72	0.00	0.00	0.00		

***** R A T E T A B L E T O T A L S *****
** (CONTINUED) **

CAT	CODE	TBL	DESCRIPTION	SCHED	NO#	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	MLT.
PF	562	\$25	\$23.00 VOL PARK FUND	\$25	1	23.00	0.00	0.00	0.00		
PF	562	1.0	\$1.00 VOL PARK FUND	1.0	19	19.00	0.00	0.00	0.00		
PF	563	\$23	VOLUNTARY FIRE FUND	\$23	1	23.00	0.00	0.00	0.00		
PF	563	1.0	\$1.00 VOL FIRE FUND	1.0	21	21.00	0.00	0.00	0.00		
SDF	500	CI	ST & DR FEE-C I	CI	291	5,435.42	0.00	0.00	0.00		2
SDF	500	CO	ST & DR FEE-C O	CO	6	111.00	0.00	0.00	0.00		
SDF	500	IN	ST & DR FEE-I N	IN	9	211.50	0.00	0.00	0.00		
SDF	500	INO	ST & DR FEE- I N O	INO	20	470.00	0.00	0.00	0.00		
SDF	500	RES	ST & DR FEE - INSIDE	RES	2756	45,303.43	0.00	0.00	0.00		274
SW	400	A	RESIDENTIAL INSIDE	A	2581	76,876.11	0.00	0.00	0.00	112,465.2000	
SW	400	AH	SEWER -AIRPORT HANGA	AH	2	50.04	0.00	0.00	0.00	1.0000	
SW	400	AHC	SEWER - AIRPORT	AHC	1	41.26	0.00	0.00	0.00		
SW	400	C	COMMERCIAL INSIDE	C	260	23,428.57	0.00	0.00	0.00	36,082.0000	
SW	400	D	COMMERCIAL OUTSIDE	D	5	341.51	0.00	0.00	0.00	120.0000	
SW	400	E	INDUSTRIAL INSIDE	E	20	8,520.38	0.00	0.00	0.00	12,854.0000	
SW	400	I	IND OUT SEWER ONLY	I	2	2,134.43	0.00	0.00	0.00	2,423.0000	
SW	400	J	RES OUT-SEWER ONLY	J	1	563.34	0.00	0.00	0.00	1,338.0000	
SW	400	L	SEWER -MULTI UNIT	L	24	13,197.49	0.00	0.00	0.00	23,061.0000	387
SW	400	SCH	SEWER SURCHARGE	SCH	1	4,299.53	0.00	0.00	0.00		
SW	400	SSC	SEWER SURCHARGE	SSC	4	2,141.80	0.00	0.00	0.00		
SW	401	CIN	UCIF-SEWER-COM IN	CIN	261	1,827.91	0.00	0.00	0.00		
SW	401	COU	UCIF-SEWER-COM OUT	COU	5	52.50	0.00	0.00	0.00		
SW	401	IIN	UCIF-SEWER-IND IN	IIN	17	340.00	0.00	0.00	0.00		
SW	401	IOU	UCIF-SEWER-IND OUT	IOU	2	60.00	0.00	0.00	0.00		
SW	401	MU	UCIF-SEWER-MULTI UNI	MU	21	336.00	0.00	0.00	0.00		
SW	401	RIN	UCIF-SEWER -RES IN	RIN	2633	10,503.41	0.00	0.00	0.00		
SW	401	ROU	UCIF-SEWER -RES OUT	ROU	1	7.00	0.00	0.00	0.00		
WA	200	A	WATER -RES INSIDE	A	2693	140,120.63	0.00	0.00	0.00	195,500.0000	
WA	200	AH	WTR -AIRPORT HANGAR	AH	4	61.17	0.00	0.00	0.00	3.0000	
WA	200	AHC	WTR -AIRPORT HANGAR	AHC	1	32.03	0.00	0.00	0.00	7.0000	
WA	200	B	WATER - RES OUTSIDE	B	1	76.34	0.00	0.00	0.00	69.0000	
WA	200	C	WATER -COM INSIDE	C	285	28,261.24	0.00	0.00	0.00	39,228.0000	2
WA	200	CIT	WATER -CITY USEAGE	CITY	49	0.00	0.00	0.00	0.00	32,377.0000	
WA	200	D	WATER -COM OUTSIDE	D	6	411.66	0.00	0.00	0.00	196.0000	
WA	200	E	WATER -IND INSIDE	E	8	16,394.15	0.00	0.00	0.00	31,501.0000	
WA	200	F	WATER -IND OUTSIDE	F	20	11,958.58	0.00	0.00	0.00	13,751.0000	
WA	200	F-3	WATER-IRRIGATION-CI	F-3	1	1,266.52	0.00	0.00	0.00	2,427.0000	
WA	200	INT	WATER - INTER SCHOOL	INT	1	313.65	0.00	0.00	0.00	615.0000	
WA	200	K	WATER -NURSING HOME	K	3	1,700.67	0.00	0.00	0.00	3,246.0000	
WA	200	NIS	MAIN METER-INT SCHOO	C	1	357.19	0.00	0.00	0.00	644.0000	
WA	200	S	WATER -SEWER METERS	S	49	7,919.80	0.00	0.00	0.00	14,136.0000	
WA	200	X	WATER -ZERO CHG	X	14	0.00	0.00	0.00	0.00	3,895.0000	
WA	202	4	EXPLICIT WATER	4	1	0.00	0.00	0.00	0.00		
WA	203	1"	UCIF-WATER -1"	1"	81	508.26	0.00	0.00	0.00		4
WA	203	2"	UCIF-WATER -2"	2"	102	1,335.87	0.00	0.00	0.00		10
WA	203	3"	UCIF-WATER -3"	3"	1	16.00	0.00	0.00	0.00		

===== R A T E T A B L E T O T A L S =====
** (CONTINUED) **

CAT	CODE	TBL	DESCRIPTION	SCHED	NO#	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	MLT.
WA	203	3/4	UCIF-WATER -3/4"	3/4	2888	11,542.78	0.00	0.00	0.00		6
WA	203	4"	UCIF-WATER -4"	4"	5	100.00	0.00	0.00	0.00		
WA	203	6"	UCIF-WATER -6"	6"	1	24.00	0.00	0.00	0.00		

TOTALS 659,009.29 71,326.17 10,036.18 147,250.86

=== F U E L A D J U S T M E N T C O D E T O T A L S ===

CODE	DESCRIPTION	CONSUMPTION	FUEL FACTOR	AMOUNT
GASFF	GAS FUEL FACTOR	14,013.0000	5.09000000	71,326.17

FUEL FACTOR TOTALS 14,013.0000 71,326.17

===== M E T E R G R O U P T O T A L S =====

CODE	DESCRIPTION	BILLED CONSUMPTION	UNBILLED CONSUMPTION	TOTAL CONSUMPTION	DEMAND CONSUMPTION
W	WATER METERS	337,595.0000	357.000	337,952.0000	
G	GAS METERS	60,385.0000	1,002.000	61,387.0000	

===== R E F U N D E D D E P O S I T T O T A L S =====

CODE	DESCRIPTION	NUMBER	AMOUNT
200	WATER DEPOSIT	44	5,200.00CR
300	GAS DEPOSIT	24	2,600.00CR
DEPOSIT TOTALS		68	7,800.00CR

===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE		DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
	CAT	CODE	TABLE							
A	BG	201	27	BGCD FEE		0.00	0.00	0.00	0.00	
A	GR	100	A	COMMERCIAL HAND PU	6	1,289.23	0.00	45.18	3.72	
A	GR	100	B2	COMM 2 YD CONTAINER	3	202.65	0.00	0.00	0.00	
A	GR	100	B3	COMM 3 YD CONTAINER	5	1,039.15	0.00	360.08	29.71	
A	GR	100	B4	COMM 4 YD CONTAINER	1	130.91	0.00	130.91	10.80	
A	GR	100	B6	COMM 6 YD CONTAINER	4	1,649.18	0.00	1,649.18	136.06	
A	GR	100	B8	COMM 8 YD CONTAINER	3	1,609.74	0.00	1,381.86	114.00	
A	GR	100	C	RESIDENTIAL	2605	55,548.41	0.00	54,519.41	4,491.47	
A	GR	100	E	GARBAGE -EXPLICIT	1	22.59	0.00	22.59	1.86	
A	GR	100	LOC	LOCKING DEVICE	4	28.56	0.00	0.00	0.00	
A	GR	100	PC2	EXTRA POLY CART	550	5,237.82	0.00	5,191.77	428.42	
				** CATEGORY TOTAL **	GR	66,758.24	0.00	63,300.98	5,216.04	
A	GS	300	A	GAS -A RES INSIDE	1625	23,300.81	7,049.65	29,701.97	446.45	1,385.0000
A	GS	300	Z	GAS ZERO CHARGE	17	0.00	0.00	0.00	0.00	3.0000
				** CATEGORY TOTAL **	GS	23,300.81	7,049.65	29,701.97	446.45	1,388.0000
A	MS	600	G	OTC - GAS	47	0.00	0.00	0.00	0.00	
A	MS	600	W	OTC - WATER	4	90.00	0.00	0.00	0.00	
A	MS	700	PNF	PUBLIC NUISANCE FEE	1	50.00	0.00	0.00	0.00	
A	MS	700	STM	STREET MNT CONTRACT	9	555.96	0.00	0.00	0.00	
A	MS	700	WTR	WATER CONTRACTS	33	1,436.72	0.00	0.00	0.00	
				** CATEGORY TOTAL **	MS	2,132.68	0.00	0.00	0.00	
A	PF	562	\$25	\$23.00 VOL PARK FUND	1	23.00	0.00	0.00	0.00	
A	PF	562	1.0	\$1.00 VOL PARK FUND	14	14.00	0.00	0.00	0.00	
A	PF	563	1.0	\$1.00 VOL FIRE FUND	16	16.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	PF	53.00	0.00	0.00	0.00	
A	SDF	500	CI	ST & DR FEE-C I	6	148.00	0.00	0.00	0.00	
A	SDF	500	RES	ST & DR FEE - INSIDE	2751	45,228.43	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SDF	45,376.43	0.00	0.00	0.00	
A	SW	400	A	RESIDENTIAL INSIDE	2580	76,851.09	0.00	0.00	0.00	112,465.2000
A	SW	400	L	SEWER -MULTI UNIT	21	12,281.33	0.00	0.00	0.00	19,815.0000
A	SW	400	SCH	SEWER SURCHARGE	1	4,299.53	0.00	0.00	0.00	
A	SW	401	MU	UCIF-SEWER-MULTI UNI	18	288.00	0.00	0.00	0.00	
A	SW	401	RIN	UCIF-SEWER -RES IN	2627	10,479.41	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	104,199.36	0.00	0.00	0.00	132,280.2000
A	WA	200	A	WATER -RES INSIDE	2692	140,063.74	0.00	0.00	0.00	195,418.0000
A	WA	200	C	WATER -COM INSIDE	1	28.75	0.00	0.00	0.00	
A	WA	200	S	WATER -SEWER METERS	21	1,678.17	0.00	0.00	0.00	2,670.0000
A	WA	200	X	WATER -ZERO CHG	5	0.00	0.00	0.00	0.00	
A	WA	202	4	EXPLICIT WATER	1	0.00	0.00	0.00	0.00	
A	WA	203	1"	UCIF-WATER -1"	20	124.26	0.00	0.00	0.00	
A	WA	203	2"	UCIF-WATER -2"	27	336.00	0.00	0.00	0.00	
A	WA	203	3/4"	UCIF-WATER -3/4"	2690	10,735.55	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	152,966.47	0.00	0.00	0.00	198,088.0000
				** CLASS TOTAL **	A	394,786.99	7,049.65	93,002.95	5,662.49	

===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE							
CAT	CODE	TABLE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
AH	GR	100 A	COMMERCIAL HAND PU	1	22.59	0.00	22.59	1.86	
AH	GR	100 B2	COMM 2 YD CONTAINER	1	67.55	0.00	67.55	5.57	
** CATEGORY TOTAL **				GR	90.14	0.00	90.14	7.43	
AH	SDF	500 CI	ST & DR FEE-C I	4	74.00	0.00	0.00	0.00	
AH	SDF	500 RES	ST & DR FEE - INSIDE	1	15.00	0.00	0.00	0.00	
** CATEGORY TOTAL **				SDF	89.00	0.00	0.00	0.00	
AH	SW	400 AH	SEWER -AIRPORT HANGA	2	50.04	0.00	0.00	0.00	1.0000
AH	SW	400 AHC	SEWER - AIRPORT	1	41.26	0.00	0.00	0.00	
AH	SW	401 CIN	UCIF-SEWER-COM IN	1	7.00	0.00	0.00	0.00	
AH	SW	401 RIN	UCIF-SEWER -RES IN	1	4.00	0.00	0.00	0.00	
** CATEGORY TOTAL **				SW	102.30	0.00	0.00	0.00	1.0000
AH	WA	200 AH	WTR -AIRPORT HANGAR	4	61.17	0.00	0.00	0.00	3.0000
AH	WA	200 AHC	WTR -AIRPORT HANGAR	1	32.03	0.00	0.00	0.00	7.0000
AH	WA	203 1"	UCIF-WATER -1"	1	6.00	0.00	0.00	0.00	
AH	WA	203 3/4	UCIF-WATER -3/4"	4	16.00	0.00	0.00	0.00	
** CATEGORY TOTAL **				WA	115.20	0.00	0.00	0.00	10.0000
** CLASS TOTAL **				AH	396.64	0.00	90.14	7.43	
B	GR	100 C	RESIDENTIAL	4	84.00	0.00	84.00	6.92	
B	GS	300 A	GAS -A RES INSIDE	1	11.26	0.00	11.26	0.17	
B	GS	300 B	GAS -B RES OUTSIDE	2	39.15	5.09	44.24	0.66	1.0000
** CATEGORY TOTAL **				GS	50.41	5.09	55.50	0.83	1.0000
B	SDF	500 RES	ST & DR FEE - INSIDE	1	15.00	0.00	0.00	0.00	
B	SW	400 A	RESIDENTIAL INSIDE	1	25.02	0.00	0.00	0.00	
B	SW	400 J	RES OUT-SEWER ONLY	1	563.34	0.00	0.00	0.00	1,338.0000
B	SW	401 RIN	UCIF-SEWER -RES IN	1	4.00	0.00	0.00	0.00	
B	SW	401 ROU	UCIF-SEWER -RES OUT	1	7.00	0.00	0.00	0.00	
** CATEGORY TOTAL **				SW	599.36	0.00	0.00	0.00	1,338.0000
B	WA	200 A	WATER -RES INSIDE	1	56.89	0.00	0.00	0.00	82.0000
B	WA	200 B	WATER - RES OUTSIDE	1	76.34	0.00	0.00	0.00	69.0000
B	WA	200 X	WATER -ZERO CHG	1	0.00	0.00	0.00	0.00	1,338.0000
B	WA	203 2"	UCIF-WATER -2"	1	12.00	0.00	0.00	0.00	
B	WA	203 3/4	UCIF-WATER -3/4"	1	4.00	0.00	0.00	0.00	
** CATEGORY TOTAL **				WA	149.23	0.00	0.00	0.00	1,489.0000
** CLASS TOTAL **				B	898.00	5.09	139.50	7.75	
C	GR	100 A	COMMERCIAL HAND PU	111	3,456.35	0.00	3,274.03	269.74	
C	GR	100 B2	COMM 2 YD CONTAINER	18	1,281.85	0.00	1,214.30	100.13	
C	GR	100 B3	COMM 3 YD CONTAINER	25	2,805.67	0.00	2,274.02	187.56	

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===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE		DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
CAT	CODE	TABLE								
C	GR	100 B4		COMM 4 YD CONTAINER	11	2,063.42	0.00	1,932.51	159.43	
C	GR	100 B6		COMM 6 YD CONTAINER	37	10,228.91	0.00	9,259.51	763.97	
C	GR	100 B8		COMM 8 YD CONTAINER	31	13,219.85	0.00	13,219.85	1,090.57	
C	GR	100 E		GARBAGE -EXPLICIT	16	351.69	0.00	329.91	27.21	
C	GR	100 LOC		LOCKING DEVICE	26	185.64	0.00	178.50	14.75	
			** CATEGORY TOTAL **	GR		33,593.38	0.00	31,682.63	2,613.36	
C	GS	300 A		GAS -A RES INSIDE	1	51.08	55.99	107.07	1.61	11.0000
C	GS	300 C		GAS -C COM INSIDE	123	6,501.05	6,713.71	12,935.48	1,067.17	1,319.0000
C	GS	300 Z		GAS ZERO CHARGE	5	0.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	GS		6,552.13	6,769.70	13,042.55	1,068.78	1,330.0000
C	MS	600 G		OTC - GAS	3	0.00	0.00	0.00	0.00	
C	MS	600 GAR		ONE TIME CHARGES -	2	50.00	0.00	0.00	0.00	
C	MS	700 WTR		WATER CONTRACTS	2	155.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	MS		205.00	0.00	0.00	0.00	
C	PF	562 1.0		\$1.00 VOL PARK FUND	2	2.00	0.00	0.00	0.00	
C	PF	563 \$23		VOLUNTARY FIRE FUND	1	23.00	0.00	0.00	0.00	
C	PF	563 1.0		\$1.00 VOL FIRE FUND	2	2.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	PF		27.00	0.00	0.00	0.00	
C	SDF	500 CI		ST & DR FEE-C I	270	5,009.92	0.00	0.00	0.00	
C	SDF	500 IN		ST & DR FEE-I N	1	23.50	0.00	0.00	0.00	
			** CATEGORY TOTAL **	SDF		5,033.42	0.00	0.00	0.00	
C	SW	400 C		COMMERCIAL INSIDE	249	20,746.10	0.00	0.00	0.00	30,220.0000
C	SW	400 SSC		SEWER SURCHARGE	1	1,349.06	0.00	0.00	0.00	
C	SW	401 CIN		UCIF-SEWER-COM IN	246	1,722.91	0.00	0.00	0.00	
C	SW	401 RIN		UCIF-SEWER -RES IN	4	16.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	SW		23,834.07	0.00	0.00	0.00	30,220.0000
C	WA	200 C		WATER -COM INSIDE	271	25,174.61	0.00	0.00	0.00	33,965.0000
C	WA	200 S		WATER -SEWER METERS	22	2,348.14	0.00	0.00	0.00	4,009.0000
C	WA	200 X		WATER -ZERO CHG	5	0.00	0.00	0.00	0.00	134.0000
C	WA	203 1"		UCIF-WATER -1"	51	324.00	0.00	0.00	0.00	
C	WA	203 2"		UCIF-WATER -2"	48	603.87	0.00	0.00	0.00	
C	WA	203 3/4"		UCIF-WATER -3/4"	183	747.23	0.00	0.00	0.00	
C	WA	203 4"		UCIF-WATER -4"	1	20.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	WA		29,217.85	0.00	0.00	0.00	38,108.0000
			** CLASS TOTAL **	C		98,462.85	6,769.70	44,725.18	3,682.14	
D	GS	300 G		GAS -COM OUTSIDE	2	35.62	0.00	35.62	2.40	
D	SDF	500 CO		ST & DR FEE-C O	6	111.00	0.00	0.00	0.00	
D	SW	400 D		COMMERCIAL OUTSIDE	5	341.51	0.00	0.00	0.00	120.0000
D	SW	401 COU		UCIF-SEWER-COM OUT	5	52.50	0.00	0.00	0.00	
			** CATEGORY TOTAL **	SW		394.01	0.00	0.00	0.00	120.0000

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===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE								
	CAT	CODE	TABLE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
D	WA	200	D	WATER -COM OUTSIDE	6	411.66	0.00	0.00	0.00	196.0000
D	WA	200	S	WATER -SEWER METERS	1	27.31	0.00	0.00	0.00	24.0000
D	WA	203	1"	UCIF-WATER -1"	1	6.00	0.00	0.00	0.00	
D	WA	203	2"	UCIF-WATER -2"	3	48.00	0.00	0.00	0.00	
D	WA	203	3/4"	UCIF-WATER -3/4"	2	8.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	500.97	0.00	0.00	0.00	220.0000
				** CLASS TOTAL **	D	1,041.60	0.00	35.62	2.40	
E	GR	100	A	COMMERCIAL HAND PU	1	22.59	0.00	22.59	1.86	
E	GR	100	B2	COMM 2 YD CONTAINER	2	135.10	0.00	67.55	5.57	
E	GR	100	B6	COMM 6 YD CONTAINER	4	830.07	0.00	662.96	54.70	
				** CATEGORY TOTAL **	GR	987.76	0.00	753.10	62.13	
E	GS	300	CA	GAS -CENTURY ASPHALT	1	372.11	1,135.07	0.00	0.00	223.0000
E	GS	300	D	GAS -IND.IN 400-1000	1	1,798.84	2,509.37	4,308.21	355.43	493.0000
E	GS	300	IND	GAS-S.IND.IN 0-399	3	42.12	15.27	57.39	4.74	3.0000
				** CATEGORY TOTAL **	GS	2,213.07	3,659.71	4,365.60	360.17	719.0000
E	PF	562	1.0	\$1.00 VOL PARK FUND	3	3.00	0.00	0.00	0.00	
E	PF	563	1.0	\$1.00 VOL FIRE FUND	3	3.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	PF	6.00	0.00	0.00	0.00	
E	SDF	500	IN	ST & DR FEE-I N	7	164.50	0.00	0.00	0.00	
E	SDF	500	INO	ST & DR FEE- I N O	1	23.50	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SDF	188.00	0.00	0.00	0.00	
E	SW	400	E	INDUSTRIAL INSIDE	5	1,231.48	0.00	0.00	0.00	1,496.0000
E	SW	400	SSC	SEWER SURCHARGE	1	750.00	0.00	0.00	0.00	
E	SW	401	CIN	UCIF-SEWER-COM IN	1	7.00	0.00	0.00	0.00	
E	SW	401	IIN	UCIF-SEWER-IND IN	4	80.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	2,068.48	0.00	0.00	0.00	1,496.0000
E	WA	200	E	WATER -IND INSIDE	8	16,394.15	0.00	0.00	0.00	31,501.0000
E	WA	200	S	WATER -SEWER METERS	2	2,085.44	0.00	0.00	0.00	4,030.0000
E	WA	200	X	WATER -ZERO CHG	1	0.00	0.00	0.00	0.00	
E	WA	203	1"	UCIF-WATER -1"	2	12.00	0.00	0.00	0.00	
E	WA	203	2"	UCIF-WATER -2"	4	72.00	0.00	0.00	0.00	
E	WA	203	3/4"	UCIF-WATER -3/4"	1	4.00	0.00	0.00	0.00	
E	WA	203	4"	UCIF-WATER -4"	1	20.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	18,587.59	0.00	0.00	0.00	35,531.0000
				** CLASS TOTAL **	E	24,050.90	3,659.71	5,118.70	422.30	
F	GR	100	A	COMMERCIAL HAND PU	1	22.59	0.00	22.59	1.86	
F	GR	100	B2	COMM 2 YD CONTAINER	1	67.55	0.00	67.55	5.57	
F	GR	100	B4	COMM 4 YD CONTAINER	1	130.91	0.00	130.91	10.80	
F	GR	100	B8	COMM 8 YD CONTAINER	1	227.88	0.00	227.88	18.80	
				** CATEGORY TOTAL **	GR	448.93	0.00	448.93	37.03	

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===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE		DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
	CAT	CODE	TABLE							
F	GS	300	2	GAS-IND.OUT 400-1000	1	1,482.03	1,674.61	0.00	0.00	329.0000
F	GS	300	ATR	GAS -ATMOS TRANSPORT	3	12,864.90	0.00	0.00	0.00	11,590.0000
F	GS	300	CCH	GAS -COMODITY CHARGE	3	1,159.00	0.00	0.00	0.00	11,590.0000
F	GS	300	CTR	GAS -CITY TRANSPORT	3	2,086.20	0.00	0.00	0.00	11,590.0000
F	GS	300	F	GAS -IND OUTSIDE	2	25,458.39	49,490.07	0.00	0.00	9,723.0000
F	GS	300	FCO	GAS -FUEL COST-GRANT	3	46,128.20	0.00	0.00	0.00	11,590.0000
F	GS	300	H	GAS-S.IND.OUT 0-399	5	541.27	473.37	30.88	2.08	93.0000
				** CATEGORY TOTAL **	GS	89,719.99	51,638.05	30.88	2.08	56,505.0000
F	SDF	500	IN	ST & DR FEE-I N	1	23.50	0.00	0.00	0.00	
F	SDF	500	INO	ST & DR FEE- I N O	19	446.50	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SDF	470.00	0.00	0.00	0.00	
F	SW	400	E	INDUSTRIAL INSIDE	15	7,288.90	0.00	0.00	0.00	11,358.0000
F	SW	400	I	IND OUT SEWER ONLY	2	2,134.43	0.00	0.00	0.00	2,423.0000
F	SW	400	SSC	SEWER SURCHARGE	2	42.74	0.00	0.00	0.00	
F	SW	401	CIN	UCIF-SEWER-COM IN	2	14.00	0.00	0.00	0.00	
F	SW	401	IIN	UCIF-SEWER-IND IN	13	260.00	0.00	0.00	0.00	
F	SW	401	IOU	UCIF-SEWER-IND OUT	2	60.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	9,800.07	0.00	0.00	0.00	13,781.0000
F	WA	200	F	WATER -IND OUTSIDE	20	11,958.58	0.00	0.00	0.00	13,751.0000
F	WA	200	F-3	WATER-IRRIGATION-CI	1	1,266.52	0.00	0.00	0.00	2,427.0000
F	WA	200	X	WATER -ZERO CHG	2	0.00	0.00	0.00	0.00	2,423.0000
F	WA	203	1"	UCIF-WATER -1"	3	18.00	0.00	0.00	0.00	
F	WA	203	2"	UCIF-WATER -2"	10	132.00	0.00	0.00	0.00	
F	WA	203	3/4"	UCIF-WATER -3/4"	6	24.00	0.00	0.00	0.00	
F	WA	203	4"	UCIF-WATER -4"	1	20.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	13,419.10	0.00	0.00	0.00	18,601.0000
				** CLASS TOTAL **	F	113,858.09	51,638.05	479.81	39.11	
G	GR	100	B6	COMM 6 YD CONTAINER	1	328.74	0.00	0.00	0.00	
G	GR	100	B8	COMM 8 YD CONTAINER	10	8,407.81	0.00	0.00	0.00	
G	GR	100	LOC	LOCKING DEVICE	2	35.70	0.00	0.00	0.00	
				** CATEGORY TOTAL **	GR	8,772.25	0.00	0.00	0.00	
G	GS	300	C	GAS -C COM INSIDE	1	27.17	20.36	0.00	0.00	4.0000
G	GS	300	E	GAS -E SCHOOLS	6	963.90	1,267.41	0.00	0.00	249.0000
				** CATEGORY TOTAL **	GS	991.07	1,287.77	0.00	0.00	253.0000
G	SDF	500	CI	ST & DR FEE-C I	7	129.50	0.00	0.00	0.00	
G	SW	400	C	COMMERCIAL INSIDE	7	2,019.23	0.00	0.00	0.00	4,507.0000
G	SW	401	CIN	UCIF-SEWER-COM IN	7	49.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	2,068.23	0.00	0.00	0.00	4,507.0000
G	WA	200	C	WATER -COM INSIDE	9	2,251.83	0.00	0.00	0.00	3,908.0000
G	WA	200	CIT	WATER -CITY USEAGE	1	0.00	0.00	0.00	0.00	

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 BOOK:

**** MONTHLY BILLING REPORT ****

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===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE		DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
	CAT	CODE	TABLE							
G	WA	200	INT	WATER - INTER SCHOOL	1	313.65	0.00	0.00	0.00	615.0000
G	WA	200	NIS	MAIN METER-INT SCHOO	1	357.19	0.00	0.00	0.00	644.0000
G	WA	200	S	WATER -SEWER METERS	1	15.07	0.00	0.00	0.00	
G	WA	203	1"	UCIF-WATER -1"	1	6.00	0.00	0.00	0.00	
G	WA	203	2"	UCIF-WATER -2"	4	60.00	0.00	0.00	0.00	
G	WA	203	3"	UCIF-WATER -3"	1	16.00	0.00	0.00	0.00	
G	WA	203	4"	UCIF-WATER -4"	2	40.00	0.00	0.00	0.00	
G	WA	203	6"	UCIF-WATER -6"	1	24.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	3,083.74	0.00	0.00	0.00	5,167.0000
				** CLASS TOTAL **	G	15,044.79	1,287.77	0.00	0.00	
H	GR	100	B6	COMM 6 YD CONTAINER	2	1,275.84	0.00	0.00	0.00	
H	GR	100	LOC	LOCKING DEVICE	1	7.14	0.00	0.00	0.00	
				** CATEGORY TOTAL **	GR	1,282.98	0.00	0.00	0.00	
H	GS	300	C	GAS -C COM INSIDE	2	146.02	162.88	0.00	0.00	32.0000
H	SDF	500	CI	ST & DR FEE-C I	4	74.00	0.00	0.00	0.00	
H	SW	400	C	COMMERCIAL INSIDE	4	663.24	0.00	0.00	0.00	1,355.0000
H	SW	401	CIN	UCIF-SEWER-COM IN	4	28.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	691.24	0.00	0.00	0.00	1,355.0000
H	WA	200	C	WATER -COM INSIDE	4	806.05	0.00	0.00	0.00	1,355.0000
H	WA	200	S	WATER -SEWER METERS	1	15.07	0.00	0.00	0.00	
H	WA	203	1"	UCIF-WATER -1"	2	12.00	0.00	0.00	0.00	
H	WA	203	2"	UCIF-WATER -2"	2	24.00	0.00	0.00	0.00	
H	WA	203	3/4"	UCIF-WATER -3/4"	1	4.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	861.12	0.00	0.00	0.00	1,355.0000
				** CLASS TOTAL **	H	3,055.36	162.88	0.00	0.00	
I	GR	100	C	RESIDENTIAL	1	21.00	0.00	21.00	1.73	
				** CLASS TOTAL **	I	21.00	0.00	21.00	1.73	
J	GS	300	CIT	GAS -CITY USEAGE	9	0.00	0.00	0.00	0.00	9.0000
J	WA	200	CIT	WATER -CITY USEAGE	48	0.00	0.00	0.00	0.00	32,377.0000
				** CLASS TOTAL **	J	0.00	0.00	0.00	0.00	
K	GR	100	B8	COMM 8 YD CONTAINER	3	2,307.96	0.00	2,307.96	190.40	
K	GR	100	LOC	LOCKING DEVICE	1	7.14	0.00	7.14	0.59	
				** CATEGORY TOTAL **	GR	2,315.10	0.00	2,315.10	190.99	

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 DATES: 10/01/2021 THRU 10/31/2021
 BOOK:

**** MONTHLY BILLING REPORT ****

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===== CUSTOMER CLASS TOTALS =====

CLASS	SERV	RATE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION	
	CAT	CODE	TABLE							
K	GS	300	A	GAS -A RES INSIDE	3	569.54	753.32	1,322.86	19.84	148.0000
K	SDF	500	RES	ST & DR FEE - INSIDE	3	45.00	0.00	0.00	0.00	
K	SW	400	L	SEWER -MULTI UNIT	3	916.16	0.00	0.00	0.00	3,246.0000
K	SW	401	MU	UCIF-SEWER-MULTI UNI	3	48.00	0.00	0.00	0.00	
				** CATEGORY TOTAL ** SW		964.16	0.00	0.00	0.00	3,246.0000
K	WA	200	K	WATER -NURSING HOME	3	1,700.67	0.00	0.00	0.00	3,246.0000
K	WA	200	S	WATER -SEWER METERS	1	1,750.60	0.00	0.00	0.00	3,403.0000
K	WA	203	2"	UCIF-WATER -2"	3	48.00	0.00	0.00	0.00	
				** CATEGORY TOTAL ** WA		3,499.27	0.00	0.00	0.00	6,649.0000
				** CLASS TOTAL ** K		7,393.07	753.32	3,637.96	210.83	
				** GRAND TOTALS **		659,009.29	71,326.17	147,250.86	10,036.18	

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CHECK RECONCILIATION REGISTER

PAGE: 1

COMPANY: 999 - POOLED CASH

ACCOUNT: 0-100.01 CASH IN BANK-CSB

TYPE: All

STATUS: All

FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021

CLEAR DATE: 0/00/0000 THRU 99/99/9999

STATEMENT: 0/00/0000 THRU 99/99/9999

VOIDED DATE: 0/00/0000 THRU 99/99/9999

AMOUNT: 0.00 THRU 999,999,999.99

CHECK NUMBER: 000000 THRU 999999

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0-100.01	10/05/2021	CHECK	017269	BRYAN HOSE & GASKET, INC.	192.39CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017270	BUREAU VERITAS NORTH AMERICA,	150.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017271	C.C.CREATIONS LTD	140.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017272	CORE & MAIN, LP	440.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017273	EARTH NETWORKS, INC.	1,575.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017274	ENTERGY TEXAS, INC	4,912.24CR	POSTED	A	10/21/2021
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0-100.01	10/05/2021	CHECK	017276	GOGOV, INC	7,500.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017277	HAR-CON MECHANICAL CONTRACTORS	7,620.44CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017278	MADISON BROOKS	704.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017279	MOTOROLA SOLUTIONS, INC.	11,238.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017280	SUDDENLINK COMMUNICATIONS	275.04CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017281	SWANK MOVIE LICENSING, USA	442.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017282	TEXAS EXCAVATION SAFETY	95.95CR	POSTED	A	10/21/2021
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0-100.01	10/05/2021	CHECK	017284	TUCKER CONCRETE, LP	509.00CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017285	TURNER, PIERCE & FULTZ, INC.	1,250.57CR	POSTED	A	10/21/2021
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0-100.01	10/05/2021	CHECK	017287	TYLER TECHNOLOGIES, INC.	4,883.62CR	POSTED	A	10/21/2021
0-100.01	10/05/2021	CHECK	017288	TARGET SOLUTIONS LEARNING, LLC	1,516.67CR	POSTED	A	10/21/2021
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0-100.01	10/12/2021	CHECK	017295	BRYAN HOSE & GASKET, INC.	93.83CR	POSTED	A	10/26/2021
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0-100.01	10/12/2021	CHECK	017297	DEBBIE CAMPBELL	20.00CR	POSTED	A	10/29/2021
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0-100.01	10/12/2021	CHECK	017302	GALLS, LLC	19.43CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017303	GOODYEAR COMMERCIAL TIRE	283.86CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017304	GOV DIRECT VOIDED	1,871.62CR	VOIDED	A	10/12/2021
0-100.01	10/12/2021	CHECK	017305	GRIMES COUNTY	34.00CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017306	GT DISTRIBUTORS, INC	8,630.01CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017307	HILLCO ELECTRIC, LLC	80.00CR	OUTSTND	A	0/00/0000
0-100.01	10/12/2021	CHECK	017308	IBS OF BRAZOS RIVER VALLEY	119.95CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017309	INGRAM LIBRARY SERVICES	235.86CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017310	INTEG-COMMERCIAL PRINT	150.00CR	POSTED	A	10/21/2021

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COMPANY: 999 - POOLED CASH

ACCOUNT: 0-100.01

CASH IN BANK-CSB

TYPE: All

STATUS: All

FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021

CLEAR DATE: 0/00/0000 THRU 99/99/9999

STATEMENT: 0/00/0000 THRU 99/99/9999

VOIDED DATE: 0/00/0000 THRU 99/99/9999

AMOUNT: 0.00 THRU 999,999,999.99

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0-100.01	10/12/2021	CHECK	017314	MCGINNIS LOCHRIDGE LLP	3,554.50CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017315	NAPA AUTO PARTS	95.48CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017316	O'REILLY AUTO ENTERPRISES, LLC	139.96CR	POSTED	A	10/22/2021
0-100.01	10/12/2021	CHECK	017317	OMNIBASE SERVICES OF TEXAS , L	42.00CR	POSTED	A	10/22/2021
0-100.01	10/12/2021	CHECK	017318	GASPAR RAYMUNDO MARCOS	30.00CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017319	REPUBLIC SERVICES #473	85,935.72CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017320	SOUTH CENTRAL VETERINARY	270.40CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017321	STEP'N COOL'N & HEAT'N LL	25.00CR	OUTSTND	A	0/00/0000
0-100.01	10/12/2021	CHECK	017322	SUDDENLINK COMMUNICATIONS	234.40CR	POSTED	A	10/27/2021
0-100.01	10/12/2021	CHECK	017323	TALIA GRIFFIN	150.00CR	POSTED	A	10/27/2021
0-100.01	10/12/2021	CHECK	017324	THE PENWORTHY CO.	279.69CR	POSTED	A	10/22/2021
0-100.01	10/12/2021	CHECK	017325	TONI LOVE	100.00CR	POSTED	A	10/21/2021
0-100.01	10/12/2021	CHECK	017326	TRACTOR SUPPLY CREDIT PLAN	119.94CR	POSTED	A	10/21/2021
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0-100.01	10/14/2021	CHECK	017329	REFUND: JAMES, GEORGE S	111.45CR	OUTSTND	U	0/00/0000
0-100.01	10/14/2021	CHECK	017330	REFUND: GILLESPIE, SHERRY LYNN	30.13CR	POSTED	U	10/21/2021
0-100.01	10/14/2021	CHECK	017331	REFUND: STEINHAUSER, THEODORE	88.18CR	POSTED	U	10/21/2021
0-100.01	10/14/2021	CHECK	017332	REFUND: OROZCO, JAYLYNN NICOLE	76.27CR	OUTSTND	U	0/00/0000
0-100.01	10/14/2021	CHECK	017333	REFUND: CORONADO, REBECA ALFAR	61.47CR	OUTSTND	U	0/00/0000
0-100.01	10/14/2021	CHECK	017334	REFUND: HEUERMANN, DEBORAH LYN	5.57CR	OUTSTND	U	0/00/0000
0-100.01	10/14/2021	CHECK	017335	REFUND: RIDINGS, JOHNNY LEE	71.71CR	POSTED	U	10/21/2021
0-100.01	10/14/2021	CHECK	017336	REFUND: LARA-GOMEZ, PATRICIO	35.38CR	OUTSTND	U	0/00/0000
0-100.01	10/14/2021	CHECK	017337	REFUND: LOWERY, KEANDRIA SHANA	79.01CR	OUTSTND	U	0/00/0000
0-100.01	10/14/2021	CHECK	017338	REFUND: WEISS, CODY JAMES	76.10CR	POSTED	U	10/25/2021
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0-100.01	10/15/2021	CHECK	017341	DANIEL E. ALLEN	475.20CR	POSTED	A	10/22/2021
0-100.01	10/15/2021	CHECK	017342	ENTERGY TEXAS, INC	5,445.36CR	POSTED	A	10/21/2021
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0-100.01	10/15/2021	CHECK	017345	GOV DIRECT	1,833.94CR	POSTED	A	10/25/2021
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0-100.01	10/15/2021	CHECK	017348	KIMLEY-HORN AND ASSOCIATES, IN	2,000.00CR	POSTED	A	10/21/2021
0-100.01	10/15/2021	CHECK	017349	MILLER PRO AVL	15,671.50CR	POSTED	A	10/27/2021
0-100.01	10/15/2021	CHECK	017350	ONLY 1 RENTALS, LLC	71.92CR	POSTED	A	10/26/2021
0-100.01	10/15/2021	CHECK	017351	QUILL CORPORATION	449.41CR	POSTED	A	10/31/2021
0-100.01	10/15/2021	CHECK	017352	SKY HIGH PARTY RENTALS	957.50CR	POSTED	A	10/26/2021
0-100.01	10/15/2021	CHECK	017353	TYLER TECHNOLOGIES, INC.	1,117.50CR	POSTED	A	10/21/2021
0-100.01	10/20/2021	CHECK	017354	ANA HERNANDEZ	150.00CR	POSTED	A	10/26/2021

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CHECK RECONCILIATION REGISTER

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COMPANY: 999 - POOLED CASH
 ACCOUNT: 0-100.01 CASH IN BANK-CSB
 TYPE: All
 STATUS: All
 FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021
 CLEAR DATE: 0/00/0000 THRU 99/99/9999
 STATEMENT: 0/00/0000 THRU 99/99/9999
 VOIDED DATE: 0/00/0000 THRU 99/99/9999
 AMOUNT: 0.00 THRU 999,999,999.99
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	-----AMOUNT---	STATUS	FOLIO	CLEAR DATE
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0-100.01	10/20/2021	CHECK	017357	BLEYL & ASSOCIATES	7,700.00CR	POSTED	A	10/27/2021
0-100.01	10/20/2021	CHECK	017358	BLUEBONNET GROUND WATER	3,763.72CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017359	BRITTNEY WILLIAMS	150.00CR	POSTED	A	10/29/2021
0-100.01	10/20/2021	CHECK	017360	C.C.CREATIONS LTD	107.00CR	POSTED	A	10/27/2021
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0-100.01	10/20/2021	CHECK	017362	CITIBANK, N.A	18,896.74CR	POSTED	A	10/27/2021
0-100.01	10/20/2021	CHECK	017363	CHRISTOPHER CREEKS	150.00CR	POSTED	A	10/26/2021
0-100.01	10/20/2021	CHECK	017364	DXI INDUSTRIES, INC.	1,940.50CR	POSTED	A	10/26/2021
0-100.01	10/20/2021	CHECK	017365	EASY ICE, LLC	973.00CR	POSTED	A	10/28/2021
0-100.01	10/20/2021	CHECK	017366	ENTERGY TEXAS, INC	1,556.72CR	POSTED	A	10/28/2021
0-100.01	10/20/2021	CHECK	017367	EQUIPMENT CONTROLS COMPANY, IN	2,927.04CR	POSTED	A	10/31/2021
0-100.01	10/20/2021	CHECK	017368	FEDEX	47.85CR	POSTED	A	10/31/2021
0-100.01	10/20/2021	CHECK	017369	FERGUSON WATERWORKS #1105	2,108.60CR	POSTED	A	10/26/2021
0-100.01	10/20/2021	CHECK	017370	J & K NEWTON, LLC	411.00CR	POSTED	A	10/28/2021
0-100.01	10/20/2021	CHECK	017371	GERALD D. SECHELSKI	209.00CR	POSTED	A	10/31/2021
0-100.01	10/20/2021	CHECK	017372	GLENN FUQUA, INC.	378.14CR	POSTED	A	10/31/2021
0-100.01	10/20/2021	CHECK	017373	GREEN TEAMS, INC.	29,410.00CR	POSTED	A	10/25/2021
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0-100.01	10/20/2021	CHECK	017376	HAJOCA CORPORATION	521.48CR	POSTED	A	10/28/2021
0-100.01	10/20/2021	CHECK	017377	HYDRO CLEAR SERVICES, LLC	1,433.75CR	POSTED	A	10/28/2021
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0-100.01	10/20/2021	CHECK	017380	KSA ENGINEERS	12,270.00CR	POSTED	A	10/27/2021
0-100.01	10/20/2021	CHECK	017381	LINDSEY BYARS	150.00CR	POSTED	A	10/27/2021
0-100.01	10/20/2021	CHECK	017382	LISA BATES	192.00CR	POSTED	A	10/31/2021
0-100.01	10/20/2021	CHECK	017383	LONESTAR TRUCK GROUP	191.02CR	POSTED	A	10/28/2021
0-100.01	10/20/2021	CHECK	017384	MIDAMERICA BOOKS	180.55CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017385	NAVASOTA EXAMINER	3,085.00CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017386	QUILL CORPORATION	235.37CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017387	SAFEBUILT TEXAS, LLC	450.00CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017388	STRAND ASSOCIATES, INC.	2,700.00CR	POSTED	A	10/28/2021
0-100.01	10/20/2021	CHECK	017389	SUDDENLINK COMMUNICATIONS	123.82CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017390	TEXAS DOWNTOWN ASSOCIATION	100.00CR	POSTED	A	10/29/2021
0-100.01	10/20/2021	CHECK	017391	TEXAS FLEET OUTFITTERS	42.00CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017392	TELVA KESLER	994.45CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017393	BVSWMA INC.	511.55CR	POSTED	A	10/27/2021
0-100.01	10/20/2021	CHECK	017394	TYLER TECHNOLOGIES, INC.	4,288.31CR	POSTED	A	10/26/2021
0-100.01	10/20/2021	CHECK	017395	UNITED AG & TURF	216.28CR	POSTED	A	10/27/2021
0-100.01	10/20/2021	CHECK	017396	VERONICA BAZAN	9.00CR	OUTSTND	A	0/00/0000
0-100.01	10/20/2021	CHECK	017397	VULCAN CONSTRUCTION MATERIALS,	1,550.30CR	POSTED	A	10/26/2021
0-100.01	10/27/2021	CHECK	017398	REFUND: VACANTE, JONATHAN	47.74CR	OUTSTND	U	0/00/0000

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CHECK RECONCILIATION REGISTER

PAGE: 4

COMPANY: 999 - POOLED CASH
 ACCOUNT: 0-100.01 CASH IN BANK-CSB
 TYPE: All
 STATUS: All
 FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021
 CLEAR DATE: 0/00/0000 THRU 99/99/9999
 STATEMENT: 0/00/0000 THRU 99/99/9999
 VOIDED DATE: 0/00/0000 THRU 99/99/9999
 AMOUNT: 0.00 THRU 999,999,999.99
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	-----AMOUNT---	STATUS	FOLIO	CLEAR DATE
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0-100.01	10/27/2021	CHECK	017399	REFUND: CLAY, TIFFANY FRANCHE	5.77CR	OUTSTND	U	0/00/0000
0-100.01	10/27/2021	CHECK	017400	REFUND: ESQUIVEL, EDUARDO	36.78CR	OUTSTND	U	0/00/0000
0-100.01	10/27/2021	CHECK	017401	REFUND: RAPP, RONALD GARY	227.08CR	OUTSTND	U	0/00/0000
0-100.01	10/27/2021	CHECK	017402	REFUND: HUGHES, STEVEN CHRISTO	68.35CR	OUTSTND	U	0/00/0000
0-100.01	10/27/2021	CHECK	017403	REFUND: WILSON, WADE	89.83CR	OUTSTND	U	0/00/0000
0-100.01	10/27/2021	CHECK	017404	REFUND: CONTINENTAL INTERMODAL	195.84CR	OUTSTND	U	0/00/0000
0-100.01	10/29/2021	CHECK	017405	AQUA-METRIC SALES COMPANY	9,537.05CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017406	ARTS COUNCIL OF BRAZOS VALLEY	28,800.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017407	BAYER CONSTRUCTION	475.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017408	BENNINGFIELD STEEL FABRICATION	69,636.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017409	THOMPSON HR	536.99CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017410	BRAZOS DIESEL SERVICE, INC.	2,341.68CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017411	CAPITAL ONE	26.96CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017412	CENTURYLINK	5,266.80CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017413	COPY CORNER	134.38CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017414	DANIEL E. ALLEN	960.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017415	DXI INDUSTRIES, INC.	1,782.50CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017416	ENTERGY TEXAS, INC	6,829.72CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017417	GERALD D. SECHELSKI	345.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017418	GLENN FUQUA, INC.	629.46CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017419	HAHN EQUIPMENT CO., INC.	491.84CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017420	HAR-CON MECHANICAL CONTRACTORS	930.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017421	HECTOR MARTINEZ CRUZ	850.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017422	INGRAM LIBRARY SERVICES	72.04CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017423	JARVIS TIRE AND WHEEL, LLC	214.42CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017424	JOSE C MURILLO	150.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017425	KATHERINE TAYLOR	50.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017426	LINDLEY-ROBERTSON-HOLT	115.57CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017427	MADOLE EQUIPMENT RENTAL & SALE	220.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017428	METRO FIRE APPARATUS SPECIALIS	422.68CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017429	MID-SOUTH ELECTRIC CO-OP	497.20CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017430	MONTELONGO'S FINE JEWELRY	465.50CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017431	NAVASOTA INDUSTRIAL SUPPLY LTD	73.32CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017432	NAVASOTA OIL CO. INC.	277.83CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017433	NEON CLOUD PRODUCTIONS LLC	800.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017434	QUILL CORPORATION	1,680.93CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017435	R&M SERVICE SOLUTIONS, LLC	21,172.00CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017436	TCEQ	13,134.10CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017437	TYLER TECHNOLOGIES, INC.	309.08CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017438	VERIZON WIRELESS	396.02CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017439	WEX BANK	10,543.44CR	OUTSTND	A	0/00/0000
0-100.01	10/29/2021	CHECK	017440	XEROX FINANCIAL SERVICES, LLC	1,922.03CR	OUTSTND	A	0/00/0000

DEPOSIT:

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CHECK RECONCILIATION REGISTER

PAGE: 5

COMPANY: 999 - POOLED CASH

ACCOUNT: 0-100.01 CASH IN BANK-CSB

TYPE: All

STATUS: All

FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021

CLEAR DATE: 0/00/0000 THRU 99/99/9999

STATEMENT: 0/00/0000 THRU 99/99/9999

VOIDED DATE: 0/00/0000 THRU 99/99/9999

AMOUNT: 0.00 THRU 999,999,999.99

CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	-----AMOUNT---	STATUS	FOLIO	CLEAR DATE
DEPOSIT:								
0-100.01	10/01/2021	DEPOSIT		UTILITY DEPOSITS RECEIVED	100.00	POSTED	U	10/21/2021
0-100.01	10/01/2021	DEPOSIT	000001	ONLINE PAYMENT 10/01/2021	5,985.55	POSTED	C	10/21/2021
0-100.01	10/01/2021	DEPOSIT	000002	DAILY CASH POSTING 10/01/2021	3,304.67	POSTED	C	10/21/2021
0-100.01	10/04/2021	DEPOSIT		dep 1001	20.00	POSTED	G	10/05/2021
0-100.01	10/04/2021	DEPOSIT	000001	ONLINE PAYMENT 10/04/2021	9,209.19	POSTED	C	10/21/2021
0-100.01	10/04/2021	DEPOSIT	000002	adcom cust fee 1001	17.50	POSTED	G	10/21/2021
0-100.01	10/04/2021	DEPOSIT	000003	DEP 1004	100.30	POSTED	G	10/05/2021
0-100.01	10/04/2021	DEPOSIT	000004	building permit cc 1004	93.73	POSTED	G	10/04/2021
0-100.01	10/05/2021	DEPOSIT		DAILY CASH POSTING 10/05/2021	11,530.62	POSTED	C	10/11/2021
0-100.01	10/05/2021	DEPOSIT	000001	ONLINE PAYMENT 10/05/2021	8,058.52	POSTED	C	10/11/2021
0-100.01	10/05/2021	DEPOSIT	000002	ADCOM CUST FEE 1004	12.50	POSTED	G	10/11/2021
0-100.01	10/05/2021	DEPOSIT	000003	CASH RECEIPTS	711.00	POSTED	G	10/05/2021
0-100.01	10/05/2021	DEPOSIT	000004	DAILY CASH POSTING 10/05/2021	11,227.93	POSTED	C	10/11/2021
0-100.01	10/06/2021	DEPOSIT		ONLINE PAYMENT 10/06/2021	9,918.70	POSTED	C	10/21/2021
0-100.01	10/06/2021	DEPOSIT	000001	DAILY CASH POSTING 10/06/2021	11,913.13	POSTED	C	10/21/2021
0-100.01	10/06/2021	DEPOSIT	000002	farmers mrkt	30.00	POSTED	G	10/05/2021
0-100.01	10/06/2021	DEPOSIT	000003	PERMIT CC 1004	3,372.74	POSTED	G	10/05/2021
0-100.01	10/06/2021	DEPOSIT	000004	dep osit in wrong acct	50.00	POSTED	G	10/21/2021
0-100.01	10/06/2021	DEPOSIT	000005	dep utility app dep	200.00	POSTED	G	10/21/2021
0-100.01	10/07/2021	DEPOSIT		ONLINE PAYMENT 10/07/2021	4,767.67	POSTED	C	10/21/2021
0-100.01	10/07/2021	DEPOSIT	000001	DEP EPRMIT CC 1007	1,969.36	POSTED	G	10/11/2021
0-100.01	10/08/2021	DEPOSIT		DAILY CASH POSTING 10/08/2021	29,550.70	POSTED	C	10/21/2021
0-100.01	10/08/2021	DEPOSIT	000001	FARMERS MARKET 1008	20.00	POSTED	G	10/11/2021
0-100.01	10/09/2021	DEPOSIT		DAILY CASH POSTING 10/09/2021	21,387.19	POSTED	C	10/21/2021
0-100.01	10/09/2021	DEPOSIT	000001	adomcust fee 1006	8.75	POSTED	G	10/21/2021
0-100.01	10/09/2021	DEPOSIT	000002	adomcust fee 1005	7.50	POSTED	G	10/21/2021
0-100.01	10/09/2021	DEPOSIT	000003	library 106	94.45	POSTED	G	10/05/2021
0-100.01	10/11/2021	DEPOSIT		ONLINE PAYMENT 10/11/2021	40,860.23	POSTED	C	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000001	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/11/2021
0-100.01	10/11/2021	DEPOSIT	000002	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000003	dep ad com cust fee	67.50	POSTED	G	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000004	DEPOSIT 10/07	20.00	POSTED	G	10/11/2021
0-100.01	10/11/2021	DEPOSIT	000005	SALES TAX	172,724.07	POSTED	G	10/11/2021
0-100.01	10/11/2021	DEPOSIT	000006	DAILY PAYMENT POSTING	43,177.87	POSTED	U	10/11/2021
0-100.01	10/11/2021	DEPOSIT	000007	dep 1011	71.35	POSTED	G	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000008	correction fsa deposit in ap p	195.00	POSTED	G	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000009	DAILY PAYMENT POSTING	2.00	POSTED	U	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000010	DAILY CASH POSTING 10/11/2021	89,111.18	POSTED	C	10/21/2021
0-100.01	10/11/2021	DEPOSIT	000011	CASH RECEIPTS	1,405.00	POSTED	G	10/21/2021
0-100.01	10/12/2021	DEPOSIT		ONLINE PAYMENT 10/12/2021	7,006.92	POSTED	C	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000001	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000002	adcom cust fee 1011	11.25	POSTED	G	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000003	farmers mkt	40.00	POSTED	G	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000004	builidng permit cc	1,266.41	POSTED	G	10/21/2021

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CHECK RECONCILIATION REGISTER

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COMPANY: 999 - POOLED CASH
 ACCOUNT: 0-100.01 CASH IN BANK-CSB
 TYPE: All
 STATUS: All
 FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021
 CLEAR DATE: 0/00/0000 THRU 99/99/9999
 STATEMENT: 0/00/0000 THRU 99/99/9999
 VOIDED DATE: 0/00/0000 THRU 99/99/9999
 AMOUNT: 0.00 THRU 999,999,999.99
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	-----AMOUNT---	STATUS	FOLIO	CLEAR DATE
DEPOSIT:								
0-100.01	10/12/2021	DEPOSIT	000005	building permit cc1011	1,049.31	POSTED	G	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000006	DAILY CASH POSTING 10/12/2021	36,768.92	POSTED	C	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000007	farmers markter 1012	10.00	POSTED	G	10/21/2021
0-100.01	10/12/2021	DEPOSIT	000008	adcom cust fee	20.00	POSTED	G	10/21/2021
0-100.01	10/13/2021	DEPOSIT		ONLINE PAYMENT 10/13/2021	9,276.14	POSTED	C	10/21/2021
0-100.01	10/13/2021	DEPOSIT	000001	dep 1013	75.85	POSTED	G	10/21/2021
0-100.01	10/13/2021	DEPOSIT	000002	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/21/2021
0-100.01	10/13/2021	DEPOSIT	000003	DRAFT POSTING	114,453.29	POSTED	U	10/21/2021
0-100.01	10/13/2021	DEPOSIT	000004	DAILY CASH POSTING 10/13/2021	14,802.88	POSTED	C	10/21/2021
0-100.01	10/14/2021	DEPOSIT		ONLINE PAYMENT 10/14/2021	12,858.26	POSTED	C	10/21/2021
0-100.01	10/14/2021	DEPOSIT	000001	adcom cust fee 1013	45.00	POSTED	G	10/21/2021
0-100.01	10/14/2021	DEPOSIT	000002	mixed beverage 093021	1,545.47	POSTED	G	10/21/2021
0-100.01	10/14/2021	DEPOSIT	000003	permit cc	87.55	POSTED	G	10/21/2021
0-100.01	10/14/2021	DEPOSIT	000004	dep 1014	28.55	POSTED	G	10/21/2021
0-100.01	10/14/2021	DEPOSIT	000005	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/21/2021
0-100.01	10/14/2021	DEPOSIT	000006	DAILY CASH POSTING 10/14/2021	13,752.06	POSTED	C	10/21/2021
0-100.01	10/15/2021	DEPOSIT		ONLINE PAYMENT 10/15/2021	37,759.15	POSTED	C	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000001	adcom cust fee 1014	46.25	POSTED	G	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000002	UTILITY DEPOSITS RECEIVED	100.00	POSTED	U	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000003	DAILY PAYMENT POSTING	1,632.98	POSTED	U	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000004	DAILY PAYMENT POSTING	1,741.53	POSTED	U	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000005	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000006	building permit cc 1014	212.18	POSTED	G	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000007	DAILY PAYMENT POSTING - ADJ	122.52CR	POSTED	U	10/21/2021
0-100.01	10/15/2021	DEPOSIT	000008	CASH RECEIPTS	1,588.00	POSTED	G	10/21/2021
0-100.01	10/18/2021	DEPOSIT		DAILY CASH POSTING 10/18/2021	53,720.14	POSTED	C	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000001	ONLINE PAYMENT 10/18/2021	46,334.44	POSTED	C	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000002	adomc ust fee 1015-1018	113.75	POSTED	G	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000003	dep 1018	44.35	POSTED	G	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000004	PERMIT CC 1015	87.55	POSTED	G	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000005	DAILY PAYMENT POSTING - ADJ	53.84CR	POSTED	U	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000006	CASH RECEIPTS	778.70	POSTED	G	10/21/2021
0-100.01	10/18/2021	DEPOSIT	000007	DAILY CASH POSTING 10/18/2021	23,684.01	POSTED	C	10/21/2021
0-100.01	10/19/2021	DEPOSIT		ONLINE PAYMENT 10/19/2021	7,052.31	POSTED	C	10/21/2021
0-100.01	10/19/2021	DEPOSIT	000001	adocm cust fee 1018	31.25	POSTED	G	10/21/2021
0-100.01	10/19/2021	DEPOSIT	000002	dep 1018	92.60	POSTED	G	10/21/2021
0-100.01	10/19/2021	DEPOSIT	000003	DAILY PAYMENT POSTING	39.57	POSTED	U	10/21/2021
0-100.01	10/19/2021	DEPOSIT	000004	UTILITY DEPOSITS RECEIVED	100.00	POSTED	U	10/21/2021
0-100.01	10/20/2021	DEPOSIT		ONLINE PAYMENT 10/20/2021	3,201.51	POSTED	C	10/21/2021
0-100.01	10/20/2021	DEPOSIT	000001	adcom custr fee 1019	6.25	POSTED	G	10/21/2021
0-100.01	10/20/2021	DEPOSIT	000002	permit cc 1019 mcp21-00080	25.75	POSTED	G	10/21/2021
0-100.01	10/20/2021	DEPOSIT	000003	permit cc 1019	257.50	POSTED	G	10/21/2021
0-100.01	10/20/2021	DEPOSIT	000004	UTILITY DEPOSITS RECEIVED	100.00	POSTED	U	10/21/2021
0-100.01	10/20/2021	DEPOSIT	000005	DAILY CASH POSTING 10/20/2021	466.03	POSTED	C	10/21/2021

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CHECK RECONCILIATION REGISTER

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COMPANY: 999 - POOLED CASH
 ACCOUNT: 0-100.01 CASH IN BANK-CSB
 TYPE: All
 STATUS: All
 FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021
 CLEAR DATE: 0/00/0000 THRU 99/99/9999
 STATEMENT: 0/00/0000 THRU 99/99/9999
 VOIDED DATE: 0/00/0000 THRU 99/99/9999
 AMOUNT: 0.00 THRU 999,999,999.99
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	----AMOUNT----	STATUS	FOLIO	CLEAR DATE
DEPOSIT:								
0-100.01	10/20/2021	DEPOSIT	000006	dep 1020	118.60	POSTED	G	10/22/2021
0-100.01	10/21/2021	DEPOSIT		ONLINE PAYMENT 10/21/2021	1,846.11	POSTED	C	10/22/2021
0-100.01	10/21/2021	DEPOSIT	000001	adcom cust fee 1020	7.50	POSTED	G	10/22/2021
0-100.01	10/21/2021	DEPOSIT	000002	DAILY CASH POSTING 10/21/2021	7,341.02	POSTED	C	10/22/2021
0-100.01	10/21/2021	DEPOSIT	000003	building permit cc 1020	923.62	POSTED	G	10/22/2021
0-100.01	10/21/2021	DEPOSIT	000004	DAILY PAYMENT POSTING - ADJ	110.00CR	POSTED	U	10/21/2021
0-100.01	10/22/2021	DEPOSIT		ONLINE PAYMENT 10/22/2021	2,136.68	POSTED	C	10/22/2021
0-100.01	10/22/2021	DEPOSIT	000001	adcom cut fee 1021	10.00	POSTED	G	10/22/2021
0-100.01	10/22/2021	DEPOSIT	000002	building permit cc 1021	252.35	POSTED	G	10/25/2021
0-100.01	10/22/2021	DEPOSIT	000003	CASH RECEIPTS	1,111.00	POSTED	G	10/26/2021
0-100.01	10/25/2021	DEPOSIT		ONLINE PAYMENT 10/25/2021	11,598.87	POSTED	C	10/26/2021
0-100.01	10/25/2021	DEPOSIT	000001	adcom cust fee 1022-1025	31.25	POSTED	G	10/26/2021
0-100.01	10/25/2021	DEPOSIT	000002	DEP 1025	74.25	POSTED	G	10/26/2021
0-100.01	10/25/2021	DEPOSIT	000003	PERMIT CC 1022-1025	625.21	POSTED	G	10/25/2021
0-100.01	10/25/2021	DEPOSIT	000004	DAILY CASH POSTING 10/25/2021	3,430.17	POSTED	C	10/26/2021
0-100.01	10/25/2021	DEPOSIT	000005	DAILY PAYMENT POSTING	727.37	POSTED	U	10/26/2021
0-100.01	10/25/2021	DEPOSIT	000006	DAILY CASH POSTING 10/25/2021	19,777.98	POSTED	C	10/27/2021
0-100.01	10/26/2021	DEPOSIT		adcom cust fee 1025-1026	28.75	POSTED	G	10/27/2021
0-100.01	10/26/2021	DEPOSIT	000001	farmer mkt	10.00	POSTED	G	10/26/2021
0-100.01	10/26/2021	DEPOSIT	000002	ONLINE PAYMENT 10/26/2021	11,293.63	POSTED	C	10/27/2021
0-100.01	10/26/2021	DEPOSIT	000003	building permit cc 1025	243.29	POSTED	G	10/27/2021
0-100.01	10/26/2021	DEPOSIT	000004	DAILY CASH POSTING 10/26/2021	4,025.19	POSTED	C	10/28/2021
0-100.01	10/27/2021	DEPOSIT		ONLINE PAYMENT 10/27/2021	4,548.48	POSTED	C	10/28/2021
0-100.01	10/27/2021	DEPOSIT	000001	adcom cust fee 1027	15.44	POSTED	G	10/28/2021
0-100.01	10/27/2021	DEPOSIT	000002	dep 102721	68.15	POSTED	G	10/28/2021
0-100.01	10/27/2021	DEPOSIT	000003	DAILY PAYMENT POSTING - ADJ	25.00CR	POSTED	U	10/28/2021
0-100.01	10/27/2021	DEPOSIT	000004	DAILY PAYMENT POSTING	25.00	POSTED	U	10/28/2021
0-100.01	10/27/2021	DEPOSIT	000005	permit cc 1027	3,517.48	POSTED	G	10/28/2021
0-100.01	10/28/2021	DEPOSIT		ONLINE PAYMENT 10/28/2021	2,235.84	POSTED	C	10/28/2021
0-100.01	10/28/2021	DEPOSIT	000001	DAILY PAYMENT POSTING - ADJ	307.30CR	POSTED	U	10/28/2021
0-100.01	10/28/2021	DEPOSIT	000002	adcom cust fee 1027	7.50	POSTED	G	10/28/2021
0-100.01	10/28/2021	DEPOSIT	000003	DEP 1028	285.50	POSTED	G	10/29/2021
0-100.01	10/28/2021	DEPOSIT	000004	DAILY CASH POSTING 10/28/2021	8,296.95	POSTED	C	10/29/2021
0-100.01	10/29/2021	DEPOSIT		adcom cust fee 1028	10.00	POSTED	G	10/29/2021
0-100.01	10/29/2021	DEPOSIT	000001	dep 1028	237.93	CLEARED	G	11/01/2021
0-100.01	10/29/2021	DEPOSIT	000002	ONLINE PAYMENT 10/29/2021	2,375.59	POSTED	C	10/29/2021
0-100.01	10/29/2021	DEPOSIT	000003	DAILY PAYMENT POSTING - ADJ	256.33CR	POSTED	U	10/31/2021
0-100.01	10/29/2021	DEPOSIT	000004	DAILY PAYMENT POSTING	74,045.69	POSTED	U	10/29/2021
0-100.01	10/29/2021	DEPOSIT	000005	DAILY PAYMENT POSTING	160.37	POSTED	U	10/29/2021
0-100.01	10/29/2021	DEPOSIT	000006	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	10/29/2021
0-100.01	10/29/2021	DEPOSIT	000007	DAILY CASH POSTING 10/29/2021	3,024.63	OUTSTND	C	0/00/0000
0-100.01	10/29/2021	DEPOSIT	000008	CASH RECEIPTS	533.00	OUTSTND	G	0/00/0000
0-100.01	10/29/2021	DEPOSIT	000009	BOND RECEIPTS	832.00	OUTSTND	G	0/00/0000

EFT:

11/01/2021 1:20 PM

CHECK RECONCILIATION REGISTER

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COMPANY: 999 - POOLED CASH
 ACCOUNT: 0-100.01 CASH IN BANK-CSB
 TYPE: All
 STATUS: All
 FOLIO: All

CHECK DATE: 10/01/2021 THRU 10/31/2021
 CLEAR DATE: 0/00/0000 THRU 99/99/9999
 STATEMENT: 0/00/0000 THRU 99/99/9999
 VOIDED DATE: 0/00/0000 THRU 99/99/9999
 AMOUNT: 0.00 THRU 999,999,999.99
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	-----AMOUNT---	STATUS	FOLIO	CLEAR DATE
EFT:								
0-100.01	10/05/2021	EFT		ZBA	2,076.54CR	POSTED	G	10/21/2021
0-100.01	10/05/2021	EFT	000001	zba 10/05	658.85CR	POSTED	G	10/05/2021
0-100.01	10/06/2021	EFT		ZBA	161.98CR	POSTED	G	10/05/2021
0-100.01	10/11/2021	EFT		EDC PORTION OF SALES TAX	14,393.67CR	POSTED	G	10/21/2021
0-100.01	10/12/2021	EFT		wire deposit Diamond rio	15,000.00CR	POSTED	G	10/21/2021
0-100.01	10/12/2021	EFT	000001	wire deposit Hayden McBride 22	750.00	POSTED	G	10/21/2021
0-100.01	10/12/2021	EFT	000002	zbaa	61,782.03CR	POSTED	G	10/21/2021
0-100.01	10/14/2021	EFT		zba	2,278.70CR	POSTED	G	10/21/2021
0-100.01	10/15/2021	EFT		ENTERPRISE MONTHLY 042018	23,517.59CR	POSTED	G	10/21/2021
0-100.01	10/18/2021	EFT		munigas aug usage 10182021	119,426.64CR	POSTED	G	10/21/2021
0-100.01	10/18/2021	EFT	000001	zba	33,604.62CR	POSTED	G	10/21/2021
0-100.01	10/19/2021	EFT		zba	94,094.93CR	POSTED	G	10/21/2021
0-100.01	10/20/2021	EFT		zba	62,800.39CR	POSTED	G	10/21/2021
0-100.01	10/21/2021	EFT		zba	4,899.80CR	POSTED	G	10/21/2021
0-100.01	10/22/2021	EFT		zba	249.75CR	POSTED	G	10/22/2021
0-100.01	10/22/2021	EFT	000001	3RD QTR FRAN PEG CABLEVISIN	1,452.05	POSTED	G	10/25/2021
0-100.01	10/22/2021	EFT	000002	TRANSFER PEG TO PEG ACVCT	1,452.05CR	POSTED	G	10/26/2021
0-100.01	10/22/2021	EFT	000003	3RD QTR FRAN CABLEVISIN	7,260.43	POSTED	G	10/25/2021
0-100.01	10/25/2021	EFT		ZBA	1,491.88CR	POSTED	G	10/25/2021
0-100.01	10/25/2021	EFT	000001	PAYMENT IN LIEU	50,573.75	POSTED	G	10/26/2021
0-100.01	10/25/2021	EFT	000002	TRANSFER TO REFUNDING	319,000.00CR	POSTED	G	10/26/2021
0-100.01	10/25/2021	EFT	000003	TRANSFER TO 2016 BOND	180,000.00CR	POSTED	G	10/26/2021
0-100.01	10/25/2021	EFT	000004	GAS TRANSPORT 0930	37,542.60CR	POSTED	G	10/28/2021
0-100.01	10/26/2021	EFT		symetry sept usage 1026	10,015.90CR	POSTED	G	10/27/2021
0-100.01	10/26/2021	EFT	000001	zba	3,382.19CR	POSTED	G	10/26/2021
0-100.01	10/27/2021	EFT		zba	2,611.52CR	POSTED	G	10/27/2021
0-100.01	10/27/2021	EFT	000001	symtery sept 21 inv settlement	500,000.00CR	POSTED	G	10/28/2021
0-100.01	10/27/2021	EFT	000002	dep cory morrow tbb 030522	6,250.00CR	POSTED	G	10/28/2021
0-100.01	10/28/2021	EFT		zba	1,150.47CR	POSTED	G	10/28/2021
0-100.01	10/31/2021	EFT		ZBA	103,686.61CR	POSTED	G	10/31/2021
INTEREST:								
0-100.01	10/31/2021	INTEREST		INTEREST INCOME	1,041.31	POSTED	G	10/31/2021
MISCELLANEOUS:								
0-100.01	10/01/2021	MISC.		cc not posted at month/year en	3,376.80	POSTED	G	10/01/2021
0-100.01	10/05/2021	MISC.		UTILITY PAY CHAMBER CASH	30.00	POSTED	G	10/11/2021
0-100.01	10/12/2021	MISC.	017293	BRENDA RODRIGUEZ VOIDED	50.00	VOIDED	A	10/12/2021
0-100.01	10/12/2021	MISC.	017304	GOV DIRECT VOIDED	1,871.62	VOIDED	A	10/12/2021
0-100.01	10/21/2021	MISC.		move to unclaimed	14,672.87CR	POSTED	G	10/21/2021
0-100.01	10/21/2021	MISC.	000001	correction to move to uynclaim	14,672.87	POSTED	G	10/21/2021
0-100.01	10/21/2021	MISC.	000002	correction to move to uynclaim	14,672.87	POSTED	G	10/21/2021
0-100.01	10/21/2021	MISC.	000003	correction to unclaimed	3,411.30CR	POSTED	G	10/21/2021
0-100.01	10/25/2021	MISC.		PAYMENT IN LIEU	50,573.75CR	POSTED	G	10/26/2021

11/01/2021 1:20 PM
 COMPANY: 999 - POOLED CASH
 ACCOUNT: 0-100.01 CASH IN BANK-CSB
 TYPE: All
 STATUS: All
 FOLIO: All

CHECK RECONCILIATION REGISTER

PAGE: 9

CHECK DATE: 10/01/2021 THRU 10/31/2021
 CLEAR DATE: 0/00/0000 THRU 99/99/9999
 STATEMENT: 0/00/0000 THRU 99/99/9999
 VOIDED DATE: 0/00/0000 THRU 99/99/9999
 AMOUNT: 0.00 THRU 999,999,999.99
 CHECK NUMBER: 000000 THRU 999999

ACCOUNT	--DATE--	--TYPE--	NUMBER	-----DESCRIPTION-----	----AMOUNT---	STATUS	FOLIO	CLEAR DATE

MISCELLANEOUS:								
0-100.01	10/31/2021	MISC.		cc not posted as of month end	7,969.04CR	POSTED	G	10/31/2021

SERVICE CHARGE:								
0-100.01	10/04/2021	SERV-CHG		cc fee 0921	5,470.48CR	POSTED	G	10/04/2021
0-100.01	10/05/2021	SERV-CHG		FSA FUNDING	195.00CR	POSTED	G	10/21/2021
0-100.01	10/06/2021	SERV-CHG		UTILITY APP FEE	2.00CR	POSTED	G	10/05/2021
0-100.01	10/11/2021	SERV-CHG		DEPOSIT CC FEE	2.00CR	POSTED	G	10/11/2021
0-100.01	10/12/2021	SERV-CHG		utility app dep fee	2.00CR	POSTED	G	10/21/2021
0-100.01	10/12/2021	SERV-CHG	000001	utility app fee-	2.00CR	POSTED	G	10/21/2021
0-100.01	10/14/2021	SERV-CHG		utility app dep fee	2.00CR	POSTED	G	10/21/2021
0-100.01	10/15/2021	SERV-CHG		utility app service chagre	3.00CR	POSTED	G	10/21/2021
0-100.01	10/15/2021	SERV-CHG	000001	cc fee	58.33CR	POSTED	G	10/21/2021
0-100.01	10/19/2021	SERV-CHG		utility app fee	1.00CR	POSTED	G	10/21/2021
0-100.01	10/20/2021	SERV-CHG		utility app cc fee	1.00CR	POSTED	G	10/21/2021
0-100.01	10/29/2021	SERV-CHG		utility app fee	2.00CR	POSTED	G	10/29/2021
0-100.01	10/31/2021	SERV-CHG		DEPOSIT UTILITY APP FEE	1.00CR	CLEARED	G	11/01/2021
0-100.01	10/31/2021	SERV-CHG	000001	NSF	384.69CR	POSTED	G	10/31/2021
TOTALS FOR ACCOUNT 0-100.01				CHECK	TOTAL:	739,629.44CR		
				DEPOSIT	TOTAL:	1,039,966.96		
				INTEREST	TOTAL:	1,041.31		
				MISCELLANEOUS	TOTAL:	41,952.80CR		
				SERVICE CHARGE	TOTAL:	6,126.50CR		
				EFT	TOTAL:	1,541,492.48CR		
				BANK-DRAFT	TOTAL:	0.00		
TOTALS FOR POOLED CASH				CHECK	TOTAL:	739,629.44CR		
				DEPOSIT	TOTAL:	1,039,966.96		
				INTEREST	TOTAL:	1,041.31		
				MISCELLANEOUS	TOTAL:	41,952.80CR		
				SERVICE CHARGE	TOTAL:	6,126.50CR		
				EFT	TOTAL:	1,541,492.48CR		
				BANK-DRAFT	TOTAL:	0.00		

CITY OF NAVASOTA INVESTMENT PORTFOLIO

10/31/2021

FUND	PREVIOUS TOTAL	PRINCIPAL	INTEREST	CHG MV	TOTAL
UNRESTRICTED FUNDS					
GENERAL FUND	\$3,392,524.21		\$2,260.99	2,301.58	\$3,397,086.78
100-0-200.06					
WATER O&M	\$890,303.41		\$593.35	399.95	\$891,296.71
200-0-200.06					
GAS O&M	\$603,887.89		\$402.47	412.39	\$604,702.75
300-0-200.06					
SEWER O&M	\$528,176.23		\$352.01	125.52	\$528,653.76
400-0-200.06					
0	\$0.00		\$0.00	0.00	\$0.00
0					
0	\$0.00		\$0.00	0.00	\$0.00
0					
0	\$0.00		\$0.00	0.00	\$0.00
0					
TOTAL UNRESTRICTED				\$3,300,239.88	
RESTRICTED FUNDS					
BECKER/BEST MUSEUM	\$15,643.59		\$10.43	16.40	\$15,670.42
100-0-200.07					
VOLUNTARY FIRE FUND	\$54,018.73		\$36.00	37.79	\$54,092.52
100-0-200.09					
LIBRARY MADELEY	\$4,950.44		\$3.30	16.22	\$4,969.96
100-0-200.10					
VOLUNTARY PARK FUND	\$71,662.59		\$47.76	52.77	\$71,763.12
100-0-200.12					
ANIMAL SHELTER DONA	\$17,261.27		\$11.50	12.10	\$17,284.87
100-0-200.18					
WATER-DEPOSIT	\$37,139.91		\$24.75	38.91	\$37,203.57
200-0-200.00					
GAS-DEPOSITS	\$53,499.54		\$35.66	56.05	\$53,591.25
300-0-200.00					
FHA	\$0.00		\$0.00	0.00	\$0.00
300-0-200.04					
SEWER IMP	\$259,763.54		\$173.12	272.16	\$260,208.82
400-0-200.02					
STREET&DRAINAGE FEB	\$422,636.16		\$281.67	0.40	\$422,918.23
100-0-200.11					
CEMETERY PERPETUAL	\$362,216.51		\$241.40	391.24	\$362,849.15
520-0-201.00					
CEMETERY ST FUND	\$125,029.06		\$83.33	131.05	\$125,243.44
525-0-20105					
CEM JESSIE MAE BOND	\$19,481.89		\$12.98	20.35	\$19,515.23
525-0-201.06					
GRACE PARK	\$25,560.98		\$17.04	27.02	\$25,605.03
100-0-200.19					
UTILITY CIP	\$416,998.61		\$277.91	141.59	\$417,418.11
210-0-200.06					
AMERICAN RESCCUE	\$990,896.01		\$660.39	0.00	\$991,556.40
100-0-200.20					
0	\$0.00		\$0.00	0.00	\$0.00
0					
TOTAL RESTRICTED				\$1,730,212.99	
TOTAL	\$8,291,650.57	\$0.00	\$5,526.07	\$4,453.51	\$8,301,630.15
MM-INTEREST	\$951.61	POOLS INTEREST		\$79.86	
INTEREST	\$4,494.60				
PRINCIPAL	\$2,395.83			\$2,605.32	\$22,430.70

CITY OF NAVASOTA INVESTMENT PORTFOLIO

CURRENT MONTH MARKET VALUE

BOOK VALUE

TOTAL MONEY MARKET \$5,607,045.04
 TOTAL POOLS \$689,403.97

 TOTAL CDS \$1,960,000.00
 TOTAL MBS-FIXED \$23,095.20
 \$1,983,095.20

\$1,960,000.00
 \$23,148.10
 \$1,983,148.10

TOTAL INVESTMENT PORTFOLIO MARKET VALUE \$8,279,544.21
 TOTAL INVESTMENT PORTFOLIO INCOME \$0.00
 \$4,089,705.51

TOTAL INVESTMENT PORTFOLIO BOOK VALUE \$8,279,597.11

YTD INTEREST \$5,526.07
 CHANGE IN MARKET VALUE \$4,453.51

WEIGHTED AVERAGE MATURITY 2749548

WEIGHTED AVERAGE YIELD 0.00%
 0

LAST MONTH MARKET VALUE

CHANGE IN MARKET VALUE

TOTAL MONEY MARKET \$5,599,203.00
 TOTAL POOLS \$689,383.06
 CDS \$1,960,000.00
 TOTAL MBS-FIXED \$26,504.64

7,842.04
 20.91

 (3,409.44)
 4,453.51

MONEY MARKET

CITY MONEY MARKET ACCOUNT

BBVA PUBLIC FUNDS INTEREST CHECKING
 2535818811

BEGINNING BAL \$5,599,203.00
 TRADES/DEDUCTIONS
 INTEREST \$5,446.21
 PRINCIPAL/ADDITIONS \$2,395.83
 ENDING BAL \$5,607,045.04

WAM 1,701,094
 WAY

INVESTMENT POOLS

TEXPOOL ACCOUNT

CITY OF NAVASOTA AP FUND II
 449/7907600001

BEGINNING BAL \$132,049.30
 TRADES
 INTEREST \$6.96
 PRINCIPAL
 ENDING BAL \$132,056.26

WAM 130,795

TEXSTAR ACCOUNT

CITY OF NAVASOTA AP FUND
 930102200

BEGINNING BAL \$131,815.08
 TRADES
 INTEREST \$1.18
 PRINCIPAL
 ENDING BAL \$131,816.26

WAM 130,617

TEXAS CLASS ACCOUNT

BEGINNING BAL \$425,459.73
 TRADES
 INTEREST \$71.72
 PRINCIPAL
 ENDING BAL \$425,531.45

60

CITY OF NAVASOTA INVESTMENT PORTFOLIO

CDS

VAY	CUSIP 90352RAN5	PURCHASE DATE	09/12/19	PURCHASE PRICE	245,000.00
	US ALLIANCE CR	MATURITY	09/30/22	BOOK VALUE	245,000.00
	0.0195	DAYS TO MATURITY	240	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	392.67
VAY	CUSIP61760AYP8	PURCHASE DATE	04/11/19	PURCHASE PRICE	245,000.00
	MORGAN STANLEY PVT	MATURITY	04/11/22	BOOK VALUE	245,000.00
	0.026	DAYS TO MATURITY	116	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	3,193.73
VAY	CUSIP 46147UUH1	PURCHASE DATE	01/26/21	PURCHASE PRICE	245,000.00
	INVESTORS COMMUNITY	MATURITY	02/12/24	BOOK VALUE	245,000.00
	0.0025	DAYS TO MATURITY	596	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	50.34
VAY	CUSIP 48128UZC6	PURCHASE DATE	02/09/21	PURCHASE PRICE	245,000.00
	JP MORGAN CHASE	MATURITY	02/17/26	BOOK VALUE	245,000.00
	0.005	DAYS TO MATURITY	1122	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	
VAY	066519QT9	PURCHASE DATE	04/01/21	PURCHASE PRICE	245,000.00
	BANKUNITED NA	MATURITY	03/31/26	BOOK VALUE	245,000.00
	0.0095	DAYS TO MATURITY	1152	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	197.68
VAY	05600XCP3	PURCHASE DATE	03/31/21	PURCHASE PRICE	245,000.00
	BMO HARRIS BANK	MATURITY	04/13/26	BOOK VALUE	245,000.00
	0.01	DAYS TO MATURITY	1161	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	617.53
VAY	CUSIP 38149MA94	PURCHASE DATE	09/21/21	PURCHASE PRICE	245,000.00
	GOLDMAN SACHS	MATURITY	09/29/26	BOOK VALUE	245,000.00
	1.05	DAYS TO MATURITY	1282	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	
VAY	CUSIP 05580AE26	PURCHASE DATE	09/21/21	PURCHASE PRICE	245,000.00
	BMW BANK	MATURITY	09/24/24	BOOK VALUE	245,000.00
	0.65	DAYS TO MATURITY	757	MARKET VALUE	245,000.00
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	
VAY	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
	WAM			DIFFERENCE	0.00
	PRINCIPAL			INTEREST	

CITY OF NAVASOTA INVESTMENT PORTFOLIO

MBS-FIXED RATE

VAY	CUSIP3148ANE4	PURCHASE DATE	12/06/17	PURCHASE PRICE	310,569.80
	FNMA 1288	MATURITY	12/01/22	BOOK VALUE	23,148.10
	0.0281	DAYS TO MATURITY	284	MARKET VALUE	23,095.20
		WAM		DIFFERENCE	-52.90
		PRINCIPAL	2395.83	INTEREST	42.65
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	
VAY	0	PURCHASE DATE	01/00/00	PURCHASE PRICE	0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0	DAYS TO MATURITY	0	MARKET VALUE	
		WAM		DIFFERENCE	0.00
		PRINCIPAL		INTEREST	

CITY OF NAVASOTA
REVENUE REPORT
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100-GENERAL
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	7,620,497	351,508.18	351,508.18	0.00	7,268,988.49	4.61
COURT FINE AND FEE	93,000	3,012.80	3,012.80	0.00	89,987.20	3.24
DEVELOPMENT SERVICES	151,750	33,181.11	33,181.11	0.00	118,568.89	21.87
CITY UTILITIES	2,034,957	168,799.73	168,799.73	0.00	1,866,157.43	8.30
LIBRARY	28,400	918.45	918.45	0.00	27,481.55	3.23
PUBLIC SAFETY	217,523	6,029.70	6,029.70	0.00	211,493.12	2.77
TOURISM	498,100	0.00	0.00	0.00	498,100.00	0.00
PARKS AND REC	89,050	8,685.05	8,685.05	0.00	80,364.95	9.75
MISCELLANEOUS	2,041,987	1,200.40	1,200.40	0.00	2,040,786.60	0.06
TOTAL REVENUES	12,775,264	573,335.42	573,335.42	0.00	12,201,928.23	4.49
<u>TAXES AND OTHER GOVERNMT</u>						
4-100.00 CURRENT TAXES	2,444,219	0.00	0.00	0.00	2,444,219.07	0.00
4-101.00 DELINQUENT TAXES	25,000	0.00	0.00	0.00	25,000.00	0.00
4-102.00 PENALTY & INTEREST	29,000	0.00	0.00	0.00	29,000.00	0.00
4-103.00 I/S PORTION OF TAX	333,768	0.00	0.00	0.00	333,768.39	0.00
4-105.00 CITY SALES TAX	2,000,000	172,724.07	172,724.07	0.00	1,827,275.93	8.64
4-107.00 BEVERAGE TAX	16,000	2,235.47	2,235.47	0.00	13,764.53	13.97
4-120.00 INTEREST	40,000	3,720.41	3,720.41	0.00	36,279.59	9.30
4-120.01 INVESTMENT ADJUST TO MARK	30,000	2,464.28	2,464.28	0.00	27,535.72	8.21
4-150.00 FRANCHISE FEES	315,000	7,260.43	7,260.43	0.00	307,739.57	2.30
4-150.01 RIGHT OF WAY	4,000	11.64	11.64	0.00	3,988.36	0.29
4-150.02 CABLE PEG FEES	4,000	1,452.05	1,452.05	0.00	2,547.95	36.30
4-151.00 INDUSTRIAL DIST. PAYMENTS	414,000	0.00	0.00	0.00	414,000.00	0.00
4-152.00 UTILITY PMT IN LIEU OF TA	606,885	50,573.75	50,573.75	0.00	556,311.25	8.33
4-153.00 UTILITY EXP REIMBURSEMENT	1,316,624	110,916.08	110,916.08	0.00	1,205,708.13	8.42
4-155.00 INSURANCE RECOVERY	20,000	0.00	0.00	0.00	20,000.00	0.00
4-156.00 DISASTER RELIEF REIMBURSE	0	0.00	0.00	0.00	0.00	0.00
4-157.00 GRANT REVENUE	10,000	150.00	150.00	0.00	9,850.00	1.50
4-158.00 HOUSING AUTH PAYMENT IN L	12,000	0.00	0.00	0.00	12,000.00	0.00
TOTAL TAXES AND OTHER GOVERNMT	7,620,497	351,508.18	351,508.18	0.00	7,268,988.49	4.61
<u>COURT FINE AND FEE</u>						
4-200.00 MUNICIPAL COURT	93,000	3,012.80	3,012.80	0.00	89,987.20	3.24
4-208.08 MUNICIPAL COURT BLDG SEC	0	0.00	0.00	0.00	0.00	0.00
4-208.09 MC TECHNOLOGY	0	0.00	0.00	0.00	0.00	0.00
4-208.10 CHILD SAFETY SEAT	0	0.00	0.00	0.00	0.00	0.00
TOTAL COURT FINE AND FEE	93,000	3,012.80	3,012.80	0.00	89,987.20	3.24

CITY OF NAVASOTA
REVENUE REPORT
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100-GENERAL
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>DEVELOPMENT SERVICES</u>						
4-300.00 BUILDING PERMITS	140,000	16,422.79	16,422.79	0.00	123,577.21	11.73
4-300.01 PLAN REVIEW	0	0.00	0.00	0.00	0.00	0.00
4-300.02 ZONING CHANGE	2,000	0.00	0.00	0.00	2,000.00	0.00
4-300.03 ZONING BOARD OF ADJ VARIA	1,000	0.00	0.00	0.00	1,000.00	0.00
4-300.04 PRELIMINARY PLAT FILING F	2,000	0.00	0.00	0.00	2,000.00	0.00
4-300.05 VARIANCES TO SUBDIVISION	1,000	0.00	0.00	0.00	1,000.00	0.00
4-300.06 FINAL PLAT FILING FEE	1,000	2,000.00	2,000.00	0.00 (	1,000.00)	200.00
4-300.07 PLAT VACATION FILING FEE	0	0.00	0.00	0.00	0.00	0.00
4-300.13 SITE PLAN	250	1,000.00	1,000.00	0.00 (	750.00)	400.00
4-300.14 PUBLIC NUISANCE FEE	1,000	50.00	50.00	0.00	950.00	5.00
4-300.15 CODE ADMIN FEE	0	0.00	0.00	0.00	0.00	0.00
4-300.16 FIRE INSPECTIONS	1,000	250.00	250.00	0.00	750.00	25.00
4-300.17 SIDEWALK FEE IN LIEU OF	0	12,748.32	12,748.32	0.00 (	12,748.32)	0.00
4-304.00 DEVELOPMENT USE PERMITS	1,000	500.00	500.00	0.00	500.00	50.00
4-307.00 GARAGE SALE PERMITS	1,000	210.00	210.00	0.00	790.00	21.00
4-307.01 FOOD TRUCK PERMIT	500	0.00	0.00	0.00	500.00	0.00
TOTAL DEVELOPMENT SERVICES	151,750	33,181.11	33,181.11	0.00	118,568.89	21.87
<u>CITY UTILITIES</u>						
4-400.00 GARBAGE REVENUE	1,450,000	114,156.54	114,156.54	0.00	1,335,843.46	7.87
4-400.02 SOLID WASTE COLLECTION FE	0	0.00	0.00	0.00	0.00	0.00
4-401.00 PENALTIES	23,957	2,141.78	2,141.78	0.00	21,815.38	8.94
4-402.00 YARD WASTE TIPPING FEES	500	25.00	25.00	0.00	475.00	5.00
4-403.00 SALE COMPOST	500	0.00	0.00	0.00	500.00	0.00
4-404.00 STREET AND DRAINAGE FEE	555,000	51,501.35	51,501.35	0.00	503,498.65	9.28
4-404.01 STREET CUTS	1,000	0.00	0.00	0.00	1,000.00	0.00
4-404.02 STREET PENALTIES	4,000	975.06	975.06	0.00	3,024.94	24.38
TOTAL CITY UTILITIES	2,034,957	168,799.73	168,799.73	0.00	1,866,157.43	8.30
<u>LIBRARY</u>						
4-500.00 LIBRARY INCOME	25,000	661.70	661.70	0.00	24,338.30	2.65
4-500.01 LIBRARY DONATIONS	500	0.00	0.00	0.00	500.00	0.00
4-500.02 SUMMER READING PROGRAM	500	0.00	0.00	0.00	500.00	0.00
4-500.03 LIBRARY MEMORIALS	500	0.00	0.00	0.00	500.00	0.00
4-500.04 BOOK SALE	500	86.75	86.75	0.00	413.25	17.35
4-500.05 FARMERS MARKET REV	1,100	160.00	160.00	0.00	940.00	14.55
4-500.06 SUMMER CAMPS	200	0.00	0.00	0.00	200.00	0.00
4-500.07 TOTE BAGS	100	10.00	10.00	0.00	90.00	10.00
TOTAL LIBRARY	28,400	918.45	918.45	0.00	27,481.55	3.23

CITY OF NAVASOTA
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100-GENERAL
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
PUBLIC SAFETY						
4-600.00	PD EVENT REVENUE	0	0.00	0.00	0.00	0.00
4-601.00	PD SPECIAL FUND-FED	0	0.00	0.00	0.00	0.00
4-602.00	PD SPECIAL SEIZURE	0	0.00	0.00	0.00	0.00
4-603.00	PD DONATION	0	0.00	0.00	0.00	0.00
4-603.01	BLUE SANTA TRANSFER FROM	4,335	0.00	0.00	4,335.00	0.00
4-604.00	PD SRO PROGRAM	102,000	5,274.70	5,274.70	96,725.30	5.17
4-605.00	PD LEOSE ALLOCATION	1,000	0.00	0.00	1,000.00	0.00
4-606.00	ANIMAL SHELTER FEES	6,000	0.00	0.00	6,000.00	0.00
4-606.01	ANIMAL SHELTER DONATIONS	1,500	0.00	0.00	1,500.00	0.00
4-607.00	BULLET PROOF VEST REIMB	0	0.00	0.00	0.00	0.00
4-608.00	SEXUAL ASSAULT EXAM REIMB	0	0.00	0.00	0.00	0.00
4-609.00	PD RECORDS	1,000	231.00	231.00	769.00	23.10
4-650.00	FIRE BURN PERMITS	1,000	0.00	0.00	1,000.00	0.00
4-651.00	FIRE INTERLOCAL W/COUNTY	93,000	0.00	0.00	93,000.00	0.00
4-653.00	FIRE VOLUNTARY DONATION	7,688	524.00	524.00	7,163.82	6.82
TOTAL PUBLIC SAFETY		217,523	6,029.70	6,029.70	211,493.12	2.77
TOURISM						
4-700.00	TOURISM SPECIAL EVENTS RE	500	0.00	0.00	500.00	0.00
4-700.01	TEXAS BIRTHDAY BASH DONAT	0	0.00	0.00	0.00	0.00
4-700.02	TEXAS BIRTHDAY BASH SPONO	30,000	0.00	0.00	30,000.00	0.00
4-700.03	TEXAS BIRTHDAY BASH VENDO	7,000	0.00	0.00	7,000.00	0.00
4-700.04	TEXAS BIRTHDAY BASH REVEN	50,000	0.00	0.00	50,000.00	0.00
4-701.00	SUMMER CONCERT SERIES REV	0	0.00	0.00	0.00	0.00
4-701.01	SUMMER CONCERT SERIES DON	0	0.00	0.00	0.00	0.00
4-701.02	SUMMER CONCERT SERIES SPO	300	0.00	0.00	300.00	0.00
4-702.00	HOME FOR HOLIDAYS REVENUE	0	0.00	0.00	0.00	0.00
4-702.01	HOME FOR HOLIDAYS DONATIO	0	0.00	0.00	0.00	0.00
4-702.02	HOME FOR HOLIDAYS SPONSOR	300	0.00	0.00	300.00	0.00
4-703.00	FREEDOM FEST REVENUE	0	0.00	0.00	0.00	0.00
4-703.01	FREEDOM FEST DONATIONS	0	0.00	0.00	0.00	0.00
4-703.02	FREEDOM FEST SPONSORS	10,000	0.00	0.00	10,000.00	0.00
4-704.00	HORLOCK HOUSE DONATIONS	0	0.00	0.00	0.00	0.00
4-704.01	HORLOCK HOUSE REVENUE	0	0.00	0.00	0.00	0.00
4-705.00	TOURISM REIMB FROM HOTEL	400,000	0.00	0.00	400,000.00	0.00
TOTAL TOURISM		498,100	0.00	0.00	498,100.00	0.00
PARKS AND REC						
4-800.01	KID FISH	1,000	0.00	0.00	1,000.00	0.00
4-800.02	MUNICIPAL POOL	6,000	0.00	0.00	6,000.00	0.00
4-800.04	SOFTBALL RENTAL FEES	500	0.00	0.00	500.00	0.00
4-800.05	KNB DONATIONS	3,000	0.00	0.00	3,000.00	0.00
4-800.06	LITTLE LEAGUE FEES	6,000	0.00	0.00	6,000.00	0.00
4-800.07	YOUTH FOOTBALL FEES	1,000	0.00	0.00	1,000.00	0.00
4-800.08	YOUTH SOCCER LEAGUE FEES	500	0.00	0.00	500.00	0.00
4-800.09	SWIM TEAM LEAGUE FEES	1,500	0.00	0.00	1,500.00	0.00
4-800.10	PAVILLION RENTAL FEES	2,500	225.00	225.00	2,275.00	9.00
4-800.11	POOL RENTAL FEES	1,500	0.00	0.00	1,500.00	0.00

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100-GENERAL
FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
4-800.12	SWIM LESSONS	4,000	0.00	0.00	0.00	4,000.00	0.00
4-800.13	VENDING MACHINE REVENUE	3,000	285.50	285.50	0.00	2,714.50	9.52
4-800.14	REC CENTER RENTALS	30,000	2,280.00	2,280.00	0.00	27,720.00	7.60
4-800.15	PARK RENTAL FEE	2,000	0.00	0.00	0.00	2,000.00	0.00
4-800.16	VOLUNTARY PARK DONATIONS	7,000	519.00	519.00	0.00	6,481.00	7.41
4-800.17	GRACE PARK FUND	2,000	0.00	0.00	0.00	2,000.00	0.00
4-800.18	BLINN WORKFORCE CLASS	250	0.00	0.00	0.00	250.00	0.00
4-800.20	SWIM PASSES	300	0.00	0.00	0.00	300.00	0.00
4-800.21	PARK AND REC SPONSORS	0	0.00	0.00	0.00	0.00	0.00
4-850.00	AIRPORT LEASE AGREEMENTS	15,000	4,578.50	4,578.50	0.00	10,421.50	30.52
4-850.02	AIRPORT FUEL	2,000	797.05	797.05	0.00	1,202.95	39.85
	TOTAL PARKS AND REC	89,050	8,685.05	8,685.05	0.00	80,364.95	9.75
<u>MISCELLANEOUS</u>							
4-903.00	SALE OF SALVAGE	5,000	0.00	0.00	0.00	5,000.00	0.00
4-903.01	SALE OF PROPERTY	300,000	0.00	0.00	0.00	300,000.00	0.00
4-913.00	MISC. INCOME	15,000	477.46	477.46	0.00	14,522.54	3.18
4-913.05	ADCOM CC CUST FEES	5,000	497.94	497.94	0.00	4,502.06	9.96
4-913.07	SAFRON FINGER PRINT RENT	0	225.00	225.00	0.00	225.00	0.00
4-950.03	AIRPORT RAMP GRANT	10,000	0.00	0.00	0.00	10,000.00	0.00
4-999.00	TFR. FROM OTHER FUNDS	214,369	0.00	0.00	0.00	214,369.00	0.00
4-999.01	TRANSFER FROM RESERVES	1,200,000	0.00	0.00	0.00	1,200,000.00	0.00
4-999.02	TRANSFER FROM AIRPORT ACC	292,618	0.00	0.00	0.00	292,618.00	0.00
	TOTAL MISCELLANEOUS	2,041,987	1,200.40	1,200.40	0.00	2,040,786.60	0.06
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TOTAL REVENUE		12,775,264	573,335.42	573,335.42	0.00	12,201,928.23	4.49

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
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200-WATER FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	11,000	1,317.29	1,317.29	0.00	9,682.71	11.98
CITY UTILITIES	2,110,000	220,943.69	220,943.69	0.00	1,889,056.31	10.47
MISCELLANEOUS	2,000	410.07	410.07	0.00	1,589.93	20.50
TOTAL REVENUES	2,123,000	222,671.05	222,671.05	0.00	1,900,328.95	10.49
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	9,000	878.43	878.43	0.00	8,121.57	9.76
4-120.01 INVESTMENT ADJUST TO MARK	2,000	438.86	438.86	0.00	1,561.14	21.94
4-155.00 INSURANCE RECOVERY	0	0.00	0.00	0.00	0.00	0.00
TOTAL TAXES AND OTHER GOVERNMT	11,000	1,317.29	1,317.29	0.00	9,682.71	11.98
<u>CITY UTILITIES</u>						
4-400.00 METERED SALES	2,000,000	208,856.77	208,856.77	0.00	1,791,143.23	10.44
4-401.00 PENALTIES	28,000	4,034.42	4,034.42	0.00	23,965.58	14.41
4-402.00 SERVICE CHARGES	55,000	6,402.50	6,402.50	0.00	48,597.50	11.64
4-403.00 NEW SERVICES TAP FEES	7,000	0.00	0.00	0.00	7,000.00	0.00
4-409.00 WATER METERS	20,000	1,650.00	1,650.00	0.00	18,350.00	8.25
TOTAL CITY UTILITIES	2,110,000	220,943.69	220,943.69	0.00	1,889,056.31	10.47
<u>MISCELLANEOUS</u>						
4-913.00 MISCELLANEOUS INCOME	2,000	410.07	410.07	0.00	1,589.93	20.50
4-914.00 OVERAGE/SHORTAGE	0	0.00	0.00	0.00	0.00	0.00
4-918.00 CAPITAL CONTRIBUTION	0	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	2,000	410.07	410.07	0.00	1,589.93	20.50
TOTAL REVENUE	2,123,000	222,671.05	222,671.05	0.00	1,900,328.95	10.49

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
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210-UTILITY CAPITAL IMP
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	0	136.32	136.32	0.00 (	136.32)	0.00
DEVELOPMENT SERVICES	<u>410,000</u>	<u>26,653.73</u>	<u>26,653.73</u>	<u>0.00</u>	<u>383,346.27</u>	<u>6.50</u>
TOTAL REVENUES	410,000	26,790.05	26,790.05	0.00	383,209.95	6.53
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST INCOME	0	277.91	277.91	0.00 (	277.91)	0.00
4-120.01 INVESTMENT ADJUST TO MARK	0 (	141.59)	141.59)	0.00	141.59	0.00
TOTAL TAXES AND OTHER GOVERNMT	0	136.32	136.32	0.00 (	136.32)	0.00
<u>DEVELOPMENT SERVICES</u>						
4-305.00 UTILITY CAPITAL IMPR FEE	<u>410,000</u>	<u>26,653.73</u>	<u>26,653.73</u>	<u>0.00</u>	<u>383,346.27</u>	<u>6.50</u>
TOTAL DEVELOPMENT SERVICES	410,000	26,653.73	26,653.73	0.00	383,346.27	6.50
TOTAL REVENUE	410,000	26,790.05	26,790.05	0.00	383,209.95	6.53

*** END OF REPORT ***

CITY OF NAVASOTA
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300-GAS FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	14,000	754.52	754.52	0.00	13,245.48	5.39
CITY UTILITIES	2,458,000	199,706.61	199,706.61	0.00	2,258,293.39	8.12
MISCELLANEOUS	300,000	412.39	412.39	0.00	299,587.61	0.14
TOTAL REVENUES	2,772,000	200,873.52	200,873.52	0.00	2,571,126.48	7.25
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	12,000	698.47	698.47	0.00	11,301.53	5.82
4-120.01 INVESTMENT ADJUST TO MARK	2,000	56.05	56.05	0.00	1,943.95	2.80
TOTAL TAXES AND OTHER GOVERNMT	14,000	754.52	754.52	0.00	13,245.48	5.39
<u>CITY UTILITIES</u>						
4-400.00 METERED SALES	2,400,000	194,904.83	194,904.83	0.00	2,205,095.17	8.12
4-401.00 PENALTIES	20,000	794.09	794.09	0.00	19,205.91	3.97
4-402.00 SERVICE CHARGES	3,000	12.50	12.50	0.00	2,987.50	0.42
4-403.00 NEW SERVICES - TAPS	20,000	0.00	0.00	0.00	20,000.00	0.00
4-410.00 GAS METERS & REGULATORS	15,000	3,995.19	3,995.19	0.00	11,004.81	26.63
4-412.00 EXTENSION OF LINES	0	0.00	0.00	0.00	0.00	0.00
TOTAL CITY UTILITIES	2,458,000	199,706.61	199,706.61	0.00	2,258,293.39	8.12
<u>MISCELLANEOUS</u>						
4-901.01 INT. INC. JR. LIEN REVENUE	0	412.39	412.39	0.00	412.39	0.00
4-913.00 MISCELLANEOUS INCOME	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	300,000	0.00	0.00	0.00	300,000.00	0.00
TOTAL MISCELLANEOUS	300,000	412.39	412.39	0.00	299,587.61	0.14
TOTAL REVENUE	2,772,000	200,873.52	200,873.52	0.00	2,571,126.48	7.25

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

400-SEWER FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	10,500	1,183.13	1,183.13	0.00	9,316.87	11.27
CITY UTILITIES	1,622,000	133,946.73	133,946.73	0.00	1,488,053.27	8.26
MISCELLANEOUS	515,000	0.00	0.00	0.00	515,000.00	0.00
TOTAL REVENUES	2,147,500	135,129.86	135,129.86	0.00	2,012,370.14	6.29
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	8,500	785.45	785.45	0.00	7,714.55	9.24
4-120.01 INVESTMENT ADJUST TO MARK	2,000	397.68	397.68	0.00	1,602.32	19.88
TOTAL TAXES AND OTHER GOVERNMT	10,500	1,183.13	1,183.13	0.00	9,316.87	11.27
<u>CITY UTILITIES</u>						
4-401.00 PENALTIES	20,000	2,402.31	2,402.31	0.00	17,597.69	12.01
4-403.00 NEW SERVICES TAP FEES	2,000	0.00	0.00	0.00	2,000.00	0.00
4-404.00 SEWER REVENUE	1,600,000	131,544.42	131,544.42	0.00	1,468,455.58	8.22
TOTAL CITY UTILITIES	1,622,000	133,946.73	133,946.73	0.00	1,488,053.27	8.26
<u>MISCELLANEOUS</u>						
4-999.01 TRANSFER FROM RESERVES	515,000	0.00	0.00	0.00	515,000.00	0.00
TOTAL MISCELLANEOUS	515,000	0.00	0.00	0.00	515,000.00	0.00
TOTAL REVENUE	2,147,500	135,129.86	135,129.86	0.00	2,012,370.14	6.29

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

520-CEMETERY PERMANENT FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	3,000	632.64	632.64	0.00	2,367.36	21.09
MISCELLANEOUS	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL REVENUES	3,000	632.64	632.64	0.00	2,367.36	21.09
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	3,000	241.40	241.40	0.00	2,758.60	8.05
4-120.01 INVESTMENT ADJUST TO MARK	<u>0</u>	<u>391.24</u>	<u>391.24</u>	<u>0.00</u>	<u>(391.24)</u>	<u>0.00</u>
TOTAL TAXES AND OTHER GOVERNMT	3,000	632.64	632.64	0.00	2,367.36	21.09
<u>MISCELLANEOUS</u>						
4-999.00 TFR. FROM OTHER FUNDS	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUE	3,000	632.64	632.64	0.00	2,367.36	21.09

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

525-CEMETERY OPERATING FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	2,000	247.71	247.71	0.00	1,752.29	12.39
CITY UTILITIES	31,000	9,800.00	9,800.00	0.00	21,200.00	31.61
MISCELLANEOUS	32,000	0.00	0.00	0.00	32,000.00	0.00
TOTAL REVENUES	65,000	10,047.71	10,047.71	0.00	54,952.29	15.46
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	2,000	96.31	96.31	0.00	1,903.69	4.82
4-120.01 INVESTMENT ADJUST TO MARK	0	151.40	151.40	0.00	(151.40)	0.00
TOTAL TAXES AND OTHER GOVERNMT	2,000	247.71	247.71	0.00	1,752.29	12.39
<u>CITY UTILITIES</u>						
4-400.00 SALE OF LOT	3,000	10.00	10.00	0.00	2,990.00	0.33
4-400.01 STREET & MONUMENT RESTORE	18,000	8,615.00	8,615.00	0.00	9,385.00	47.86
4-400.02 PERPETUAL CARE	10,000	650.00	650.00	0.00	9,350.00	6.50
4-400.03 GRAVE MARKING	0	400.00	400.00	0.00	(400.00)	0.00
4-400.04 MONUMENT MARKING	0	125.00	125.00	0.00	(125.00)	0.00
4-400.05 DEED TRANSFER FEE	0	0.00	0.00	0.00	0.00	0.00
TOTAL CITY UTILITIES	31,000	9,800.00	9,800.00	0.00	21,200.00	31.61
<u>MISCELLANEOUS</u>						
4-907.03 CEMETERY DEED TRANSFER FE	0	0.00	0.00	0.00	0.00	0.00
4-907.06 GRAVE DIGGING	0	0.00	0.00	0.00	0.00	0.00
4-999.00 TFR. FROM OTHER FUNDS	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	32,000	0.00	0.00	0.00	32,000.00	0.00
TOTAL MISCELLANEOUS	32,000	0.00	0.00	0.00	32,000.00	0.00
TOTAL REVENUE	65,000	10,047.71	10,047.71	0.00	54,952.29	15.46

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

530-BOARD OF FIREMAN SERVICE
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	0	4.55	4.55	0.00 (	4.55)	0.00
MISCELLANEOUS	<u>700</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>700.00</u>	<u>0.00</u>
TOTAL REVENUES	700	4.55	4.55	0.00	695.45	0.65
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	0	4.55	4.55	0.00 (	4.55)	0.00
TOTAL TAXES AND OTHER GOVERNMT	<u>0</u>	<u>4.55</u>	<u>4.55</u>	<u>0.00</u> (	<u>4.55)</u>	<u>0.00</u>
<u>MISCELLANEOUS</u>						
4-913.00 MISC INCOME	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	<u>700</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>700.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	<u>700</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>700.00</u>	<u>0.00</u>
TOTAL REVENUE	700	4.55	4.55	0.00	695.45	0.65

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

540-GRANT FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>REVENUE SUMMARY</u>						
LIBRARY	3,558,500	75.00	75.00	0.00	3,558,425.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	3,558,500	75.00	75.00	0.00	3,558,425.00	0.00
<u>LIBRARY</u>						
4-510.00 WATER PRODUCTION GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-511.00 WATER DISTRIBUTION GRANTS	100,000	0.00	0.00	0.00	100,000.00	0.00
4-513.00 GAS DISTRIBUTION GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-515.00 WASTEWATER TREATMENT GRAN	0	0.00	0.00	0.00	0.00	0.00
4-516.00 SEWER COLLECTIONS GRANT	100,000	0.00	0.00	0.00	100,000.00	0.00
4-550.00 EDC GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-560.00 STREET GRANTS	3,280,000	0.00	0.00	0.00	3,280,000.00	0.00
4-563.00 PARKS GRANTS	50,000	0.00	0.00	0.00	50,000.00	0.00
4-566.00 AIRPORT GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-567.00 PD GRANT REIMBURSEMENT	5,000	0.00	0.00	0.00	5,000.00	0.00
4-567.01 COPS GRANT-TXR-2008062500	0	0.00	0.00	0.00	0.00	0.00
4-567.02 DOJ BULLETPROOF VEST PART	1,500	0.00	0.00	0.00	1,500.00	0.00
4-567.03 RECOVERY GRANT 2009SBB908	0	0.00	0.00	0.00	0.00	0.00
4-568.00 FIRE GRANT REIMBURSEMENT	5,000	0.00	0.00	0.00	5,000.00	0.00
4-568.01 SHSP GRANT	5,000	0.00	0.00	0.00	5,000.00	0.00
4-581.00 LIBRARY GRANTS	2,000	0.00	0.00	0.00	2,000.00	0.00
4-586.00 PW GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-587.00 KNB GRANTS	5,000	0.00	0.00	0.00	5,000.00	0.00
4-589.00 AMERICAN RESCUE	0	0.00	0.00	0.00	0.00	0.00
4-591.00 REC CENTER GRANTS	5,000	75.00	75.00	0.00	4,925.00	1.50
4-592.00 TOURISM GRANTS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LIBRARY	3,558,500	75.00	75.00	0.00	3,558,425.00	0.00
<u>MISCELLANEOUS</u>						
4-999.00 TRASNFER IN	0	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUE	3,558,500	75.00	75.00	0.00	3,558,425.00	0.00

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

550-ECONOMIC DEVELOPMENT
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	155,500	14,447.76	14,447.76	0.00	141,052.24	9.29
MISCELLANEOUS	<u>536,000</u>	<u>2,500.00</u>	<u>2,500.00</u>	<u>0.00</u>	<u>533,500.00</u>	<u>0.47</u>
TOTAL REVENUES	691,500	16,947.76	16,947.76	0.00	674,552.24	2.45
<u>TAXES AND OTHER GOVERNMT</u>						
4-105.01 EDC PORTION OF SALES TAX	155,500	14,393.67	14,393.67	0.00	141,106.33	9.26
4-105.02 EDC LOAN REPAYMENT	0	0.00	0.00	0.00	0.00	0.00
4-120.00 INTEREST	<u>0</u>	<u>54.09</u>	<u>54.09</u>	<u>0.00</u>	<u>(54.09)</u>	<u>0.00</u>
TOTAL TAXES AND OTHER GOVERNMT	155,500	14,447.76	14,447.76	0.00	141,052.24	9.29
<u>MISCELLANEOUS</u>						
4-913.00 MISC. INCOME	10,000	2,500.00	2,500.00	0.00	7,500.00	25.00
4-999.01 TRANSFER FRO RESERVES	126,000	0.00	0.00	0.00	126,000.00	0.00
4-999.02 TRANSFER FROM BOND	<u>400,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>400,000.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	536,000	2,500.00	2,500.00	0.00	533,500.00	0.47
TOTAL REVENUE	691,500	16,947.76	16,947.76	0.00	674,552.24	2.45

*** END OF REPORT ***

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

777-PAYROLL IMPREST FUND
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
<u>TAXES AND OTHER GOVERNMT</u>						
4-150.00 INTEREST	0	0.00	0.00	0.00	0.00	0.00
TOTAL TAXES AND OTHER GOVERNMT	0	0.00	0.00	0.00	0.00	0.00
<u>MISCELLANEOUS</u>						
4-913.00 MISC INCOME	0	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUE	0	0.00	0.00	0.00	0.00	0.00

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

905-CAPITAL PROJECTS
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	0	1,694.87	1,694.87	0.00	(1,694.87)	0.00
MISCELLANEOUS	<u>10,000,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>10,000,000.00</u>	<u>0.00</u>
TOTAL REVENUES	10,000,000	1,694.87	1,694.87	0.00	9,998,305.13	0.02
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	0	1,694.87	1,694.87	0.00	(1,694.87)	0.00
TOTAL TAXES AND OTHER GOVERNMT	<u>0</u>	<u>1,694.87</u>	<u>1,694.87</u>	<u>0.00</u>	<u>(1,694.87)</u>	<u>0.00</u>
<u>MISCELLANEOUS</u>						
4-900.00 BOND PROCEEDS	10,000,000	0.00	0.00	0.00	10,000,000.00	0.00
4-900.01 BOND PREMIUM	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
TOTAL MISCELLANEOUS	<u>10,000,000</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>10,000,000.00</u>	<u>0.00</u>
TOTAL REVENUE	10,000,000	1,694.87	1,694.87	0.00	9,998,305.13	0.02

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

930-HOTEL
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	141,000	9,967.56	9,967.56	0.00	131,032.44	7.07
TOTAL REVENUES	141,000	9,967.56	9,967.56	0.00	131,032.44	7.07
<u>TAXES AND OTHER GOVERNMT</u>						
4-106.00 HOTEL-MOTEL TAX	140,000	9,863.66	9,863.66	0.00	130,136.34	7.05
4-120.00 INTEREST	1,000	103.90	103.90	0.00	896.10	10.39
TOTAL TAXES AND OTHER GOVERNMT	141,000	9,967.56	9,967.56	0.00	131,032.44	7.07
TOTAL REVENUE	141,000	9,967.56	9,967.56	0.00	131,032.44	7.07

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

945-BOND FUND GEN OBLIGATION
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	0	159.80	159.80	0.00	(159.80)	0.00
CITY UTILITIES	0	0.00	0.00	0.00	0.00	0.00
LIBRARY	375,550	0.00	0.00	0.00	375,550.00	0.00
MISCELLANEOUS	874,593	499,000.00	499,000.00	0.00	375,593.00	57.06
TOTAL REVENUES	1,250,143	499,159.80	499,159.80	0.00	750,983.20	39.93
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	0	159.80	159.80	0.00	(159.80)	0.00
TOTAL TAXES AND OTHER GOVERNMT	0	159.80	159.80	0.00	(159.80)	0.00
<u>CITY UTILITIES</u>						
4-410.00 CURRENT TAXES	0	0.00	0.00	0.00	0.00	0.00
TOTAL CITY UTILITIES	0	0.00	0.00	0.00	0.00	0.00
<u>LIBRARY</u>						
4-500.00 TFR. FROM GENERAL FUND	375,550	0.00	0.00	0.00	375,550.00	0.00
TOTAL LIBRARY	375,550	0.00	0.00	0.00	375,550.00	0.00
<u>MISCELLANEOUS</u>						
4-900.00 BOND PROCEEDS	0	0.00	0.00	0.00	0.00	0.00
4-900.01 BOND PREMIUM	0	0.00	0.00	0.00	0.00	0.00
4-913.00 MISCELLANEOUS INCOME	0	0.00	0.00	0.00	0.00	0.00
4-999.02 CONTRIBUTION FROM WATER	292,297	170,109.59	170,109.59	0.00	122,186.91	58.20
4-999.04 CONTRIBUTION FROM SEWER	292,297	170,109.59	170,109.59	0.00	122,186.91	58.20
4-999.05 CONTRIBUTION FROM UTILITY	290,000	158,780.82	158,780.82	0.00	131,219.18	54.75
TOTAL MISCELLANEOUS	874,593	499,000.00	499,000.00	0.00	375,593.00	57.06
TOTAL REVENUE	1,250,143	499,159.80	499,159.80	0.00	750,983.20	39.93

*** END OF REPORT ***

CITY OF NAVASOTA
REVENUE REPORT
AS OF: OCTOBER 31ST, 2021

970-FOUNDATION FOR COMM PROJ
FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
<u>REVENUE SUMMARY</u>						
TAXES AND OTHER GOVERNMT	2,500	5,008.85	5,008.85	0.00 (	2,508.85)	200.35
LIBRARY	3,000	0.00	0.00	0.00	3,000.00	0.00
TOTAL REVENUES	5,500	5,008.85	5,008.85	0.00	491.15	91.07
<u>TAXES AND OTHER GOVERNMT</u>						
4-120.00 INTEREST	500	8.85	8.85	0.00	491.15	1.77
4-190.00 GRACE PARK	0	0.00	0.00	0.00	0.00	0.00
4-190.01 DOWNTOWN REVTL	0	0.00	0.00	0.00	0.00	0.00
4-191.00 LIBRARY	0	0.00	0.00	0.00	0.00	0.00
4-192.00 DONATIONS	2,000	5,000.00	5,000.00	0.00 (	3,000.00)	250.00
TOTAL TAXES AND OTHER GOVERNMT	2,500	5,008.85	5,008.85	0.00 (	2,508.85)	200.35
<u>LIBRARY</u>						
4-567.00 PD BLUE SANTA	3,000	0.00	0.00	0.00	3,000.00	0.00
4-581.00 LIBRARY	0	0.00	0.00	0.00	0.00	0.00
4-594.00 UTILITY BILLING RELIEF	0	0.00	0.00	0.00	0.00	0.00
TOTAL LIBRARY	3,000	0.00	0.00	0.00	3,000.00	0.00
TOTAL REVENUE	5,500	5,008.85	5,008.85	0.00	491.15	91.07

*** END OF REPORT ***

*** END OF REPORT ***

ORDINANCE NO. 980-21

AN ORDINANCE OF THE CITY OF NAVASOTA, TEXAS FOR THE PURPOSE OF EXTENDING THE BOUNDARY LIMITS OF THE CITY OF NAVASOTA, TEXAS; PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 63.55 ACRES OF LAND, HEREINAFTER MORE SPECIFICALLY DESCRIBED, TO THE CITY OF NAVASOTA, TEXAS FOR ALL MUNICIPAL PURPOSES; FINDING THAT ALL NECESSARY AND REQUIRED LEGAL CONDITIONS HAVE BEEN SATISFIED; PROVIDING THAT SUCH AREA SHALL BECOME A PART OF THE CITY AND THAT THE INHABITANTS THEREOF, IF ANY, SHALL BE ENTITLED TO THE RIGHTS AND PRIVILEGES OF OTHER CITIZENS AND BE BOUND BY THE ACTS AND ORDINANCES NOW IN EFFECT AND TO BE HEREINAFTER ADOPTED; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Navasota, Texas is a Texas home-rule municipality as defined by the Texas Local Government Code; and

WHEREAS, the City Charter and Chapter 43 of the Texas Local Government Code, authorize the City of Navasota to annex territory in accordance with the procedures provided for therein; and

WHEREAS, the City of Navasota received a written request from the property owner requesting the annexation of the hereinafter described area; and

WHEREAS, the City desires to annex the area described hereinafter; and

WHEREAS, the hereinafter described area lies within the extraterritorial jurisdiction of the City of Navasota; and

WHEREAS, the area hereinafter described lies adjacent and contiguous to the present boundary limits of the City of Navasota; and

WHEREAS, notice of the appropriate public hearing was published in a newspaper having general circulation in the City of Navasota, Texas and on the City's website and the public hearing was conducted and held in accordance with applicable law; and

WHEREAS, the City of Navasota, Texas and the property owner negotiated and executed a Service Plan Agreement for the extension of municipal services into the area to be annexed; and

WHEREAS, all notices, publication and hearings have been duly given and held as required by law; and

WHEREAS, institution of annexation proceedings occurred within the period of time as prescribed by law;

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

Section 1. That the hereinafter described area of land is within the extraterritorial jurisdiction of, and is adjacent to and is contiguous to the present corporate limits of the City of Navasota, Texas, and the same is hereby, annexed to the City of Navasota, Texas for all municipal purposes and the corporate lines and limits of the City of Navasota, Texas are hereby extended to embrace the said area of land, which is described as follows:

All that certain 31.76 acre tract and a 31.79 acre tract of land in the James J. Whitesides Survey, A-62, Grimes County, Texas, being more particularly

described in Exhibit "A" attached hereto and incorporated herein for all purposes.

Section 2. That the inhabitants, if any, of the property hereby annexed to the City of Navasota, Texas shall be entitled to all the rights and privileges of said citizens of the City of Navasota, Texas, and shall be bound by the acts, ordinances, codes, resolutions and regulations of the City of Navasota, Texas.

Section 3. That the Service Plan Agreement which is attached hereto as Exhibit "B" is hereby incorporated herein as part of this Ordinance for all purposes.

Section 4. That the official map and boundaries of the City of Navasota, Texas, heretofore adopted and amended be and is hereby amended so as to include the aforementioned area as part of the City of Navasota, Texas.

Section 5. That the City Secretary is hereby directed and authorized to perform or cause to be performed all acts necessary to amend the official map of the City of Navasota, Texas to add the territory hereby annexed as required by law.

Section 6. That this Ordinance shall become effective after its passage.

Section 7. That the Mayor is hereby directed and authorized to file a certified copy of this Ordinance in the Office of the County Clerk, and to perform all other acts necessary to notify the appropriate entities of the City's annexation of territory by this Ordinance.

Section 8. If any section, subsection, sentence, phrase, word, paragraph or provision of this Ordinance be found to be illegal, invalid or unconstitutional or

if any portion of said property is incapable of being annexed by the City of Navasota, Texas, for any reason whatsoever, the adjudication shall not affect any other section, subsection, sentence, phrase, word, paragraph or provision of this Ordinance or the application of any other section, subsection, sentence, phrase, word, paragraph or provision of any other Ordinance of the City. The City Council declares that it would have adopted the valid portions and applications of this Ordinance and would have annexed the valid property without the invalid part, and as to this end the provisions of this Ordinance are declared to be severable.

Section 9. That the meetings at which this Ordinance was considered and enacted were open to the public as required by the Texas Open Meetings Act, and that notice of the time, place, and subject matter of the meetings was given as required by the Texas Open Meetings Act.

PASSED ON FIRST READING THIS THE 25th DAY OF OCTOBER, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

**PASSED ON SECOND AND FINAL READING THIS THE 8TH DAY OF
NOVEMBER, 2021.**

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

METES AND BOUNDS DESCRIPTION

of a

31.79 Acre Tract

James J. Whitesides Survey, A-62

Grimes County, Texas

December 14, 2016

All that certain tract or parcel of land lying and being situated in Grimes County, Texas, out of the James J. Whitesides Survey, Abstract No. 62, being all of a called 31.797 acre tract described in Probate Cause No. 6913, dated January 12, 1999 and recorded in Volume 137, Page 64 of the Probate Records of Grimes County, Texas, being the same tract as described in a Deed from Peter Pry, Jr. to Peter Pry, et ux (422/752), dated June 19, 1981, of record in Volume 422, Page 752 of the Real Property Records of Grimes County, Texas and more fully described by metes and bounds as follows:

COMMENCING at a found 3/8 inch iron rod, at the base of an 8 inch treated fence corner post and a x-tie fence corner post, for the Southerly Southwest corner of a called 27.979 acre tract as described in a Deed to Jeannine Rebecca Pry Knight (1413/844), an interior corner of a called 537.287 acre tract as described in a Deed to Pirtlaw Partners, Ltd. (1032/264) and same being the Southerly Southwest corner of a 31.76 acre tract surveyed this date;

THENCE N 86°58'38" E, 270.05 ft., along a generally fenced and North line of said 537.287 acre Pirtlaw tract (1032/264) and a South line of said 27.979 acre Knight tract (1413/844) to a found 3/8 inch iron rod, 1.5 ft. North of an old fence line, for its Southeast corner, the Southwest corner of the called 27.979 acre tract mentioned above and the **TRUE PLACE OF BEGINNING** of the tract of land herein described;

THENCE N 02°40'53" W, 4,172.37 ft., along the non fenced and East line of said 27.979 acre Knight tract (1413/844) and the West line of the called 31.797 acre tract mentioned above to their common corner in the North margin of Grimes County Road 424 (1226/208), in the South line of a called 1.476 acre tract as described in a Deed to Linda Torres (1494/176) and same being in the apparent North line of the James J. Whitesides Survey, A-62, from which a set 5/8 inch iron rod in the fenced and South margin of said road brs. S 02°40'53" E, 29.37 ft.;

THENCE N 87°03'07" E, 331.94 ft., along the partly fenced and North margin of Grimes County Road 424, the North line of the called 31.797 acre tract mentioned above and the South line of said 1.476 acre Torres tract (1494/176), the South line of Tract One, called 1.476 acres, and Tract Two, called 1.024 acres, as described in a Deed to Brian Torres (1606/361), the South line of Lot 2A and Lot 2B as described in a Deed to Eliseo Cortez, et ux (1423/347), said lots 2A and 2B being a part of the Replat of Harville Subdivision (1477/347) to the Northeast corner of the 31.797 acre tract mentioned above and the Northwest corner of a called 30.391 acre tract as described in a Deed to David Torres (898/299), from which a found 1/2 inch iron rod, 1.0 ft. West of a x-tie fence corner post and in the South margin of said road, brs. S 02°40'53" E, 29.30 ft.;

THENCE S 02°40'53" E, crossing over said road, along the generally fenced and East line of the called 31.797 acre tract mentioned above, the West line of said 30.391 acre Torres tract (898/299), the West line of a called 1.00 acre tract as described in a Deed to David Torres (898/299) and **PASSING** 2,084.81 ft. a found 1/2 inch iron rod, 1.8 ft. East of and 8 inch treated fence corner post for reference, and continuing for a **TOTAL DISTANCE** of 4,171.94 ft. to a found 3/8 inch iron rod, at the Southwest base of an 8 inch treated fence corner post, for the Southwest corner of said 30.391 acre Torres tract, the Southeast corner of the called 31.797 acre tract mentioned above and same being in the fenced and North line of said 537.287 acre Pirtlaw tract (1032/264);

METES AND BOUNDS DESCRIPTION

of a
31.76 Acre Tract
James J. Whitesides Survey, A-62
Grimes County, Texas
December 14, 2016

All that certain tract or parcel of land lying and being situated in Grimes County, Texas, out of the James J. Whitesides Survey, Abstract No. 62, being the all of the 2 tracts as described in a Deed from Jeannine Rebecca Pry Knight, Independent Administratrix to Jeannine Rebecca Pry, dated April 9, 2012, of record in Volume 1413, Page 844 of the Real Property Records of Grimes County, Texas, being all of the the same two tracts described as First Tract, called 27.979 acres and Second Tract, called 4.00 acres, as described in a Deed from Peter Pry, et ux to Peter Pry, Jr. dated June 19, 1981, of record in Volume 422, Page 748 of the Real Property Records of Grimes County, Texas and more fully described by metes and bounds as follows:

BEGINNING at a found 3/8 inch iron rod, at the base of an 8 inch treated fence corner post and a x-tie fence corner post, for the Southerly Southwest corner of the called 27.979 acre tract mentioned above, an interior corner of a called 537.287 acre tract as described in a Deed to Pirtlaw Partners, Ltd. (1032/264) and same being the Southerly Southwest corner of the tract of land herein described;

THENCE N 02°37'03" W, 2,670.21 ft., along an East line of said 537.287 acre Pirtlaw tract (1032/264) and a West line of the called 27.979 acre tract mentioned above (fence bows into subject tract at most 13 ft.) to a found 3/8 inch iron rod 2.2 ft. East of a 6 inch treated fence corner post, for a common corner;

THENCE S 89°23'13" W, 165.63 ft., along a fenced and common line of said 537.287 acre Pirtlaw tract (1032/264) and the called 27.979 acre tract mentioned above to a found 3/8 inch iron rod tied to the Southwest side of an 8 inch treated fence corner post for a common corner;

THENCE N 03°36'04" W, 694.99 ft., along a fenced and common line of said 537.287 acre Pirtlaw tract (1032/264) and the called 27.979 acre tract mentioned above to a found 3/8 inch iron rod, 1.6 ft. North of a x-tie fence corner post, for the called Northerly Northeast corner of said 537.287 acre Pirtlaw tract and the Southeast corner of a called 1.000 acre tract as described in a Deed to Remigio Casanova (601/106);

THENCE N 03°25'25" W, along the generally fenced and West line of the called 27.979 acre tract mentioned above and **PASSING** at 154.90 ft. a found 3/8 inch iron rod 0.96 ft. West of line for the called Northeast corner of said 1.000 acre Casanova tract (601/106) and the called Southeast corner of a called 0.9990 acre tract as described in a Deed to Missionary Baptist Church, Inc. (1017/329), **PASSING** at 312.68 ft. a found 5/8 inch iron rod, with cap "Carlomagno", 1.26 ft. West of line for its called Northeast corner and the occupied Southeast corner of First Tract as described in a Deed to Ralph Torres, Sr., et ux (377/262) and continuing for a **TOTAL DISTANCE** of 799.72 ft. to the Northwest corner of said 27.979 acre tract in the fenced and North margin of Grimes County Road 424 (1226/208), the apparent North line of the James Whitesides Survey, A-62 and same being in the South line of a called 3.00 acre tract as described in a Deed to Guarantee Body and Paint Shop, Inc. (531/663), from which a set 5/8 inch iron rod, at the Northeasterly base of a x-tie fence corner post in the South margin of said road brs. S 03°25'25" E, 30.00 ft. and a found automobile axle for the Southwest corner of said 3.00 acre Guarantee tract brs. S 86°50'20" W, 77.30 ft.;

THENCE N 86°50'20" E, 304.41 ft., along the fenced and North margin of Grimes County Road 424, the North line of the called 27.979 acre tract and 4.00 acre tracts mentioned above and the South line of said 3.00 acre

EXHIBIT "B"

Guarantee tract (531/663) to a found 1 inch angle iron, at the Southeast base of an 8 inch treated fence corner post, for its Southeast corner and the Southwest corner of a called 1.476 acre tract as described in a Deed to Linda Torres (1494/176);


THENCE N 87°03'07" E, 149.71 ft., along the non fenced and North margin of Grimes County Road 424, the North lines of the called 27.979 acre and 4.00 acre tracts mentioned above and the South line of said 1.476 acre Torres tract (1494/176) to the Northeast corner of said 27.979 acre tract and the Northwest corner of a called 31.797 acre tract vested in Bernice Pry Canatella, et al (137/64 - Probate Records, Cause No. 6913 & 422/752), from which a set 5/8 inch iron rod, in the fenced and South margin of said road, brs. S 02°40'53" E, 29.37 ft. and a found 1/2 inch iron rod for the Southeast corner of said Torres tract brs. N 87°03'07" E, S.42 ft.;

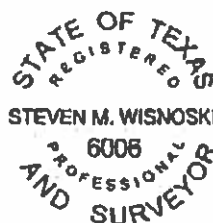
THENCE S 02°40'53" E, 4,172.37 ft., along the non fenced and West line of said 31.797 acre Canatella tract (137/64 - Probate) and the East line of the called 27.979 acre tract mentioned above to a found 3/8 inch iron rod, 1.5 ft. North of an old fence line, for its Southeast corner, the Southwest corner of said 31.797 acre tract and same being in a North line of said 537.287 acre Pirtlaw tract (1032/264);

THENCE S 86°58'38" W, 270.05 ft., along a generally fenced and North line of said 537.287 acre Pirtlaw tract (1032/264) and a South line of the called 27.979 acre tract mentioned above to the **PLACE OF BEGINNING** and containing 31.76 acres of land.

Basis of Bearings:

Grid North, State Plane Coordinate System of 1983, Central Zone.


Steven M. Wisnoski 12/14/2016
Registered Professional Land Surveyor
State of Texas No. 6006
Job #: 2016-11-23-03



"EXHIBIT B"

CITY OF NAVASOTA, TEXAS

ANNEXATION SERVICE PLAN AGREEMENT

Introduction:

Pursuant to the Local Government Code, Chapter 43, Section 43.0672, the City of Navasota has prepared this service plan agreement for the delivery of municipal services to the territory being proposed for annexation to the City. The area proposed for annexation consists of two tracts of land containing a total of 63.55 acres. The area proposed for annexation is located along the western city limits line. The annexation of these properties is requested by James C. Hassell, by a petition dated September 20, 2021. The property boundaries are contiguous with the existing city limits and are entirely within the City's extraterritorial jurisdiction (ETJ). There are no industrial businesses in this area. The land is Agricultural Open Space (AO) in all areas and is adjacent to the Pecan Lakes Estates Subdivision.

FOR SERVICES ON THE EFFECTIVE DATE OF ANNEXATION:

1. POLICE PROTECTION

The City of Navasota, Texas, and its Police Department will provide police protection to the newly annexed area at the same or similar level of service now being provided to other areas of the City of Navasota, Texas, with similar topography, land use and population density within the newly annexed area.

2. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The City of Navasota, Texas, is presently serviced by the Navasota Fire Department, which will provide fire protection and emergency medical services to the newly annexed tract at the same or similar level of service now being provided to other areas of the City of Navasota, Texas, with similar topography, land use and population density within the City.

3. SOLID WASTE COLLECTION

At the present time the City of Navasota, Texas, is using a franchised contractor for collection of solid waste and refuse within the city limits of the City of Navasota, Texas. Upon payment of any required deposits and the agreement to pay lawful service fees and charges, solid waste collection will be provided to citizens in the newly annexed area to the extent that the City's contractor has access to the area to be serviced.

4. MAINTENANCE OF WATER AND WASTE WATER FACILITIES

Any and all water and wastewater facilities owned or maintained by the City of Navasota, Texas, and situated in the area at the time of the proposed annexation shall continue to be

maintained by the City of Navasota, Texas. Any and all water facilities which may be acquired subsequent to the annexation of the proposed area shall be maintained by the City of Navasota, Texas, to the extent of its ownership. The now existing water and wastewater mains at their existing locations shall be available for point of use extension based upon the current City's standard water and wastewater extension policies now existing or as may be amended.

5. MAINTENANCE OF ROADS AND STREETS

The City Council of the City of Navasota, Texas, is not aware of the existence of any roads or streets now located in the area proposed for annexation. In the event any such roads or streets do exist and are public facilities owned by or dedicated to the City of Navasota, Texas, the City will maintain such areas to the same extent and degree that it maintains roads and streets and other similar facilities of the City of Navasota, Texas. Any and all roads or streets which have been dedicated to and accepted by the City of Navasota, Texas, or which are owned by the City of Navasota, Texas, shall be maintained to the same degree and extent that other roads and streets are maintained in areas with similar topography, land use and population density. Any and all lighting of road and streets which may be positioned in a right-of-way, roadway or utility company easement shall be maintained by the applicable utility company servicing the City of Navasota, Texas, pursuant to the rules, regulations and fees of such utility.

6. MAINTENANCE OF PARKS, PLAYGROUNDS AND SWIMMING POOLS

The City Council of the City of Navasota, Texas, is not aware of the existence of any parks, playgrounds or public swimming pools now located in the area proposed for annexation. In the event any such parks, playgrounds or swimming pools do exist and are public facilities, the City of Navasota, Texas, will maintain such areas to the same extent and degree that it maintains parks, playgrounds and swimming pools and other similar areas of the City now incorporated in the City of Navasota, Texas.

7. MAINTENANCE OF ANY PUBLICLY OWNED FACILITY, BUILDING OR MUNICIPAL SERVICE

The City Council of the City of Navasota, Texas, is not aware of the existence of any publicly owned facility, building or other municipal service now located in the area proposed for annexation. In the event any such publicly owned facility, building or municipal service does exist and are public facilities, the City of Navasota, Texas, will maintain such areas to the same extent and degree that it maintains publicly owned facilities, buildings or municipal services of the City now incorporated in the City of Navasota, Texas.

CONSTRUCTION OF ANY CAPITAL IMPROVEMENTS TO BEGIN WITHIN 2-1/2 YEARS:

1. POLICE PROTECTION, FIRE PROTECTION & SOLID WASTE COLLECTION

The City Council of the City of Navasota, Texas, finds and determines it to be unnecessary to acquire or construct any capital improvement within 2-1/2 years of the effective date of the annexation of the particular annexed area for the purposes of providing police protection, fire protection or solid waste collection. The City Council finds and determines that it has at the present time adequate facilities to provide the same type, kind and level of protection and service which is presently being administered to other areas already incorporated in the City of Navasota, Texas, with the same or similar topography, land use and population density.

2. WATER FACILITIES

For the next 2-1/2 years the City Council of the City of Navasota, Texas, believes that City water and wastewater mains exist for points of connection for serviceable extensions to provide water and wastewater service within the area to be annexed pursuant to the City's standard water extension policies now in existence or as may be amended by the City Council.

3. ROADS AND STREETS

Maintenance of properly dedicated roads and streets will be consistent with the maintenance provided by the City to other roads and streets in areas of similar topography, land use and population density.

4. MAINTENANCE OF PARKS, PLAYGROUNDS, AND SWIMMING POOLS, AND THE MAINTENANCE OF ANY OTHER PUBLICLY OWNED FACILITY, BUILDING OR SERVICE

To the extent that it becomes necessary because of development demands, population growth, and a bona fide need, the City Council of the City of Navasota, Texas, will undertake to provide any such facility which it deems necessary to adequately provide for the health and safety of the citizens of the newly incorporated area based upon the standard considerations of topography, land use and population density.

SPECIFIC FINDINGS

The City Council of the City of Navasota, Texas, finds and determines that this proposed Service Plan will not provide any fewer services, and it will not provide a lower level of service in the area proposed to be annexed than were in existence in the proposed area at the time immediately preceding the annexation process.

Furthermore, the City Council of the City of Navasota, Texas, finds and determines the nature of the area is characteristically different from other developed areas within the corporate limits of the City of Navasota, Texas. Consequently, because of the differing characteristics of topography, land use and population density, the service levels which may ultimately be provided in the newly annexed area may differ somewhat from services provided to other areas of the City of Navasota, Texas. These differences are specifically dictated because of differing characteristics of the property and the City of Navasota, Texas, will undertake to perform

consistent with this service plan so as to provide this newly annexed area with the same type, kind and quality of service presently enjoyed by the citizens of the City of Navasota, Texas, who reside in areas of similar topography, land use and population density.

APPROVED on this the 11th day of October 2021.

CITY OF NAVASOTA, TEXAS



BERT MILLER, MAYOR

ATTEST:



SUSIE M. HOMEYER, CITY SECRETARY



LAND OWNER



James C. Hassell

**CITY OF NAVASOTA
MISCELLANEOUS ITEMS**

1. PLANNING CALENDAR

AGENDA PLANNING CALENDAR

NOVEMBER 8, 2021 – **DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 10/25/2021**

1. Called to order
2. Invocation/Pledge of Allegiance
3. Remarks of visitors
4. Staff Report: (a) Introduction of new employees; (b) Update on Capital Improvements Project; (c) Library update; (d) Update on Transportation Alternatives Set-Aside (TA) Program Projects; (e) Economic update; (f) Treats on the Street results; (g) Arts Council quarterly report for September 2021; (h) Proclamation – Apprentice Week, Nov. 4-21, 2021; (i) Board and Commission update; and (j) Reports from staff and City Council
5. Public hearing – Conditional Use permit for 508 Peeples Street – place of worship
6. 1st reading of Ordinance No. 982-21, conditional use permit for 508 Peeples Street – place of worship
7. Public hearing to repair or demolish the structure located at 716 E. Washington
8. Order to repair or demolish the structure at 716 E. Washington
9. Approval of Amendment # 2 for the thoroughfare plan and pedestrian and bicycle plan
10. Final adoption of the thoroughfare plan and pedestrian and bicycle plan
11. Contract with Brannon Industrial Group and Brand It Graphic for 2022 TBB
12. 1st reading of Ordinance No. 981-21 - adopting 2021 International Building Codes
13. Resolution No. 703-21, financing agreement to purchase heavy equipment, vehicle and related equipment and a fire truck
14. Roof replace at Navasota Center
15. 1st reading of Ordinance No. 983-21, Tax Roll, Brazos County portion
16. 1st reading of Ordinance No. 984-21, Tax Roll, Grimes County portion
17. Resolution No. 704-21, casting ballot for the GCAD Board of Directors for 2022-2023
18. Appointment to Boards and Commissions
19. Consent agenda: (a) Minutes for the month of October 2021; (b) Expenditures for the month of October 2021; and (c) 2nd reading of Ordinance No. 980-21, requested annexation;
20. Adjourn

NOVEMBER 22, 2021 – **DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 11/08/2021**

1. Called to order
2. Invocation/Pledge of Allegiance
3. Remarks of visitors
4. Staff Report: (a) Board and Commission update; and (b) Reports from staff and City Council
5. Consent agenda: (a) 2nd reading of Ordinance No. 981-22, adopting 2021 International Building Codes; (b) 2nd reading of Ordinance No. 982-21, conditional use permit for 508 Peeples – place of worship; (c) 2nd reading of Ordinance No. 983-21, Tax Roll, Brazos County portion; and (d) 2nd reading of Ordinance No. 984-21, Tax Roll, Grimes County portion
6. Contract with Lions Club on use of building at August Horst Park for the Boy Scout Troop
7. Sign Ordinance revision – Crime Stopper Signs and other related signs
8. Gas Study
9. Contract with Republic Services
10. Adjourn

DECEMBER 13, 2021 – [DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 11/29/2021](#)

1. Called to order
2. Invocation/Pledge of Allegiance
3. Remarks of visitors
4. Staff Report: (a) Update on Capital Improvements Project; (b) Board and Commission update; and (c) Reports from staff and City Council
5. Consent agenda: (a) Minutes for the month of November 2021; and (b) Expenditures for the month of November 2021
6. Adjourn