

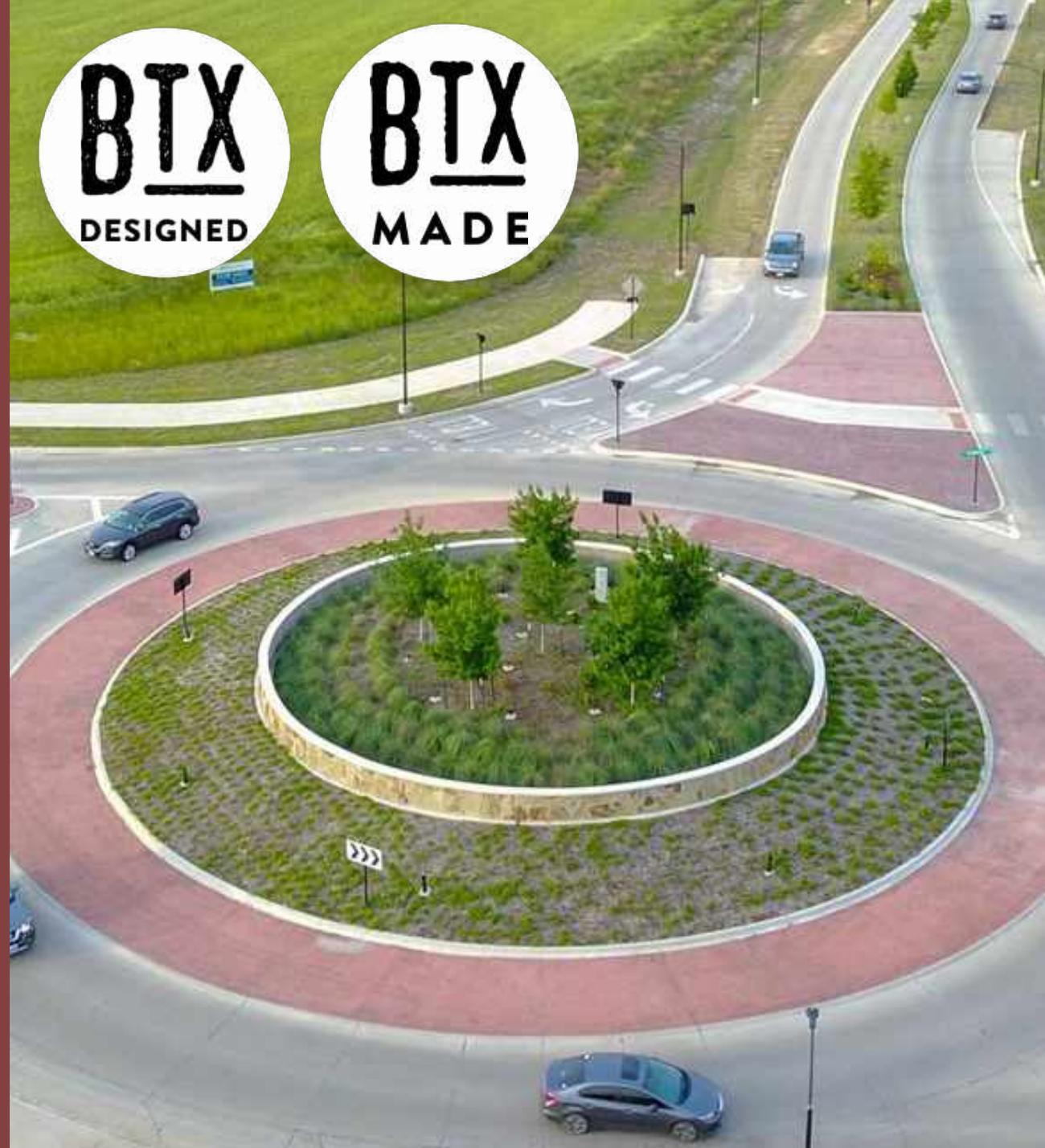
CAPITAL IMPROVEMENTS PROGRAM

2020-2024

AARON RUSSELL, PE - DIRECTOR OF PUBLIC WORKS

MARTIN AVILA, DIRECTOR OF FINANCE

PAUL MITCHELL, PE - ASST. DIRECTOR OF PUBLIC WORKS



CIP STAFF TEAM



BRYAN LANGLEY
City Manager



ROBERT RANC
Deputy City Manager



AARON RUSSELL
Public Works Director



PAUL MITCHELL
Asst. Director of Public Works



MICHELLE MCCULLOUGH
Asst. Director of Public Works



MARTIN AVILA
Finance Director

AGENDA

1 PLAN
DEVELOPMENT
PROCESS

2 GENERAL DEBT
SERVICE
FINANCIAL
OVERVIEW

3 PROJECT
SUMMARIES

4 IMPROVEMENT
CATEGORY
SUMMARY

5 5 - YEAR
CAPITAL
IMPROVEMENT
PLAN

6 DISCUSSION &
NEXT STEPS



PLAN DEVELOPMENT

PROJECT IDENTIFICATION

City Council & Public Input
Capacity, Maintenance, Beautification

COST ESTIMATION

Design, Construction, ROW, Staff, Maintenance

STAFF PRIORITIZATION

Immediate & Future Needs
Project & Funding Analysis

RECOMMENDATION

City Council

REFINE

City Council Feedback

FINAL APPROVAL

A blurred background image showing a group of people in a meeting or office setting, looking at documents or screens.

TYPICAL CIP

PROJECT COST = BOND SALE



FRUITS OF OUR LABOR



\$8,113,986

REALLOCATED

- Unwarranted Projects
- Development Related
- Project Timing

\$5,545,486

DORMANT FUNDS

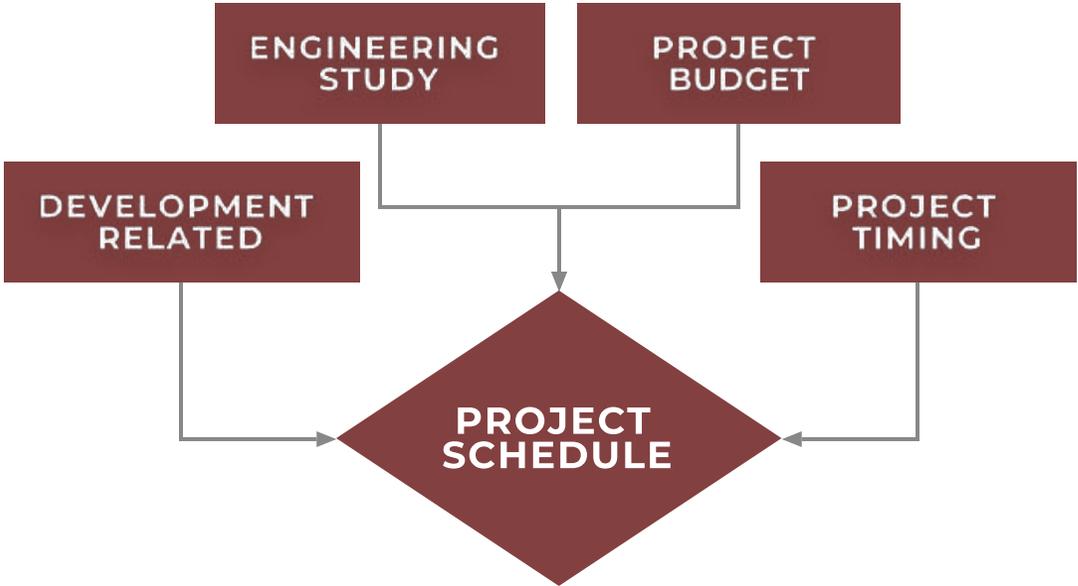
- Completed Projects
- Escrow Funds
- Traffic Safety Program

\$2,568,500

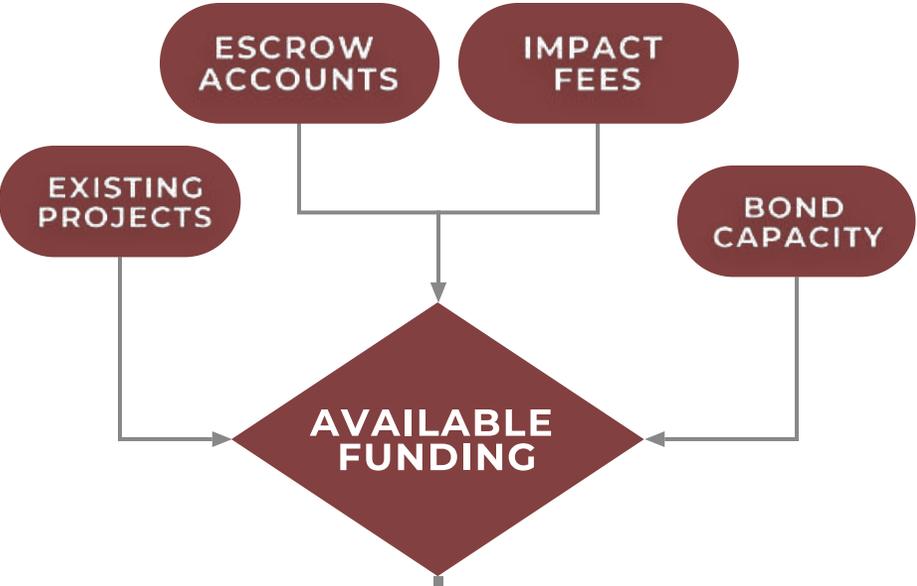
CAPITAL IMPROVEMENT PLAN CREATION



PROJECT ANALYSIS



AVAILABLE FUNDING ANALYSIS



PREVIOUS CAPITAL IMPROVEMENT PLAN

| PROJECT | 2019 | 2020 | 2021 | 2022 | 2023 | TOTAL |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| 174/Wilshire Widening | \$ 1,200,000 | | | | | \$ 1,200,000 |
| 174/Wilshire @ Hidden Creek | \$ 150,000 | \$ 600,000 | | | | \$ 750,000 |
| 174/Wilshire @ Renfro | \$ 377,285 | \$ 1,022,715 | | | | \$ 1,400,000 |
| 174/Wilshire at Gardens/ Summercrest | \$ 250,000 | \$ 750,000 | | | | \$ 1,000,000 |
| Alsbury @ John Jones | \$ 180,000 | \$ 720,000 | | | | \$ 900,000 |
| Animal Shelter Expansion | \$ 560,000 | | | | | \$ 560,000 |
| Annual Sidewalk | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 500,000 |
| Annual Street Rehab | \$ 825,000 | \$ 825,000 | \$ 825,000 | \$ 825,000 | \$ 825,000 | \$ 4,125,000 |
| Arrowood Extension | | | | \$ 1,000,000 | | \$ 1,000,000 |
| Candler Drive | \$ 1,800,000 | | | | | \$ 1,800,000 |
| Hurst Road Extension | | | | \$ 652,000 | \$ 2,528,000 | \$ 3,180,000 |
| I35W Street Lighting | | \$ 550,000 | | | | \$ 550,000 |
| Data/Network Center | | | \$ 275,000 | | | \$ 275,000 |
| Property Acquisition | | \$ 187,288 | \$ 156,860 | \$ 109,586 | \$ 203,563 | \$ 657,297 |
| Traffic Signal Improvements | \$ 200,000 | \$ 800,000 | | | | \$ 1,000,000 |
| West Hulen Ph 1 | \$ 1,620,000 | | \$ 6,480,000 | | | \$ 8,100,000 |
| Westside Linkage to 121 ROW ONLY | \$ 750,001 | \$ 873,554 | \$ 664,007 | \$ 93,027 | \$ 940,681 | \$ 3,321,270 |
| Wicker Hill Road | | \$ 500,000 | | \$ 1,500,000 | | \$ 2,000,000 |
| Hidden Vistas Signal | | \$ 300,000 | | | | \$ 300,000 |
| BHS Sidewalk | | \$ 350,000 | | | | \$ 350,000 |
| MTP Update | | \$ 250,000 | | | | \$ 250,000 |
| Fire Truck | | \$ 700,000 | | | | \$ 700,000 |
| Fire Station 2 | | \$ 128,000 | | | | \$ 128,000 |
| TOTAL | \$ 8,012,286 | \$ 8,656,557 | \$ 8,500,867 | \$ 4,279,613 | \$ 4,597,244 | \$ 34,046,567 |



EXISTING FUNDS

SH174/RENFRO RT. TURN LANE
SH174/SUMMERCREST RT. TURN LANE



PENDING STUDIES

DRAINAGE PROPERTY ACQUISITION
WESTSIDE LINKAGE ROW
WEST HULEN PHASE I



COMPLETED PROJECT

I-35 STREET LIGHTING

ADJUSTED PROJECTS

2020 Funding Impact

| PROJECT | ACTION | REASON | AMOUNT |
|---|------------|-----------------------------------|-------------|
| SH 174 / Renfro Right Turn Lane | Removed | Not Warranted - Engineering Study | \$1,022,715 |
| SH 174 / Summercrest Right Turn Lane | Removed | Not Warranted - Engineering Study | \$750,000 |
| I-35 Street Lights | Removed | TxDOT Installed Lights | \$550,000 |
| Floodplain Property Acquisition | Removed | Pending Drainage Study | \$87,288 |
| Westside Linkage to Chisolm Trail Parkway | Moved Back | Pending Mobility Plan | \$873,554 |
| | | SUBTOTAL | 3,283,557 |

BOTTOM LINE



MONEY TREE

\$8.1 MILLION

2020 BOND SALE

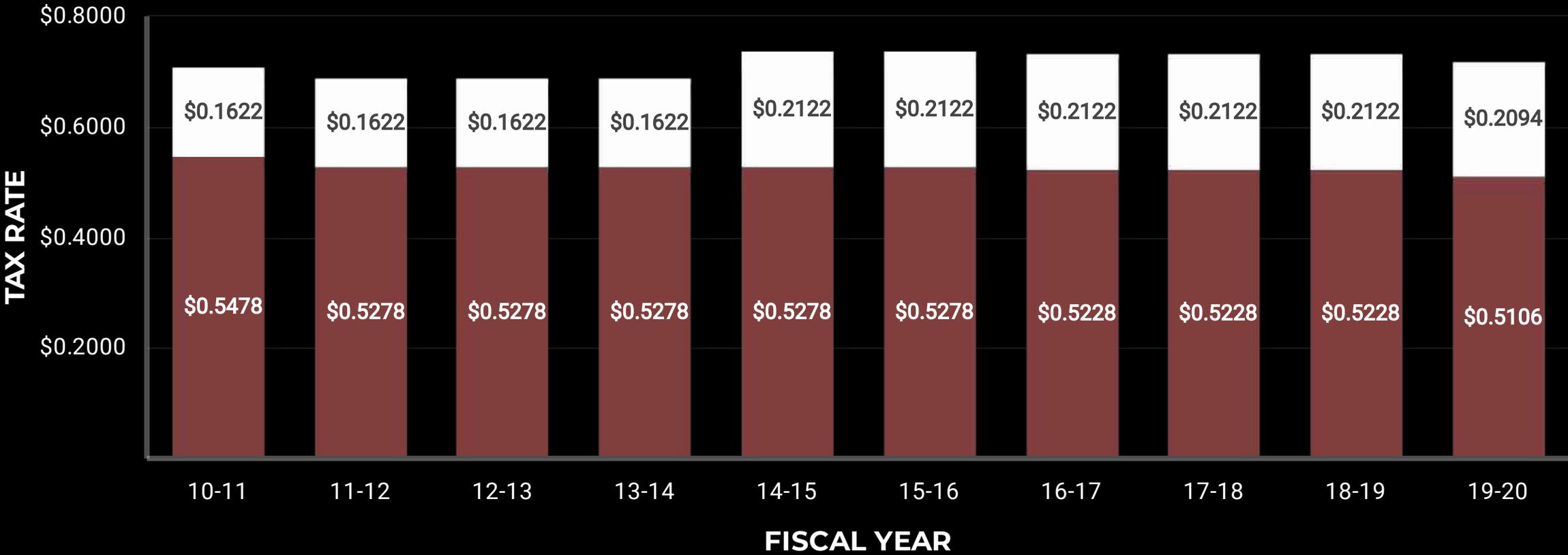
\$3.734 MILLION

PREVIOUS PLAN \$8.6M

GENERAL DEBT SERVICE FINANCIAL OVERVIEW



TAX RATE HISTORY



● Debt Rate ● GF Rate

TAX VALUES - DEBT TAX RATE

PRIOR YEAR ASSUMPTIONS

| | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY25 |
|---------------------------------|----------|----------|----------|----------|----------|------|
| Existing Appraised Value Growth | 12.05% | 3.0% | 3.0% | 3.0% | 3.0% | |
| New Construction | 2.8% | 2.8% | 2.8% | 2.8% | 2.8% | |
| Debt Tax Rate | \$0.2094 | \$0.2094 | \$0.2094 | \$0.2094 | \$0.2094 | |

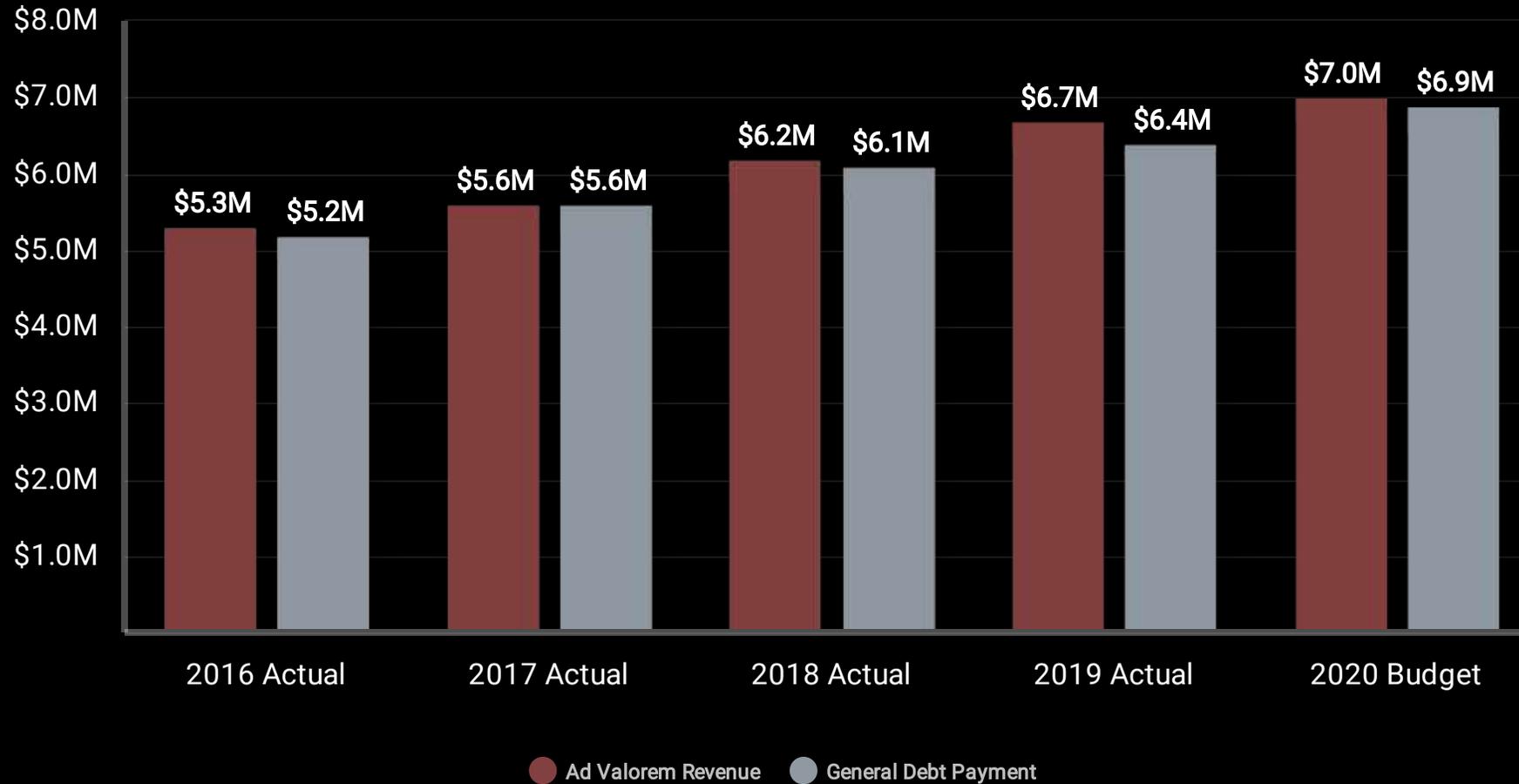
CURRENT ASSUMPTIONS

| | | | | | | |
|---------------------------------|----------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Existing Appraised Value Growth | 12.05% | 0.0% | 3.0% | 3.0% | 3.0% | 3.0% |
| New Construction | 2.8% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Debt Tax Rate | \$0.2094 | \$0.2063 | \$0.2063 | \$0.2063 | \$0.2063 | \$0.2063 |



PROPOSE 1/3 CENT REDUCTION IN DEBT SERVICE RATE

TAX REVENUE VS. DEBT SERVICE



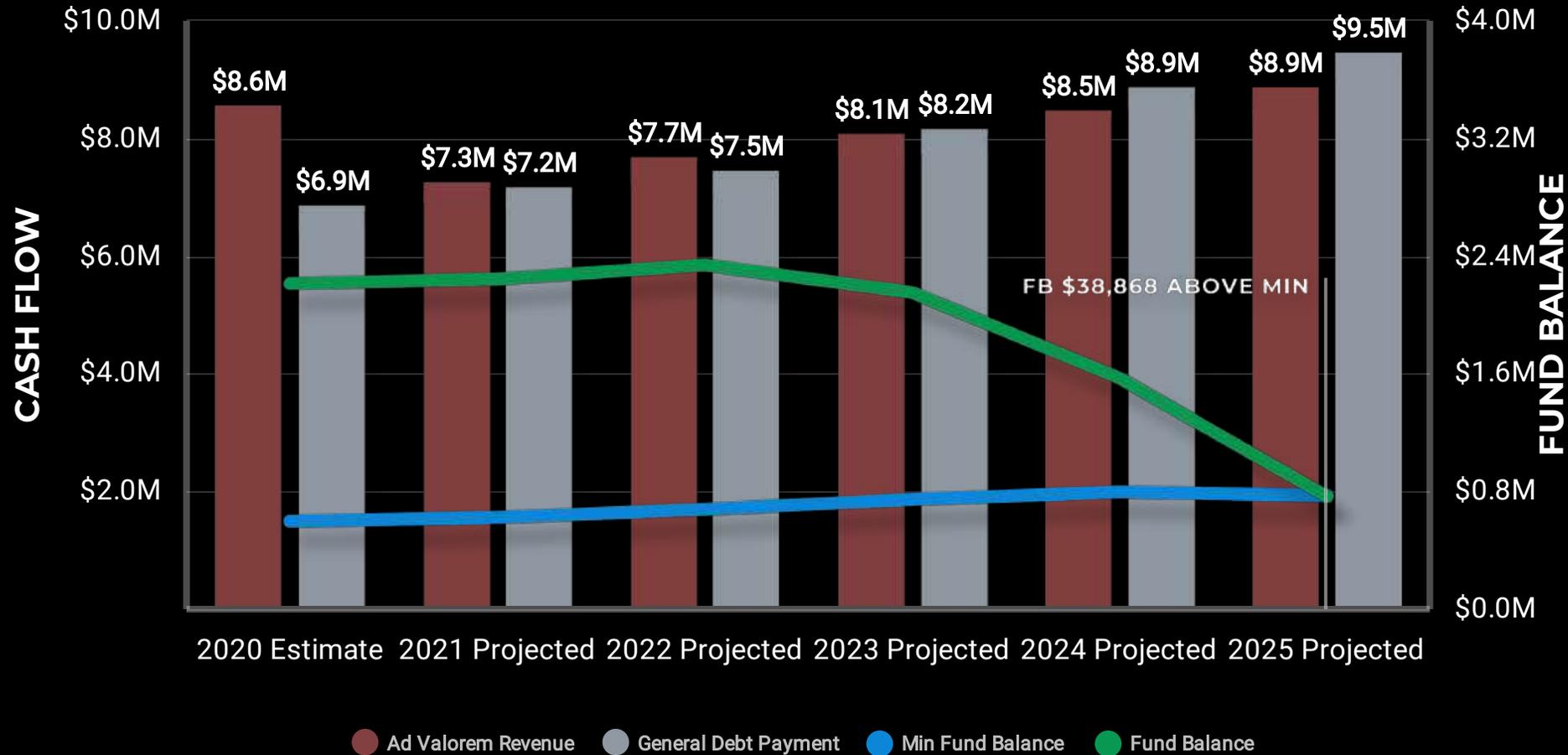
GENERAL DEBT SERVICE

- **IDENTIFIED 4A AND TIF SUPPORTED DEBT PAID WITH GENERAL DEBT TAX SUPPORTED REVENUES**
- **4A AND TIF REIMBURSE GENERAL DEBT SERVICE FOR A TOTAL OF \$1.4 MILLION**
 - 4A fund reimbursement - \$1,017,031
 - TIF Fund Reimbursement - \$390,827
- **AMOUNT WILL BE ADDED TO GENERAL DEBT SERVICE FUND BALANCE TO COVER FUTURE TAX SUPPORTED DEBT**

GENERAL DEBT SERVICE FUND

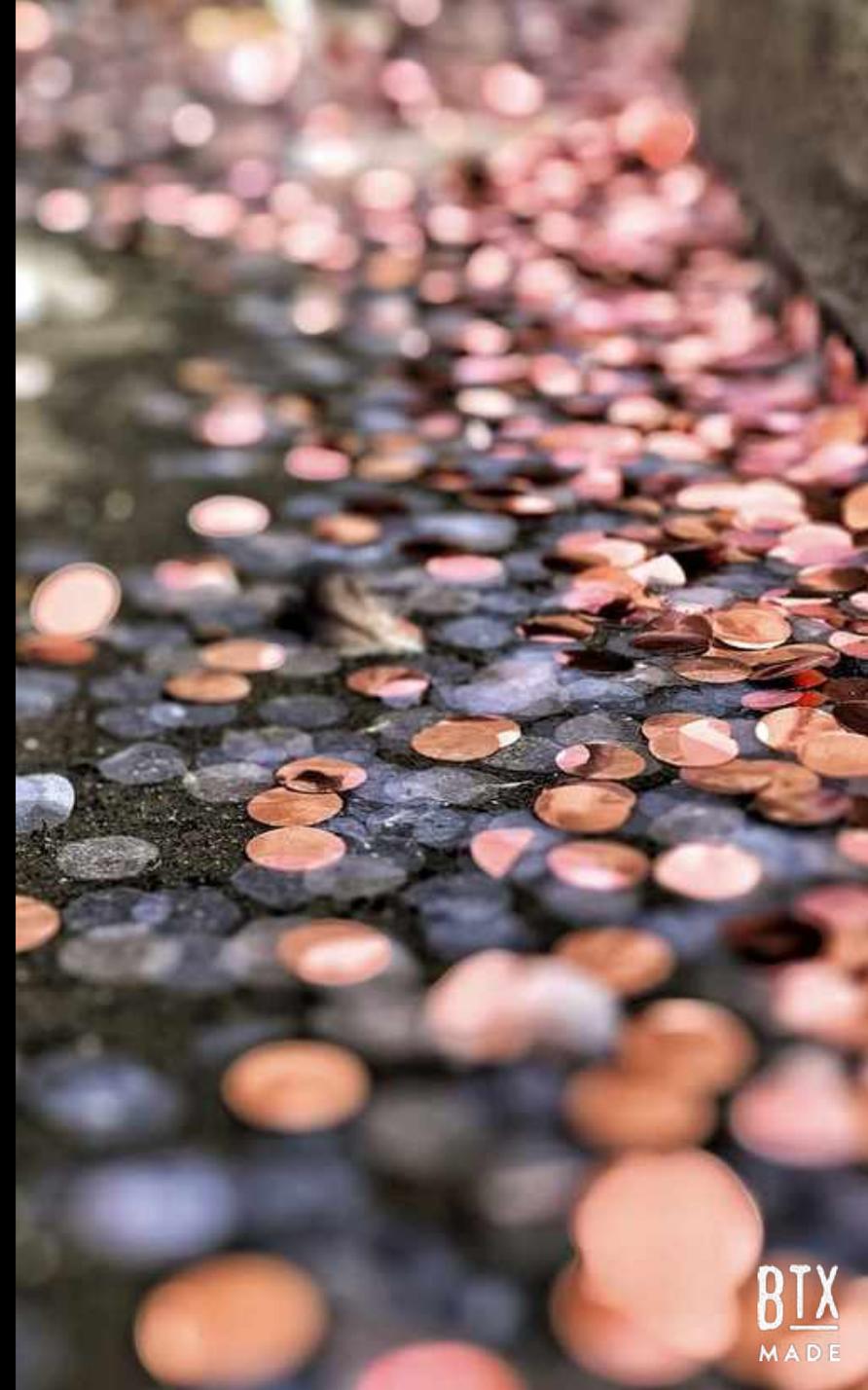
| | FY 19-20 Budget | FY19-20 Estimate | FY20-21 Projected | FY20-22 Projected | FY22-23 Projected | FY23-24 Projected | FY24-25 Projected |
|-------------------------------|--------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Beginning Fund Balance | \$867,116 | \$526,482 | \$2,210,967 | \$2,242,001 | \$2,337,632 | \$2,151,067 | \$1,571,391 |
| Property Tax Revenue | \$7,170,908 | \$7,170,908 | \$7,224,146 | \$7,584,104 | \$7,962,059 | \$8,358,912 | \$8,775,607 |
| Other Revenue | \$ - | \$1,407,858 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Revenue | \$7,170,908 | \$8,578,766 | \$7,224,146 | \$7,584,104 | \$7,962,059 | \$8,358,912 | \$8,775,607 |
| Debt Service Payments | \$6,860,031 | \$6,894,281 | \$7,193,112 | \$7,488,472 | \$8,148,624 | \$8,938,588 | \$9,537,398 |
| Net change | \$310,877 | \$1,684,485 | \$31,034 | \$95,632 | -\$186,565 | -\$579,676 | -\$761,791 |
| Ending Fund Balance | \$1,177,993 | \$2,210,967 | \$2,242,001 | \$2,337,632 | \$2,151,067 | \$1,571,391 | \$809,600 |
| FB Requirement | | \$599,426 | \$624,039 | \$679,052 | \$744,882 | \$794,783 | \$770,732 |
| Excess FB | | \$1,611,541 | \$1,617,962 | \$1,658,580 | \$1,406,185 | \$776,608 | \$38,868 |

REVENUE VS. DEBT SERVICE



AVAILABLE FUNDS FOR STREETS PROJECTS

- **UNALLOCATED CIP FUNDS AVAILABLE**
 - \$5,552,190
- **ESCROW FUNDS AVAILABLE**
 - \$2,268,500
- **ROADWAY IMPACT FEES**
 - \$700,000 - Scheduled for 2021
- **TOTAL AVAILABLE FOR STREET PROJECTS**
 - \$8,113,986



HIGHLIGHTS

1 IDENTIFIED \$8.1 MILLION IN AVAILABLE FUNDS FOR FUTURE STREET PROJECTS

- Project Analysis
- Escrow Funds

2 REVISED FY 2020 CIP PROJECTS

- Previous expected bond sale - \$8.7M
- Proposed Bond Sale - \$3.7M
- Project Value - \$11.8M

3 REVISED 5-YEAR PLAN

- 5-Year debt issuance reduced by \$1M
- \$8.1M more in projects

4 PROPOSED TAX RATE REDUCTION

- Approximately 1/3 cent
- \$110,000 per year
- \$550,000 reduction over a 5 year period.

5 \$40.8M PROJECT VALUE

- 5 Year CIP
- \$33M of Debt
- Above Minimum Fund Balance

6 2026 - 2030 DEBT CAPACITY OUTLOOK

- \$45M to fund future projects
- Discuss option of having a bond election.



PROPOSED CAPITAL IMPROVEMENT PLAN

2020 Projects

| Project Name | FY20 | FY21 | FY22 | FY23 | FY24 | TOTAL |
|---|---------------------|--------------------|------------------|------------------|------------------|----------------------|
| Wicker Hill Road Widening & Rebuild | \$2,725,281 | | | | | \$ 2,725,281 |
| Johnson Ave/Renfro Street Rebuild | \$1,700,856 | | | | | \$ 1,700,856 |
| 2020 Neighborhood Street Rebuild (Full Rebuilds) | \$1,667,520 | | | | | \$ 1,667,520 |
| 2020 Neighborhood Street Rebuild (Street-Only) | \$1,082,280 | | | | | \$ 1,082,280 |
| SH174 Traffic Signal Improvements | \$800,000 | | | | | \$ 800,000 |
| Fire Truck | \$700,000 | | | | | \$ 700,000 |
| Intersection Improvements: RTL on HCP at SH174 | \$495,498 | | | | | \$ 495,498 |
| Elk Drive Pedestrian Mobility (BHS Sidewalk) | \$462,787 | | | | | \$ 462,787 |
| Intersection Improvements: SW Hillside/Elk Drive & John Jones | \$401,152 | | | | | \$ 401,152 |
| Intersection Improvements: Alsbury @ John Jones | \$384,082 | \$1,503,826 | | | | \$ 1,887,908 |
| 2020 SRTS at FM1902 & CR910 | \$366,280 | \$1,292,927 | | | | \$ 1,659,207 |
| Hidden Vistas Signal | \$300,000 | | | | | \$ 300,000 |
| Mobility Plan Update | \$250,000 | | | | | \$ 250,000 |
| County Road 910 Right Turn lane | \$167,960 | | | | | \$ 167,960 |
| FS2 Owner's Rep and Hardened Space | \$128,000 | | | | | \$ 128,000 |
| Annual Sidewalk Program | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$ 500,000 |
| Property Acquisition | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$ 500,000 |
| CR714(Dobson) Wayside Horn Option | \$16,089 | \$210,216 | | | | \$ 226,305 |
| SUBTOTAL | \$11,847,785 | \$3,206,969 | \$200,000 | \$200,000 | \$200,000 | \$ 15,654,754 |



EXISTING FUNDS

\$8,113,986



NET 2020 BOND SALE

\$3,733,799

PROPOSED CAPITAL IMPROVEMENT PLAN

2021 - 2024 Projects

| Project Name | FY20 | FY21 | FY22 | FY23 | FY24 | TOTAL |
|--|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| 2020 PROJECT TOTAL | \$ 11,847,785 | \$ 3,206,969 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 15,654,754 |
| CR602 Realignment at FM3391(Renfro) (Dev participation) | | \$325,000 | | | | \$ 325,000 |
| SH174 Corridor Access Phase I | | \$785,601 | | | | \$ 785,601 |
| Hulen Intersection Improvements (SH174 to Shannon Creek) | | \$1,245,503 | | | | \$ 1,245,503 |
| HCP/Dobson Intersection Improvements | | \$2,172,006 | | | | \$ 2,172,006 |
| Data/Network Center | | | \$291,559 | | | \$ 291,559 |
| Neighborhood Street Rebuild - Streets-Only #2 | | | \$851,383 | | | \$ 851,383 |
| Neighborhood Street Rebuild - Streets-Only #3 | | | \$723,193 | | | \$ 723,193 |
| Neighborhood Street Rebuild - Streets-Only #4 | | | \$499,601 | | | \$ 499,601 |
| 2022 Neighborhood Street Rebuild (Full Rebuild) | | | \$1,038,471 | | | \$ 1,038,471 |
| Westside Linkage to 121 ROW ONLY | | | \$2,771,255 | | | \$ 2,771,255 |
| SH174 Corridor Access Phase II | | | | \$976,561 | | \$ 976,561 |
| Arrowood Extension (BISD to Plantation) | | | | \$1,138,309 | | \$ 1,138,309 |
| Alsbury Blvd, Phase 2 (Construction & ROW) | | | | \$5,903,059 | | \$ 5,903,059 |
| West Hulen Ph 1 | | | | | \$1,822,145 | \$ 1,822,145 |
| SH174 Corridor Access Phase III | | | | | \$162,224 | \$ 162,224 |
| Hurst Road Extension | | | | | \$3,728,445 | \$ 3,728,445 |
| Elk Drive Extension to FM731 (John Jones) | | | | | \$997,356 | \$ 997,356 |
| TOTAL | \$ 11,847,785 | \$ 7,735,079 | \$ 6,375,462 | \$ 8,217,929 | \$ 6,910,170 | \$ 41,086,425 |
| <i>Existing Funds</i> | <i>\$ 8,113,986</i> | | | | | |
| NET BOND SALE | \$ 3,733,799 | \$ 7,735,079 | \$ 6,375,462 | \$ 8,217,929 | \$ 6,910,170 | \$ 32,972,439 |

PROJECT SUMMARIES



HCP / SH-174 RIGHT TURN LANE

PROJECT DESCRIPTION

- Add right turn lane
- Based upon SH-174 Corridor Study
- Full intersection - dual left turn lanes, one thru lane, one dedicated right turn lane.

EXPECTED BENEFIT

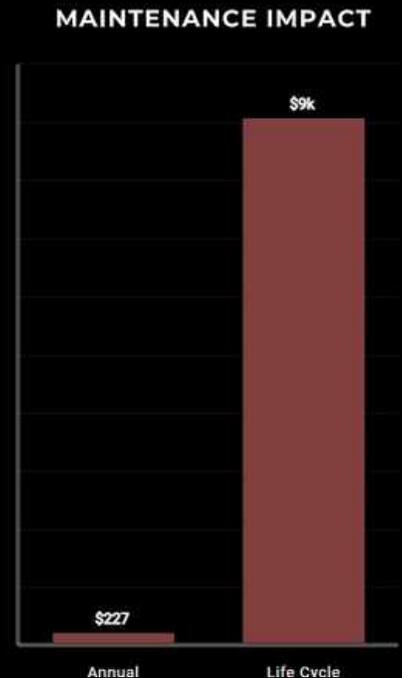
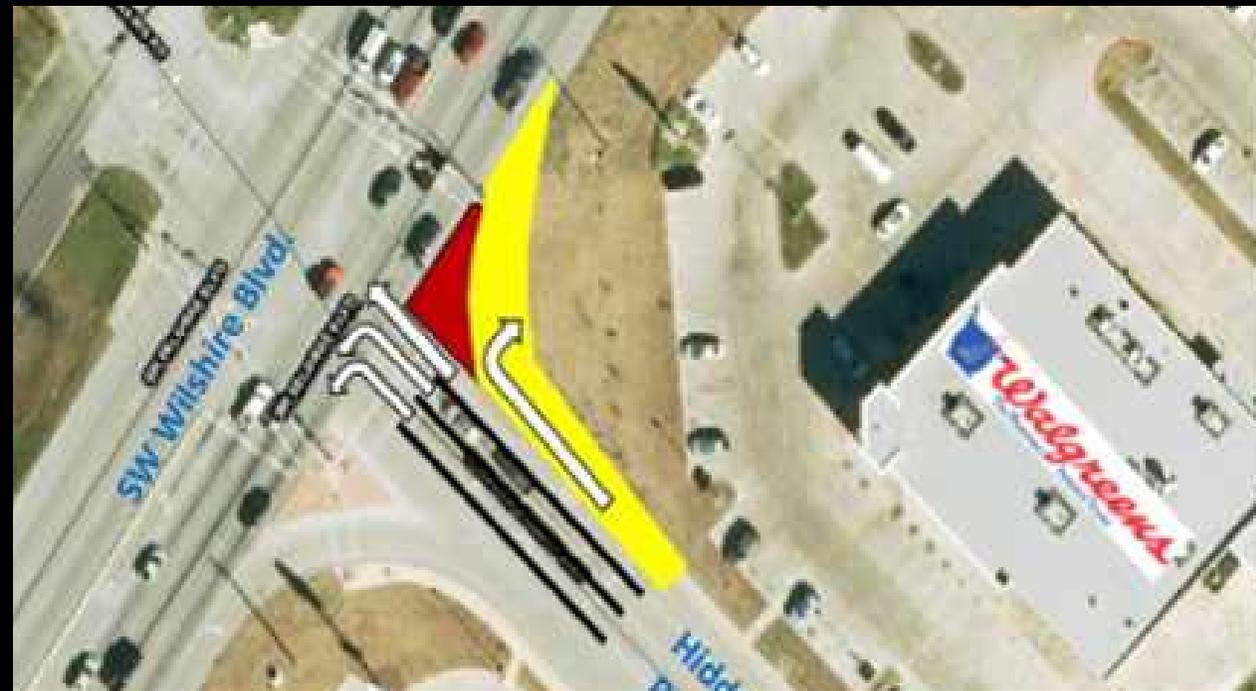
- Congestion Mitigation

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Traffic Mobility



ALSBURY/JOHN JONES INTERSECTION IMPROVEMENTS

PROJECT DESCRIPTION

- Right turn lanes on WB Alsbury & NB John Jones
- Add 18' of pavement width on Alsbury with sidewalks

EXPECTED BENEFIT

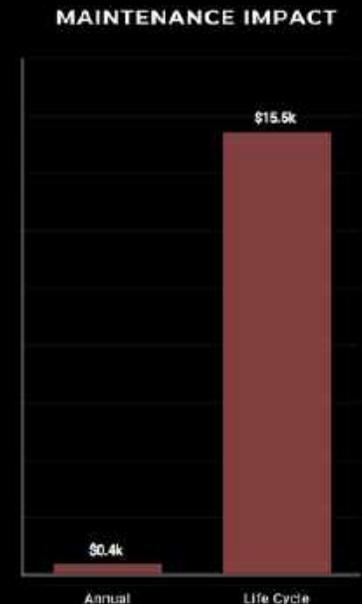
- Improved intersection efficiency
- Alsbury can be striped for dual left turn lanes on both WB and EB approaches.

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Traffic Mobility



TRAFFIC SIGNAL IMPROVEMENTS

PROJECT DESCRIPTION

- Signal & Communications Infrastructure
- Updated Timing, Opticom, and CCTV Cameras
- Traffic Management Center - Centralized Signal Con

EXPECTED BENEFIT

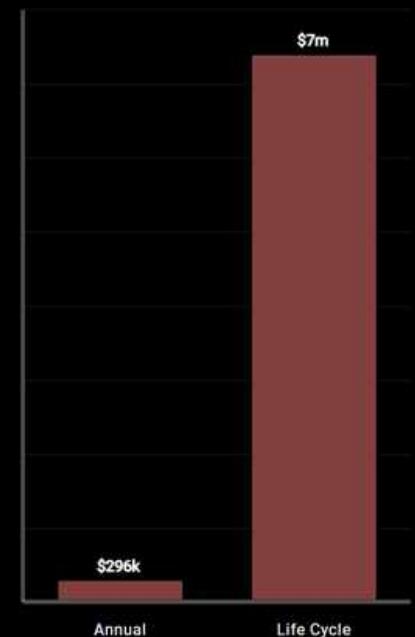
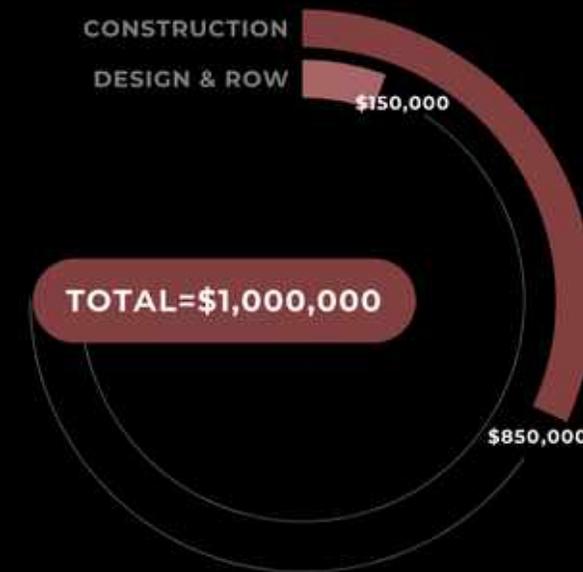
- Improved Mobility & Staff Efficiency

STAFF PRIORITY

- High - Scheduled for 2020 funding
- Project design scope to include assistance with grant funding acquisition

BENEFIT CATEGORY

- Traffic Mobility



QUIET ZONE - CR 714

Wayside Horn Option

PROJECT DESCRIPTION

- Install Wayside Horns at Railroad Crossing
- Less expensive option - **\$230k** vs. \$600k

EXPECTED BENEFIT

- Reduced noise pollution

STAFF PRIORITY

- High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Traffic Mobility



WICKER HILL RD. IMPROVEMENTS

PROJECT DESCRIPTION

- Reconstruct existing street
- Approximately 1/2 Mile
- Widen to 30 feet
- Rebuild driveways as necessary

EXPECTED BENEFIT

- Restore failed infrastructure

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Infrastructure Renewal



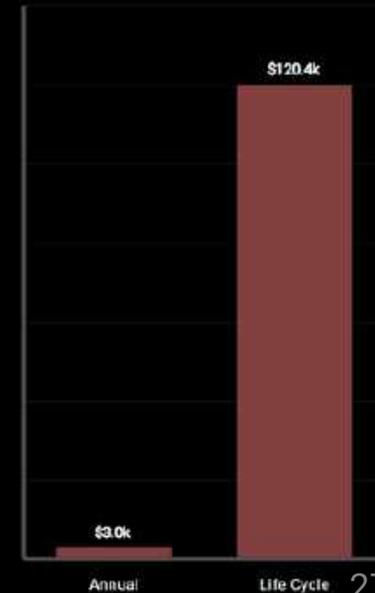
PROJECT COST



STREET RATING IMPACT



MAINTENANCE IMPACT



JOHNSON AVE. & RENFRO IMPROVEMENTS

PROJECT DESCRIPTION

- Reconstruct existing streets
- Continue medians on Renfro to SH-174

EXPECTED BENEFIT

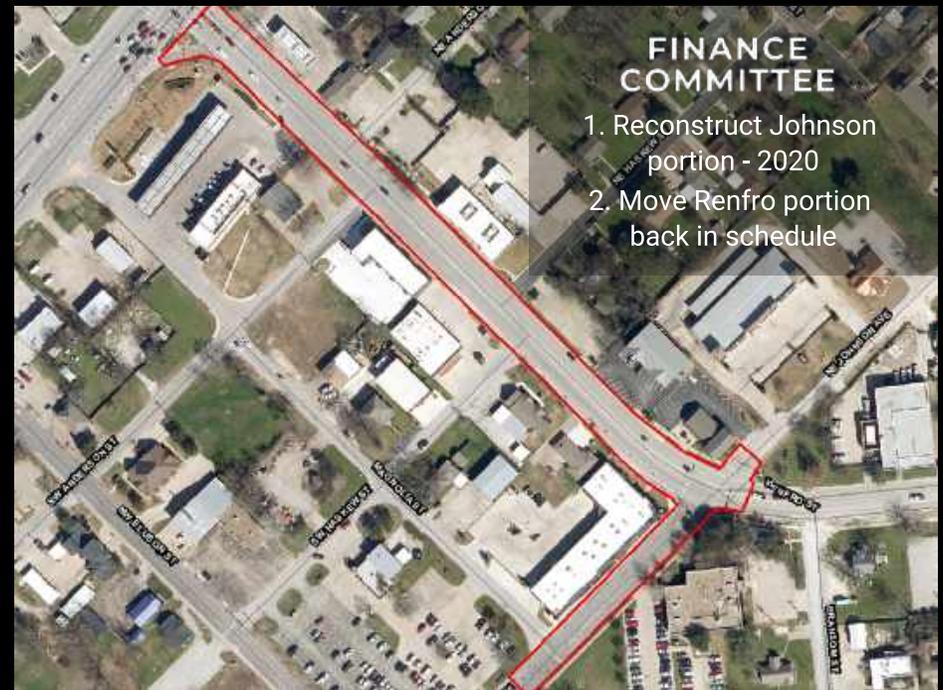
- Restore failed infrastructure
- Improve Safety
- Beautification

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Infrastructure Renewal
- Beautification



NEIGHBORHOOD FULL STREET REBUILD

Phase I

PROJECT DESCRIPTION

- Reconstruct existing street including utilities.

EXPECTED BENEFIT

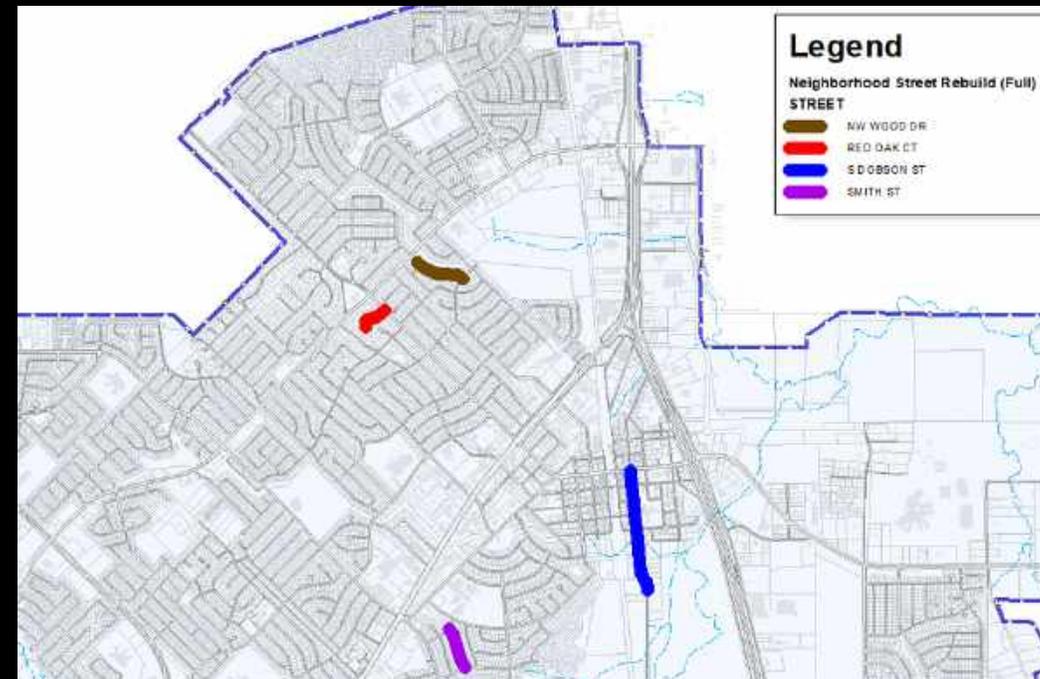
- Restore failed infrastructure

STAFF PRIORITY

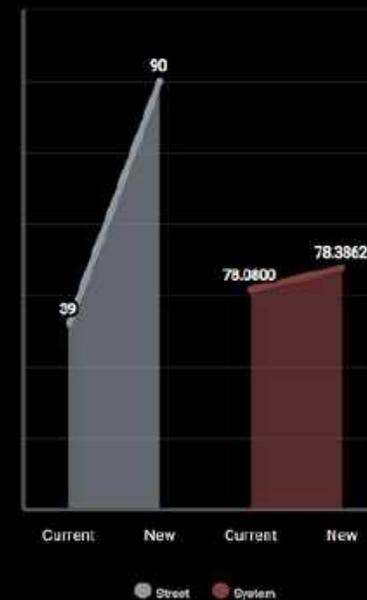
High - Scheduled for 2020 funding

BENEFIT CATEGORY

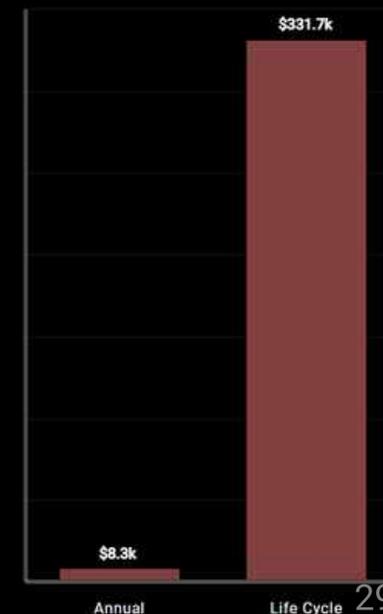
- Infrastructure Renewal



STREET RATING IMPACT



MAINTENANCE IMPACT



NEIGHBORHOOD REBUILD (STREET ONLY)

Phase I

PROJECT DESCRIPTION

- Reconstruct existing street - does not include utilities.

EXPECTED BENEFIT

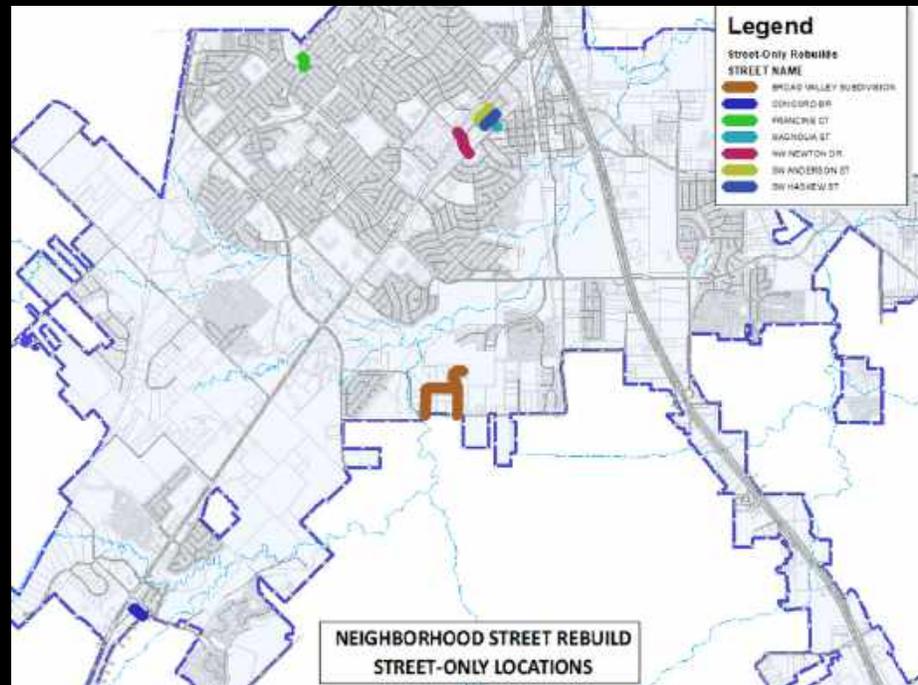
- Restore failed infrastructure

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Infrastructure Renewal



HIDDEN VISTAS TRAFFIC SIGNAL

PROJECT DESCRIPTION

- Install 3-leg traffic signal
- Meets warrants for future volume and sight visibility

EXPECTED BENEFIT

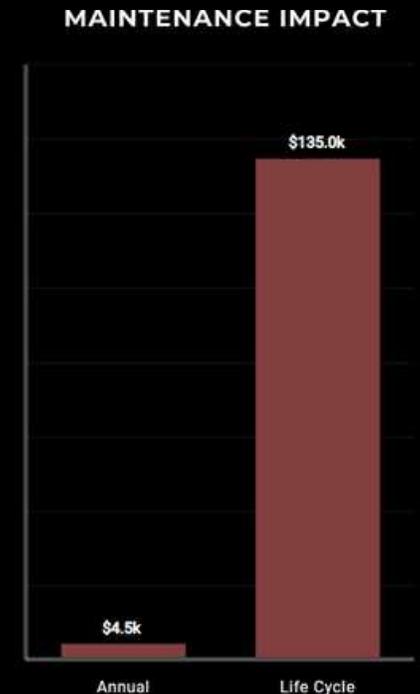
- Improve Safety
- Improve Visibility

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Traffic Mobility



ELK DR. PEDESTRIAN IMPROVEMENTS

PROJECT DESCRIPTION

- 10' section at SW Hillside Drive for the 10-mile loop extension
- 5' sidewalk on Elk
- Utilizing existing sidewalk and parking lot at BHS campus
- Crosswalk with median at southern end of school zone

EXPECTED BENEFIT

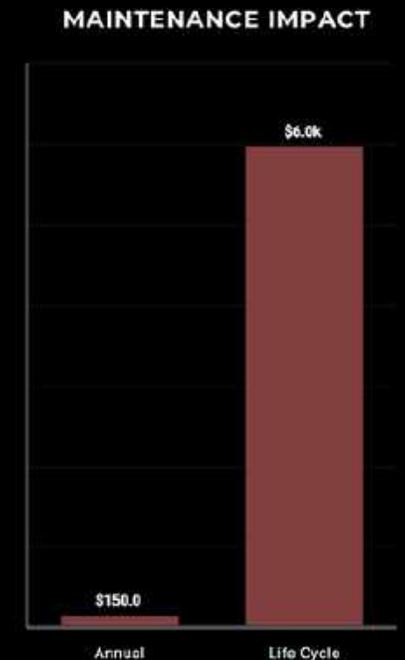
- Improve Safety

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Pedestrian Mobility



SW HILLSIDE/ELK DR. & JOHN JONES INTERSECTION IMPROVEMENTS

PROJECT DESCRIPTION

- BHS School traffic creates queue along Elk Drive
- Study recommends Hillside lane assignments at John Jones be revised to accommodate the increased efficiency with the roundabout
- Minor revisions to John Jones median nose required
- Extends 10' Shared-Use Path to the intersection for 10-mi loop and high school pedestrians

EXPECTED BENEFIT

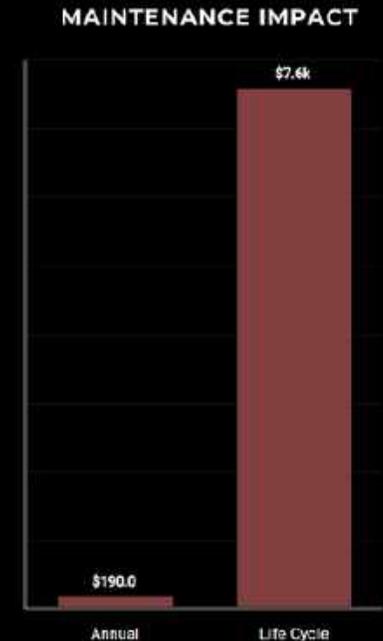
- Improve Safety, Mobility, Pedestrian Mobility

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Traffic Mobility, Pedestrian Mobility



FM1902 / CR910 SAFE ROUTES TO SCHOOL

PROJECT DESCRIPTION

- 10' Trail from Bluebird Meadows to JISD Schools
- Traffic Signal at School Entrance

EXPECTED BENEFIT

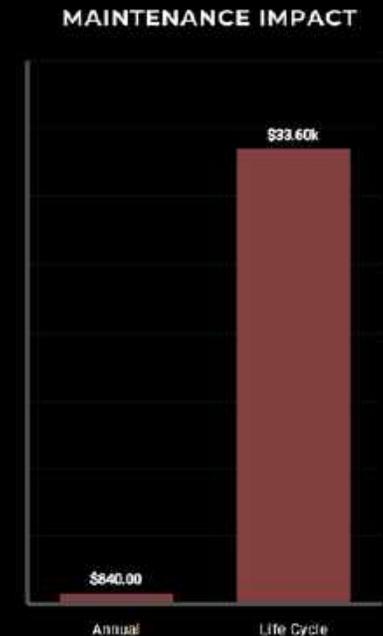
- Improve Safety, Mobility, Pedestrian Mobility

STAFF PRIORITY

- High - Design funding scheduled for 2020 Bond Sale
- Grant Application - 80% of Construction Cost

BENEFIT CATEGORY

- Traffic Mobility, Pedestrian Mobility



CR-910 INTERSECTION IMPROVEMENTS

PROJECT DESCRIPTION

- Add Right Turn Lane

EXPECTED BENEFIT

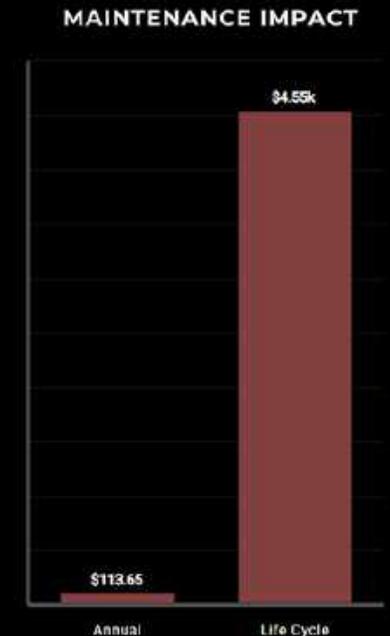
- Improve Safety, Mobility

STAFF PRIORITY

- High - Funding scheduled for 2020 Bond Sale

BENEFIT CATEGORY

- Traffic Mobility



ANNUAL SIDEWALK PROGRAM

PROJECT DESCRIPTION

- Fill gaps in sidewalk
- Replace failed sidewalk

EXPECTED BENEFIT

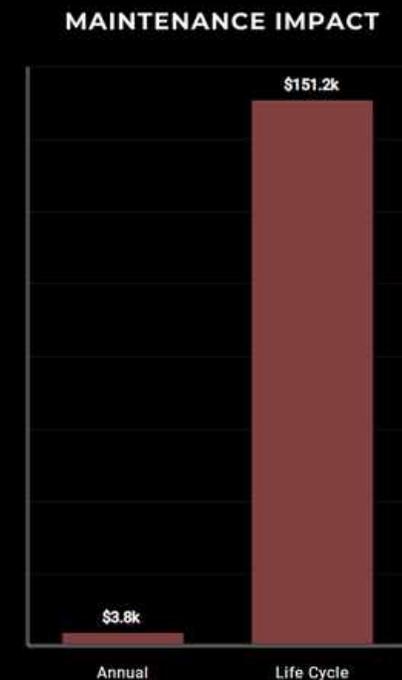
- Pedestrian Mobility

STAFF PRIORITY

- High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Pedestrian Mobility, Infrastructure Renewal



MOBILITY PLAN UPDATE

PROJECT DESCRIPTION

- Existing Roadway System Analysis
- Growth Analysis
- Roadway & Pedestrian Mobility
- Landscape Palette
- Impact Fee Update

EXPECTED BENEFIT

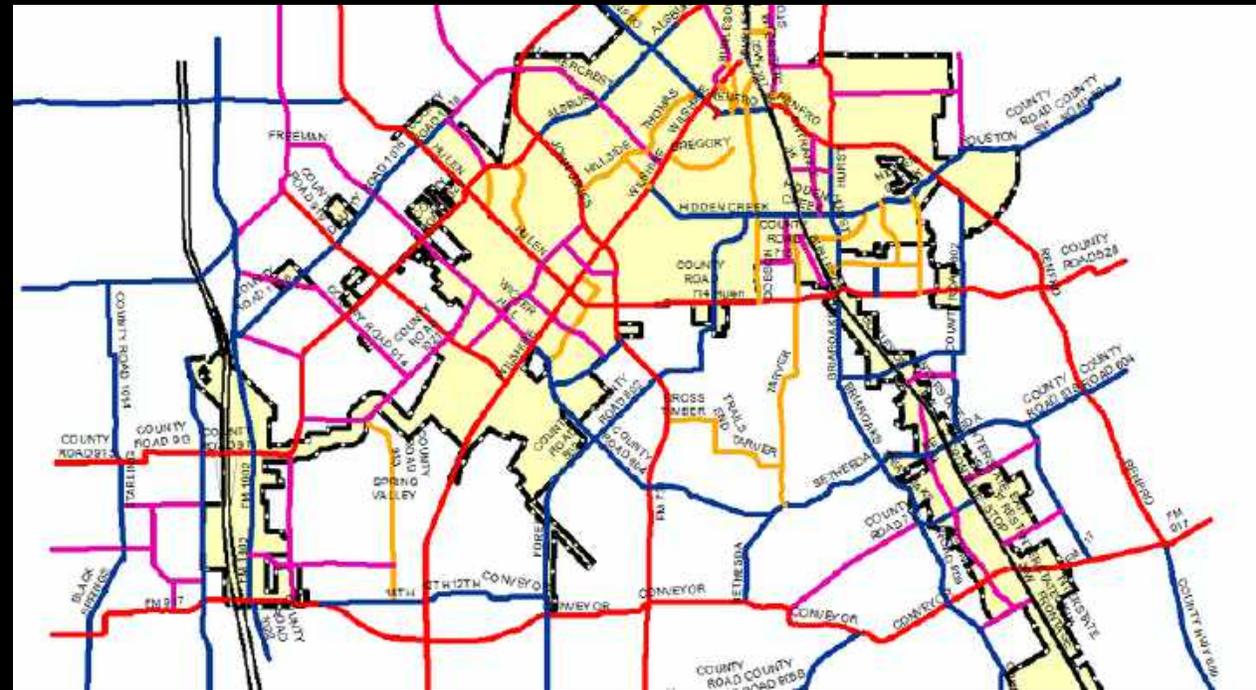
- Improve Mobility

STAFF PRIORITY

High - Scheduled for 2020 funding

BENEFIT CATEGORY

- Traffic Mobility, Pedestrian Mobility

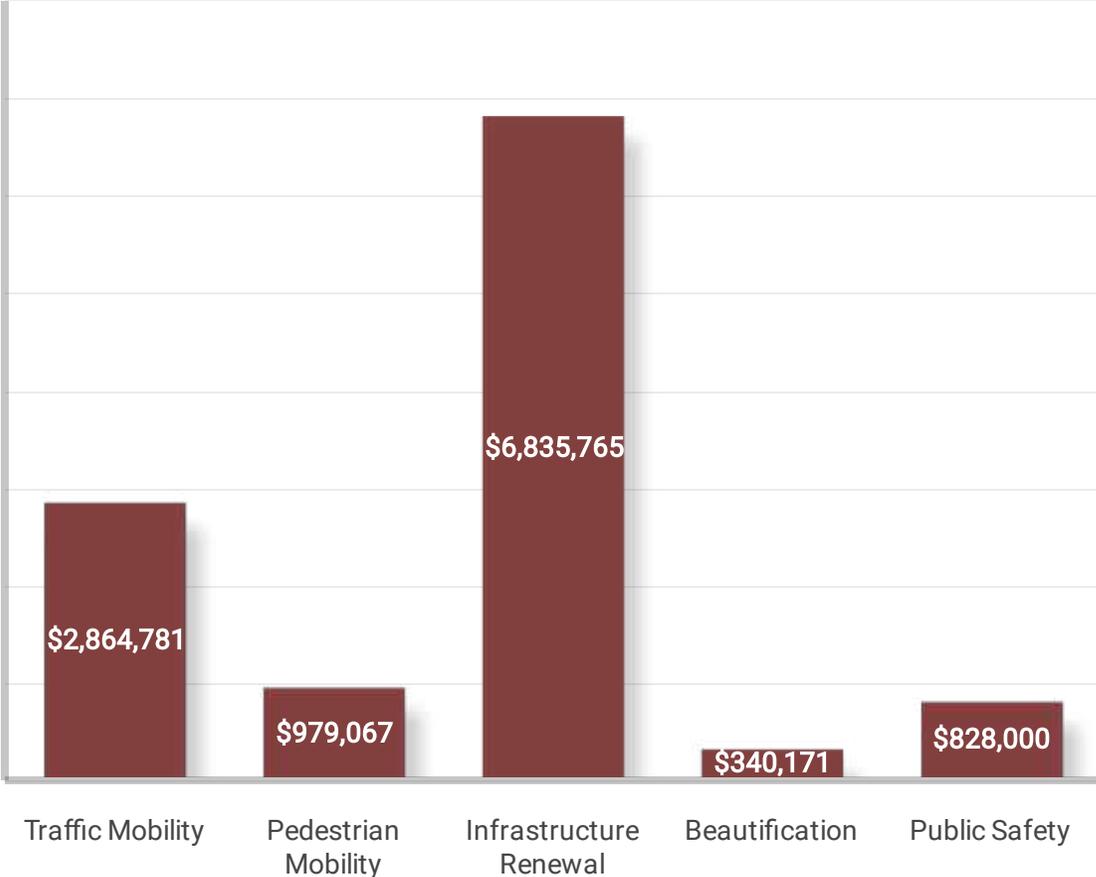
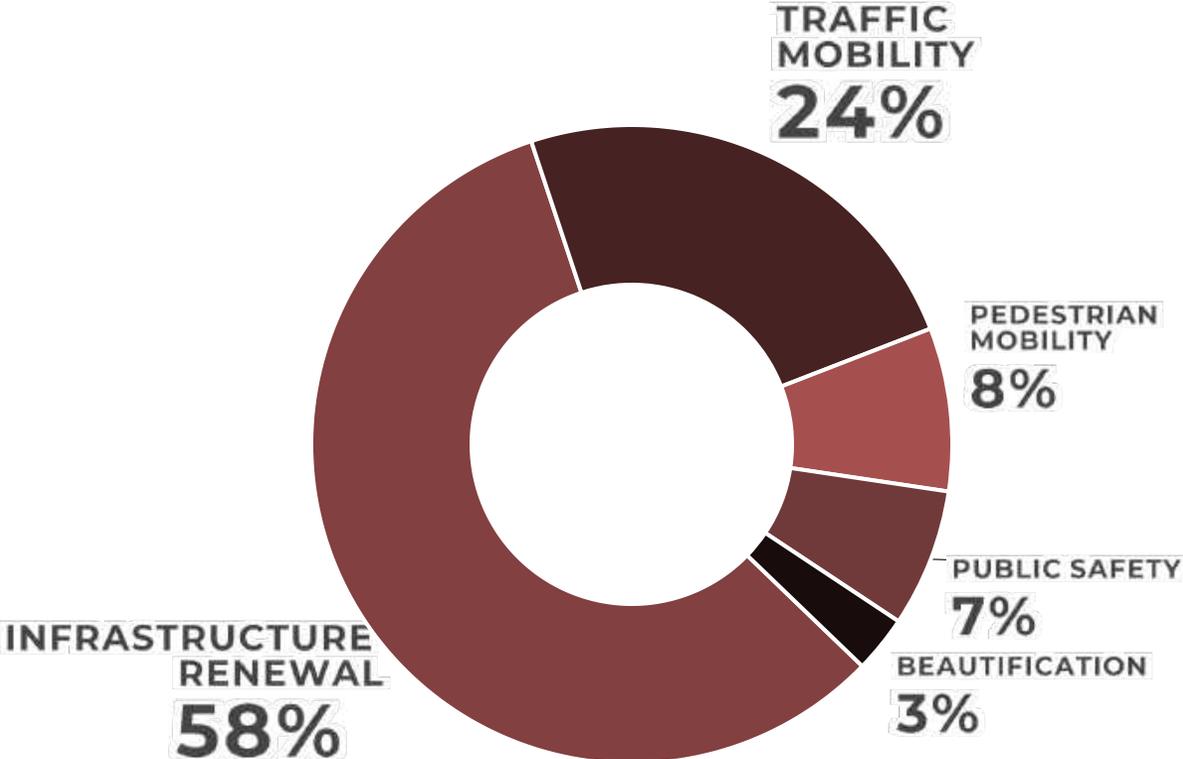


PROJECT COST

CONSTRUCTION \$0
DESIGN & ROW \$250,000

TOTAL=\$250,000

SPENDING ANALYSIS - 2020



CAPITAL IMPROVEMENTS PROGRAM

2020 - 2024



REPURPOSED FUNDS

\$8.1 MILLION

- UNWARRANTED PROJECTS
- COMPLETED PROJECTS
- DORMANT FUNDS



PROPOSED 1/3 CENT TAX RATE REDUCTION



PROJECT MIX

- TRAFFIC MOBILITY
- PEDESTRIAN MOBILITY
- INFRASTRUCTURE RENEWAL
- PUBLIC SAFETY
- BEAUTIFICATION

| Project Name | FY20 | FY21 | FY22 | FY23 | FY24 | TOTAL |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Wicker Hill Road Widening & Rebuild | \$2,725,281 | | | | | \$2,725,281 |
| Johnson Ave/Renfro Street Rebuild | \$1,700,856 | | | | | \$1,700,856 |
| 2020 Neighborhood Street Rebuild (Full Rebuilds) | \$1,667,520 | | | | | \$1,667,520 |
| 2020 Neighborhood Street Rebuild (Street-Only) | \$1,082,280 | | | | | \$1,082,280 |
| SH174 Traffic Signal Improvements | \$800,000 | | | | | \$800,000 |
| Fire Truck | \$700,000 | | | | | \$700,000 |
| Intersection Improvements: RTL on HCP at SH174 | \$495,498 | | | | | \$495,498 |
| Elk Drive Pedestrian Mobility (BHS Sidewalk) | \$462,787 | | | | | \$462,787 |
| Intersection Improvements: SW Hillside/Elk Drive & John Jones | \$401,152 | | | | | \$401,152 |
| Intersection Improvements: Alsbury @ John Jones | \$384,082 | \$1,503,826 | | | | \$1,887,908 |
| 2020 SRTS at FM1902 & CR902 | \$366,280 | \$1,292,927 | | | | \$1,659,207 |
| Hidden Vistas Signal | \$300,000 | | | | | \$300,000 |
| Mobility Plan Update | \$250,000 | | | | | \$250,000 |
| County Road 910 Right Turn Lane | \$167,960 | | | | | \$167,960 |
| FS2 Owner's Rep and Hardened Space | \$128,000 | | | | | \$128,000 |
| Annual Sidewalk Program | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$500,000 |
| Property Acquisition | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$500,000 |
| CR714(Dobson) Wayside Horn Option | \$16,089 | \$210,216 | | | | \$226,305 |
| CR602 Realignment at FM3391(Renfro) (Dev participation) | | \$325,000 | | | | \$325,000 |
| SH174 Corridor Access Phase I | | \$785,601 | | | | \$785,601 |
| Hulen Intersection Improvements (SH174 to Shannon Creek) | | \$1,245,503 | | | | \$1,245,503 |
| HCP/Dobson Intersection Improvements | | \$2,172,006 | | | | \$2,172,006 |
| Data/Network Center | | | \$291,559 | | | \$291,559 |
| Neighborhood Street Rebuild - Streets-Only #2 | | | \$851,383 | | | \$851,383 |
| Neighborhood Street Rebuild - Streets-Only #3 | | | \$723,193 | | | \$723,193 |
| Neighborhood Street Rebuild - Streets-Only #4 | | | \$499,601 | | | \$499,601 |
| 2022 Neighborhood Street Rebuild (Full Rebuild) | | | \$1,038,471 | | | \$1,038,471 |
| Westside Linkage to 121 ROW ONLY | | | \$2,771,255 | | | \$2,771,255 |
| SH174 Corridor Access Phase II | | | | \$976,561 | | \$976,561 |
| Arrowwood Extension (BISD to Plantation) | | | | \$1,138,309 | | \$1,138,309 |
| Alsbury Blvd, Phase 2 (Construction & ROW) | | | | \$5,903,059 | | \$5,903,059 |
| West Hulen Ph 1 | | | | \$- | \$1,822,145 | \$1,822,145 |
| SH174 Corridor Access Phase III | | | | \$- | \$162,224 | \$162,224 |
| Hurst Road Extension | | | | \$- | \$3,728,445 | \$3,728,445 |
| Elk Drive Extension to FM731 (John Jones) | | | | \$- | \$997,356 | \$997,356 |
| TOTAL | \$11,847,785 | \$7,735,079 | \$6,375,462 | \$8,217,929 | \$6,910,170 | \$41,086,425 |
| Existing Funds | \$ 8,113,986 | | | | | |
| NET BOND SALE | \$ 3,733,799 | \$ 7,735,079 | \$ 6,375,462 | \$ 8,217,929 | \$ 6,910,170 | \$32,972,439 |



CITY COUNCIL FEEDBACK?