



HARRIS COUNTY, TEXAS

COMMISSIONERS COURT

1001 Preston, Suite 934 • Houston, Texas 77002 • (713) 274-1111

Lina Hidalgo
County Judge

Rodney Ellis
Commissioner, Precinct 1

Adrian Garcia
Commissioner, Precinct 2

Steve Radack
Commissioner, Precinct 3

R. Jack Cagle
Commissioner, Precinct 4

September 22, 2020

To: County Judge Hidalgo and
Commissioners Ellis, Garcia,
Radack and Cagle

Re. **Mid-Year Review**

1. **Tax Rates**

Discussion and possible action on proposing property tax rates for Harris County, the Harris County Flood Control District, Harris County Hospital District, dba Harris Health System, and the Port of Houston Authority.

2. **Financial Condition**

Discussion of the Mid-Year Review of the financial condition and results of Harris County.

3. **Capital Improvements Program status report**

Transmittal and discussion of a status report on the Harris County Capital Improvements Program.

2020 Tax Rate Discussion

SEPTEMBER 29, 2020

Recommended Rates

The Budget Management Department recommends the following to Commissioners Court, which would result in a net property tax rate reduction, compared to the prior year, of 1.3 to 2.0 cents

Taxing District	Recommendation	New Rate	Prior Year's Rate	Increase / (Decrease)	Rationale
Dollars per \$100 of assessed value					
Harris County	No New Revenue Rate	0.39116	0.40713	(0.01597)	No New Revenue Rate still meets and exceeds Adopted M&O Budget by \$38.6M
Flood Control District	(a)103.5% of NNR M&O; plus (b)actual debt service	0.03142	0.02792	0.00350	<ul style="list-style-type: none"> •M&O revenue needed to maintain projects •NNR would result in \$19 million cut to M&O revenues (15%) •Voters approved bonds driving debt service rate
Hospital District	Evaluate an M&O range from NNRR to last year's rate	0.15883 - 0.16671	0.16591	(0.00708) - 0.00080	Hospital District is in strong financial shape, but there is uncertainty around future needs and revenues
Port of Houston	Actual debt service	0.00991	0.01074	(0.00083)	No M&O taxes- Debt service only
Total		0.59132 - 0.59920	0.61170	(0.02038) - (0.01250)	

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Harris County 2020 Tax Rate Options

		Recommended			
Formula		Option 1 (NNRR)	Option 2 (VAR w/o Disaster)	Option 3 (Last Year's M&O + CY Debt Svc)	Option 4 (VAR-Disaster)
Dollars per \$100 of assessed value					
M&O Rate	(A)	0.34028	0.34068	0.34174	0.35549
Debt Svc Rate	(B)	0.05088	0.05088	0.05088	0.05088
Total Tax Rate	(C) = (A)+(B)	0.39116	0.39156	0.39262	0.40637
2020 Adj Tax Value	(D) = TNT Line 21	\$ 502,053,399,613			
FY Est Collection Rate	(E)	94.0%			
Dollars					
M&O Tax Revenue	(F) = (D) x (A) x (E) ÷ 100	\$ 1,605,884,070	\$ 1,607,771,790	\$1,612,774,251	\$ 1,677,664,652
FY2021 Budget for M&O	(G)	1,567,318,964	1,567,318,964	1,567,318,964	1,567,318,964
+/- vs. Budget	(H) = (F) - (G)	\$ 38,565,106	\$ 40,452,826	\$ 45,455,287	\$ 110,345,688
% Change	(I) = (H) / (G)	2%	3%	3%	7%

Flood Control 2020 Tax Rate Options

		Recommended			
Formula	Option 1 (NNRR)	Option 2 (VAR w/o Disaster)	Option 3 (2019 M&O + current debt svc)	Option 4 (VAR-Disaster)	
Dollars per \$100 of assessed value					
M&O Rate	(A)	0.02179	0.02649	0.02670	0.02764
Debt Svc Rate	(B)	0.00493	0.00493	0.00493	0.00493
Total Tax Rate	(C) = (A)+(B)	0.02672	0.03142	0.03163	0.03257
2020 Adj Tax Value	(D) = TNT Line 21	\$ 494,042,647,089			
FY Est Collection Rate	(E)	94.5%			
Dollars					
M&O Tax Revenue	(F) = (D) x (A) x (E) ÷ 100	\$ 101,731,039	\$ 123,673,943	\$ 124,654,371	\$ 129,042,951
FY2021 Budget for M&O	(G)	120,361,471	120,361,471	120,361,471	120,361,471
+/- vs. Budget	(H) = (F) - (G)	\$ (18,630,432)	\$ 3,312,472	\$ 4,292,900	\$ 8,681,480
% Change	(I) = (H) / (G)	-15%	3%	4%	7%

Hospital District 2020 Tax Rate Options

		Recommended Range		
Formula		Option 1 (NNRR)	Option 2 (2019 M&O + current debt svc)	Option 3 (VAR)*
		Dollars per \$100 of assessed value		
M&O Rate	(A)	0.15703	0.16491	0.17097
Debt Svc Rate	(B)	0.00180	0.00180	0.00180
Total Tax Rate	(C) = (A)+(B)	0.15883	0.16671	0.17277
2020 Adj Tax Value	(D) = TNT Line 21	\$ 495,656,094,256		
FY Est Collection Rate	(E)	94.5%		
		Dollars		
M&O Tax Revenue	(F) = (D) x (A) x (E) ÷ 100	\$ 735,520,683	\$ 772,430,209	\$ 800,814,947
FY2021 Budget for M&O	(G)	752,705,399	752,705,399	752,705,399
+/- vs. Budget	(H) = (F) - (G)	\$ (17,179,716)	\$ 19,729,810	\$ 48,114,548
% Change	(I) = (H) / (G)	-2%	3%	6%

*Rate is the same whether or not there is an eligible declared disaster.

Key Changes to Tax Rate Adoption Methodology (from Senate Bill 2)

- **No New Revenue Tax Rate (NNRR)** – The combined tax rate, including debt service plus maintenance and operations (“M&O”), that will impose the same total taxes in the current year as the previous year holding constant the properties taxed in both years. This is the maximum rate allowed unless a taxing unit publishes notices and held hearings.
- **No New Revenue M&O Rate** – The rate that will impose the same M&O taxes in the current year as the previous year holding constant the properties taxed in both years. This rate does not include the debt service component. It is used to calculate the Voter Approval Rate (“VAR”).
- **Voter-Approval Tax Rate (“VAR”)** – The highest tax rate a taxing unit can set without holding an election to seek voter approval. For the County and Flood Control, SB2 caps the VAR at the sum of (i) 103.5% of the No New Revenue M&O Rate plus (ii) the debt service rate needed to cover the taxing unit’s current debt service obligations. There are important exceptions discussed on the next slide.
- **Required Quorum**—If fewer than four Court members are present for the rate adoption vote, the current year’s tax rate is statutorily set at the lowest of the NNRR or last year’s tax rate or the VAR.
- **Public Notices and Elections** –
 - Public notices and hearings are required if the proposed tax rate exceeds the NNR rate.
 - Adopting a rate over the VAR automatically triggers an election on the next general election day in November. A tax rate that exceeds the VAR must be adopted at the public hearing at least 71 days before the uniform election date in November. An election must be called at least 78 days before the election date. These deadlines have passed for the 2020 tax rates and generally require using early HCAD value estimates.

Exceptions to Limit on M&O Increases in the Voter Approval Rate

There are three important exceptions to the 103.5% cap on increasing M&O rates vs. the No New Revenue M&O rate:

1. **Special Taxing Units** – The Hospital District is a Special Taxing Unit and can set M&O rates at 108% of the No New Revenue M&O Rate without triggering an election.
2. **Unused Increment Rate** – SB2 provides an incentive for taxing units not to adopt the VAR each year. Taxing units that adopt a tax rate under their VAR can “bank” the difference, increasing the VAR in up to three future years. Since the provision is just coming into effect in 2020, the Unused Increment Rate is currently zero and is not factored into rate calculation. If Commissioners Court sets 2020 rates under the VAR, the Unused Increment Rate will be factored into the calculation of the VAR in future years.
3. **Disasters** –
 - Taxing units which are not Special Taxing Units can set M&O rates at 108% of the No New Revenue M&O Rate without triggering an election if they are in an area declared a disaster by the governor or the President in the current tax year due to tornado, hurricane, flood, wildfire, or other calamity, but excluding drought.
 - On March 13, 2020, Governor Abbott declared a State of Disaster due to COVID-19 for all of Texas. On August 26, 2020, the Governor declared a State of Disaster due to Hurricane Laura in Harris County.
 - When (1) increased expenditure by a taxing unit is necessary to respond to a disaster that has impacted the taxing unit and (2) the governor has declared any part of the area in which the taxing unit is located as a disaster area, an election is not required to approve the tax rate for the year following the year in which the disaster occurs. Previously only school districts could exceed the voter-approval tax rate in response to a disaster without having an election.

Updates to Tax Projections

The tax projections presented in this document reflect several updates from those discussed by Commissioners Court in early August:

1. **Certified Appraisal Roll**– The projections now include the taxable value from the Harris County Appraisal District’s (“HCAD”) certified appraisal roll. Compared to HCAD’s preliminary estimate taxable values increased very slightly (less than 1%) for each of the 4 taxing entities.
2. **Treatment of Debt Service in No New Revenue Rate**– The No New Revenue Rate is no longer adjusted based on projections of actual debt service, as had been the case for the Effective Rate prior to Senate Bill 2. This change reflects additional discussions and is now the consensus view of the Budget Management Department, the Tax Office and the County Attorney. This new provision means the NNRR is more detrimental to taxing entities with rising debt service needs as it puts downward pressure on M&O rates unlike the prior “Effective Rate”
3. **Use of Toll Road Surplus to Reduce Harris County Debt Service Rate**- On September 15, Commissioners Court approved the transfer of \$64 million to reduce the debt service component of the 2020 Harris County tax rate.



ANN HARRIS BENNETT

Tax Assessor-Collector & Voter Registrar
www.hctax.net

September 29, 2020

Mr. David Berry
1001 Preston, 5th Floor
Houston, Texas 77002

Dear Mr. Berry:

Enclosed is the information for use in determining the proposed 2020 property tax rates as follows:

1. Tax rate adoption **Calendar**
2. Tax Assessor-Collector **Certification of Tax Roll Letter** to Commissioners Court
3. **Tax Rate Comparison** worksheet
4. **Schedule of Assumptions** used in the 2020 Debt Tax Rate Adoption Process
5. County Budget Management schedules of **required debt service FYE 02/28/21**

Respectfully submitted,

Ann Harris Bennett

Ann Harris Bennett
Harris County Tax Assessor-Collector

cc: Mr. Frank Bruce
Ms. Jolanda Smith

**HARRIS COUNTY
2020 AD VALOREM TAX RATES
ACTION ITEMS AND SCHEDULED DATES**

Action Item		Option A	Option B	Option C
1	Harris County Appraisal District to certify 2020 Taxable Value	8/21/2020	8/21/2020	8/21/2020
2	Receive 2020 Taxable Value Certification from HCAD	9/1/2020	9/1/2020	9/1/2020
3	Begin No-New-Revenue Rate & Voter-Approval Rate (NNR & VAR) calculations -Harris County, Flood Control, Port of Houston, Hospital District	9/1/2020	9/1/2020	9/1/2020
4	Information Provided to Tax Office -Fiscal year 21-22 debt service requirements for above entities -Criminal Justice Mandate - County only -Indigent Defense Compensation - County only -Indigent Health Expenditures - Hospital District only	9/1/2020	9/1/2020	9/1/2020
5	Tax Assessor certification letter submitted to Commissioners Court	9/15/2020	9/15/2020	9/15/2020
6	Tax Office to provide calculation of NNR and VAR to Auditor & Budget Management Office	9/15/2020	9/15/2020	9/15/2020
7	Auditor & Budget Management Offices complete review	9/18/2020	9/18/2020	9/18/2020
8	Tax Office submits tax rate package to Budget Management	9/22/2020	9/22/2020	9/22/2020
Commissioners Court to discuss 2020 tax rates				
9	A vote on the proposed tax rates must be taken and recorded in order to comply with requirements for holding public hearing and publishing notice	9/29/2020	9/29/2020	9/29/2020
10	August 7 or as soon thereafter as practicable, deadline to submit calculated rates to governing body, post rates on CAD's website	9/30/2020	9/30/2020	9/30/2020
11	Begin Internet posting for at least 7 days of "Notice of Public Hearing " or if not proposing to exceed the NNR "Notice of No-New-Revenue Tax Rate"	10/2/2020	10/5/2020	10/7/2020
12	Begin TV spots for "Notice of Public Hearing" - if required. 60 second notice 5 times daily between 7 a.m. and 9 p.m. for at least 7 days if free access to TV channel	10/2/2020	10/5/2020	10/7/2020
13	If proposing a rate that exceeds the NNR, must publish "Notice of Public Hearing ," in Houston Chronicle at least 5 days before public hearing is scheduled	10/2/2020	10/5/2020	10/7/2020
14	Public hearing to discuss the proposed rate and announces the date, time and place of the meeting to vote. If proposing to adopt a rate that exceeds the VAR an election must be called. (78 days before the November uniform election)	10/9/2020	10/13/2020	10/14/2020
15	Begin Internet posting and TV spots for at least 7 days of "Notice of Meeting to Adopt"	10/9/2020	10/13/2020	10/14/2020
16	Meeting to vote on tax rates for all entities, if not previously adopted, may not be held later than the 7th day after the public hearing. A tax rate that exceeds the VAR must be adopted at the public hearing at least 71 days before the uniform election date in November. A taxing unit is required to adopt its tax rate by September 30 or the 60th day, after the taxing unit receives the certified appraisal roll. (October 30, 2020)	10/16/2020	10/20/2020	10/21/2020



ANN HARRIS BENNETT

Tax Assessor-Collector & Voter Registrar
www.hctax.net

September 15, 2020

Commissioners Court
1001 Preston, 9th Floor
Houston, Texas 77002

	YES	NO	ABSTAIN
Judge Lina Hidalgo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comm. Rodney Ellis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comm. Adrian Garcia	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comm. Steve Radack	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comm. R. Jack Cagle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Honorable Court Members:

As required by Section 26.04 of the Texas Property Tax Code, I have determined the total appraised value, the total assessed value, and the total taxable value of property for use in the setting of property tax rates for the year 2020. This determination is based on my review of values approved by the Harris County Appraisal Review Board on August 21, 2020, and certified by the chief appraiser of the Harris County Appraisal District on September 1, 2020. The determined values are as follows:

<u>Taxing Unit</u>	<u>Appraised/Assessed Value</u>	<u>Taxable Value</u>
Harris County	\$658,763,214,605	\$505,415,872,192
H. C. Flood Control District	\$658,700,742,925	\$495,555,897,362
Port of Houston Authority	\$658,700,742,925	\$495,534,511,004
H. C. Hospital District	\$658,700,742,925	\$495,656,094,256

These values include the taxable value of property certified by HCAD, the estimated taxable values (net of estimated hearing loss) of uncertified property under Appraisal Review Board protest, and other property not under protest or included on the certified roll. These values also include the taxable value of new property totaling \$12,273,916,212. No reduction in taxable value has been made for the captured taxable value of tax increment reinvestment zones. The Harris County values also include \$62,471,680 for railroad rolling stock, provided by the State Comptroller of Public Accounts, and exclude the reduction for the Freeport exemption not adopted by Harris County.

In addition, as required by Section 26.04, I certify that the estimated collection rate for the taxing units are County 97.95%, Flood Control District 97.96%, Port of Houston Authority 98.33%, Hospital District 98.22%. For Harris County, Flood Control District, Port of Houston Authority, and Hospital District there were no debt taxes collected in excess of the anticipated amount in the preceding year due to a change in the collection rate.

Respectfully submitted,

Ann Harris Bennett

Ann Harris Bennett
Harris County Tax Assessor-Collector

Presented to Commissioners Court

September 15, 2020

Approve: G/E

cc: Mr. David Berry
Mr. Mike Post



**Harris County
2020 Tax Rate Submission**

	2019 Adopted Tax Rates	2020 No-New-Revenue Tax Rates	2020 Voter Approval Tax Rates 3.5%	2020 Voter Approval Tax Rates 8%	2020 Public Hearing Rates
Harris County					
Maint & Operations	\$0.34000		\$0.34068	\$0.35549	
PIC Fund	\$0.00174				
Debt Service	\$0.06539		\$0.05088	\$0.05088	
Total Harris County	<u>\$0.40713</u>	<u>\$0.39116</u>	<u>\$0.39156</u>	<u>\$0.40637</u>	<u>\$0.39116</u>
Flood Control					
Maint & Operations	\$0.02670		\$0.02649	\$0.02764	
Debt Service	\$0.00122		\$0.00493	\$0.00493	
Total Flood Control	<u>\$0.02792</u>	<u>\$0.02672</u>	<u>\$0.03142</u>	<u>\$0.03257</u>	<u>\$0.02672</u>
Port of Houston					
Debt Service	<u>\$0.01074</u>	<u>\$0.01029</u>	<u>\$0.00991</u>	<u>\$0.00991</u>	<u>\$0.00991</u>
Hospital District					
Maint & Operations	\$0.16491		\$0.17097	\$0.17097	
Debt Service	\$0.00100		\$0.00180	\$0.00180	
Total Hospital District	<u>\$0.16591</u>	<u>\$0.15883</u>	<u>\$0.17277</u>	<u>\$0.17277</u>	<u>\$0.15883</u>
Total Combined Rate	<u><u>\$0.61170</u></u>	<u><u>\$0.58700</u></u>	<u><u>\$0.60566</u></u>	<u><u>\$0.62162</u></u>	<u><u>\$0.58662</u></u>



ANN HARRIS BENNETT

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Assumptions Used in 2020 for Truth-in-Taxation and Debt Tax Rate Adoption Process September 29, 2020

- 2020 Taxable Values from line 21 of the 2020 Truth-in-Taxation worksheets prepared by the Tax Assessor-Collector are:

Harris County (Including Railroad Rolling Stock)	\$ 502,053,399,613
Flood Control District	\$ 494,042,647,089
Port of Houston	\$ 495,534,511,004
Hospital District	\$ 495,656,094,256

- Tax rates for debt service, plus excess debt, are calculated to provide sufficient cash to fund next fiscal year's debt service requirements (i.e. the 2020 tax rate funds the FYE 2021 debt service requirements for the County, Flood Control District and Port of Houston).

- Collection fees for Assessor-Collector are:

Harris County	\$2,363,610
Flood Control District	\$1,862,390
Port of Houston	\$1,008,609
Hospital District	\$2,040,645

- The below percentage of gross 2020 tax levy will be collected by July 1, 2020 from combined current 2020 and delinquent tax collections.

Harris County	97.95%
Flood Control District	97.96%
Port of Houston	98.33%
Hospital District	98.22%

HARRIS COUNTY, TEXAS

COUNTY DEBT SERVICE TAX RATE 2020 FOR FYE 2021 DEBT REQUIREMENTS

Fund	Fund Description	Beginning Cash	Fiscal Fees	Interest	Principal	Transfer	Total Expense	Net Cash Required	Collection Fee	Total Debt Service	Gross Levy Required	Gross Levy Required <100% Collected	Debt Service Rate
Constitutional Funds													
4601	HC/FC Agreement Series 2008-A 4501	(420,657.75)				32,606,450.00	32,606,450.00	33,027,107.75	50,182.02	32,656,632.02	33,077,289.77	33,769,565.80	0.00673
4603	HC/FC Agreement Series 2014A 4503	(86,215.50)				2,911,250.00	2,911,250.00	2,997,465.50	4,554.41	2,915,804.41	3,002,019.91	3,064,849.31	0.00061
4604	HC/FC Agreement Series 2014B 4504	(33,551.25)				712,039.26	712,039.26	745,590.51	1,132.86	713,172.12	746,723.37	762,351.58	0.00015
4605	HC/FC Agreement Series 2015B 4505	(13,932.25)				1,402,150.00	1,402,150.00	1,416,082.25	2,151.62	1,404,301.62	1,418,233.87	1,447,916.15	0.00029
4606	HC/FC Agreement Series 2017A 4506	(135,442.25)				7,674,800.00	7,674,800.00	7,810,242.25	11,867.03	7,686,667.03	7,822,109.28	7,985,818.55	0.00159
4608	HC/FC Agreement Series 2019A 4508	2,323,650.50				3,502,750.00	3,502,750.00	1,179,099.50	1,791.55	3,504,541.55	1,180,891.05	1,205,605.97	0.00024
4809	Perm Impr Ref Series 2011-A	(136,243.25)		427,000.00	4,800,000.00		5,227,000.00	5,363,243.25	8,149.02	5,235,149.02	5,371,392.27	5,483,810.37	0.00109
4810	Perm Impr Ref Series 2012 A	550,116.50		2,890,250.00	1,560,000.00		4,450,250.00	3,900,133.50	5,925.94	4,456,175.94	3,906,059.44	3,987,809.53	0.00079
4811	Perm Impr Ref Series 2012 B	(38,290.25)		414,218.70	5,850,000.00		6,264,218.70	6,302,508.95	9,576.15	6,273,794.85	6,312,085.10	6,444,191.01	0.00128
4812	Perm Impr & Ref Series 2015 A	77,662.25		7,155,787.50	0.00		7,155,787.50	7,078,125.25	10,754.64	7,166,542.14	7,088,879.89	7,237,243.36	0.00144
4813	Perm Impr Ref Series 2015 B	6,558.25		869,250.00	2,085,000.00		2,954,250.00	2,947,691.75	4,478.78	2,958,728.78	2,952,170.53	3,013,956.63	0.00060
4814	Perm Impr Ref Series 2017 A	(165,138.75)		5,970,450.00	5,180,000.00		11,150,450.00	11,315,588.75	17,193.12	11,167,643.12	11,332,781.87	11,569,966.16	0.00230
4815	Perm Impr Ref Series 2019 A	632,957.75		390,500.00			390,500.00	(242,457.75)	0.00	390,500.00	0.00	0.00	0.00000
4817	Perm Impr Ref Series 2020 A	227,162.00		10,946,755.00	52,905,000.00		63,851,755.00	63,624,593.00	96,672.43	63,948,427.43	63,721,265.43	65,054,890.56	0.01296
Total Constitutional Pool Funds		2,788,636.00	0.00	29,064,211.20	72,380,000.00	48,809,439.26	150,253,650.46	147,465,014.46	224,429.58	150,478,080.04	147,931,901.79	151,027,974.97	0.03007

Constitutional Commercial Paper Funds													
4701	Comm Paper Series A1	(649,716.25)	314,000.00	509,000.00	30,000,000.00		30,823,000.00	31,472,716.25	47,820.25	30,870,820.25	31,520,536.50	32,180,231.18	0.00641
4702	Comm Paper Series B	351,763.00	133,000.00	126,000.00			259,000.00	(92,763.00)	0.00	259,000.00	0.00	0.00	0.00000
4704	Comm Paper Series D	1,252,170.50	584,000.00	482,000.00	63,350,000.00		64,416,000.00	63,163,829.50	95,972.34	64,511,973.34	63,259,802.84	64,583,769.99	0.01287
4706	Comm Paper Series D-2	18,591.25	604,000.00	878,000.00			1,482,000.00	1,463,408.75	2,223.53	1,484,223.53	1,465,632.28	1,496,306.56	0.00030
4707	Comm Paper Series D-3	158,944.00	584,000.00	448,000.00			1,032,000.00	873,056.00	1,326.54	1,033,326.54	874,382.54	892,682.53	0.00018
4708	Comm Paper Series J-1	(1,217,861.00)	1,016,000.00	2,934,000.00			3,950,000.00	5,167,861.00	7,852.15	3,957,852.15	5,175,713.15	5,284,035.87	0.00105
Total Constitutional Commercial Paper Funds		(86,108.50)	3,235,000.00	5,377,000.00	93,350,000.00	0.00	101,962,000.00	102,048,108.50	155,194.81	102,117,195.81	102,296,067.31	104,437,026.13	0.02081

Road Pool Funds													
4703	Commercial Paper Series C	2,256,910.00	699,000.00	204,000.00			903,000.00	(1,353,910.00)	0.00	903,000.00	0.00	0.00	0.00000
4103	Road Ref CP Ser 2008-A	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00000
4105	Road Ref Ser 2010-A	3,538,500.00		538,500.00	3,000,000.00		3,538,500.00	0.00	0.00	3,538,500.00	0.00	0.00	0.00000
4106	Road Ref Ser 2011-A	8,865,100.00		1,165,100.00	7,700,000.00		8,865,100.00	0.00	0.00	8,865,100.00	0.00	0.00	0.00000
4107	Road Ref Ser 2012 A	3,321,250.00		3,321,250.00	0.00		3,321,250.00	0.00	0.00	3,321,250.00	0.00	0.00	0.00000
4108	Road Ref Ser 2012 B	637,400.00		637,400.00	0.00		637,400.00	0.00	0.00	637,400.00	0.00	0.00	0.00000
4109	Road Ref Ser 2014A	17,481,214.25		7,237,000.00	10,190,000.00		17,427,000.00	(54,214.25)	0.00	17,427,000.00	0.00	0.00	0.00000
4110	Road Ref Ser 2015A	10,092,559.00		10,054,500.00			10,054,500.00	(38,059.00)	0.00	10,054,500.00	0.00	0.00	0.00000
4111	Road Ref Ser 2017A	1,746,450.00		1,746,450.00			1,746,450.00	0.00	0.00	1,746,450.00	0.00	0.00	0.00000
4112	Road Ref Ser 2019A	19,018,630.00		1,685,000.00	16,910,000.00		18,595,000.00	(423,630.00)	0.00	18,595,000.00	0.00	0.00	0.00000
Total Road Pool Funds		66,958,013.25	699,000.00	26,589,200.00	37,800,000.00	0.00	65,088,200.00	(1,869,813.25)	0.00	65,088,200.00	0.00	0.00	0.00000

Total All Funds		69,660,540.75	3,934,000.00	61,030,411.20	203,530,000.00	48,809,439.26	317,303,850.46	247,643,309.71	379,624.40	317,683,475.86	250,227,969.11	255,465,001.11	0.05088
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Estimated Beginning Cash	69,660,540.75
Negative Net Cash Required	(2,205,034.00)
TNT Unencumbered Fund Amount (Line 40B)	67,455,506.75

HARRIS COUNTY, TEXAS
FLOOD CONTROL DEBT SERVICE TAX RATE 2020 FOR FYE 2021 DEBT REQUIREMENTS

Fund	Fund Description	Beginning Cash	Fiscal Fees	Interest	Principal	Transfer	Total Expense	Net Cash Required	Collection Fee	Total Debt Service	Gross Levy Required	Gross Levy Required <100% Collected	Debt Service Rate
Flood Control Funds													
4402	FC Ref Series 2014	7,726.98		1,810,000.00			1,810,000.00	1,802,273.02	6,158.11	1,816,158.11	1,808,431.13	1,846,091.38	0.00037
4403	FC Ref Series 2015A	7,726.98		2,110,050.00			2,110,050.00	2,102,323.02	7,183.34	2,117,233.34	2,109,506.36	2,153,436.44	0.00044
4404	FC Ref Series 2020A	0.00		10,975,904.17	5,395,000.00		16,370,904.17	16,370,904.17	55,937.03	16,426,841.20	16,426,841.20	16,768,927.17	0.00339
Total Flood D/S Pool		15,453.96	0.00	14,895,954.17	5,395,000.00	0.00	20,290,954.17	20,275,500.21	69,278.47	20,360,232.64	20,344,778.68	20,768,454.99	0.00420
Constitutional Commercial Paper Funds													
4450	Comm Paper, Series H	384,423.25	1,518,000.00	2,408,000.00			3,926,000.00	3,541,576.75	12,101.06	3,938,101.06	3,553,677.81	3,627,682.50	0.00073
Total Constitutional Commercial Paper Funds		384,423.25	1,518,000.00	2,408,000.00	0.00	0.00	3,926,000.00	3,541,576.75	12,101.06	3,938,101.06	3,553,677.81	3,627,682.50	0.00073
Road Pool Funds													
4501	FC Ref Series 2008-A 4601	90,239.50		1,626,450.00	30,980,000.00		32,606,450.00	32,516,210.50		32,606,450.00			0.00000
4503	FC Ref Series 2014A 4603	308.93		2,911,250.00	0.00		2,911,250.00	2,910,941.07		2,911,250.00			0.00000
4504	FC Ref Series 2014B 4604	644.66		712,039.26	0.00		712,039.26	711,394.60		712,039.26			0.00000
4505	FC Ref Series 2015B 4605	686.15		1,402,150.00	0.00		1,402,150.00	1,401,463.85		1,402,150.00			0.00000
4506	FC Ref Series 2017A 4606	544.34		7,674,800.00	0.00		7,674,800.00	7,674,255.66		7,674,800.00			0.00000
4508	FC Ref Series 2019A 4608	243.57		3,502,750.00	0.00		3,502,750.00	3,502,506.43		3,502,750.00			0.00000
Total Constitutional Pool Funds		92,667.15	0.00	17,829,439.26	30,980,000.00	0.00	48,809,439.26	48,716,772.11	0.00	48,809,439.26	0.00	0.00	0.00000
Total All Funds		492,544.36	1,518,000.00	35,133,393.43	36,375,000.00	0.00	73,026,393.43	72,533,849.07	81,379.53	73,107,772.96	23,898,456.49	24,396,137.49	0.00493

Estimated Beginning Cash	492,544.36
Negative Net Cash Required	0.00
TNT Unencumbered Fund Amount (Line 40B)	492,544.36

HARRIS COUNTY, TEXAS
PORT OF HOUSTON DEBT SERVICE TAX RATE 2020 FOR FYE 2021 DEBT REQUIREMENTS

Fund	Fund Description	Beginning Cash	Fiscal Fees	Interest	Principal	Transfer	Total Expense	Net Cash Required	Collection Fee	Total Debt Service	Gross Levy Required	Gross Levy Required <100% Collected	Debt Service Rate
Port of Houston Authority Funds													
2410	Series 2011 A Refunding	(58,216.30)		168,000.00	3,360,000.00		3,528,000.00	3,586,216.30	184,427.61	3,712,427.61	3,770,643.91	3,834,683.08	0.00077
1411	Series 2015A Refunding	(221,945.42)		2,156,056.26	14,350,000.00		16,506,056.26	16,728,001.68	860,267.52	17,366,322.78	17,588,264.20	17,886,976.51	0.00361
1412	Series 2015B Refunding (AMT)	161,275.50		80,000.00	0.00		80,000.00	(81,275.50)	0.00	80,000.00	0.00	0.00	0.00000
1413	Series 2015C Refunding	(33,046.45)		681,885.90	2,670,000.00		3,351,885.90	3,384,932.35	174,076.22	3,525,962.12	3,559,008.57	3,619,453.40	0.00073
1414	Series 2018A Refunding	(94,254.98)		8,738,950.00	0.00		8,738,950.00	8,833,204.98	454,263.43	9,193,213.43	9,287,468.41	9,445,203.19	0.00191
1415	Series 2020A-1 Refunding (Non-AMT)	18,148.94		327,500.00	1,530,000.00		1,857,500.00	1,839,351.06	94,591.93	1,952,091.93	1,933,942.99	1,966,788.33	0.00040
1416	Series 2020A-2 Refunding (Non-AMT)	(110,295.73)		9,945,150.00	1,095,000.00		11,040,150.00	11,150,445.73	573,431.69	11,613,581.69	11,723,877.42	11,922,991.24	0.00240
1417	Series 2020B Refunding (Taxable)	0.00		438,525.00			438,525.00	438,525.00	22,551.94	461,076.94	461,076.94	468,907.69	0.00009
Total Port of Houston Authority Funds		(338,334.44)	0.00	22,536,067.16	23,005,000.00	0.00	45,541,067.16	45,879,401.60	2,363,610.34	47,904,676.50	48,324,282.44	49,145,003.44	0.00991
Estimated Beginning Cash		(338,334.44)											
Negative Net Cash Required		(81,275.50)											
TNT Unencumbered Fund Amount (Line 40B)		(419,609.94)											

HARRIS COUNTY, TEXAS
HOSPITAL DISTRICT DEBT SERVICE TAX RATE 2020 FOR FYE 2021 DEBT REQUIREMENTS

Fund	Fund Description	Beginning Cash	Fiscal Fees	Interest	Principal	Transfer	Total Expense	Net Cash Required	Collection Fee	Total Debt Service	Gross Levy Required	Gross Levy Required <100% Collected	Debt Service Rate
Hospital District Funds													
	Tax & Rev Cert of Obligation Series 2016			2,159,000.00	2,530,000.00		4,689,000.00	4,689,000.00	6,582.78	4,695,582.78	4,695,582.78	4,780,678.66	0.00096
	Tax & Rev Cert of Obligation Series 2020			1,447,250.00	2,625,000.00		4,072,250.00	4,072,250.00	5,716.94	4,077,966.94	4,077,966.94	4,151,870.05	0.00084
Total Hospital District Funds Funds		0.00	0.00	3,606,250.00	5,155,000.00	0.00	8,761,250.00	8,761,250.00	12,299.71	8,773,549.71	8,773,549.71	8,932,548.71	0.00180
Estimated Beginning Cash		0.00											
Negative Net Cash Required		0.00											
TNT Unencumbered Fund Amount (Line 40B)		0.00											

Harris County Midyear Review Fiscal Year 2020-2021

SEPTEMBER 29, 2020



Agenda

- Credit Rating and Financial Health
- COVID-19 Financial Impacts
- Current Year Financial Projections
- Revenue Outlook

Credit metrics are weighted using the following key areas for assessment and with the thresholds outlined below

Harris County, Texas Ratings Scorecard⁽¹⁾ (FYE 2020)

	Weight	Harris County	Section Rating	Very Strong AAA	Strong AA	Moderate A	Weak BAA
Economy Tax Base							
Tax Base Size (MM)	10%	\$483,082 MM	Aaa	\$12,000 MM	\$1,400 MM	\$240 MM	\$120 MM
Full Value Per Capita	10%	104,960	Aa	150,000	65,000	35,000	20,000
Wealth (median family income)	10%	93.5%	Aa	150.0%	90.0%	75.0%	50.0%
Finances							
Fund Balance (% of Revenues)	10%	62.9%	Aaa	30.0%	15.0%	5.0%	0.0%
Fund Balance Trend (5-Year change)	5%	36.6%	Aaa	25.0%	10.0%	0.0%	-10.0%
Cash Balance (% of Revenues)	10%	91.4%	Aaa	25.0%	10.0%	0.0%	-10.0%
Cash Balance Trend (5-Year change)	5%	43.0%	Aa	25.0%	10.0%	0.0%	-10.0%
Management							
Institutional Framework	10%	AA	Aa	AAA Very Strong	AA Strong	A Moderate	BAA Weak
Operating History	10%	1.1x	Aaa	1.05x	1.02x	0.98x	0.95x
Debt/Pensions							
Debt to Full Value	5%	0.50%	Aaa	0.75%	1.75%	4.00%	10.00%
Debt to Revenue	5%	0.90x	A	0.33x	0.67x	3.00x	5.00x
Moody's-adjusted Net Pension Liability (3-Year average) to Full Value	5%	1.04%	Aa	0.90%	2.1%	4.80%	12.0%
Moody's-adjusted Net Pension Liability (3-Year average) to Revenue	5%	2.00x	A	0.40x	0.80x	3.60x	6.00x
	100%						



(1) Based on Moody's Rating Metrics

Harris County maintains the top credit ratings for its general obligation debt

		Issuer				
	Ratings Agency	General Obligations	Flood Control	Hospital	HCTRA (GO supported)	HCTRA (Revenue)
Long-term	Moody's	Aaa	Aaa	Aa1	Aaa	Aa2
	S&P	AAA	AAA		AAA	AA-
	Fitch	AAA	AAA	AA	AAA	AA
Short-term	Moody's					P-1
	S&P	A-1+	A-1+			
	Fitch	F1+	F1+			

	Highest ratings given by agency
	One level down from highest ratings
	Not applicable

Note: As of Sept 2020



Harris County's cost to borrow is at historic lows

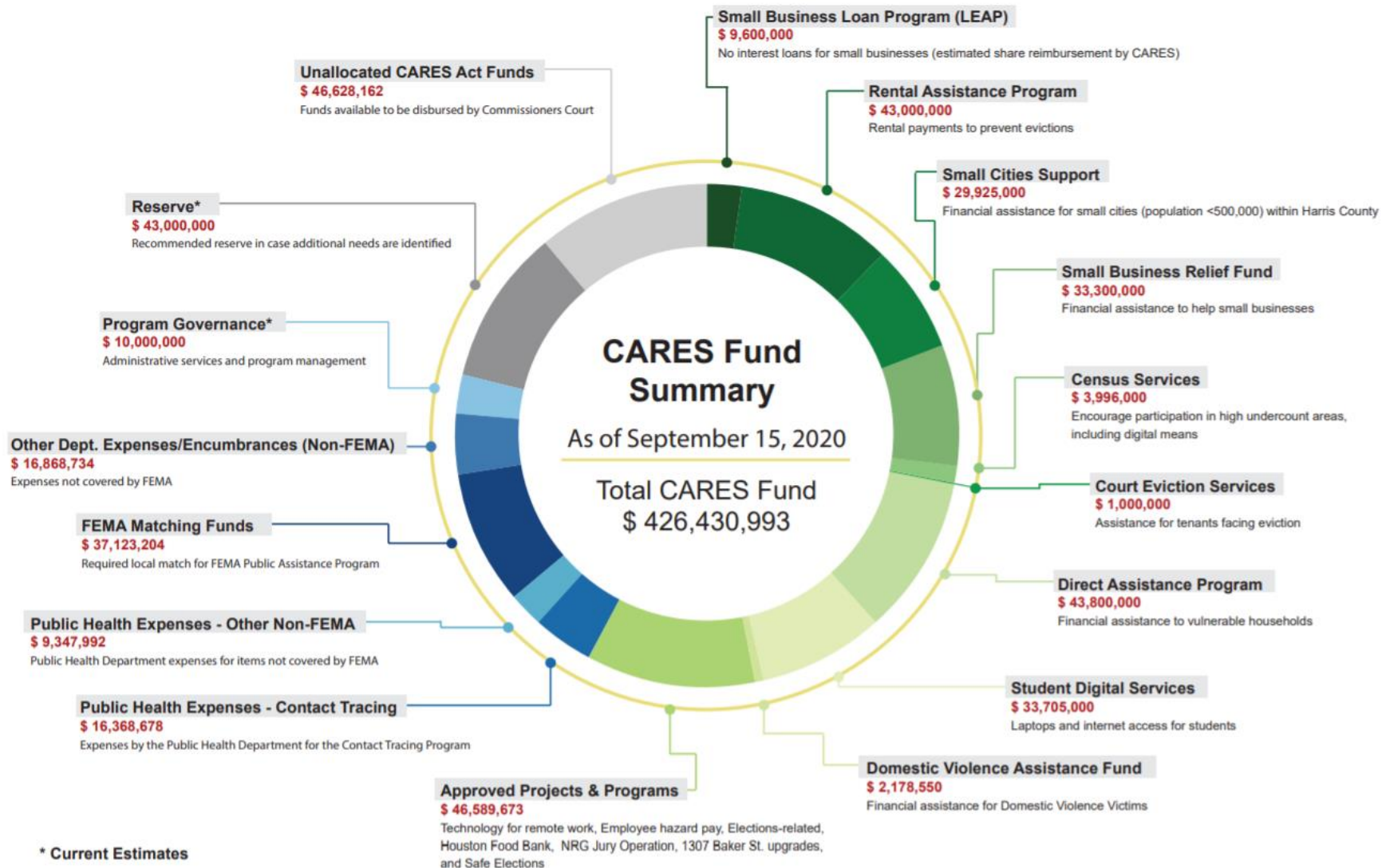
Harris County General Obligation Debt vs. 10 Year Treasury Yield



This implies cheaper funding for capital projects and ability to refinance current debt at lower rates

Note: As of 9/21/2020

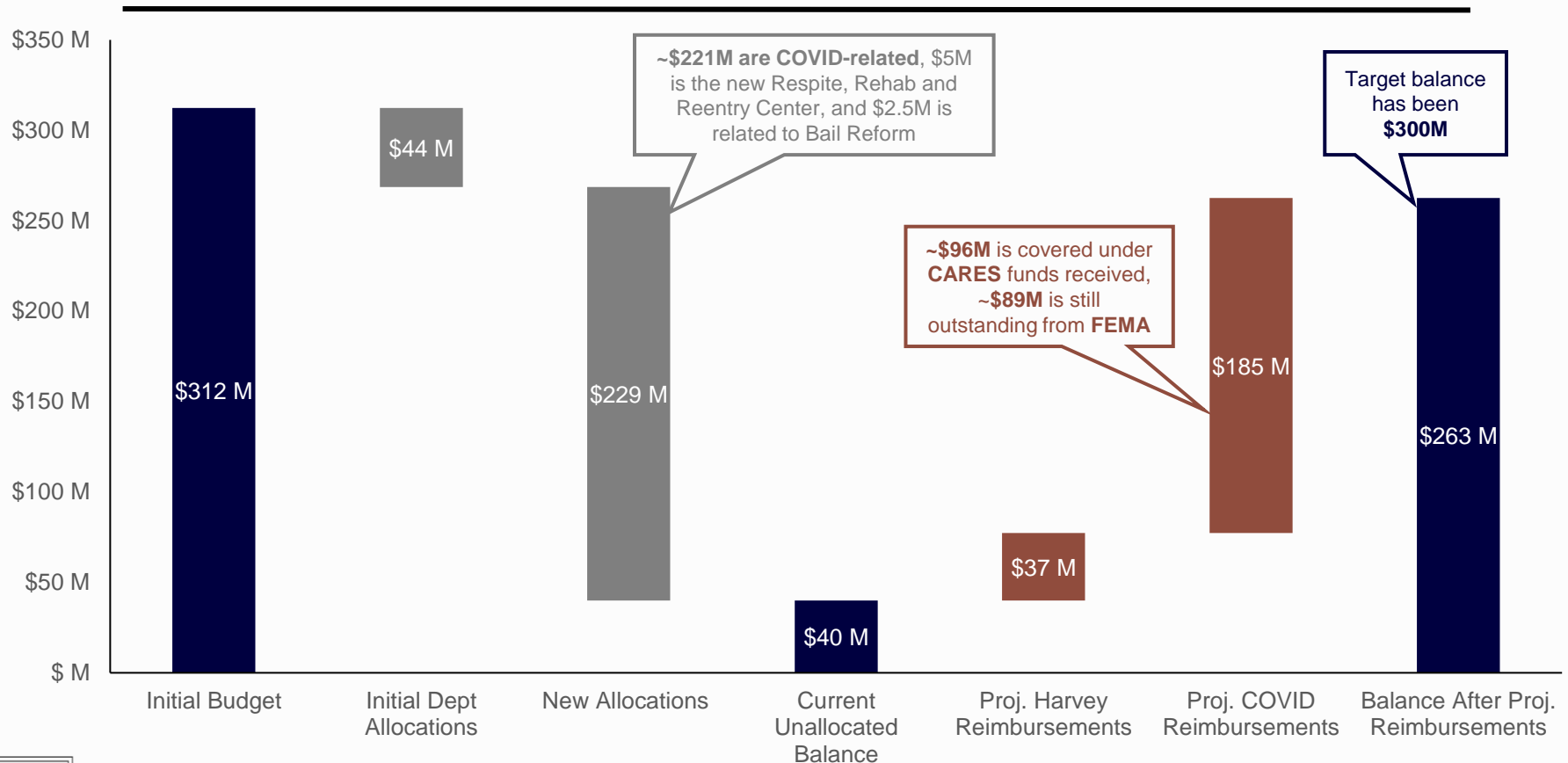
Of \$426M in CARES Funds received, ~\$47M is unallocated and another \$43M is in reserve



Contingency Fund has been utilized for COVID expenses, but accounting for reimbursements is projected to return to \$263M

/PRELIMINARY

Contingency Balance (PIC)



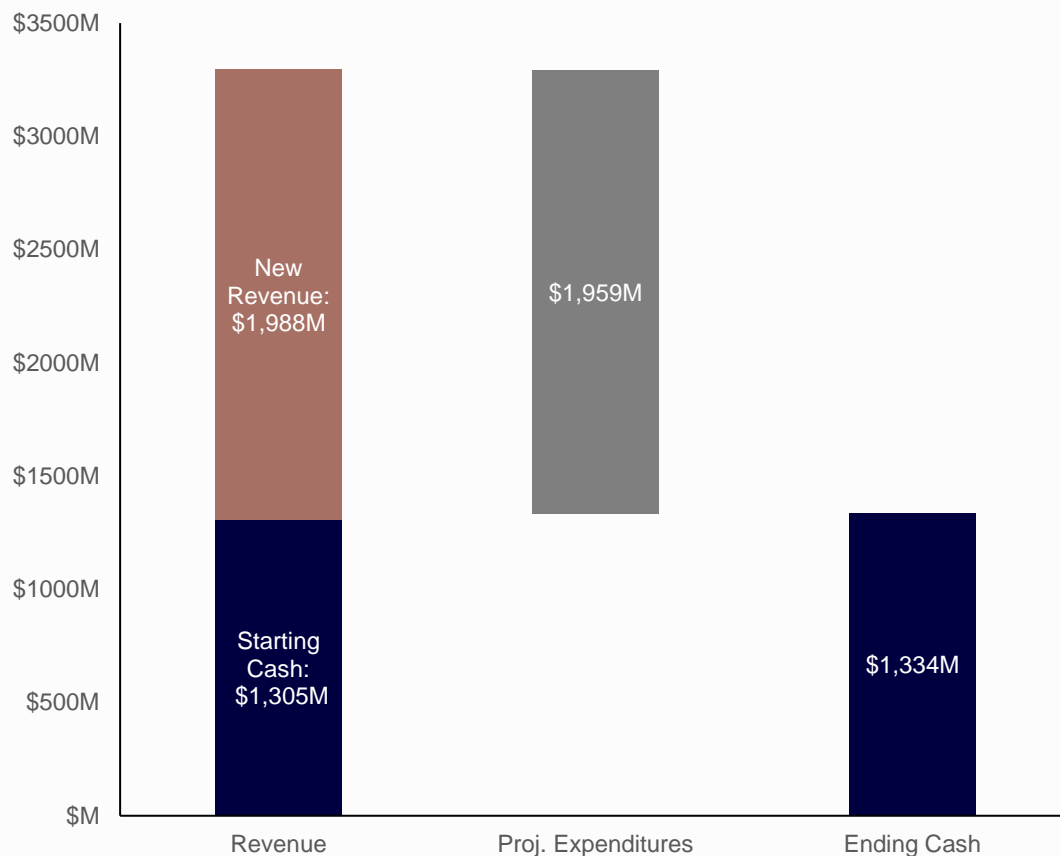
Note: As of 9/24/2020

Current projections show the General Fund will end the year with a similar (or higher) cash balance as last year

/PRELIMINARY

General Fund

(Projected through EOY)



Assumptions

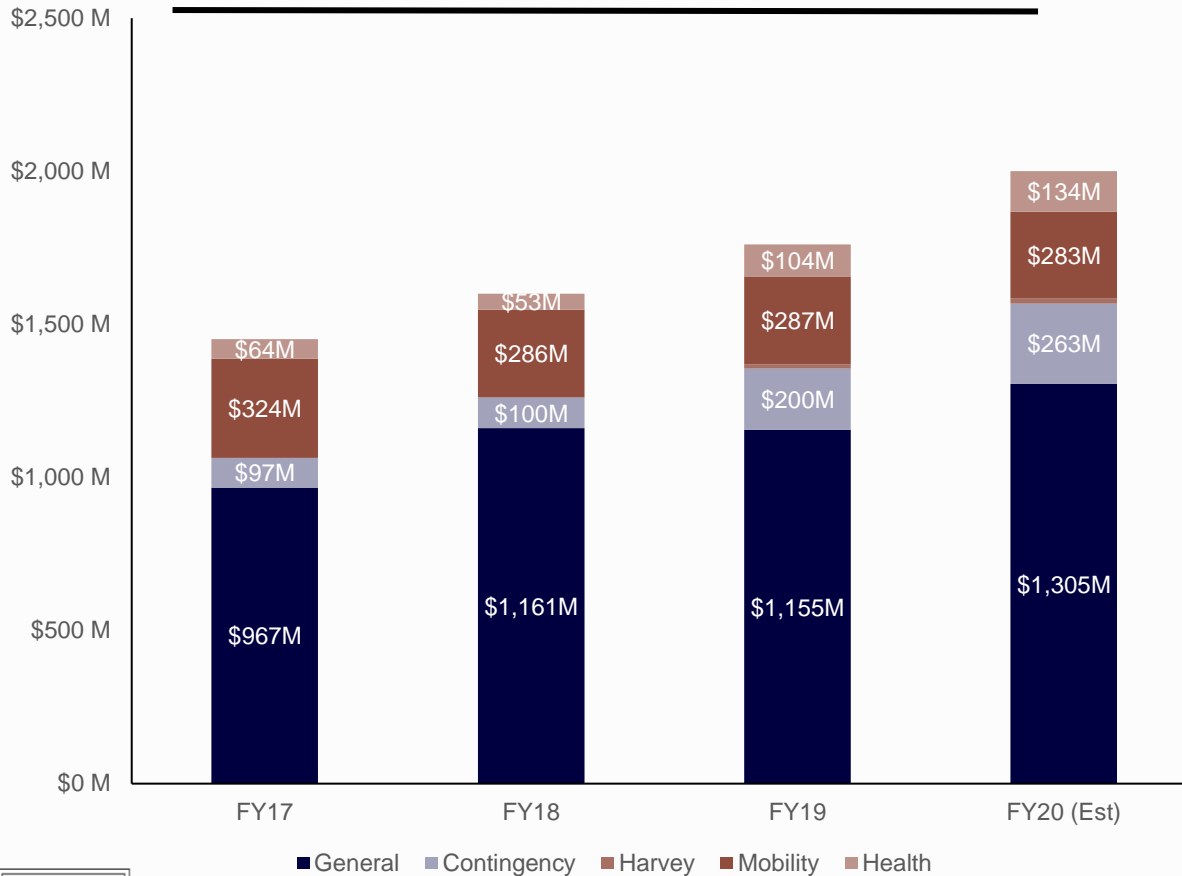
- Projected tax revenue is \$40M higher than the initial revenue estimate
- Non-tax revenue is \$30M lower than the initial revenue estimate
- Expenses are projected based on actual costs to-date, current labor run rates and historical non-labor spending
- Expenditure projections exclude COVID-related costs expected to be paid from the Contingency fund or CARES/FEMA funds

*Estimate- may have more COVID expenses that can be moved to CARES/FEMA
Note: Based on data 9/20/2020



Over the past couple of years, Harris County has built up a substantial cash balance

Cash Balances at the End of the Fiscal Year



Key points to note

- General Fund cash exceeds the \$1.1B baseline needed to avoid use of tax anticipation notes (TANS)
- Cash balances provide a margin of safety for COVID costs
- FEMA receivables are projected to be >\$100M by year end

CIP expenditures are lower than budget

Capital Expenditures vs. CIP Budget

Twelve months ending August 31, 2020				
	Actual	Budget	Variance	% Budget Expended
Office of the County Engineer	\$83.33M	\$167.62M	\$84.28M	50%
Universal Services	\$22.10M	\$55.60M	\$33.50M	40%
Miscellaneous Departments	\$0.29M	\$8.22M	\$7.93M	4%
HC Toll Road Authority	\$364.24M	\$524.70M	\$160.46M	69%
HC Flood Control District	\$408.99M	\$538.47M	\$129.48M	76%
HC Hospital District	\$53.20M	\$119.21M	\$66.01M	45%
HC Sports & Convention Corporation	\$1.20M	\$4.20M	\$3.00M	29%
Off-CIP	\$8.59M	\$0.00M	-\$8.59M	NA
Total	\$941.94M	\$1,418.02M	\$476.08M	66%

Key points to note

- BMD has transmitted a status report to provide an overview of County's capital investments over the last 12 months and highlight important capital projects
- CIP expenditures were 66% of budget. The report details variances by department, mostly due to project delays and budgeting conventions.
- The report also includes a 5-year projection on CIP spend and detailed project sheets for 41 CIP projects:
 - These projects are highlighted based on their impact and public profile or because they require Commissioners Court approvals, in excess of \$10 million between October 1, 2020 and February 28, 2021

Multiyear Revenue Forecast orientation and assumptions

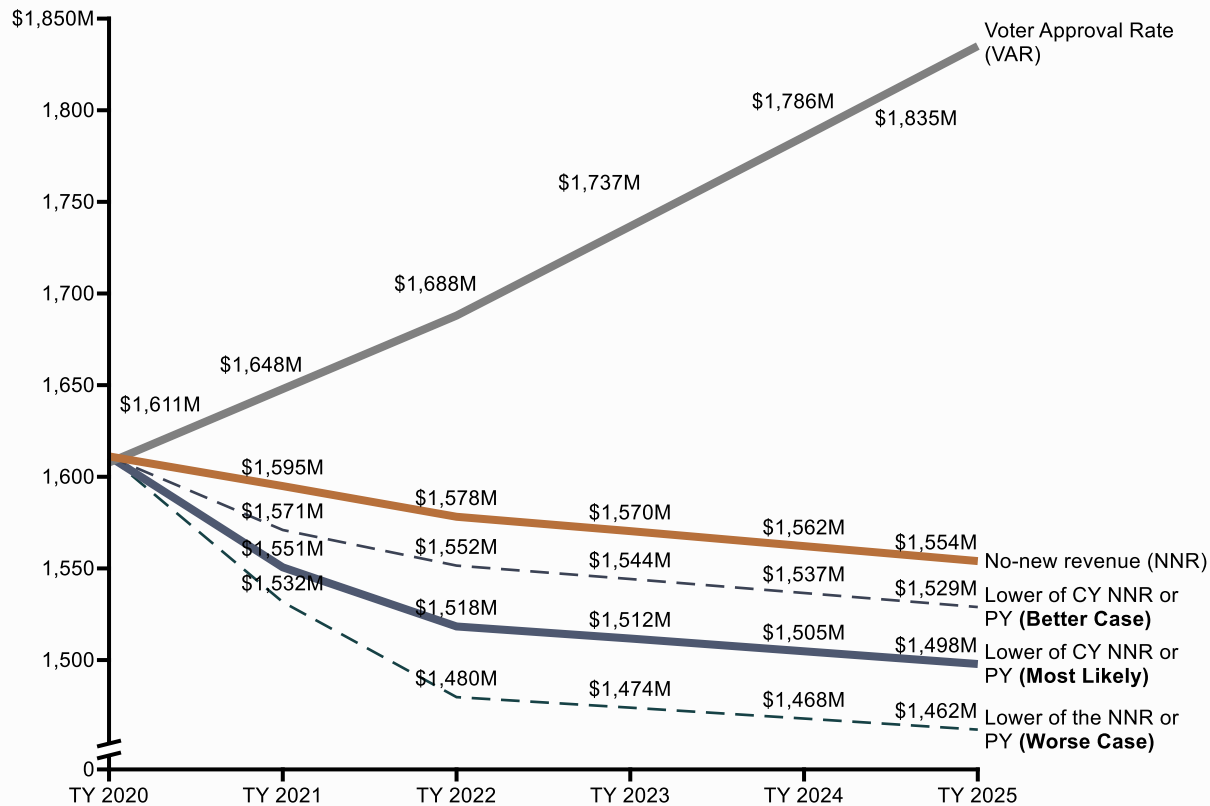
1. Budget Management Department has prepared a multiyear revenue forecast to cover a range of potential recessionary impacts of COVID-19
2. Our economic forecasts follow the recommendations of Congressional Budget Office (CBO) and most mainstream economists in that we are likely in a U-shaped recession where recovery occurs over a longer period
3. We have focused our analysis on General Fund and within that, on property taxes which constitute ~70% of General Fund revenues
4. The key driver of property taxes is property values. Property values are a lagging indicator of the overall economy, so we have assumed that there will not be significant revenue impacts from the COVID-19 induced recession until calendar year 2021
5. We prepared three scenarios for property value forecasts modeling out different levels of recessionary severity. In general we believe there will be a reduction in the tax base for 2021 and 2022. This will be followed by improvements from 2023-2025. We believe a significant portion of the reductions will be in Industrial and Commercial taxable values, with Residential taxable values proving more resilient
 - Detail on assumptions in the Appendix
6. We examined several tax rates scenarios: (1) the no-new revenue rate, (2) the voter approval rate and (3) the lower of the no-new revenue rate or the prior year's rate
7. Other key assumptions
 - a) Consistency in the tax rate strategy for the next 5 years
 - b) Range of \$6-9B per year of continued new property additions
 - c) Flat Harris County debt service tax needs of \$250 million per year



Revenue Forecast through TY 2025

/DIRECTIONAL

M&O Levy Revenue Forecast (\$M)



Key Takeaways

- There is little variation in the Voter Approval Rate (VAR) and No-new revenue rate (NNR) options across economic scenarios since these rates are based on a statutory amount of revenue collected yearly
- The biggest variations in across economic scenarios can be seen in the case where Commissioners Court does not vote to set a rate– the rate reverts to the lower of the current No-new revenue rate (NNR) or previous year's (PY) rate



Note: VAR and NNR revenue information is based on the "most likely" economic scenario

Summary of Key Conclusions

1. Harris County maintains excellent credit ratings, strong access to capital markets and strong liquidity reserves
2. Low interest rates and bond yields make this a good time to invest and refinance
3. CARES funding and expected FEMA reimbursements have softened the impact of COVID-19, and the County's cash balances remain strong
 - a) However, additional CARES funding would be required to sustain the same level of economic and social response to COVID-19
 - b) Additionally, the County should monitor the timing of reimbursements from FEMA as well as the risk of disallowances in order to know the cash requirements for the coming year
4. The revenue outlook is uncertain but manageable. Property taxes are generally one of the more stable forms of governmental revenue. Commercial and industrial values appear set to decline, but residential values appear resilient

Questions

Appendix

Taxable property value scenarios and forecasts

Scenario	TY 2020	TY 2021	TY 2022	TY 2023	TY 2024	TY 2025
Better Case	\$505.70B	\$492.65B	\$485.75B	\$495.69B	\$514.63B	\$539.93B
Most Likely	\$496.20B	\$476.30B	\$465.07B	\$473.21B	\$490.64B	\$512.19B
Worse Case	\$493.20B	\$466.86B	\$448.92B	\$455.00B	\$467.11B	\$482.45B



HARRIS COUNTY

BUDGET MANAGEMENT DEPARTMENT

(713) 274-1100
1001 Preston St. #500 Houston TX 77002
<http://budget.harriscountytexas.gov/>

September 29, 2020

To: County Judge Hidalgo and
Commissioners Ellis, Garcia,
Radack and Cagle

Fm: David Berry

Re: Capital Improvements Program Status Report

On September 15, 2020, Court directed the Budget Management Department (BMD) to present a status report on the FY 2020 Capital Improvements Program (CIP) and highlight capital projects Court should be aware of in advance of the full CIP presentation in early 2021. The report is enclosed.



HARRIS COUNTY

BUDGET MANAGEMENT DEPARTMENT

(713) 274-1100
1001 Preston St. #500 Houston TX 77002
<http://budget.harriscountytexas.gov/>

September 29, 2020 Capital Improvements Program Status Report

Overview and Executive Summary

On September 15, 2020, Commissioners Court approved the Budget Management Department's request to change the Capital Improvements Program (CIP) fiscal year, which was previously September 1-August 31, to match the March 1-February 28 fiscal year used by Harris County for general budgeting. In the interim, the Budget Management Department has prepared this status report on the FY 2020 CIP to provide financial information about the County's capital investments over the last twelve months and highlight capital projects Court should be aware of in advance of the full CIP presentation in early 2021. This comprehensive update of CIP will be presented to Commissioners Court alongside the General Fund budget. This will enable Commissioners Court to better align general fund and CIP spending in accordance with the Court's vision. The FY 2020 update is divided into three sections:

Section 1 – Financial Year in Review: The FY 2020 CIP, which was transmitted to Court on September 24, 2019 contained a total of 312 projects, constituting \$1,418,022,432 in capital investment. This section reports on year-to-date expenditures on projects approved in the FY 2020 CIP, including a discussion of significant variances between forecasted and actual expenses, and the inclusion of additional projects during the course of the fiscal year.

Section 2 – Five-Year Financial Projection: A forecast for spending over the next five years on CIP projects.

Section 3 – Deeper Dive on Highlighted Projects: This section does not cover every current and proposed project, but provides updates on 41 projects split into two groups. BMD investigated the possibility of presenting a third group of projects, projects that could be accelerated to act as a local stimulus and to take advantage of historically low interest rate. At this time, based on feedback from County departments, there were few opportunities to immediately accelerate capital projects. BMD will continue to evaluate this area for the FY 2021 CIP.

- **Group A - Community Impact Projects:** 13 projects highlighted due to their impact and public profile within Harris County's communities.
- **Group B: Current and Near-term Projects:** 28 projects that are anticipated to incur expenditures, or require Commissioners Court approvals, in excess of \$10 million between October 1, 2020 and February 28, 2021. This report includes details on each project, allowing Commissioners Court to continue to monitor the status of these developments and be prepared for further investment decisions.

1. Financial Year in Review:

The FY 2020 CIP included a budget of capital expenditures from September 1, 2019 through August 31, 2020. Below is a summary of FY 2020 CIP cash expenditures vs. budget, by sponsoring entity. A more detailed breakdown by project is included as Appendix A.

Table 1: Capital Expenditures vs. CIP Budget

Twelve months ending August 31, 2020				
	Actual	Budget	Variance	% Budget Expended
	(millions)			
Office of the County Engineer	\$ 83	\$ 168	\$ 84	50%
Universal Services	22	56	34	40%
Miscellaneous Departments	0	8	8	4%
HC Toll Road Authority	364	525	160	69%
HC Flood Control District	409	538	129	76%
HC Hospital District	53	119	66	45%
HC Sports & Convention Corporation	1	4	3	29%
Off-CIP	9	-	(9)	NA
Total	\$ 942	\$ 1,418	\$ 476	66%

The principal drivers of the variances in expenditures are discussed in the following section:

General

CIP expenditures were lower in FY 2020 than originally budgeted. The CIP budget transmitted for the FY 20 CIP on September 24, 2019 was \$1,418,022,432. Actual expenditures for the period were \$941,942,925, a variance of \$476,079,507. Roughly half of this variance, \$240,000,000, is explained by delays in a handful of major, non flood-control projects such as the Hardy Downtown Connector (Phase II).

One quarter of the variance comes from slower than expected work on a number of flood control projects. The Harris County Flood Control District (HCFCD) continues to manage over 180 active projects and invested \$409 million in FY 2020. In 2019, the Flood Control District sought engineering and design services for much of its \$2.5 billion in projects. The combination of the need to scale up the organization of the Flood Control District and the spike in demand for design and engineering services, caused by what was a booming construction industry at the time, reduced the capacity of design and engineering firms to take on other projects, which accounts for some project delays.

The remaining variance is largely due to Harris County Hospital District and Harris County Sports Authority projects that have been postponed due to the ongoing COVID-19 pandemic. The County has been responding to COVID-19 for half of the year (March 2020 to present) and some of the departments managing capital projects had vital roles to play in the County's response to COVID-19. As such, projects were delayed as project resources were temporarily re-tasked.

Finally, it is important to note that budgeting conventions were not consistent across projects in the FY 2020 CIP. Some departments forecasted expenditures based on the date of Commissioners Court approval, other departments forecasted based on when encumbrances were created, and still others forecasted on a cash basis. Different budgeting conventions make budget vs. actual analysis more complex and limit the conclusions that can be drawn. The Budget

Management Department will improve the clarity of instructions and consistency of project budgets for the full CIP presentation in early 2021.

Office of the County Engineer (OCE)

The department building consolidation, including options at Pinemont and the former Riverside Hospital site, was originally slated for FY 2020. The delay of that project represents the largest variance for OCE at \$35 million. Two additional projects, budgeted for a combined \$34.9 million, did not move forward in FY 2020. The 'Upgrade Preston Street Central Plant' project came in \$19.9 million under budget, due to a delay in project start. The project is still in the design phase as Court approved a \$5.9 million contract for engineering services associated with this project on September 15, 2020. Additionally, the 'Adult County Detention Facility Repair/Upgrades' project, which covers detention facilities managed by the Sheriff, came in \$15 million under budget for the year. Progress was limited due to a lack of swing space to shift inmates to while work is being done.

Universal Services (US)

Project start delays are the primary reason for variances for US CIP projects. Two of US's largest projects were the '311 Implementation' and 'AFIS Replacement' projects. Both projects had a delayed start and are still in procurement phase, resulting in lower than expected expenditures.

HC Toll Road Authority (HCTRA)

The variance between HCTRA's budgeted and actual spending, totaling \$160 million, is largely due to a difference in budgeting conventions. HCTRA prepared its budget for the CIP based on the timing of the encumbrance of funds, while this Status Report presents actuals based on cash expenditures. A variance of \$157.1 million below from the adopted FY 2020 estimated encumbrance budget is related directly to the suspension of the Hardy Downtown Connector (Phase II) project, which represented anticipated new encumbrances of \$160 million for FY 2020. On May 19, 2020, HCTRA received authorization from Commissioners Court to suspend development of Phase II to allow for reevaluation of any proposed project within the corridor. The second largest variance, \$61.4 million, is related to the Sam Houston Tollway Widening (East) project, which anticipated new encumbrances of \$700,000 for FY 2020. However, the expenditures incurred during FY 2020 of \$62 million for this project were mainly previously approved funds encumbered in prior fiscal years.

HC Flood Control District (HCFCD)

Based on the pace, nature, number, and scale of HCFCD's projects, variances on project budgets on a year-to-year basis are to be expected. Projects may be delayed due to permitting and availability of partner funding, as well as delays in engineering and design. Project costs may also increase or decrease as scope evolves and permitting and design advance towards construction. BMD will continue to work with HCFCD to advance our ability to accurately project costs and better align budgets with actual expenditures. The largest HCFCD project variance, \$96.3 million over budget, is associated with the 'Z-Buyout Federal Grant-Funded Volunteer Home Buyouts' project. This project has \$96.3 million in expenditures associated with buying properties in the flood plain, but had no budget in the CIP for this period because funding for the project was approved prior to CIP FY 2020 (\$158.1 million funded had been funded prior to September 1, 2019). The next largest variance, \$72.3 over budget million, is associated 'C-11 Design and Construction of Project Brays Corps of Engineers (Section 211(f) Project)' project. The \$6.8 million budget for this project was the result of an error in the FCD schedule as the maturity of the organization as it ramps up operations to the present scale. FCD continues to invest in its budgeting and project scheduling tools to improve its ability to accurately anticipate project costs.

HC Hospital District (HCHD)

The largest HCHD project variance, \$9.7 million under budget, is associated with 'LBJ Optimization/Redesign' project, which anticipated expenditures of \$10 million. A significant portion of this project was to renovate the emergency center, which has been postponed to January 2021 due to the impact of COVID-19 on the hospital. Similarly, the project to renovate the Quetin Mease Health Center has been postponed due to COVID-19, resulting in only \$500k being spent versus an anticipated expenditure of over \$10 million.

HC Sports & Convention Corporation

The Harris County Sports & Convention Corporation anticipated beginning a project to refresh and modernize the NRG Center interior in Spring 2020, which would have required \$3 million in support funding from the County. The project has been delayed due to ongoing COVID-19 response operations at NRG Park and a decline in tourism-related tax revenue which provide support to the Project. The Sports & Convention Corporation anticipates coming back to Commissioners Court in late 2020 or early 2021 to request the project funding from the County to continue the project.

Miscellaneous Department Projects

In September 2019, Court authorized \$5.3 million for HazMat response equipment for the Fire Marshall's Office and Pollution Control Services Department as part of a PENTA Gap Analysis report. As of August 31, 2020, over \$5 million of the budget remains unexpended.

Off CIP

Court authorized budget for several projects that were not in the CIP. Support for the Sheriff's Office was a large contributor to Off-CIP projects, in the form of vehicle purchases (\$5.5 million) and EPIC software support and equipment (\$1.36 million).

2. Five-Year Financial Projection

Below is a five-year forecast of capital projects currently included in the latest CIP:

Table 2: Forecasted Capital Expenditures

	Twelve month periods ending September 30					Total
	2021	2022	2023	2024	2025	
	(millions)					
Office of the County Engineer	\$ 190	\$ 137	\$ 77	\$ 69	\$ 66	540
Universal Services	64	40	31	23	28	186
Miscellaneous Departments	4	4	1	1	1	12
HC Toll Road Authority	428	593	195	73	39	1,327
HC Flood Control District	750	882	889	818	594	3,933
HC Hospital District	127	123	69	45	43	407
Total	\$ 1,562	\$ 1,780	\$ 1,262	\$ 1,030	\$ 771	6,405

Of this total \$6.4 billion in capital spending, approximately \$700 million represents secured partner funding that will be reimbursed to Harris County, primarily in the form of state and federal grants for Flood Control District projects. There is however, uncertainty around the timing of these reimbursements. Obtaining the commitment of state and federal funds is essential for many of the projects included in the Flood Control District's \$2.5 billion bond approval. The below table shows the contribution of partner funding to the County's current forecast for capital projects:

Table 3: Contribution of Partner Funding

	Five-year period beginning October 1, 2020			To complete all projects underway during five-year period beginning October 1, 2020 ¹		
	County Funding	Outside Funding	Total	County Funding	Outside Funding	Total
(millions)						
Office of the County Engineer	\$ 540	\$ -	\$ 540	\$ 851	\$ -	\$ 851
Universal Services	186	-	186	236	-	236
Miscellaneous Departments	12	-	12	15	-	15
HC Toll Road Authority	1,327	-	1,327	2,835	-	2,835
HC Flood Control District	3,216	717	3,933	2,818	2,366	5,233
HC Hospital District	340	67	407	463	67	530
Total	\$ 5,621	\$ 784	\$ 6,405	\$ 7,219	\$ 2,432	\$ 9,700

1.) Includes funding to date and anticipated expenditures beyond five years.

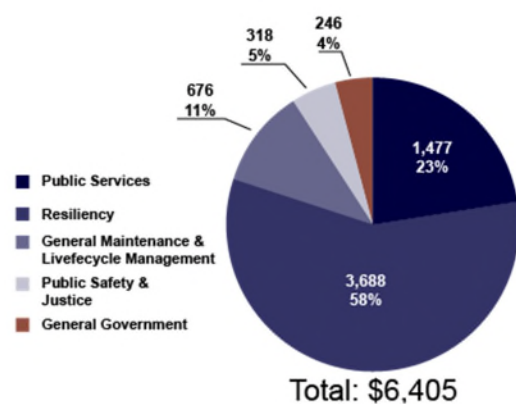
The Flood Control District has secured \$717 million in outside funding to date; if no additional outside funding is secured, the County contribution over the next five years would need to be \$3.2 billion. This \$3.2 billion would include additional reimbursable funds that are anticipated to be secured in the future, the 2018 Flood Control Bond funds of \$2.5 billion, and HCTRA funding to be determined. To complete the projects, Flood Control estimates that \$2.36 billion in outside funding is needed, along with \$2.8 billion in County funding.

A. Break down by Category

The projects fall into the following categories:

- **General Government:** Improvements and new infrastructure to support Harris County's internal operations to meet the County's changing needs. Includes cybersecurity, facilities to improve County efficiencies, masterplans, studies, and records management improvements.
- **General Maintenance & Lifecycle Management:** Focuses on deferred maintenance and lifecycle management of current facilities to extend the useful life. This includes projects to address fire/life-safety issues, replacement of the Lynchburg ferry, toll-road system maintenance, and other maintenance on facilities across the County.

**Five-Year Projection by Category
(\$ millions)**



- **Public Safety & Justice:** Projects that improve emergency response capabilities, support the court system, or are associated with law enforcement. Examples include renovations to the Criminal Justice Center, a new Pre-trial case management system, repairs to the detention facility, radio replacement, and Community Supervision & Corrections facilities improvements.
- **Public Services:** Improvements and new infrastructure to support public-facing County operations. This includes improvements to the toll-road system, modernization of the Ben Taub emergency center, renovations to libraries, and new voting equipment.
- **Resiliency:** Resiliency projects help the County better withstand and recover more quickly from emergencies and disasters. This includes HazMat response equipment, projects related to Hurricane Harvey damages, and flood damage reduction projects that work with appropriate regard to community and natural values. Capital funding for flood control has more than quadrupled through a voter-approved \$2.5B bond program with an additional \$3B in anticipated outside funding.

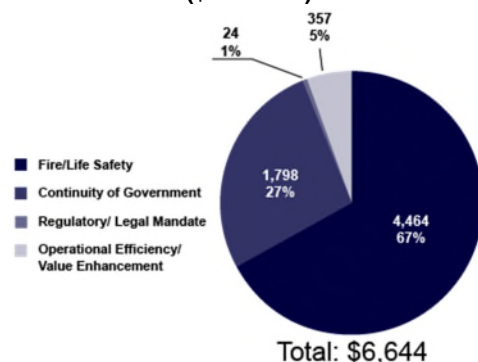
The largest portion of the highlighted projects are Resiliency projects and include the majority of projects managed by the Flood Control District. 170 of 278 projects are Resiliency projects and one of the projects, the 'Federal Grant-Funded Volunteer Home Buyouts', is anticipated to have over \$107 million in expenses over the next twelve months. 33 of the 278 projects are Public Services projects that focus on improvements and new infrastructure to support public-facing County operations, such as those projects being done by the Toll Road Authority and the Hospital District. One such project is the Sam Houston Tollway (Ship Channel Bridge), which is anticipated to have \$180 million in expenses over the next twelve months.

B. Break down by Priority

Projects were given one of the following categorizations to help Court understand why the project is proposed and its urgency:

1. **Fire/Life Safety:** Projects related to construction, protection, and occupancy features necessary to minimize danger to life. Project examples include: fire suppression systems; removing mold or other toxic substances from a building; replacing deteriorated electrical systems; and elevator replacement. Projects meeting these criteria must be completed as soon as possible.
2. **Continuity of Government Operations:** Projects that address issues that would restrict normal government operations. Project examples include: replacing a leaking roof; repairing the central plant that powers the downtown complex; and replacement of unsupported failing systems. Projects meeting this criteria must be completed as soon as practical.
3. **Regulatory or Legal Mandate:** Projects related to a statutory requirement or court order. Examples include updating voting locations to comply with ADA requirements, and projects to address new floodplain map issues. Projects meeting these criteria likely must be completed as soon as practical or ordered.

**Five-Year Projection by Priority
(\$ millions)**



4. Operational Savings or Value Enhancement (including Lifecycle Management): Projects that provide the County a recurring cost savings and/or prolong an asset's useful life, with an acceptable return on investment. This includes projects that add value to operations, efficiencies, and customer service experience of current systems and processes. This may also include maintenance and replacement projects, including deferred maintenance projects. Examples include: LED lighting replacement; moving out of an aging building that requires regular costly maintenance; renovating the jury assembly area; building program rooms at the library, and creating space for new services. Projects meeting this criteria are prioritized by Commissioners Court

The majority of the projects (198 of 278, \$869 million over the next year) address Fire/Life Safety issues, ranging from flood mitigation to maintenance of elevators and fire suppression systems. 38 out of 278 projects, totaling \$572 million over the next twelve months, address Continuity of Government issues, such as repairing the County's Adult Detention Facilities and maintaining the County's toll road system. The remaining 42 projects, totaling \$119 million are those that address a legal mandate or would provide an operational savings or value enhancement to County operations. This includes implementing the County's Transportation Plan and enhanced automation and reporting for the County's new electronic financial system (PeopleSoft).

C. Operating Impacts

Though capital projects typically represent a one-time expense, they can have long-term impacts on the operating budget. The table below shows a summary of potential operating cost impacts from capital projects by the entity managing the project.

Table 5: Forecasted Operating Impacts

	Twelve month periods ending September 30					
	2021	2022	2023	2024	2025	Total
	(millions)					
Office of the County Engineer	\$ -	\$ -	\$ -	\$ -	\$ -	-
Universal Services	-	4	12	14	15	45
Miscellaneous Departments	-	-	-	-	-	-
HC Toll Road Authority	33	36	38	42	52	201
HC Flood Control District	3	4	7	9	10	32
HC Hospital District	2	8	17	23	24	73
Total	\$ 38	\$ 51	\$ 74	\$ 87	\$ 101	351

The tables on the following pages provide additional detail regarding the projects included in this report. All 41 Group A and B project are detailed in Tables 6 & 7, sorted by sponsoring department.

Following Tables 6 & 7, all 13 Group A Community Impact projects are listed in depth.

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3. CIP Highlighted Projects:

Table 6: Highlighted Projects - Flood Control District

	Status	Next Twelve Months Forecast	Total Project Cost	Secured Partner Funding	Remaining Partner Funding Needed
		millions			
District Facility and Service Center Construction	Construction	\$12	\$40	-	-
CI-012: Major Maintenance of Cypress Creek and Tributaries	Construction	13	60	-	-
F-52: Rehabilitation of Approximately 20 Miles of Channels Upstream of Barker Reservoir to Restore Channel Conveyance Capacity	Design	6	22	-	-
F-53: Rehabilitation of Channels Upstream of Addicks Reservoir to Restore Channel Conveyance Capacity	Design	12	40	-	-
Z-StormRep: Countywide Storm Repairs in Harris County	ROW / Utilities	50	123	76	0
A120-00-00-C003: Mud Gully Channel Improvements	Construction	8	12	-	-
C-03: Right-Of-Way Acquisition, Design and Construction of Corps of Engineers Clear Creek Federal Flood Risk Management Project	Construction	78	337	148	19
C-11: Design and Construction of Project Brays Corps of Engineers Section 211(f) Project	Construction	50	145	75	-
C-14: Design and Construction of Corps of Engineers White Oak Bayou Section 211(f) Project	Construction	23	45	45	-
C-18: Design and Construction of Corps of Engineers Hunting Bayou, Section 211(f) Project	Construction	29	65	65	-
C-26: Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-23-00 and P118-23-02	Construction	1	28	-	25
C-34: Design and Construction of Lauder Stormwater Detention Basin Improvements	Design	10	37	25	-
C-39: Right-of-Way Acquisition, Design and Construction of the North Canal	Design	5	100	-	80
C-59: Construction of Inwood Forest Stormwater Detention Basin	ROW / Utilities	16	48	2	33
CI-60: Planning, Right-Of-Way, Design and Construction of Conveyance Improvements along Panther Creek	Construction	1	10	-	-
F-20: Cypress Creek Right-of-Way Acquisition and Floodplain Preservation	Feasibility	12	100	-	-
F-26: Management, Right-of-Way Acquisition, Design and Construction of the Little Cypress Creek Frontier Program	Construction	13	51	-	19
F-37: Design and Construction of Channel Conveyance Improvements on M124-00-00 Downstream of SH 249	Construction	25	72	20	31
Z-04: Partnership Projects with the Harris County Engineering Department	Design	13	100	-	-
Z-10: Maapnext - Harris County Floodplain Mapping Updates	Design	13	25	10	3
Z100-00-00-H058: Flood Mitigation Assistance (FMA) Buyout Grant 2016 (application year)	Preliminary Engineering	12	15	13	1
Z-Buyout: Federal Grant-Funded Volunteer Home Buyouts	Design	39	566	182	240
Z-Subdiv: Harris County Engineering Department Countywide Subdivision Drainage Improvement Projects	Design	72	461	-	346
Total		\$512	\$2,503	\$661	\$796

Table 7: Highlighted Projects - Other Sponsoring Entities

	Sponsoring Entity	Status	Next Twelve Months Forecast	Total Project Cost
			millions	
Hospitals/Clinics Repair and Maintenance/Replacement : MEP	HCHD	Ongoing	\$10	\$40
Medical Equipment: Routine Replacement	HCHD	Ongoing	10	68
Quentin Mease Redesign	HCHD	Procurement	38	46
Hardy Toll Road Downtown Connector (Phase I)	HCTRA	Construction	20	207
Lynchburg Ferry	HCTRA	Procurement	14	23
Sam Houston Tollway (Ship Channel Bridge)	HCTRA	Design	185	1,058
System-wide Roadway Improvements	HCTRA	Ongoing	22	110
Toll Plaza Conversion(s) and Improvements	HCTRA	Procurement	111	172
Toll System Upgrades, Maintenance, and Capital Support	HCTRA	Ongoing	40	110
Washburn Tunnel	HCTRA	Design	16	22
Adult Detention Facilities Upgrades and Repairs	OCE	Ongoing	36	196
County Transportation Plan	OCE	Ongoing	20	107
CSCD Phase II Administrative Area Upgrades, Atascocita	OCE	Ongoing	28	81
Criminal Justice Center Restoration	OCE	Ongoing	11	97
Facilities Maintenance	OCE	Ongoing	47	136
South Central Plant Renovation	OCE	Procurement	25	65
ERP Enhanced Automation and Reporting	US	Procurement	6	6
eCitation with Digital Signatures	US	Procurement	11	11
Total			\$649	\$2,555

Of the 277 of CIP projects being planned or implemented, BMD is highlighting 41 projects anticipated to have \$1.1 billion in expenditures between October 1, 2020 and September 30, 2021. These highlighted capital projects are those that A) may draw significant public interest; or B) anticipate expenditures or approvals of \$10 million or more over the next twelve months. A five-year cash flow projection and project sheets for each project are attached (Appendices #B and #C, respectively). Though many of the projects have been presented before, this CIP update allows the Court to review updated and new project proposals since the last CIP update on September 24, 2019. A full CIP, including these highlighted projects and others, will be presented to Court in January 2021 as part of the County's budget public hearings.

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Group A: Projects of Interest:

Projects highlighted because these projects that may be particularly notable for their impact to communities. More details on each project can be found in Appendix B.

Group A: Other Projects of Interest:

Project	Notes
C-11: Design and Construction of Project Brays Corps of Engineers Section 211(f) Project	Project Brays has the current largest construction contract just over \$50M and is part of the largest flood reduction project undertaken by HCFCD to date. This project involves many bridges has been a key point of public engagement over the last couple years.
C-39: Right-of-Way Acquisition, Design and Construction of the North Canal	The North Canal project is a partnership project with the City of Houston and to reduce flooding risk upstream and downstream of downtown Houston along both White Oak and Buffalo Bayous. The project anticipates \$5 million in additional funding needs over the next twelve months, with an additional \$95 million for the next six years after that to complete the project (total of \$100 million).
F-20: Cypress Creek Right-of-Way Acquisition and Floodplain Preservation	"The Cypress Creek floodplain preservation project is a large scale property acquisition aimed at preserving channel conveyance and/or restoring natural floodplains in areas subject to frequent flooding. The project anticipates \$12 million in additional funding needed over the next twelve months, with another \$75 million over the following four years after that to complete the project (total of \$100 million).
F-26: Management, Right-of-Way Acquisition, Design and Construction of the Little Cypress Creek Frontier Program	The Little Cypress Frontier Program focuses on the 52 square mile Little Cypress Creek watershed and will be spending upwards of \$20M in the 2021 fiscal year. No additional funds are anticipated to be needed over the next twelve months.
F-52: Rehabilitation of Approximately 20 Miles of Channels Upstream of Barker Reservoir to Restore Channel Conveyance Capacity	Rehabilitation of the Barker Reservoir is one of the more high profile maintenance projects included in the 2018 Bond project list. Much of the funding has been allocated to the project, with many of those costs hitting in the 2021 fiscal year.
F-53: Rehabilitation of Channels Upstream of Addicks Reservoir to Restore Channel Conveyance Capacity	Rehabilitation of the Addicks Reservoir is one of the more high profile maintenance projects included in the 2018 Bond project list. Over half of this \$40m project has been funded and most of the remaining costs are anticipated to hit in the 2021 fiscal year.
Z100-00-00-H058: Flood Mitigation Assistance (FMA) Buyout Grant 2016 (application year)	This Home Buyout project (Flood Mitigation Assistance (FMA) Buyout Grant 2016 application year) is the precursor to the existing 2018 Bond Z-Buyout project and should be closing out sometime in the second quarter of the 2021 fiscal year. Only \$38,500 in additional funds is projected to be needed to close out the project.
Quentin Mease Redesign	The Quentin Mease Health Center is being renovated to accommodate the relocation of services provided at the Thomas Street HIV Clinic and Riverside Dialysis Health Centers. The remodel will allow for a consolidation of services, as well as HCHD to offer new services to provide a better patient experience. Affected patients and other community stakeholders were engaged as part of the development of this project.
Hardy Toll Road Downtown Connector	The Hardy Toll Road Downtown Connector project has drawn significant public scrutiny as it would impact several historic neighborhoods. HCTRA is collaborating closely with the community in developing this mobility link directly into downtown, as well as improve pedestrian connectivity, green spaces, and stormwater mitigation.
Sam Houston Tollway (Ship Channel Bridge)	The Ship Channel Bridge has drawn significant community scrutiny. On August 25, 2020, Commissioners Court authorized HCTRA to negotiate an agreement with COWI North America, Inc. to become the new Engineer of Record (EOR) for this critical project. With this significant step forward, HCTRA anticipates returning the Ship Channel Bridge program to full-construction in 2021, and working with the new EOR to provide Harris County options regarding the overall project budget and construction schedule. HCTRA continues to engage and collaborate with the impacted stakeholders.

Group A: Other Projects of Interest (Cont.):

<u>Project</u>	<u>Notes</u>
Toll Plaza Conversion(s) and Improvements	On July 28, Commissioners Court approved a recommendation to accelerate planning and development for a permanent transition to an all-electronic “cashless” roadway environment. This transition will reduce exposure for customers and employees to the COVID-19 virus while maintaining continuity of services to the public, as well as provide numerous safety benefits to drivers – an approach adopted by toll roads and turnpike systems across the nation. The transition includes a robust public engagement plan and the development of accessible payment alternatives, which is anticipated to be presented to Court in Fall 2020.
Adult Detention Facilities Upgrades and Repairs	The Adult Detention Facility has a backlog of deferred maintenance issues that must be addressed. Failure to correct these maintenance issues could result in the closure of certain areas, non-code compliance, and most importantly, risks to life/safety. The funding for this project has been increased this year over the previous year’s projection to accelerate work to address a critical life-safety deficiency in the fire-suppression system.
County Transportation Plan	The Harris County Transportation Plan, approved by Commissioners Court in February of 2020, anticipates using \$20 million in Mobility funding to make bicycle and pedestrian transportation safer and more accessible throughout the County

Group B: Current and Near-term Projects:

projects that are anticipated to incur expenditures, or require Commissioners Court approvals, in excess of \$10 million during the second half of FY 2021 (Oct 1, 2020 – February 28, 2021). This information, including detail on each project is provided so that Commissioners Court can monitor the status of these projects and be aware of any significant, upcoming investment decisions. More details on each project can be found in Appendix C.

Appendix:

- A. Capital expenditures September 1, 2019 through August 31, 2020.
- B. Highlighted Projects Group A.
- C. Highlighted Projects Group B.

FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCFCF	C-01 Construction of P518-26 Stormwater Detention Basin	\$ 112,463	\$ 740,312	\$ 627,849	15%	
HCFCF	C-02 Aldine Westfield Stormwater Detention Basin and Channel Improvements	\$ -	\$ 1,125,446	\$ 1,125,446	N/A	Consolidated into C-25
HCFCF	C-03 Design and Construction of Corps of Engineers Clear Creek Federal Flood Risk Management Project	\$ 3,419,042	\$ 19,914,802	\$ 16,495,760	17%	
HCFCF	C-05 Construction of South Belt Stormwater Detention Basin and Channel Conveyance Improvements Along Beamer Road Ditch (A120-00-00)	\$ 2,540,547	\$ 4,832,213	\$ 2,291,666	53%	Added Project F-03 and this provided an increase in budget along with an encumbrance increase
HCFCF	C-06 Right-Of-Way Acquisition, Design and Construction of B112-00-00 and Tributaries Conveyance Improvements	\$ 184,602	\$ 602,420	\$ 417,818	31%	
HCFCF	C-07 Design and Construction of the B509-03-00 and B509-04-00 Stormwater Detention Basins	\$ -	\$ 537,160	\$ 537,160	0%	
HCFCF	C-08 Right-Of-Way Acquisition, Design, and Construction of Stormwater Detention Basin and Channel Conveyance Improvements along Salt Water Ditch	\$ 798,920	\$ 6,457,160	\$ 5,658,240	12%	
HCFCF	C-09 Right-Of-Way Acquisition, Design, and Construction of South Post Oak Stormwater Detention Basin and Channel Conveyance Improvements along C147-00-00	\$ 779,905	\$ 6,934,350	\$ 6,154,445	11%	
HCFCF	C-10 Design and Construction of South Shaver Stormwater Detention Basin	\$ 6,358	\$ 2,008,867	\$ 2,002,509	0%	
HCFCF	C-11 Design and Construction of Project Brays Corps of Engineers (Section 211(f) Project)	\$ 79,198,634	\$ 6,871,277	\$ (72,327,357)	1153%	The budget on this project was incorrectly projected through an error in the FCD schedule due to delays that were unforeseen and overall just the maturity of the organization as it ramps up operations to the present scale.
HCFCF	C-118 Planning, Right-of-Way Acquisition, Design and Construction of a Reservoir along Spring Creek	\$ -	\$ -	\$ -	N/A	
HCFCF	C-12 Right-Of-Way, Design and Construction of Conveyance Improvements along Poor Farm Ditch	\$ -	\$ 1,043,478	\$ 1,043,478	0%	
HCFCF	C-13 Planning, Right-Of-Way, Design and Construction of Conveyance Improvements along Bintliff Ditch	\$ -	\$ 7,408,115	\$ 7,408,115	0%	
HCFCF	C-14 Design and Construction of Corps of Engineers White Oak Bayou Section 211(f) Project	\$ 8,360,402	\$ 8,563,969	\$ 203,567	98%	
HCFCF	C-15 Design and Construction of Arbor Oaks Stormwater Detention Basin	\$ 168,066	\$ 2,394,528	\$ 2,226,462	7%	
HCFCF	C-16 Design and Construction of Woodland Trails Stormwater Detention Basin	\$ -	\$ -	\$ -	N/A	
HCFCF	C-17 San Jacinto River Watershed Study	\$ 2,498,414	\$ 3,373	\$ (2,495,041)	74071%	Project schedule was incorrect on start of project timing
HCFCF	C-18 Design and Construction of Corps of Engineers Hunting Bayou, Section 211(f) Project	\$ 7,643,415	\$ 21,240,767	\$ 13,597,352	36%	

1.) Office of the County Engineer (OCE), Universal Services (US), HC Toll Road Authority (HCTRA), HC Flood Control District (HCFCF), HC Hospital District (HCHD), HC Sports & Convention Corporation (HCSCC), and Miscellaneous Departments (Misc.)

2.) Encumbrances not included. Project budget may have been needed in FY20 to encumber funds for a multi-year contract, which is not reflected here.

Note A: The variances are driven by the timing of encumbrances and the timing of when encumbered funds are actually spent. The "Budget" column represents the amount of funds HCTRA expects to newly encumber during that particular time period; it does not represent the entire project's budget. The "Expenditures" column represents expenses from September 1, 2019 to August 31, 2020, and could include expenses from encumbered funds from previous fiscal years.

FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCFC	C-20 Mid-Reach Greens Bayou Project - Design and Construction of Channel Conveyance Improvements along Greens Bayou	\$ 366,283	\$ 1,785,463	\$ 1,419,180	21%	
HCFC	C-23 Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-08-00	\$ -	\$ -	\$ -	N/A	
HCFC	C-24 Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-09-00	\$ -	\$ -	\$ -	N/A	
HCFC	C-25 Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-21-00	\$ 533,738	\$ 2,167,285	\$ 1,633,547	25%	Added Project C-02
HCFC	C-26 Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-23-00 and P118-23-02	\$ 762,553	\$ 2,880,562	\$ 2,118,009	26%	
HCFC	C-28 Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-25-00 & P118-25-01	\$ 407,354	\$ 2,836,639	\$ 2,429,285	14%	
HCFC	C-30 Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-27-00	\$ -	\$ -	\$ -	N/A	
HCFC	C-31 Design and Construction of the Smith Road Channel Diversion	\$ -	\$ 240,005	\$ 240,005	0%	
HCFC	C-32 Design and Construction of the Cutten Road Stormwater Detention Basin Improvements	\$ 755,027	\$ 11,359,961	\$ 10,604,934	7%	
HCFC	C-33 Design and Construction of Aldine-Westfield Stormwater Detention Basin Improvements	\$ 4,232,850	\$ -	\$ (4,232,850)	N/A	
HCFC	C-34 Design and Construction of Lauder Stormwater Detention Basin Improvements	\$ 1,479,218	\$ 1,759,839	\$ 280,621	84%	Project schedule distribution is based on cost projection and not encumbrance projection. The spent vs budgeted is within reason if only looking at expenditures vs budget.
HCFC	C-35 Design and Construction of Stormwater Detention Basin and Associated Channel Improvements	\$ 200	\$ 1,261,121	\$ 1,260,921	0%	Project delays caused incorrect budget projection
HCFC	C-36 Right-Of-Way Acquisition, Design and Construction of Channel Conveyance Improvements and Bypass Channel for South Mayde Creek	\$ 627,289	\$ 3,084,029	\$ 2,456,740	20%	
HCFC	C-37 Design and Construction of Little York Stormwater Detention Basin	\$ -	\$ 1,357,776	\$ 1,357,776	0%	
HCFC	C-38 Design and Construction of Dinner Creek Stormwater Detention Basin	\$ -	\$ 2,102,857	\$ 2,102,857	0%	
HCFC	C-39 Right-of-Way Acquisition, Design and Construction of the North Canal	\$ -	\$ 5,020,705	\$ 5,020,705	0%	
HCFC	C-40 Corps of Engineers Section 216 Study - Addicks and Barker Reservoirs	\$ -	\$ 878,022	\$ 878,022	0%	
HCFC	C-43 Planning, Right-of-Way Acquisition, Design and Construction of Channel Conveyance Improvements along P138-01-01	\$ -	\$ 1,257,411	\$ 1,257,411	0%	
HCFC	C-44 Armand Bayou Right-of-Way Acquisition and Floodplain Preservation	\$ 10,870	\$ 490,705	\$ 479,835	2%	

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCFC	C-46 Right-Of-Way Acquisition, Design and Construction of a Stormwater Detention Basin on South Mayde Creek	\$ 378,515	\$ 760,074	\$ 381,559	50%	
HCFC	C-47 Design and Construction of a Bridge Replacement for Greenhouse Road at South Mayde Creek	\$ -	\$ -	\$ -	N/A	
HCFC	C-48 Right-Of-Way Acquisition, Design and Construction of a Stormwater Detention Basin on South Mayde Creek near the Grand Parkway	\$ 305,356	\$ 22,287,485	\$ 21,982,129	1%	
HCFC	C-50 Funding for Future Partnership Projects Based on Results of Study - for Right-of-Way Acquisition, Design, and Construction of General Drainage Improvements in San Jacinto River Watershed Study	\$ -	\$ -	\$ -	N/A	
HCFC	C-52 Rehabilitation of Channels Inside of Addicks Reservoir to Restore Channel Conveyance Capacity	\$ -	\$ -	\$ -	N/A	
HCFC	C-53 Rehabilitation of Channels Inside of Barker Reservoir to Restore Channel Conveyance Capacity	\$ -	\$ -	\$ -	N/A	
HCFC	C-57 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements Along F216-00-00	\$ -	\$ -	\$ -	N/A	
HCFC	C-58 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements Along F101-06-00	\$ 54,974	\$ 11,463,941	\$ 11,408,967	0%	
HCFC	C-59 Construction of Inwood Forest Stormwater Detention Basin	\$ 1,032,193	\$ 3,406,746	\$ 2,374,553	30%	
HCFC	CI-001 Rehabilitation of the Clear Creek channel to Restore Channel Conveyance Capacity	\$ -	\$ -	\$ -	N/A	
HCFC	CI-003 Rehabilitation of the A214-00-00 channel to Restore Channel Conveyance Capacity	\$ -	\$ -	\$ -	N/A	
HCFC	CI-006 Design and Construction of a Stormwater Detention Basin in Brock Park	\$ -	\$ 822,084	\$ 822,084	0%	
HCFC	CI-009 Partnership Project with Fort Bend County on Right-of-Way Acquisition, Design, and Construction of General Drainage Improvements along Clodine Ditch	\$ -	\$ -	\$ -	N/A	
HCFC	CI-010 Partnership Project with Jersey Village on Right-of-Way Acquisition, Design, and Construction of General Drainage Improvements along E127-00-00	\$ -	\$ 447,479	\$ 447,479	0%	
HCFC	CI-011 Partnership Project with the City of Houston for Feasibility Study of General Drainage Improvements around Hidden Lake Townhomes	\$ -	\$ 350,000	\$ 350,000	0%	
HCFC	CI-012 Major Maintenance of Cypress Creek and Tributaries	\$ 1,269,659	\$ 33,611,250	\$ 32,341,591	4%	
HCFC	CI-013 Restore Channel Conveyance Capacity on A104-00-00	\$ -	\$ -	\$ -	N/A	
HCFC	CI-016 Investigations of Bridges and Potential Channel Bypasses over Buffalo Bayou	\$ 371,420	\$ 382,039	\$ 10,619	97%	

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

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HCFCF	CI-017 Design & Construction of Replacement Bridges Along Buffalo Bayou	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-018 Rehabilitation of W140-00-00 to Restore Channel Conveyance Capacity	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-019 Investigations of Potential Detention Sites Around Glendale Dredge Site in Partnership with the City of Houston	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-021 Brookglen Flooding Mitigation Analysis	\$ 210,795	\$ 90,985	\$ (119,810)	232%	
HCFCF	CI-022 ROW, Design, and Construction of Stormwater Detention Basin Near P130-05	\$ -	\$ 883,343	\$ 883,343	0%	
HCFCF	CI-023 Right-Of-Way, Design and Construction of Conveyance Improvements along Horsepen Bayou	\$ 761,437	\$ 1,400,544	\$ 639,107	54%	
HCFCF	CI-024 Investigation of Effectiveness of Micro-Detention in the Buffalo Bayou Watershed	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-025 Investigation of Additional Stormwater Detention Basins in the Brays Bayou Watershed	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-026 Investigation of City of Houston Properties for Conversion to Stormwater Detention Basins	\$ -	\$ 87,449	\$ 87,449	0%	
HCFCF	CI-027 Planning, Right-Of-Way Acquisition, Design, and Construction of Improvements for the Tributaries of C106-00-00	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-028 Design and Construction of Additional Gates on Lake Houston in Partnership with the City of Houston	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-029 Restore Channel Conveyance Capacity Along C102-00-00	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-030 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements along Turkey Gully	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-031 HCFCF Cost Share of Study with the City of Houston on Wallisville Outfall	\$ -	\$ 425,711	\$ 425,711	0%	
HCFCF	CI-032 Investigation of Additional Stormwater Detention Basins in the White Oak Bayou Watershed	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-033 Partnership Project with City of Houston on Planning, Right-of-Way Acquisition, Design, and Construction of General Drainage Improvements along E105-00-00	\$ -	\$ 1,238,573	\$ 1,238,573	0%	
HCFCF	CI-034 Investigation of Channel Improvements Upstream of Fondren Road on Brays Bayou	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-035 Update to 2003 Texas Water Development Board Cypress Creek Tributary Study and Investigate Expanding Stormwater Detention Basins in Cypress Creek Watershed	\$ 722,864	\$ 420,771	\$ (302,093)	172%	
HCFCF	CI-037 Restore Channel Conveyance Capacity Along C146-00-00	\$ -	\$ -	\$ -	N/A	
HCFCF	CI-038 Restore Channel Conveyance Capacity Along D115-00-00	\$ -	\$ -	\$ -	N/A	

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Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCFC	CI-59 Planning, Right-Of-Way, Design and Construction of a Diversion Channel from H102-00-00 to H100-00-00 through Galena Park	\$ -	\$ -	\$ -	N/A	
HCFC	CI-60 Planning, Right-Of-Way, Design and Construction of Conveyance Improvements along Panther Creek	\$ 219,559	\$ 752,229	\$ 532,670	29%	
HCFC	CI-61 East Fork, West Fork and Lake Houston Dredging	\$ -	\$ -	\$ -	N/A	
HCFC	CI-62 Construction of Stormwater Detention Basins Near FM 528 and Dixie Farm Road in Friendswood	\$ 159,825	\$ 7,700,639	\$ 7,540,814	2%	
HCFC	E-01 Addicks Reservoir Subdivision Drainage Improvements	\$ -	\$ 4,607,443	\$ 4,607,443	N/A	Consolidated into Z-Subdiv
HCFC	E-02 Barker Reservoir Subdivision Drainage Improvements	\$ -	\$ 2,685,405	\$ 2,685,405	N/A	Consolidated into Z-Subdiv
HCFC	E-03 Carpenters Bayou Subdivision Drainage Improvements	\$ -	\$ 1,081,309	\$ 1,081,309	N/A	Consolidated into Z-Subdiv
HCFC	E-04 Cedar Bayou Subdivision Drainage Improvements	\$ -	\$ 573,564	\$ 573,564	N/A	Consolidated into Z-Subdiv
HCFC	E-05 Clear Creek Subdivision Drainage Improvements	\$ -	\$ 1,516,270	\$ 1,516,270	N/A	Consolidated into Z-Subdiv
HCFC	E-06 Cypress Creek Subdivision Drainage Improvements	\$ -	\$ 6,187,342	\$ 6,187,342	N/A	Consolidated into Z-Subdiv
HCFC	E-07 Galveston Bay Subdivision Drainage Improvements	\$ -	\$ 1,272,241	\$ 1,272,241	N/A	Consolidated into Z-Subdiv
HCFC	E-08 Spring Gully & Goose Creek Subdivision Drainage Improvements	\$ -	\$ 1,139,640	\$ 1,139,640	N/A	Consolidated into Z-Subdiv
HCFC	E-09 Greens Bayou Subdivision Drainage Improvements	\$ -	\$ 4,592,891	\$ 4,592,891	N/A	Consolidated into Z-Subdiv
HCFC	E-11 Halls Bayou Subdivision Drainage Improvements	\$ -	\$ 1,087,765	\$ 1,087,765	N/A	Consolidated into Z-Subdiv
HCFC	E-12 Jackson Bayou Subdivision Drainage Improvements	\$ -	\$ 895,937	\$ 895,937	N/A	Consolidated into Z-Subdiv
HCFC	E-13 Little Cypress Creek Subdivision Drainage Improvements	\$ -	\$ 1,176,672	\$ 1,176,672	N/A	Consolidated into Z-Subdiv
HCFC	E-14 San Jacinto River Subdivision Drainage Improvements	\$ -	\$ 1,122,781	\$ 1,122,781	N/A	Consolidated into Z-Subdiv
HCFC	E-15 Sims Bayou Subdivision Drainage Improvements	\$ -	\$ 230,429	\$ 230,429	N/A	Consolidated into Z-Subdiv
HCFC	E-16 Spring Creek Subdivision Drainage Improvements	\$ -	\$ 1,045,407	\$ 1,045,407	N/A	Consolidated into Z-Subdiv
HCFC	E-17 White Oak Bayou Subdivision Drainage Improvements	\$ -	\$ 2,453,209	\$ 2,453,209	N/A	Consolidated into Z-Subdiv
HCFC	F-01 Right-Of-Way Acquisition, Design, and Construction of Channel Conveyance Improvements on A135-00-00	\$ 171,671	\$ -	\$ (171,671)	N/A	
HCFC	F-02 Right-Of-Way Acquisition, Design and Construction of Hughes Stormwater Detention Basin on Clear Creek	\$ 2,622,044	\$ 6,558,141	\$ 3,936,097	40%	
HCFC	F-03 Design and Construction of Dagg Road Stormwater Detention Basin on Clear Creek	\$ -	\$ 6,580,342	\$ 6,580,342	N/A	Consolidated into C-05
HCFC	F-07 Planning, Right-Of-Way Acquisition, Design, and Construction of Channel Conveyance Improvements on Keegans Bayou	\$ 106,830	\$ 2,959,203	\$ 2,852,373	4%	
HCFC	F-08 Planning, Right-Of-Way Acquisition, Design, and Construction of Channel Conveyance Improvements on Fondren Diversion Channel	\$ -	\$ 1,900,531	\$ 1,900,531	0%	
HCFC	F-09 Planning, Right-Of-Way Acquisition, Design and Construction of Little White Oak Bayou Channel Conveyance Improvements	\$ 9,028,998	\$ 7,097,096	\$ (1,931,902)	127%	
HCFC	F-10 Right-Of-Way Acquisition, Design, and Construction of Channel Conveyance Improvements on Brickhouse Gully	\$ -	\$ -	\$ -	N/A	

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Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCFC	F-101 Investigations of General Drainage Improvements in Galveston Bay Watershed	\$ 371,062	\$ 450,000	\$ 78,938	82%	
HCFC	F-104 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements in Vince Bayou Watershed	\$ -	\$ 1,583,471	\$ 1,583,471	0%	
HCFC	F-106 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements in Willow Creek Watershed	\$ -	\$ -	\$ -	N/A	
HCFC	F-107 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements in Jackson Bayou Watershed	\$ -	\$ -	\$ -	N/A	
HCFC	F-108 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements in Luce Bayou Watershed	\$ -	\$ -	\$ -	N/A	
HCFC	F-109 Right-Of-Way Acquisition, Design, and Construction of General Drainage Improvements on Spring Gully	\$ -	\$ -	\$ -	N/A	
HCFC	F-110 Planning , Right-Of-Way Acquisition, design and Construction of General Drainage Improvements Near Huffman	\$ 439,008	\$ 5,639,166	\$ 5,200,158	8%	
HCFC	F-111 Planning , Right-Of-Way Acquisition, design and Construction of General Drainage Improvements East of Lake Houston	\$ -	\$ -	\$ -	N/A	
HCFC	F-112 Right-Of-Way Acquisition, Design, and Construction of Wetland Mitigation Bank	\$ 67,047	\$ 6,429,754	\$ 6,362,707	1%	
HCFC	F-119 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements along Spring Creek	\$ -	\$ -	\$ -	N/A	
HCFC	F-120 Right-Of-Way Acquisition, Design, and Construction of General Drainage Improvements in Goose Creek watershed	\$ -	\$ -	\$ -	N/A	
HCFC	F-121 Investigations of General Drainage Improvements in Goose Creek watershed	\$ 282,392	\$ 550,000	\$ 267,608	51%	
HCFC	F-122 Management, Right-of-Way Acquisition, Design and Construction in Halls Bayou Watershed	\$ 1,462,889	\$ 2,768,000	\$ 1,305,111	53%	
HCFC	F-123 Management, Right-of-Way Acquisition, Design and Construction in Cedar Bayou Watershed	\$ 537,096	\$ 2,550,000	\$ 2,012,904	21%	
HCFC	F-124 Investigations of General Drainage Improvements along Carpenters Bayou	\$ 302,110	\$ 500,000	\$ 197,890	60%	
HCFC	F-125 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements in Carpenters Bayou Watershed	\$ -	\$ 18,333	\$ 18,333	0%	
HCFC	F-14 Planning , Right-Of-Way Acquisition, design and Construction of General Drainage Improvements Near Kingwood	\$ 574,876	\$ 3,094,345	\$ 2,519,469	19%	
HCFC	F-15 Planning , Right-Of-Way Acquisition, design and Construction of General Drainage Improvements Near Atascocita	\$ -	\$ -	\$ -	N/A	
HCFC	F-17 Right-Of-Way Acquisition, Design and Construction of Wallisville Outfall	\$ -	\$ -	\$ -	N/A	

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HCFCF	F-19 Spring Creek Right-of-Way Acquisition and Floodplain Preservation	\$ 758,355	\$ 3,510,626	\$ 2,752,271	22%	
HCFCF	F-20 Cypress Creek Right-of-Way Acquisition and Floodplain Preservation	\$ 13,324,653	\$ 4,536,094	\$ (8,788,559)	294%	Property acquisitions are inherently tough to predict timing, and that is the reason for this increased expenditure
HCFCF	F-22 Restore Channel Conveyance Capacity Along Pillot Gully	\$ 2,457,288	\$ 2,150,000	\$ (307,288)	114%	Project costs were more than anticipated in this timeframe
HCFCF	F-23 Construction of Channel Conveyance Improvements Along K163-00-00	\$ 425	\$ 2,707,099	\$ 2,706,674	0%	Incorrect project schedule shows higher expenditure than actually occurred. Budget projection was for expenditure predictions and not encumbrances.
HCFCF	F-24 Identification, Design and Construction of the K700-01 Environmental Mitigation Bank	\$ -	\$ 3,182,147	\$ 3,182,147	0%	
HCFCF	F-26 Management, Right-of-Way Acquisition, Design and Construction of the Little Cypress Creek Frontier Program	\$ 7,041,651	\$ 9,456,253	\$ 2,414,602	74%	
HCFCF	F-27 Design and Construction of Zube Park Stormwater Detention Basin	\$ 174,134	\$ 853,449	\$ 679,315	20%	
HCFCF	F-28 Right-Of-Way Acquisition, Design, and Construction of Kluge Stormwater Detention Basin	\$ -	\$ -	\$ -	N/A	
HCFCF	F-29 Right-Of-Way Acquisition, Design, and Construction of Mueschke East Stormwater Detention Basin	\$ -	\$ 3,401,324	\$ 3,401,324	0%	
HCFCF	F-30 Right-Of-Way Acquisition, Design, and Construction of Schiel Stormwater Detention Basin	\$ 4,424,022	\$ -	\$ (4,424,022)	N/A	
HCFCF	F-31 Construction of Mueschke West Stormwater Detention Basin Improvements	\$ 364,641	\$ 2,148,486	\$ 1,783,845	17%	
HCFCF	F-32 Construction of Hegar Stormwater Detention Basin Improvements	\$ 1,391,064	\$ 50,257	\$ (1,340,807)	2768%	
HCFCF	F-33 Construction of Kleb Woods Stormwater Detention Basin Improvements	\$ 6,481	\$ 110,994	\$ 104,513	6%	
HCFCF	F-34 ROW, Design, and Construction of Mason Stormwater Detention Basin in Little Cypress Creek watershed	\$ 6,463,770	\$ -	\$ (6,463,770)	N/A	
HCFCF	F-35 Construction of Bauer-Hockley Stormwater Detention Basin Improvements	\$ 4,294,718	\$ 26,782	\$ (4,267,936)	16036%	Project began sooner than planned
HCFCF	F-36 Willow Creek Right-of-Way Acquisition and Floodplain Preservation	\$ -	\$ 2,899,078	\$ 2,899,078	0%	
HCFCF	F-37 Design and Construction of Channel Conveyance Improvements on M124-00-00 Downstream of SH 249	\$ 17,045,463	\$ 9,710,305	\$ (7,335,158)	176%	Partner availability with HCTRA provided momentum in this project past the original schedule plan
HCFCF	F-38 Design and Construction of Cypress Rosehill Stormwater Detention Basin	\$ 168,590	\$ 3,315,909	\$ 3,147,319	5%	
HCFCF	F-39 Investigations of General Drainage Improvements on Spring Gully	\$ 574,330	\$ -	\$ (574,330)	N/A	
HCFCF	F-40 Repairs and Enhancements to the Lower Greens Bayou Regional Detention Embankment and Control Structure	\$ 2,121,524	\$ 240,991	\$ (1,880,533)	880%	Incorrect project schedule caused overrun of budget

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HCFCF	F-41 Right-of-Way Acquisition, Design and Construction of Channel Conveyance Improvements along Clawson Ditch and Q124-00-00	\$ 1,010,772	\$ 3,134,864	\$ 2,124,092	32%	
HCFCF	F-42 Right-of-Way Acquisition, Design and Construction of Channel Conveyance Improvements along Magee Gully	\$ -	\$ -	\$ -	N/A	
HCFCF	F-43 Right-of-Way Acquisition, Design and Construction of Channel Conveyance Improvements along Adlong Ditch	\$ -	\$ 1,674,347	\$ 1,674,347	0%	
HCFCF	F-44 Right-of-Way Acquisition, Design and Construction of Channel Conveyance Improvements along Q130-00-00	\$ 432,459	\$ 2,168,885	\$ 1,736,426	20%	
HCFCF	F-45 Planning, Right-Of-Way Acquisition, Design and Construction of Channel Conveyance Improvements on Q134-00-00 and Q134-00-01	\$ 637,073	\$ 2,305,864	\$ 1,668,791	28%	
HCFCF	F-46 Right-Of-Way Acquisition, Design and Construction of the Q500-01 Stormwater Detention Basin	\$ -	\$ 3,572,116	\$ 3,572,116	0%	
HCFCF	F-47 Right-Of-Way Acquisition, Design and Construction of Stormwater Detention Basins near Coastal Water Authority canals and IH 10	\$ -	\$ 3,164,148	\$ 3,164,148	0%	
HCFCF	F-48 Design and Construction of Crosby Eastgate Environmental Mitigation Bank	\$ 127,437	\$ -	\$ (127,437)	N/A	
HCFCF	F-51 Luce Bayou Right-of-Way Acquisition and Floodplain Preservation	\$ -	\$ 100,717	\$ 100,717	0%	
HCFCF	F-52 Rehabilitation of Approximately 20 Miles of Channels Upstream of Barker Reservoir to Restore Channel Conveyance Capacity	\$ 418,325	\$ 16,221,561	\$ 15,803,236	3%	
HCFCF	F-53 Rehabilitation of Channels Upstream of Addicks Reservoir to Restore Channel Conveyance Capacity	\$ 3,384,202	\$ 7,680,609	\$ 4,296,407	44%	Project budget and schedule were exceeded due to escalated bids and an execution of contract that was before the schedule dates
HCFCF	F-54 Right-Of-Way Acquisition, Design and Construction of Control Structures and Stormwater Quality Features for the Upper Langham Creek Program	\$ -	\$ 2,295,952	\$ 2,295,952	0%	
HCFCF	F-55 Planning, Right-Of-Way Acquisition, Design, and Construction for Ultimate Conveyance on Bear Creek	\$ -	\$ -	\$ -	N/A	
HCFCF	F-56 Right-Of-Way Acquisition, Design, and Construction of a Retention Area	\$ 312,025	\$ 5,560,550	\$ 5,248,525	6%	
HCFCF	F-58 Construction of Linear Detention on Buffalo Bayou	\$ -	\$ 1,716,534	\$ 1,716,534	0%	
HCFCF	F-69 Right-Of-Way Acquisition, Design and Construction of channel conveyance improvements on Q136-00-00 - Part of the Upstream Cedar Bayou Project	\$ -	\$ -	\$ -	N/A	
HCFCF	F-70 Upstream Cedar Bayou Project - Right-Of-Way Acquisition, Design and Construction of Channel Conveyance Improvements and Stormwater Detention Basin Upstream of FM 1960	\$ -	\$ -	\$ -	N/A	
HCFCF	F-71 Investigations of General Drainage Improvements in Willow Creek Watershed	\$ 500,891	\$ 800,000	\$ 299,109	63%	

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HCFC	F-72 Design and Construction of the Baywood Stormwater Detention Basin	\$ 510,969	\$ -	\$ (510,969)	N/A	
HCFC	F-73 Investigations of General Drainage Improvements in Jackson Bayou Watershed	\$ 258,450	\$ 450,000	\$ 191,550	57%	
HCFC	F-75 Investigations of General Drainage Improvements along Spring Creek	\$ 318,678	\$ 450,000	\$ 131,322	71%	
HCFC	F-76 Identification, Design and Construction of the A700-01 Environmental Mitigation Bank	\$ 74,020	\$ 2,059,108	\$ 1,985,088	4%	
HCFC	F-78 Investigations of General Drainage Improvements in Vince Bayou Watershed	\$ 300,603	\$ 550,000	\$ 249,397	55%	
HCFC	F-79 Planning, Right-Of-Way Acquisition, Design and Construction Along W157-00-00	\$ -	\$ -	\$ -	N/A	
HCFC	F-80 Planning, Right-Of-Way Acquisition, Design and Construction Along Soldiers Creek	\$ -	\$ -	\$ -	N/A	
HCFC	F-81 Planning, Right-Of-Way Acquisition, Design and Construction Along W151-00-00 and W153-00-00	\$ -	\$ 2,525,332	\$ 2,525,332	0%	
HCFC	F-82 Demolition of 1119 Commerce Street and Slope Stabilization Along Buffalo Bayou	\$ 620,878	\$ 2,468,542	\$ 1,847,664	25%	Some project delays occurred causing lower expenditure than projected. Budget needs are derived by cost distribution as determined by the project schedule, not encumbered amounts.
HCFC	F-83 Right-Of-Way Acquisition, Design and Construction of a Stormwater Detention Basin North of John Pauls Landing for the Upper Langham Creek Program	\$ 2,946	\$ 7,743,202	\$ 7,740,256	0%	
HCFC	F-84 Design and Construction of Secondary Outfall for John Pauls Landing for the Upper Langham Creek Program	\$ -	\$ -	\$ -	N/A	
HCFC	F-85 Investigations of General Drainage Improvements along Luce Bayou	\$ 299,545	\$ 450,000	\$ 150,455	67%	
HCFC	F-88 ROW Acquisition, Design and Construction of Stormwater Detention Basins in Large Buyout Areas	\$ -	\$ 2,162,164	\$ 2,162,164	0%	
HCFC	F-89 Design and Construction of Additional Volume in Little Cypress Creek Stormwater Detention Basins	\$ -	\$ 206,693	\$ 206,693	0%	
HCFC	F-92 Planning, Right-Of-Way Acquisition, Design and Construction Along C116-00-00	\$ -	\$ 2,489,461	\$ 2,489,461	0%	
HCFC	F-93 Planning, Right-Of-Way Acquisition, Design and Construction Along C124-00-00	\$ -	\$ -	\$ -	N/A	
HCFC	F-94 Planning, Right-Of-Way Acquisition, Design and Construction Along C143-00-00	\$ -	\$ 1,013,523	\$ 1,013,523	0%	
HCFC	F-95 Planning, Right-Of-Way Acquisition, Design and Construction Along C144-00-00	\$ -	\$ 2,489,461	\$ 2,489,461	0%	

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCFC	F-96 Investigations of General Drainage Improvements in Armand Bayou Watershed	\$ 699,591	\$ 950,000	\$ 250,409	74%	
HCFC	F-98 Right-of-Way Acquisition, Design and Construction of General Drainage Improvements in Galveston Bay Watershed	\$ -	\$ -	\$ -	N/A	
HCFC	F-99 Right-Of-Way, Design and Construction of Conveyance Improvements along Armand Bayou	\$ -	\$ -	\$ -	N/A	
HCFC	Z-01 Countywide Floodplain Preservation and Right of Way Acquisition	\$ 52,158,580	\$ 2,241,131	\$ (49,917,449)	2327%	Property acquisitions weren't accurately projected with this project schedule
HCFC	Z-02 Partnership Projects with Municipalities, Authorities, and Other Districts in Harris County	\$ 6,252,214	\$ 14,232,101	\$ 7,979,887	44%	
HCFC	Z-03 Countywide Ongoing Planning	\$ 108,392	\$ 1,027,259	\$ 918,867	11%	Project delays caused incorrect budget projection
HCFC	Z-04 Partnership Projects with the Harris County Engineering Department	\$ 1,830,066	\$ 12,023,147	\$ 10,193,081	15%	
HCFC	Z-05 Advanced Emerging Technologies for Flood Damage Reduction	\$ 1,210,598	\$ 4,198,919	\$ 2,988,321	29%	
HCFC	Z-06 Bond Administration	\$ 151,400	\$ 878,642	\$ 727,242	17%	
HCFC	Z-07 Contingency	\$ -	\$ 51,799,007	\$ 51,799,007	0%	Contingency has been distributed to all projects
HCFC	Z-08 Preliminary Engineering for Large Diameter Tunnels for Stormwater Conveyance	\$ 524,307	\$ 2,291,260	\$ 1,766,953	23%	
HCFC	Z-09 Upgrades and Expansion of the Harris County Flood Warning System	\$ 295,518	\$ 1,100,765	\$ 805,247	27%	
HCFC	Z-10 Maapnext - Harris County Floodplain Mapping Updates	\$ 12,198,742	\$ 3,024,205	\$ (9,174,537)	403%	Incorrect schedule data was provided for this budget distribution
HCFC	Z-11 Countywide Communications Relating to 2018 Bond and CIP Projects	\$ 1,237,045	\$ 1,035,980	\$ (201,065)	119%	Projections based on expenditures and not encumbrances
HCFC	Z-Buyout Federal Grant-Funded Volunteer Home Buyouts	\$ 96,371,857	\$ -	\$ (96,371,857)	N/A	
HCFC	Z-StormRep Countywide Storm Repairs in Harris County	\$ 14,676,752	\$ 23,879,331	\$ 9,202,579	61%	
HCFC	Z-Subdiv Harris County Engineering Department Countywide Subdivision Drainage Improvement Projects	\$ 15,119,465	\$ -	\$ (15,119,465)	N/A	Consolidated all drainage improvement projects (All E-XX Projects) into new \$31,668,305 project.
HCHD	BT EC Renovation Project	\$ 13,635,363	\$ 21,975,365	\$ 8,340,002	62%	Budget is based on estimated cash flow for the current year. Remaining amount will be included in the FY22 capital budget. Harris County shifted a portion of its property tax rate to HCHD as the County's contribution (\$10m) to this project.
HCHD	Casa de Amigos Clinic Expansion	\$ 212,226	\$ 7,844,000	\$ 7,631,774	3%	
HCHD	Central Plant Conversion Thermal Energy (TECO) - Ben Taub	\$ 1,391,718	\$ 200,000	\$ (1,191,718)	696%	Funding spend was due to schedule shift, previous year's funding accounted for deficit so no shortfall
HCHD	Danny Jackson Clinic Specialty Clinic Expansion	\$ 2,836,193	\$ 3,914,250	\$ 1,078,057	72%	Project completed, in final close-out and punch list completion.
HCHD	Financial & Admin System	\$ 52,800	\$ 2,800,200	\$ 2,747,400	2%	
HCHD	Harris Center Epic Electronic Health Record Implementation	\$ 4,020,253	\$ -	\$ (4,020,253)	N/A	This project was accelerated, resulting in expenditures being made earlier than anticipated.

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCHD	Harris County Jail Epic Electronic Health Record Implementation	\$ 858,961	\$ -	\$ (858,961)	N/A	This project was accelerated, resulting in expenditures being made earlier than anticipated.
HCHD	Harris County Jail Health - CT Scanner and Other	\$ -	\$ -	\$ -	N/A	Pending assessment to determine any specific equipment needs. Original budget number was high level estimate for CT, major installation and infrastructure costs
HCHD	Health Information System	\$ 469,035	\$ 8,278,700	\$ 7,809,665	6%	
HCHD	HHS Non-clinical Other	\$ 921,041	\$ 1,250,000	\$ 328,959	74%	Remaining items are still being process for execution.
HCHD	HHS Vehicle Replacement	\$ 129,626	\$ 863,600	\$ 733,974	15%	Team is still in the vehicle proposal review and selection process for the remaining vehicles.
HCHD	Holly Hall Demo and Build-Out	\$ 1,902,339	\$ 2,100,000	\$ 197,661	91%	Move out scheduled Dec 2020; demo planning will begin 4th QTR 2021 - current costs associated with upate/move in of 4800 Fournace
HCHD	Hospitals Glazing System Replacement	\$ 131,334	\$ 5,000,000	\$ 4,868,666	3%	Design completing, work deferred pending impact review to bed census due to COVID impact to hospital
HCHD	Hospitals Repair and Maintenance: Roofing	\$ 56,855	\$ 1,751,224	\$ 1,694,369	3%	BT Central Roof design complete, pending COH permit. This project is also being done concurrently with the BT Central plan brick envelope remediation project. -- LBJ Roof design complete, currently out for bid.
HCHD	Hospitals/Clinics Repair and Maintenance/Replacement : MEP	\$ 4,106,016	\$ 5,800,000	\$ 1,693,984	71%	LBJ Main AHU Refurb, cost shown is design cost. Construction scheduled to start July 2020 and projected to finish March/April 2021. Full project commitments are show as required by the vendor. Forecast \$1.5M of cash spent by the end of September. BT Main AHU Refurb, started construction in Feb 2020 and by Sept 2020, we will be 80% complete (~\$2M in cash spent) with a substantial completion 1/15/2021.
HCHD	Hospitals/Clinics Repair and Maintenance/Replacement: Other	\$ 608,138	\$ 608,138	\$ -	100%	
HCHD	Hospitals/Clinics Repair and Maintenance: Vertical Transport	\$ 1,982,322	\$ 3,585,600	\$ 1,603,278	55%	Construction in progress for the BT Garage Elevator. Forecast \$1.475M in cash paid by September 30th (included in the amount shown. Substantial completion projected for 10/7/2021.
HCHD	IT Infrastructure	\$ 1,355,354	\$ 6,371,202	\$ 5,015,848	21%	
HCHD	LBJ Lab Renovation	\$ 416,012	\$ 2,374,079	\$ 1,958,067	18%	• Lab construction was scheduled to begin in mid-April of the current FY. Due to the nature and size of the project the total committed amount was required to be made at the start of the project which has now been delayed due to impact to SICU bed availability. Project was temporary on hold until COVID bed requirements are lifted and now has been approved for immediate restart.

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCHD	LBJ Optimization/Redesign	\$ 291,102	\$ 10,000,000	\$ 9,708,898	3%	Clean Supply and Equipment Storage renovation, currently in phase III where design is being finalized and will be bid out (estimated at \$4.5M). LBJ entrance corridor reconfiguration and relocation that exists at the hospital's main entrance for optimization of flow. Construction scheduled to start on August 3rd to be completed by end of October. LBJ Master Plan is in the works and being finalized. Once completed, more recommended optimization projects will result from it. LBJ EC Renovation is currently has a forecasted date to start construction in January 2021 due to COVID impact to the hospital. Total committed amount was required to be made at the start of the project which does not reflect estimated cash flow for the given period.
HCHD	LBJ Pharmacy USP 800	\$ 1,922,159	\$ 3,888,277	\$ 1,966,118	49%	Demo delayed due to areas not available because of increased hospital census and changes to plans for other hospital priorities; demo expected to begin in next CIP FY 1st quarter. Full contract commitment was needed to secure project.
HCHD	Medical Equipment: New	\$ 1,703,953	\$ 1,300,000	\$ (403,953)	131%	
HCHD	Medical Equipment: Routine Replace	\$ 9,254,635	\$ 9,881,500	\$ 626,865	94%	
HCHD	Medical Equipment: Strategic	\$ 2,702,103	\$ 4,118,500	\$ 1,416,397	66%	Some projects are still in execution to include: surgical light at LBJ (~\$1M), Warming/Cooling (\$330K)
HCHD	Network technology refresh	\$ -	\$ 450,000	\$ 450,000	0%	
HCHD	QM Redesign	\$ 500,000	\$ 10,016,338	\$ 9,516,338	5%	Construction delay due to temporary hold on design specifications due to lack of internal project managers available due to impacts from COVID-19 and CMS site visit.
HCHD	Server technology refresh	\$ 380,020	\$ 3,500,000	\$ 3,119,980	11%	
HCHD	Smith Clinic Pharmacy USP 800	\$ 1,318,162	\$ 440,000	\$ (878,162)	300%	Construction delayed pushed project timeline out as a result the cash spent is higher than the budget shown for the timeline.
HCHD	Storage technology refresh	\$ -	\$ 700,000	\$ 700,000	0%	
HCHD	Telephone System	\$ 38,975	\$ 200,000	\$ 161,025	19%	
HCSCC	NRG Park: NRG Center Interior Refresh	\$ 1,200,000	\$ 4,200,000	\$ 3,000,000	29%	The project has been delayed due to ongoing COVID-19 response operations at NRG Park. The Sports & Convention Corporation anticipates coming back to Court in late 2020 or early 2021 to request \$3.5 million in project funding from the County to continue the project.
HCTRA	County-wide Traffic Safety Improvements	\$ 15,000,000	\$ 15,000,000	\$ -	100%	This project reflects a transfer to the Office of the County Engineer (OCE). Going forward, this project will be reflected under (OCE).
HCTRA	Hardy Downtown Connector (Phase I)	\$ 9,275,711	\$ 20,300,000	\$ 11,024,289	46%	See Note A
HCTRA	Hardy Downtown Connector (Phase II)	\$ 2,820,547	\$ 160,000,000	\$ 157,179,453	2%	The project is being delayed to do additional community outreach. See Note A.
HCTRA	Hardy Toll Road Partial Interchange at Beltway 8	\$ 23,690	\$ 11,800,000	\$ 11,776,310	0%	There were less than anticipated expenditures because the project was still in design. An updated cashflow is now reflected compared to the previous year. See Note A
HCTRA	HCTRA Facility Improvements	\$ 6,414,638	\$ 46,000,000	\$ 39,585,362	14%	The majority of the anticipated \$46m in expenditures was associated with a new building that is no longer being pursued. See Note A.

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
HCTRA	Lynchburg Ferry	\$ 92,694	\$ 10,600,000	\$ 10,507,306	1%	The estimate presented in the FY 2020 was based on preliminary information. Responsibility for asset transferred to HCTRA, without the imposition of tolls for use of such facilities, effective March 1, 2020.
HCTRA	Sam Houston Tollway (Ship Channel Bridge)	\$ 153,958,054	\$ 100,000,000	\$ (53,958,054)	154%	See Note A. This variance is due in part to securing a new Engineer of Record and encumbering funds in advance of full construction to begin in 2021.
HCTRA	Sam Houston Tollway Widening (East)	\$ 62,147,300	\$ 700,000	\$ (61,447,300)	8878%	See Note A
HCTRA	Sam Houston Tollway Widening (Southeast)	\$ 9,843,439	\$ 700,000	\$ (9,143,439)	1406%	See Note A
HCTRA	SH225 Partial Interchange at the Sam Houston Tollway	\$ 680,158	\$ 2,000,000	\$ 1,319,842	34%	See Note A
HCTRA	System-wide Roadway Improvements	\$ 25,417,967	\$ 20,000,000	\$ (5,417,967)	127%	Increase in budget because additional assets being maintained. See Note A.
HCTRA	Toll Plaza Conversion(s) and Improvements	\$ 2,594,055	\$ 10,000,000	\$ 7,405,945	26%	\$10m was for engineering. Updated CIP now reflected accelerated total project. See Note A.
HCTRA	Toll System Upgrades, Maintenance, and Capital Support	\$ 33,914,499	\$ 38,000,000	\$ 4,085,501	89%	See Note A
HCTRA	Tomball Tollway (Phase II)	\$ 19,929,172	\$ 18,000,000	\$ (1,929,172)	111%	See Note A
HCTRA	Tomball Tollway Partial Interchange at the Grand Parkway	\$ 21,591,107	\$ 64,500,000	\$ 42,908,893	33%	See Note A
HCTRA	Washburn Tunnel	\$ 539,227	\$ 7,100,000	\$ 6,560,773	8%	The estimate presented in the FY 2020 was based on preliminary information. Responsibility for asset transferred to HCTRA, without the imposition of tolls for use of such facilities, effective March 1, 2020.
Misc.	HazMat Response Equipment - HCFMO	\$ -	\$ 2,120,000	\$ 2,120,000	0%	
Misc.	HazMat Response Equipment - HCPCO	\$ 292,112	\$ 3,274,207	\$ 2,982,095	9%	
Misc.	Street-level photography/LIDAR project	\$ -	\$ 2,829,700	\$ 2,829,700	0%	After further evaluation the project was determined to not need capital funding so no capital expenditures were incurred.
OCE	Adult County Detention Facility Repair/Upgrades	\$ 4,966,370	\$ 20,000,000	\$ 15,033,630	25%	Due to a lack of swing space to shift inmates to while work is being done, this project has been unable to make as much progress as anticipated.
OCE	Baldwin Boettcher Library Renovation	\$ -	TBD	N/A	N/A	Court approved an additional \$350,000 for this project on 1/07/2020.
OCE	Buildings Disposition Study (1307 Baker Jail, Wilson and IPC Facilities)	\$ -	\$ 500,000	\$ 500,000	0%	
OCE	Countywide Annex Security Upgrades	\$ 21,570	\$ 1,000,000	\$ 978,430	2%	
OCE	Countywide Facility LED Lighting Conversion	\$ 404,722	\$ 2,000,000	\$ 1,595,278	20%	
OCE	Countywide Stormwater Quality Maintenance - 5 Year Plan	\$ -	\$ 1,000,000	\$ 1,000,000	0%	
OCE	Countywide Traffic Signal Additions, Rebuilds and Other	\$ 964,916	\$ 3,000,000	\$ 2,035,084	32%	
OCE	Criminal Justice Center FF&E	\$ -	TBD	N/A	N/A	This project was merged with the 'Criminal Justice Center Restoration' project.
OCE	Criminal Justice Center Restoration	\$ 28,892,763	TBD	N/A	N/A	At the time of the 9/24/2019 CIP Update, this project listed anticipated expenditures as 'TBD'. As a result, the project was not included in affordability calculations and is considered to be 'Off-CIP'. Court had previously authorized \$86m for this project on 8/14/2018 and increased the project authorization by \$11m, to a total of \$97m on 6/09/2020.
OCE	CSCD Phase II Administrative Area Upgrades, Atascocita	\$ 22,184,202	\$ 10,000,000	\$ (12,184,202)	222%	Court approved an additional \$41m for this project on 6/30/2020.
OCE	CSD New Facility (New Markets Tax Credit Program) Planning and Programming	\$ -	\$ 250,000	\$ 250,000	0%	Court did not authorize the \$250k anticipated in the 9/24/2019 CIP Update.

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FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
OCE	Demolition of Lomas Nettleton / Coffee Pot Buildings and build parking lot	\$ 443,226	\$ -	\$ (443,226)	N/A	Court did not authorize additional funds for this project between 9/1/2019 and 8/31/2020. Expenditures and encumbrance are associated with funds that were approved but not spent in previous years.
OCE	Downtown Complex Tunnel System Repairs	\$ -	TBD	N/A	N/A	Court approved an additional \$350,000 for this project on 1/07/2020.
OCE	Downtown Court Support Building Planning and Programming	\$ -	\$ 1,000,000	\$ 1,000,000	0%	Court did not authorize the \$1.0m anticipated in the 9/24/2019 CIP Update.
OCE	Elevator projects - 5 Year Plan	\$ 868,933	\$ 5,000,000	\$ 4,131,067	17%	
OCE	Engineering Records Management (Open Text) Implementation	\$ 704,267	\$ 500,000	\$ (204,267)	141%	Expenditures in excess of the budget are associated with funds that were approved but not spent in previous years.
OCE	Expansion and relocation of Commissioners Court	\$ 5,500	\$ 4,000,000	\$ 3,994,500	0%	
OCE	Facilities Management System (Tririga) Inventory of Precinct Facilities	\$ 1,463,302	\$ -	\$ (1,463,302)	N/A	Court approved an additional \$3.5m for this project on 1/7/2020
OCE	Fire, Life Safety and Electrical Systems - 5 Year Plan	\$ 1,857,914	\$ 5,000,000	\$ 3,142,086	37%	
OCE	HCFCF, OCE and PHES Replacement Facility @ Pinemont	\$ -	\$ 35,000,000	\$ 35,000,000	0%	Court did not authorize the \$35.0m anticipated in the 9/24/2019 CIP Update. The encumbrance is associated with funding approved prior to 9/1/2019.
OCE	HCSO and other County Departments Replacement Facilities @ Navigation	\$ 264,988	TBD	N/A	N/A	Court approved an additional \$79m for this project on 7/14/2020.
OCE	HCSO Marine Division Land Acquisition for Expansion	\$ -	\$ 150,000	\$ 150,000	0%	Court did not authorize the \$150k anticipated in the 9/24/2019 CIP Update.
OCE	HCTRA Provided Funding for Traffic and Outfall Projects	\$ -	\$ 15,000,000	N/A	N/A	This project represents a transfer of Mobility funding from HCTRA to OCE. This was a double-count as HCTRA transferred the funds and OCE used the funds for Non-CIP projects.
OCE	Heating Ventilation Air Conditioning (HVAC) projects - 5 Year Plan	\$ 2,940,402	\$ 5,000,000	\$ 2,059,598	59%	
OCE	Hugh Road Building Renovation	\$ -	\$ 1,500,000	\$ 1,500,000	0%	Court did not authorize the \$1.5m anticipated in the 9/24/2019 CIP Update.
OCE	Implementation of Interagency Coordination Assessment Tool (ICAT)	\$ 96,294	\$ 200,000	\$ 103,706	48%	
OCE	Institute of Forensic Sciences Long Term Masterplan	\$ 35,200	\$ 1,000,000	\$ 964,800	4%	
OCE	Jury Assembly Renovation	\$ -	\$ 2,000,000	\$ 2,000,000	0%	Court did not authorize the \$2.0m anticipated in the 9/24/2019 CIP Update.
OCE	Justice of the Peace Court Security Study	\$ -	\$ 1,000,000	\$ 1,000,000	0%	
OCE	Juvenile Probation Department Facility Repairs	\$ 1,716,680	\$ 4,000,000	\$ 2,283,320	43%	
OCE	Meadowfern Building Renovation	\$ -	\$ 315,000	\$ 315,000	0%	Court did not authorize the \$315k anticipated in the 9/24/2019 CIP Update.
OCE	Miscellaneous Repair, Painting, Flooring and Other - 5 Year Plan	\$ 7,902,886	\$ 5,000,000	\$ (2,902,886)	158%	Court approved an additional \$5m for this project on 6/30/2020.
OCE	Orem Building Study and Demo	\$ -	\$ 1,000,000	\$ 1,000,000	0%	Court did not authorize the \$1.0m anticipated in the 9/24/2019 CIP Update.
OCE	Other Court Directed Masterplans and Studies	\$ 470,157	\$ 2,000,000	\$ 1,529,843	24%	
OCE	Parking Facilities - 5 Year Plan	\$ 932,386	\$ 5,000,000	\$ 4,067,614	19%	
OCE	Peden Building Renovation	\$ -	TBD	N/A	N/A	At the time of the 9/24/2019 CIP Update, this project listed anticipated expenditures as 'TBD'. As a result, the project was not included in affordability calculations and is considered to be 'Off-CIP'.
OCE	Plumbing Systems - 5 Year Plan	\$ 814,123	\$ 2,000,000	\$ 1,185,877	41%	
OCE	Property Acquisition for Canal Street Expansion	\$ -	\$ 1,500,000	\$ 1,500,000	0%	Court did not authorize the \$1.5m anticipated in the 9/24/2019 CIP Update.
OCE	Quebedeaux Park (old DA Building site) Planning and Programming	\$ 53,435	\$ 250,000	\$ 196,566	21%	
OCE	Renovation of Atascocita Branch Library	\$ 6,382	\$ 1,000,000	\$ 993,619	1%	

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OCE	Renovation of Freeman Branch Library	\$ -	\$ 200,000	\$ 200,000	0%	
OCE	Renovation of the Institute of Forensic Sciences Facility	\$ 55,920	\$ 1,000,000	\$ 944,080	6%	
OCE	Repurpose of Thomas Street Clinic	\$ -	\$ 250,000	\$ 250,000	0%	
OCE	Riverside Hospital Future Site Planning and Programming	\$ 83,993	\$ 500,000	\$ 416,007	17%	
OCE	Roofing Projects - 5 Year Plan	\$ 5,095,604	\$ 5,000,000	\$ (95,604)	102%	Court approved an additional \$5m for this project on 6/30/2020.
OCE	Underground fuel tank study and replacement	\$ -	\$ 2,000,000	\$ 2,000,000	0%	
OCE	Universal Services Facilities @ 406 Caroline and Crites Street MEP Repairs	\$ 4,600	\$ 1,000,000	\$ 995,400	0%	
OCE	Universal Services Radio Network Core Building	\$ -	\$ 1,500,000	\$ 1,500,000	0%	
OCE	Upgrade Preston Street Central Plant	\$ 83,163	\$ 20,000,000	\$ 19,916,837	0%	Court approved \$5.9m for engineering services for this project on 9/15/2020.
Off-CIP	4290 Cypress Hill Road	\$ 125,172	\$ -	\$ (125,172)	N/A	Court approved an additional \$1.4m for this project on 6/09/2020. Expenditures in excess of the budget are associated with funds that were approved but not spent in previous years.
Off-CIP	Demolition of 1301 Franklin Jail	\$ 80,888	\$ -	\$ (80,888)	N/A	Court approved an additional \$1.1m for this project on 6/09/2020.
Off-CIP	HCSO EPIC Support Equipment	\$ -	\$ -	\$ -	N/A	Court approved an additional \$1.3m for this project on 6/30/2020.
Off-CIP	HCSO Vehicle Purchase	\$ 5,228,809	\$ -	\$ (5,228,809)	N/A	Court approved an additional \$5.5m for this project on 2/25/2020.
Off-CIP	IFS Equipment	\$ 262,580	\$ -	\$ (262,580)	N/A	Court approved an additional \$1.0m for this project on 3/10/2020.
Off-CIP	IT May Community Center Well	\$ -	\$ -	\$ -	N/A	Court approved an additional \$575k for this project on 8/25/2020.
Off-CIP	Palace Hotel purchase	\$ 2,262,031	\$ -	\$ (2,262,031)	N/A	Court approved an additional \$2.2m for this project on 9/16/2020.
Off-CIP	Public Health Mobile Unit	\$ 626,408	\$ -	\$ (626,408)	N/A	Court approved an additional \$1.2m for this project on 2/25/2020.
Off-CIP	Sweeny Lease Condemnation	\$ -	\$ -	\$ -	N/A	Court approved an additional \$281k for this project on 11/12/2019.
US	311 Implementation	\$ 65,296	\$ 5,664,957	\$ 5,599,661	1%	This project is still undergoing an RFP process.
US	AFIS Replacement	\$ 56,376	\$ 6,082,076	\$ 6,025,700	1%	This project is still undergoing an RFP process. A change in project scope delayed project start.
US	Application Repair & Replace	\$ 191,919	\$ 1,752,008	\$ 1,560,089	11%	
US	Cite & Release	\$ 881,197	\$ 1,566,776	\$ 685,579	56%	
US	Cyber Security	\$ 981,809	\$ 2,263,492	\$ 1,281,683	43%	
US	Data Center Expansion	\$ 737,463	\$ 660,000	\$ (77,463)	112%	Expenditures in excess of the budget are associated with funds that were approved but not spent in previous years.
US	Detention Control System Upgrade	\$ 1,537,304	\$ 10,076,026	\$ 8,538,722	15%	
US	Emergency Preparedness & Response	\$ 692,900	\$ 3,751,727	\$ 3,058,827	18%	Court did not approve this project. Expenditures and encumbrances are associated with a previous budget allocation.
US	Enterprise Document Management	\$ -	\$ 2,019,130	\$ 2,019,130	0%	US has been able to do the work associated with this project this past year using records management funds associated with Court filings, rather than ask for capital funding. It is anticipated that this alternative funding source will not be sufficient to cover the project needs over the next twelve months and capital funds will be used to supplement.
US	Enterprise Scanning Service	\$ 191,245	\$ 686,518	\$ 495,273	28%	
US	Fleet Services - Equipment Repair Replace	\$ 155,803	\$ 645,370	\$ 489,567	24%	

1.) Office of the County Engineer (OCE), Universal Services (US), HC Toll Road Authority (HCTRA), HC Flood Control District (HCFCD), HC Hospital District (HCHD), HC Sports & Convention Corporation (HCSCC), and Miscellaneous Departments (Misc.)

2.) Encumbrances not included. Project budget may have been needed in FY20 to encumber funds for a multi-year contract, which is not reflected here.

Note A: The variances are driven by the timing of encumbrances and the timing of when encumbered funds are actually spent. The “Budget” column represents the amount of funds HCTRA expects to newly encumber during that particular time period; it does not represent the entire project’s budget. The “Expenditures” column represents expenses from September 1, 2019 to August 31, 2020, and could include expenses from encumbered funds from previous fiscal years.

FY20 CIP Budget vs. Expenditure (September 1, 2019 through August 31, 2020)

Managing Entity ¹	Project Name/Description	Expenditures ²	Budget	Variance	% Budget Expended	Comments
US	GIS Enterprise Agreement	\$ 897,644	\$ 1,104,700	\$ 207,056	81%	
US	Infrastructure Enhancements - Replacements	\$ 1,336,696	\$ 3,770,272	\$ 2,433,576	35%	
US	Networking Repair Replace	\$ 2,209,573	\$ 3,282,000	\$ 1,072,427	67%	
US	Pretrial Case Management System	\$ -	\$ 1,102,060	\$ 1,102,060	0%	Project requires agreement with the providers of the Adult Probation Case Management System (CSS), which was not approved until 9/15/2020. Project will have expenditures going forward.
US	Radio Replacement Program	\$ 7,116,215	\$ 7,243,660	\$ 127,445	98%	
US	Security Infrastructure Installation & Upgrades	\$ 4,436,787	\$ 2,890,000	\$ (1,546,787)	154%	Expenditures in excess of the budget are associated with funds that were approved but not spent in previous years.
US	Telephone System Repair Replace	\$ 610,167	\$ 1,037,960	\$ 427,793	59%	

1.) Office of the County Engineer (OCE), Universal Services (US), HC Toll Road Authority (HCTRA), HC Flood Control District (HCFCD), HC Hospital District (HCHD), HC Sports & Convention Corporation (HCSCC), and Miscellaneous Departments (Misc.)

2.) Encumbrances not included. Project budget may have been needed in FY20 to encumber funds for a multi-year contract, which is not reflected here.

Note A: The variances are driven by the timing of encumbrances and the timing of when encumbered funds are actually spent. The “Budget” column represents the amount of funds HCTRA expects to newly encumber during that particular time period; it does not represent the entire project’s budget. The “Expenditures” column represents expenses from September 1, 2019 to August 31, 2020, and could include expenses from encumbered funds from previous fiscal years.

September 29, 2020 CIP Update: Group A Highlighted Projects

Project Category	Managing Entity	Project Prioritization	County Funding Source	Project / Program Name	Total Project Estimate	Non-County Funding	Secured Partner Funding	Remaining Partner Funding Needed	County Funding	Funded To Date	Oct. 1, 2020 - Sep. 30 2021	Oct. 1, 2021 - Sep. 30 2022	Oct. 1, 2022 - Sep. 30 2023	Oct. 1, 2023 - Sep. 30 2024	Oct. 1, 2024 - Sep. 30 2025	Anticipated Additional Project Costs
											(Millions)					
Resiliency	FCD	1	Flood Control	C-11: Design and Construction of Project Brays Corps of Engineers Section 211(f) Project	\$145	\$75	\$75	-	\$70	\$79	\$50	\$17	-	-	-	-
Resiliency	FCD	1	Flood Control	C-39: Right-of-Way Acquisition, Design and Construction of the North Canal	100	80	-	80	20	-	5	15	15	15	15	35
Resiliency	FCD	1	Flood Control	F-20: Cypress Creek Right-of-Way Acquisition and Floodplain Preservation	100	-	-	-	100	13	12	15	20	20	20	-
Resiliency	FCD	1	Flood Control	F-26: Management, Right-of-Way Acquisition, Design and Construction of the Little Cypress Creek Frontier Program	51	19	-	19	32	7	13	19	8	5	-	-
General Maintenance & Lifecycle Management	FCD	1	Flood Control	F-52: Rehabilitation of Approximately 20 Miles of Channels Upstream of Barker Reservoir to Restore Channel Conveyance Capacity	22	-	-	-	22	0	6	10	5	-	-	-
General Maintenance & Lifecycle Management	FCD	1	Flood Control	F-53: Rehabilitation of Channels Upstream of Addicks Reservoir to Restore Channel Conveyance Capacity	40	-	-	-	40	22	12	6	-	-	-	-
Resiliency	FCD	1	Flood Control	Z100-00-00-H058: Flood Mitigation Assistance (FMA) Buyout Grant 2016 (application year)	15	14	13	1	0	3	12	-	-	-	-	-
Public Services	HCHD	1	HCHD	Quentin Mease Redesign	46	-	-	-	46	4	38	4	-	-	-	-
Public Services	HCTRA	2	HCTRA	Hardy Toll Road Downtown Connector (Phase I)	207	-	-	-	207	174	20	-	-	-	-	13
Public Services	HCTRA	2	HCTRA	Sam Houston Tollway (Ship Channel Bridge)	1,058	-	-	-	1,058	636	185	184	18	-	-	35
Public Services	HCTRA	2	HCTRA	Toll Plaza Conversion(s) and Improvements	172	-	-	-	172	-	111	61	-	-	-	-
Public Safety & Justice	OCE	2	HC Property Tax	Adult Detention Facilities Upgrades and Repairs	196	-	-	-	196	20	36	35	35	35	35	-
General Government	OCE	4	HCTRA	County Transportation Plan	107	-	-	-	107	10	20	20	19	19	19	-
Total:					\$2,259.56	\$188.66	\$88.28	\$100.39	\$2,070.90	\$969.36	\$519.52	\$384.92	\$120.00	\$93.62	\$89.05	\$83.09

Managing Department: Office of the County Engineer (OCE), Universal Services (US), HC Toll Road Authority (HCTRA), HC Hospital District (HCHD), HC Flood Control District (FCD).
Project Prioritization: (1) - Fire/Life Safety, (2) - Continuity of Government, (3) - Regulatory or Legal Mandate, (4) - Operational Savings or Value Enhancement. More info can be found in the CIP SOP.
Total Project Estimate - Funded to date and estimated funding required over the next 5 fiscal years.
Non-County Funding- Anticipated Federal, State, or other funding that can offset the potential debt incurred from the project.
County Funding - The remaining cost of the project after reimbursements from Non-County Funding are realized.
Funded to Date - Total funding the project has received in prior fiscal years.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-11: Design and Construction of Project Brays Corps of Engineers Section 211(f) Project	Estimated Project Cost:	\$145,381,942
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$79,198,634
		Expected Completion:	1st Quarter, FY 2023
		Funding Source:	FCD Property Tax

Project Description:

The pre-Atlas 14 1% AEP (100-year) floodplain could be removed from up to 15,000 structures as part of Project Brays. It is estimated that up to \$75,000,000 of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$145,381,942	\$79,198,634	\$49,637,481	\$16,545,827	\$0	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. The maintenance for this infrastructure is already covered in the existing operating budget.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-39: Right-of-Way Acquisition, Design and Construction of the North Canal	Estimated Project Cost:	\$100,000,000
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$0
		Expected Completion:	TBD
		Funding Source:	FCD Property Tax

Project Description:

Design and construction of this project will reduce the risk of flooding upstream and downstream of downtown Houston. Project will be led by City of Houston. It is esimated that up to \$80,000,000 of this project will be reimbursed from federal and local partner funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

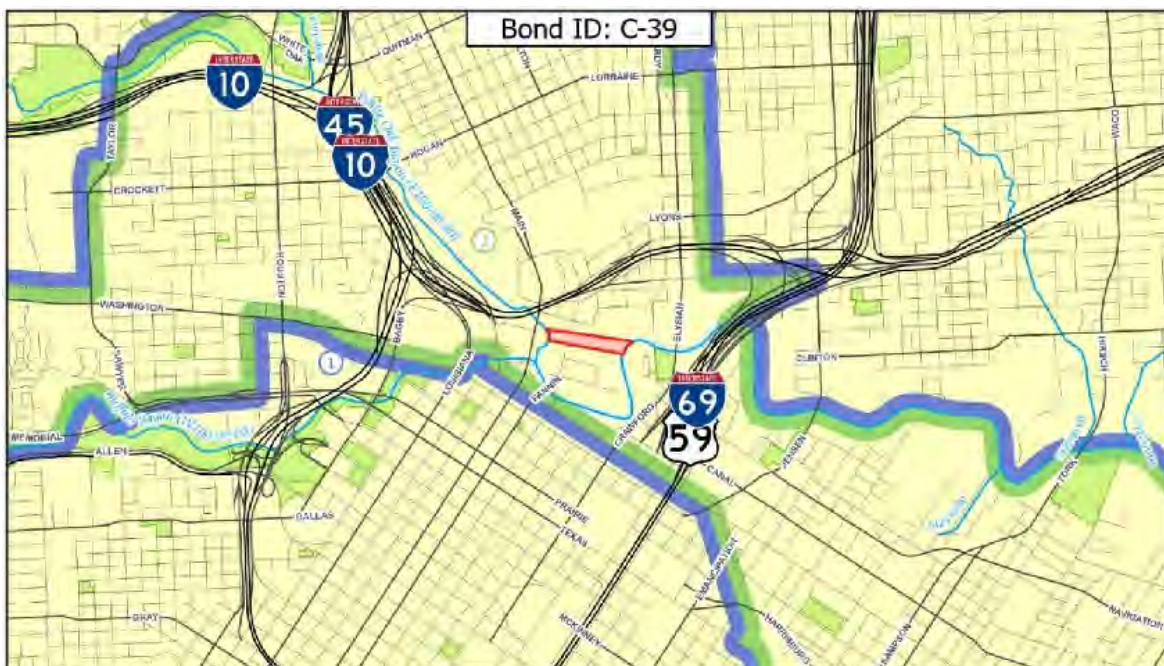
Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$100,000,000*	\$0	\$5,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000

*An additional \$35,000,000 is anticipated beyond five years.

Annual Operating Budget Impact:

Operating impacts are not yet realized as this project extends past the five year projection.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	F-20: Cypress Creek Right-of-Way Acquisition and Floodplain Preservation	Estimated Project Cost:	\$100,000,000
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$13,324,653
		Expected Completion:	TBD
		Funding Source:	FCD Property Tax

Project Description:

Right of way acquisition along Cypress Creek for project support, to preserve channel conveyance and / or restore natural floodplains in areas subject to frequent flooding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

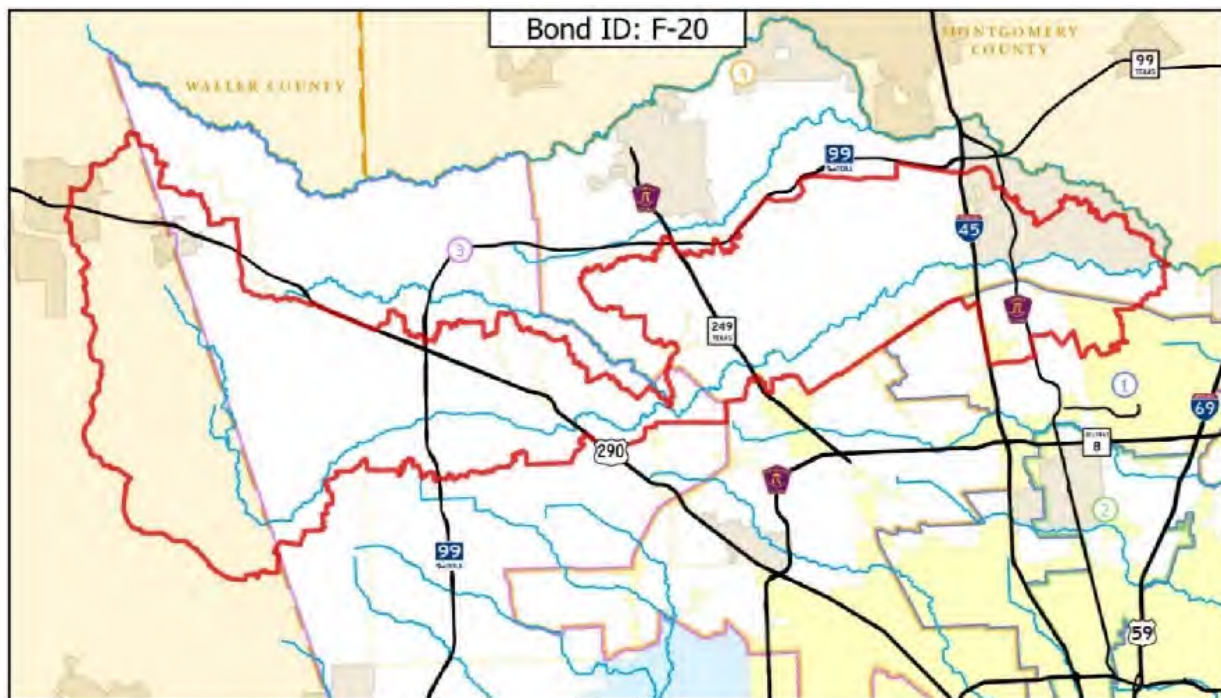
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$100,000,000	\$13,324,653	\$11,675,347	\$15,000,000	\$20,000,000	\$20,000,000	\$20,000,000

Annual Operating Budget Impact:

Operating impacts have not yet been estimated for this project.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	F-26: Management, Right-of-Way Acquisition, Design and Construction of the Little Cypress Creek Frontier Program	Estimated Project Cost:	\$51,378,586
Category:	Resiliency	Operating Cost Impact:	\$191,700
Priority:	Fire/Life Safety	Funded to Date:	\$7,041,651
		Expected Completion:	1st Quarter, FY 2025
		Funding Source:	FCD Property Tax

Project Description:

This project is part of the Little Cypress Creek Frontier program that will reduce the risk of flooding in the Little Cypress Creek watershed for more than 3,200 structures in the Atlas 14 1% AEP (100-year) floodplain and will reduce that floodplain by more than 5,800 acres. Projects include detention, sediment control, vegetation management and other flood risk management projects. This project is anticipated to be reimbursed up to \$19,303,586 from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

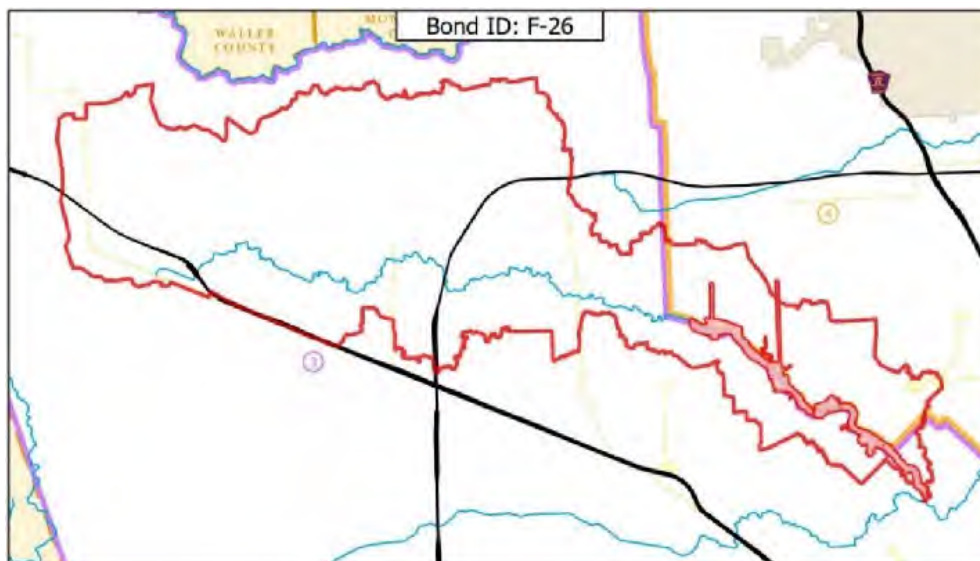
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$51,378,586	\$7,041,651	\$13,141,579	\$18,974,782	\$7,651,644	\$4,568,929	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$0	\$0	\$0	\$191,700	\$191,700



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	F-52: Rehabilitation of Approximately 20 Miles of Channels Upstream of Barker Reservoir to Restore Channel Conveyance Capacity	Estimated Project Cost:	\$21,735,623
Category:	General Maintenance & Lifecycle Management	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$418,325
		Expected Completion:	1st Quarter, FY 2023
		Funding Source:	FCD Property Tax

Project Description:

Major maintenance to restore channel conveyance capacity.

Justification:

Restoration of infrastructure to optimized resiliency for potential flood events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

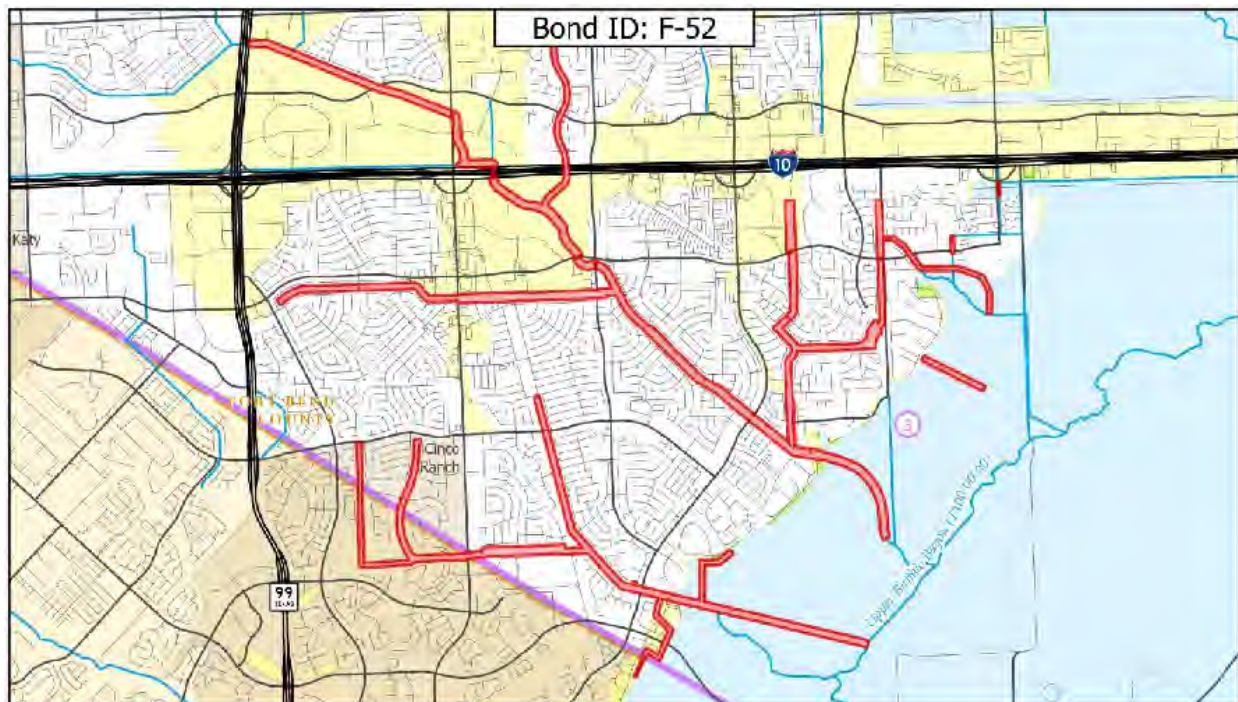
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$21,735,623	\$418,325	\$6,383,392	\$9,933,906	\$5,000,000	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. The maintenance for this infrastructure is already covered in the existing operating budget.



Harris County Interim FY 2021 Capital Improvement Program

Project Name: F-53: Rehabilitation of Channels Upstream of Addicks Reservoir to Restore Channel Conveyance Capacity

Estimated Project Cost: \$40,000,000

Category: General Maintenance & Lifecycle Management

Operating Cost Impact: \$183,338

Priority: Fire/Life Safety

Funded to Date: \$22,477,307

Expected Completion: 1st Quarter, FY 2023

Funding Source: FCD Property Tax

Project Description:

Major maintenance to restore channel conveyance capacity.

Justification:

Restoration of infrastructure to optimized resiliency for potential flood events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

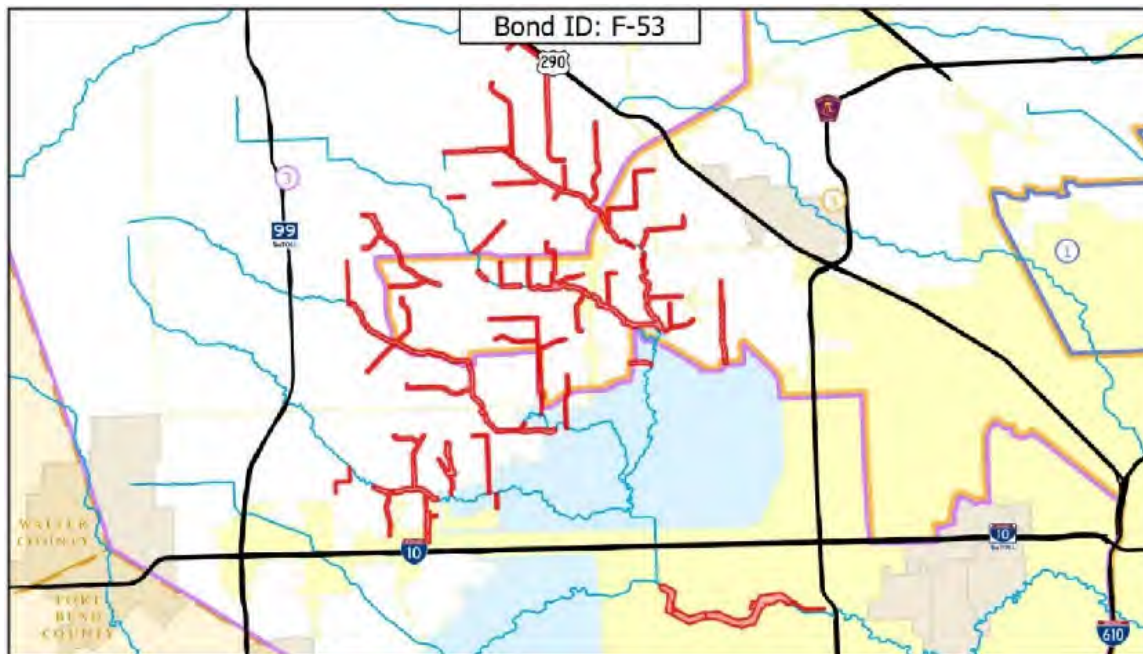
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$40,000,000	\$22,477,307	\$11,659,391	\$5,863,302	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$183,338	\$183,338	\$183,338	\$183,338	\$183,338



Harris County Interim FY 2021 Capital Improvement Program

Project Name: Z100-00-00-H058: Flood Mitigation Assistance (FMA) Buyout Grant 2016 (application year)
Category: Resiliency
Priority: Fire/Life Safety

Estimated Project Cost: \$14,827,538
Operating Cost Impact: \$0
Funded to Date: \$3,192,275
Expected Completion: 2nd Quarter, FY 2021
Funding Source: FCD Property Tax

Project Description:

Acquisition and demolition of flood-prone homes under FEMA's Flood Mitigation Assistance 2016 grant program. Up to \$14,357,038 of this project is anticipated to be reimbursed from federal funding.

Justification:

Property acquisitions to reduce flooding and improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$14,827,538	\$3,192,275	\$11,635,263	\$0	\$0	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Quentin Mease Redesign	Estimated Project Cost:	\$45,890,407
		Operating Cost Impact:	900,000
Category:	Public Services	Funded to Date:	\$3,800,685
Priority:	Fire/Life Safety	Expected Completion:	2nd Quarter, FY 2023
		Funding Source:	Harris Health Capital Program

Project Description:

Quentin Mease Health Center is being renovated to accommodate the relocation of services provided at the Thomas Street HIV Clinic and Riverside Dialysis Health Centers, to continue rehabilitation and physical therapy services, and to add capacity for outpatient endoscopy services. The project architect is HDR, who has completed the programming and design development phases for the clinical service lines and support infrastructure and is currently reviewing the final construction documents with the construction manager at risk (CMAR) prior to bid out for the guaranteed maximum price (GMP) construction costs. The project construction phase will be executed through a CMAR agreement with Linbeck Group, LLC and is estimated to begin prior to the close of 2020.

Justification:

Harris Health currently operates HIV testing and patient care at a leased location in various stages of disrepair that would require a total rebuild of the site, at a much higher cost than the relocation. Dialysis is now provided at an undersized lease location that requires staff to operate 20 hours per day. At this time Harris Health does not have an outpatient endoscopy clinic. This opportunity to renovate the existing location and consolidate services to that one location will expand services, improving the patient experience, care and outcomes. The infrastructure and life safety systems are being replaced and updated to meet current NFPA 2012 Life Safety code and designed to meet facility guidelines institute (FGI) 2018 design standards for outpatient clinics.

Alternatives:

Alternatives were considered and found to be not as value added as repurposing our current location. The location is well known and easily accessible to patients at the other locations. Because the other leased locations served patients across the system it was important to remain central to the medical center and Houston.

Community and Stakeholder Engagement:

Internal stakeholders were extensively involved in the consolidation and design development stages of the project. Ambulatory clinic councils, comprised of affected patients, were also engaged for feedback on the move/consolidation.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$45,890,407	\$3,800,685	\$38,089,722	\$4,000,000	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
Maintenance	\$0	\$0	\$900,000	\$900,000	\$900,000

Harris County Interim FY 2021 Capital Improvements Program

Project Name:	Hardy Downtown Connector (Phase I)	Estimated Project Cost:	\$207,000,000*
		Operating Cost Impact:	\$100,000
Category:	Public Services	Funded to Date:	\$173,600,000
Priority:	Continuity of Government	Expected Completion:	3rd Quarter, FY 2022
		Funding Source:	Toll Road Revenue

Project Description:

Phase I of the Hardy Downtown Connector project is underway and establishes the corridor for a future Phase II project. Phase I activities include the construction of three grade separation projects to connect adjacent neighborhoods—long divided by railroad tracks—with improved east-west access:

- The Collingsworth overpass is complete and opened in September 2018.
- The Lorraine underpass is currently under construction and is expected to be completed by early 2022.
- The construction of the Quitman overpass is expected to begin in 2021.

Additional components of Phase I include the purchase of all remaining right-of-way necessary to construct the Hardy Downtown Connector, including right-of-way necessary for the IH 69 (U.S. 59) and Elysian Viaduct connectors, and the upgraded railroad trackage in the corridor for enhanced freight rail movements.

On May 19, 2020, HCTRA received authorization from Commissioners Court to suspend development of Phase II to allow for reevaluation of any proposed project within the corridor.

Justification:

Phase I of this project is underway and benefits the community with safer grade-separated railroad crossings for vehicles and pedestrians, as well as improved east-west connectivity for the adjacent neighborhoods.

Alternatives:

This project has already begun.

Community and Stakeholder Engagement:

The suspension of Phase II of the Hardy Downtown Connector project will allow for the community's collaboration in developing this mobility link directly into downtown, as well as improve pedestrian connectivity, green spaces, and stormwater mitigation.



Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$207,000,000*	\$173,600,000	\$20,300,000	\$0	\$0	\$0	\$0

*Includes anticipated additional project costs

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Operating Expenses	\$100,000	\$103,000	\$106,000	\$109,000	\$112,000

Harris County Interim FY 2021 Capital Improvements Program

Project Name: Sam Houston Tollway
(Ship Channel Bridge)

Category: Public Services

Priority: Continuity of Government

Estimated Project Cost: \$1,058,200,000*

Operating Cost Impact: \$4,699,000

Funded to Date: \$636,310,000

Expected Completion: 3rd Quarter, FY 2025

Funding Source: Toll Road Revenue

Project Description:

The Ship Channel Bridge Replacement Program is substantially underway and once complete, will accommodate four 12-ft. travel lanes in each direction, with 10-ft. inside and outside safety shoulders, from SH-225 to IH-10, and all bridge support columns will reside outside of the Houston Ship Channel's waterway. During the construction phase of the project, at least two travel lanes in each direction across the Ship Channel will be maintained.

On August 25, 2020, Commissioners Court authorized HCTRA to negotiate an agreement with COWI North America, Inc. to become the new Engineer of Record (EOR) for this critical project. With this significant step forward, HCTRA anticipates returning the Ship Channel Bridge program to full-construction in 2021, and working with the new EOR to provide Harris County options regarding the overall project budget and construction schedule.

Justification:

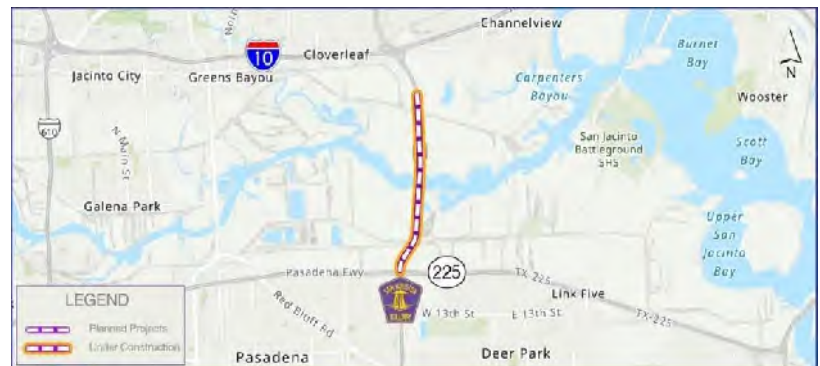
Two primary reasons for the development of the Ship Channel Bridge Replacement Program were: (1) HCTRA's current Ship Channel Bridge (Designed in the 1970's and built by the State of Texas in the early 1980's) does not meet current minimum traffic safety guidelines of the American Association of State Highway and Transportation Officials (AASHTO) with regards to lane widths, safety shoulders, grades, and sight distances, and (2) the main piers of the current Ship Channel Bridge present a significant obstacle for the proposed expansion plans of the United States Army Corps of Engineers (USACE) to widen and deepen the Houston Ship Channel.

Alternatives:

This project has already begun.

Community and Stakeholder Engagement:

Numerous stakeholders are involved with the planning and development of this project, including Harris County Commissioners Court, the Port of Houston Authority (PHA), the Houston Pilots, the United States Army Corps of Engineers (USACE), and the U.S. Coast Guard (USCG).



Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$1,058,200,000*	\$636,310,000	\$185,000,000	\$183,600,000	\$18,300,000	\$0	\$0

*Includes anticipated additional project costs

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Operating Expenses	\$4,699,000	\$5,133,000	\$5,607,000	\$6,125,000	\$6,690,000

Harris County Interim FY 2021 Capital Improvements Program

Project Name:	Toll Plaza Conversion(s) and Improvements	Estimated Project Cost:	\$172,000,000
		Operating Cost Impact:	\$0
Category:	Public Services	Funded to Date:	Ongoing
Priority:	Continuity of Government	Expected Completion:	4th Quarter, FY 2025
		Funding Source:	Toll Road Revenue

Project Description:

On March 17, 2020, Harris County Commissioners Court authorized HCTRA to take appropriate measures in efforts to reduce exposure for customers and employees to the COVID-19 virus while maintaining continuity of services to the public. Subsequently, on July 28, Commissioners Court approved a recommendation to accelerate planning and development for a permanent transition to an all-electronic “cashless” roadway environment, which provides numerous safety benefits to drivers – an approach adopted by toll roads and turnpike systems across the nation. However, a plan for such a transition must be executed safely and without disenfranchising cash-based users of the system; it must entail a robust public engagement plan and the development of accessible payment alternatives.

The total project estimate reflects the necessary expenditures for engineering design, demolition, roadway construction, and tolling infrastructure required to fully transition the Sam Houston Tollway to an optimal all-electronic configuration.

Justification:

There are numerous benefits of an all-electronic “cashless” roadway environment, including improved roadway safety, as well as personal safety for drivers and employees; increased vehicular throughput and reduced traffic congestion; and increased operational efficiency.

Alternatives:

This project could be delayed; however, it is recommended that it be developed and implemented starting in 2021.

Community and Stakeholder Engagement:

HCTRA will present a proposed community outreach plan to Commissioners Court in Fall 2020.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$172,000,000	Ongoing	\$111,000,000	\$61,000,000	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating impacts have not yet been estimated for this project.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Adult Detention Facilities Upgrades and Repairs	Estimated Project Cost:	\$196,000,000
		Operating Cost Impact:	\$0
Category:	Public Safety & Justice	Funded to Date:	\$20,000,000
Priority:	Continuity of Government Operations	Expected Completion:	TBD
		Funding Source:	HC Property Tax

Project Description:

The project will carry out critical upgrades and repairs to keep the County's Adult Detention Facility operational. The Office of the County Engineer has been working with members of the HCSO and an outside engineering firm to develop a five year repair and renovation program for both the 580,400 square foot jail located at 701 San Jacinto, and the 790,921 square foot jail located at 1200 Baker Street. These facilities opened in 1990 and 2002 respectively and have had minimal infrastructure repairs since opening. Upgrades will be made to the HVAC systems, replacement of roofs, modernization of elevators and sprinklers, as well as the replacement of both the domestic water and sanitary sewer systems. Additionally, all electronic security systems will be upgraded and the kitchens will be renovated. Project timing must allow for phasing across multiple years due to active occupancy throughout the facilities. The funding for this project has been increased this year over the previous year's projection to accelerate work to address a critical life-safety deficiency in the fire-suppression system.

Justification:

The Adult Detention Facility has a backlog of deferred maintenance issues that must be addressed. Failure to correct these maintenance issues could result in the closure of certain areas, non-code compliance, and most importantly, risks to life/safety. The upgraded Adult Detention Facility will result in increased energy efficiency and improved resiliency.

Alternatives:

Delay: Delaying these critical repairs will only result in more and more expensive deferred maintenance at best. At worst, fire/life safety issues would not be fixed that may result in death or injury.

Do not pursue: Failure to continue maintaining the County's existing facilities will only result in more expensive deferred maintenance and potential facility failure.

Other: The Justice Administration Department is currently studying the future of the Harris County Justice System, including possible relocation of the County's Adult Detention Facility. However, critical maintenance needs to be done now to keep the Adult Detention Facility operational until a recommendation on the future of the Adult Detention Facility can be made and implemented.

Community and Stakeholder Engagement:

OCE coordinated with internal stakeholders, such as the Sheriff's Office, on the scope and timing of this project.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$196,000,000	\$20,000,000	\$36,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000

Annual Operating Budget Impact:

Operating budget impacts have not been estimated at this time. New operating costs, such as maintenance, are not anticipated for this facility. It is possible that the County will realize an operating cost savings from more efficient utilities as a result of this project.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	County Transportation Plan Implementation	Estimated Project Cost:	\$107,150,000
Category:	General Government	Operating Cost Impact:	TBD
Priority:	Continuity of Government Operations	Funded to Date:	\$10,000,000
		Expected Completion:	TBD
		Funding Source:	Toll Road Revenue

Project Description:

This project is to implement the County Transportation Plan. Elements of this include traffic signal replacements, studies, and safety training. This project is being funded via Mobility funding from the Toll Road Authority, which allows for operating expenses, such as communications and training, to be funded (normally operating costs are not funded through capital funding). The Harris County Transportation Plan (CTP) was approved by Commissioners Court in February of 2020. It is a long-range planning document that serves as a guide with actionable items for future transportation projects, programs, policies, and advocacy for all of unincorporated Harris County through 2040. It addresses all parts of Harris County's complex transportation system, including capital and maintenance activities for all transportation modes.

Project/Program	Year 1	Year 2	Year 3	Year 4	Year 5
Asset Management	\$ 950,000	\$ 950,000	TBD	TBD	TBD
Communications	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000
Equity in Transportation Study	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
Major Thoroughfare plan	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Pedestrian and Bike Study	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000
Plan updates	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Specifications and standards	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Vision Zero	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000
Safety Training	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Annually replace 16 twenty year old precinct traffic signals	\$ 5,600,000	\$ 5,600,000	\$ 5,600,000	\$ 5,600,000	\$ 5,600,000
Annually fund 24 new precinct traffic signals	\$ 8,400,000	\$ 8,400,000	\$ 8,400,000	\$ 8,400,000	\$ 8,400,000
Wireless Traffic Data Implementation	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000
Traffic Engineering Consultant & Signal Timing	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000

Justification:

The CTP improves equity by making bicycle and pedestrian transportation safer and more accessible. The CTP provides capital support for transportation programs that serve the needs of specific groups throughout the County, such as paratransit services for seniors and people with disabilities, and safe access to schools are also included. The plan establishes a vision for Harris County's transportation system and a path to implementing that vision. It begins with goals for the system, reports conditions of assets, describes current trends and challenges, inventories needs and available funding, describes solutions and investments strategies and how they help meet the goals, and finally identifies gaps where additional funding is needed. The new traffic signals will result in increased energy efficiency and utility cost savings.

Alternatives: No alternative; this is a Court directed project.

Community and Stakeholder Engagement: Stakeholder engagement planned as part of project implementation.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$107,150,000	\$10,000,000	\$20,000,000	\$20,000,000	\$19,050,000	\$19,050,000	\$19,050,000

Annual Operating Budget Impact:

No operating budget impacts are anticipated at this time. The project replaces traffic signals which already have a maintenance budget in the Office of the County Engineer's operating budget. It is anticipated that the County will realize an operating cost savings from more efficient utilities as a result of the more efficient traffic signals.

Office of the County Engineer

September 29, 2020 CIP Update: Group B Highlighted Projects

Project Category	Managing Entity	Project Prioritization	County Funding Source	Project / Program Name	Total Project Estimate	Non-County Funding	Secured Partner Funding	Remaining Partner Funding Needed	County Funding	Funded To Date	Oct. 1, 2020 - Sep. 30 2021	Oct. 1, 2021 - Sep. 30 2022	Oct. 1, 2022 - Sep. 30 2023	Oct. 1, 2023 - Sep. 30 2024	Oct. 1, 2024 - Sep. 30 2025	Anticipated Additional Project Costs
Resiliency	FCD	1	Flood Control	A120-00-00-C003: Mud Gully Channel Improvements	\$12	-	-	-	\$12	\$1	(Millions)					-
Resiliency	FCD	1	Flood Control	C-03: Right-Of-Way Acquisition, Design and Construction of Corps of Engineers Clear Creek Federal Flood Risk Management Project	337	166	148	19	171	3	78	84	81	64	27	-
Resiliency	FCD	1	Flood Control	C-14: Design and Construction of Corps of Engineers White Oak Bayou Section 211(f) Project	45	45	45	-	-	8	23	13	-	-	-	-
Resiliency	FCD	1	Flood Control	C-18: Design and Construction of Corps of Engineers Hunting Bayou, Section 211(f) Project	65	65	65	-	-	8	29	28	-	-	-	-
Resiliency	FCD	1	Flood Control	C-26: Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-23-00 and P118-23-02	28	25	-	25	3	1	1	2	5	9	9	2
Resiliency	FCD	1	Flood Control	C-34: Design and Construction of Lauder Stormwater Detention Basin Improvements	37	25	25	-	12	1	10	9	6	6	5	-
Resiliency	FCD	1	Flood Control	C-59: Construction of Inwood Forest Stormwater Detention Basin	48	35	2	33	13	1	16	23	8	-	-	-
General Maintenance & Lifecycle Management	FCD	1	Flood Control	CI-012: Major Maintenance of Cypress Creek and Tributaries	60	-	-	-	60	1	13	16	18	12	-	-
Resiliency	FCD	1	Flood Control	CI-60: Planning, Right-Of-Way, Design and Construction of Conveyance Improvements along Panther Creek	10	-	-	-	10	0	1	7	2	-	-	-
General Government	FCD	4	Flood Control	District Facility and Service Center Construction	40	-	-	-	40	-	12	12	16	-	-	-
Resiliency	FCD	1	Flood Control	F-37: Design and Construction of Channel Conveyance Improvements on M124-00-00 Downstream of SH 249	72	51	20	31	21	17	25	22	8	-	-	-
Resiliency	FCD	1	Flood Control	Z-04: Partnership Projects with the Harris County Engineering Department	100	-	-	-	100	2	13	25	30	30	-	-
Resiliency	FCD	1	Flood Control	Z-10: Maapnext - Harris County Floodplain Mapping Updates	25	13	10	3	13	12	13	-	-	-	-	-
Resiliency	FCD	1	Flood Control	Z-Buyout: Federal Grant-Funded Volunteer Home Buyouts	566	422	182	240	144	96	39	63	73	73	73	148
General Maintenance & Lifecycle Management	FCD	1	Flood Control	Z-StormRep: Countywide Storm Repairs in Harris County	123	76	76	0	47	73	50	-	-	-	-	-
Resiliency	FCD	1	Flood Control	Z-Subdiv: Harris County Engineering Department Countywide Subdivision Drainage Improvement Projects	461	346	-	346	115	15	72	92	97	92	92	-
General Maintenance & Lifecycle Management	HCHD	1	HCHD	Hospitals/Clinics Repair and Maintenance/Replacement : MEP	40	-	-	-	40	6	10	6	6	6	6	-
General Maintenance & Lifecycle Management	HCHD	2	HCHD	Medical Equipment: Routine Replacement	68	-	-	-	68	10	10	12	12	12	12	-
Public Services	HCTRA	2	HCTRA	Lynchburg Ferry	23	-	-	-	23	1	14	5	1	1	1	-
Public Services	HCTRA	2	HCTRA	System-wide Roadway Improvements	110	-	-	-	110	-	22	22	22	22	22	-
Public Services	HCTRA	2	HCTRA	Toll System Upgrades, Maintenance, and Capital Support	110	-	-	-	110	-	40	20	20	15	15	-
Public Services	HCTRA	2	HCTRA	Washburn Tunnel	22	-	-	-	22	1	16	1	1	1	1	-
Public Safety & Justice	OCE	2	HC Property Tax	Criminal Justice Center Restoration	97	-	-	-	97	86	11	-	-	-	-	-
Public Safety & Justice	OCE	3	HC Property Tax	CSCD Phase II Administrative Area Upgrades, Atascocita	81	-	-	-	81	35	28	18	-	-	-	-
General Maintenance & Lifecycle Management	OCE	1	HC Property Tax	Facilities Maintenance	136	-	-	-	136	39	47	33	12	4	1	-
General Maintenance & Lifecycle Management	OCE	2	HC Property Tax	South Central Plant Renovation	65	-	-	-	65	20	25	20	-	-	-	-
Public Safety & Justice	US	4	HC Property Tax	eCitation with Digital Signatures	11	-	-	-	11	-	11	1	-	-	-	-
General Government	US	4	HC Property Tax	ERP Enhanced Automation and Reporting	6	-	-	-	6	-	6	0	-	-	-	-
Total:					\$2,798.17	\$1,269.05	\$572.93	\$696.11	\$1,529.12	\$439.14	\$641.65	\$536.94	\$419.13	\$347.54	\$264.09	\$149.67

Managing Department: Office of the County Engineer (OCE), Universal Services (US), HC Toll Road Authority (HCTRA), HC Hospital District (HCHD), HC Flood Control District (FCD).
Project Prioritization: (1) - Fire/Life Safety, (2) - Continuity of Government, (3) - Regulatory or Legal Mandate, (4) - Operational Savings or Value Enhancement. More info can be found in the CIP SOP.
Total Project Estimate - Funded to date and estimated funding required over the next 5 fiscal years.
Non-County Funding- Anticipated Federal, State, or other funding that can offset the potential debt incurred from the project.
County Funding - The remaining cost of the project after reimbursements from Non-County Funding are realized.
Funded to Date - Total funding the project has received in prior fiscal years.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	A120-00-00-C003: Mud Gully Channel Improvements	Estimated Project Cost:	\$11,897,950
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$1,049,423
		Expected Completion:	1st Quarter, FY 2022
		Funding Source:	FCD Property Tax

Project Description:

Conveyance improvements to extend existing concrete channel lining approximately 4,200 feet (0.8 mile) downstream along Beamer Ditch, from Sagerock Drive to just past the Beamer Road bridge.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$11,897,950	\$1,049,423	\$8,078,822	\$2,769,705	\$0	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. The maintenance for this facility is already covered in the existing operating budget.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-03: Right-Of-Way Acquisition, Design and Construction of Corps of Engineers Clear Creek Federal Flood Risk Management Project	Estimated Project Cost:	\$337,352,000
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$3,419,042
		Expected Completion:	TBD
		Funding Source:	FCD Property Tax

Project Description:

The Clear Creek Federal Flood Risk Management Project is a partnership project between the U.S. Army Corps of Engineers, the Harris County Flood Control District, Galveston County, Brazoria Drainage District No. 4 and the City of Pearland. As of the June 2019 Project Partnership Agreement between the Corps and the Flood Control District. This will help reduce the risk of flooding in the 1% (100-year) floodplain along Clear Creek, benefitting up to 2,100 structures. It is estimated that up to \$166,352,000 of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

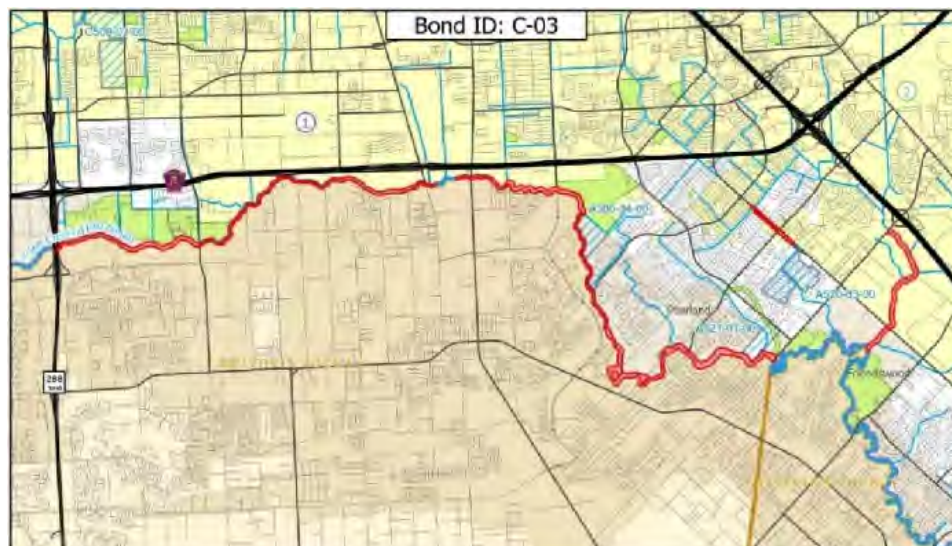
Community engagement meetings held to discuss project objectives and benefits

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$337,352,000	\$3,419,042	\$77,545,438	\$84,338,000	\$80,964,480	\$64,096,880	\$26,988,160

Annual Operating Budget Impact:

Operating impacts are not yet realized as this project extends past the five year projection.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-14: Design and Construction of Corps of Engineers White Oak Bayou Section 211(f) Project	Estimated Project Cost:	\$45,000,000
Category:	Resiliency	Operating Cost Impact:	\$318,375
Priority:	Fire/Life Safety	Funded to Date:	\$8,360,402
		Expected Completion:	3rd Quarter, FY 2022
		Funding Source:	FCD Property Tax

Project Description:

The pre-Atlas 14 1% AEP (100-year) floodplain could be removed from up to 1,500 structures as part of the federal project. It is estimated that up to \$45,000,000 of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

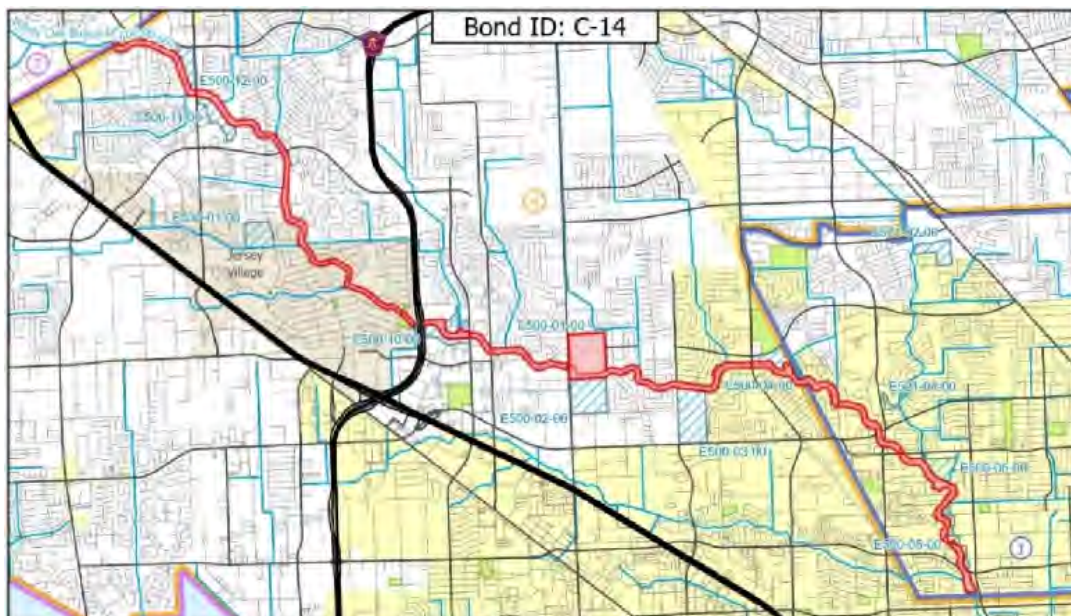
Community engagement meetings held to discuss project objectives and benefits

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$45,000,000	\$8,360,402	\$23,412,657	\$13,226,941	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$318,375	\$1,032,975	\$1,032,975	\$1,032,975	\$1,032,975



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-18: Design and Construction of Corps of Engineers Hunting Bayou, Section 211(f) Project	Estimated Project Cost:	\$65,000,000
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$7,643,415
		Expected Completion:	2nd Quarter, FY 2022
		Funding Source:	FCD Property Tax

Project Description:

The pre-Atlas 14 1% AEP (100-year) floodplain will be removed from up to 4,450 structures as part of the federal project. It is estimated that up to 100% of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$65,000,000	\$7,643,415	\$29,106,585	\$28,250,000	\$0	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. The maintenance for this infrastructure is already covered in the existing operating budget.



Harris County Interim FY 2021 Capital Improvement Program

Project Name: C-26: Right-Of-Way, Design, and Construction of Channel Conveyance Improvements on P118-23-00 and P118-23-02 **Estimated Project Cost:** \$28,000,000*

Operating Cost Impact: \$4,200

Category: Resiliency

Funded to Date: \$2,250,000

Priority: Fire/Life Safety

Expected Completion: 4th Quarter, FY 2023

Funding Source: FCD Property Tax

Project Description:

This project could reduce the risk of flooding for more than 380 structures in the pre-Atlas 14 1% AEP (100-year) floodplain and could reduce that floodplain by more than 430 acres as part of the Halls Ahead Bond Implementation Program. It is estimated that up to \$25,200,000 of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

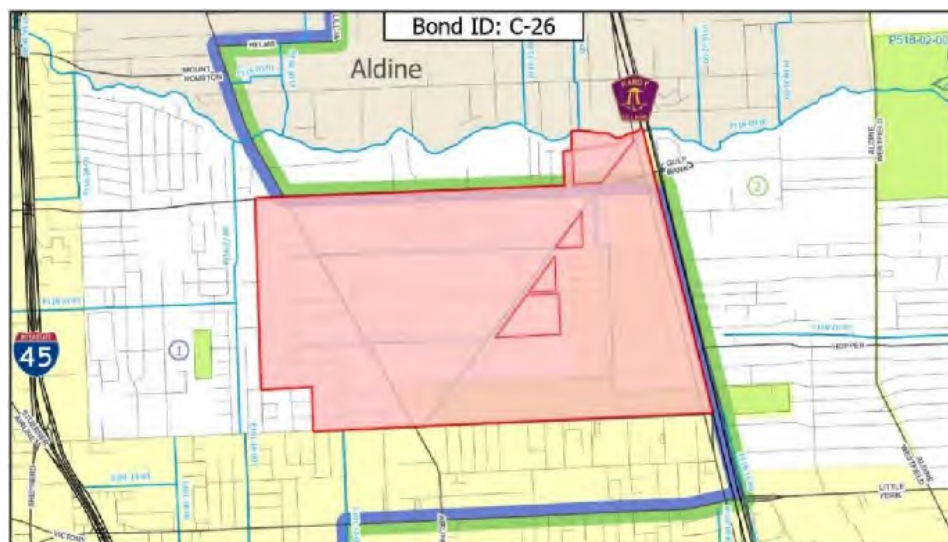
Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$28,000,000*	\$762,553	\$762,553	\$1,800,000	\$5,000,000	\$9,000,000	\$9,000,000

*An additional \$1,674,894 is anticipated beyond five years.

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$0	\$0	\$0	\$4,200	\$4,200



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-34: Design and Construction of Lauder Stormwater Detention Basin Improvements	Estimated Project Cost:	\$37,312,135
Category:	Resiliency	Operating Cost Impact:	\$461,175
Priority:	Fire/Life Safety	Funded to Date:	\$1,479,218
		Expected Completion:	4th Quarter, FY2025
		Funding Source:	FCD Property Tax

Project Description:

This project is a component of the Greens Bayou Mid Reach Project that will reduce the risk of flooding for 4,500 structures in the Atlas 14 1% AEP (100-year) floodplain. It is estimated that up to \$25,000,000 of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

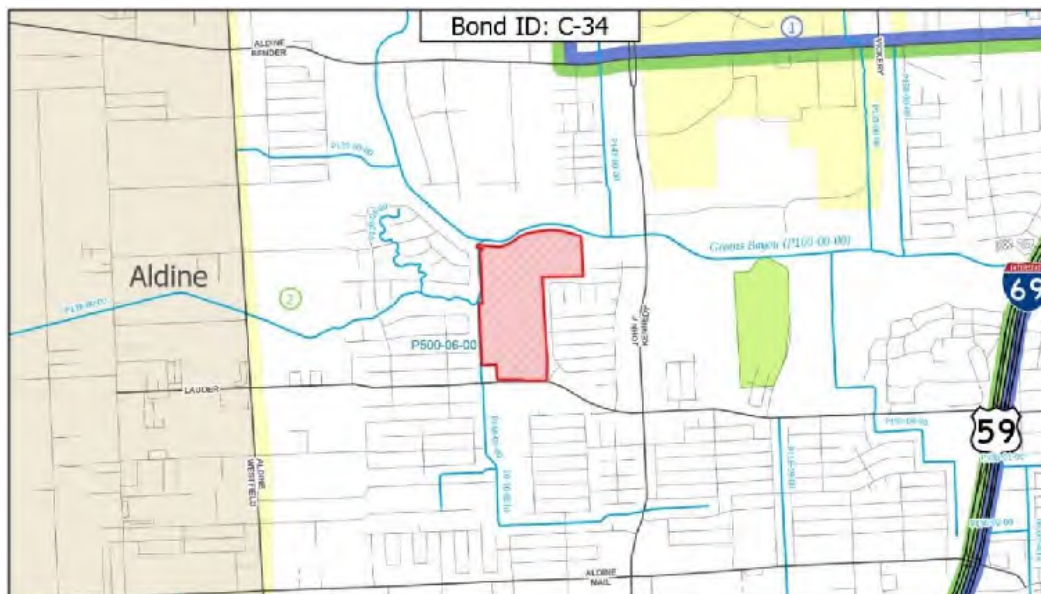
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$37,312,135	\$1,479,218	\$10,020,485	\$8,704,706	\$6,389,153	\$6,029,291	\$4,689,283

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$0	\$0	\$0	\$0	\$461,175



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	C-59: Construction of Inwood Forest Stormwater Detention Basin	Estimated Project Cost:	\$48,155,000
Category:	Resiliency	Operating Cost Impact:	\$139,838
Priority:	Fire/Life Safety	Funded to Date:	\$1,032,193
		Expected Completion:	1st Quarter, FY 2024
		Funding Source:	FCD Property Tax

Project Description:

Design and construction of this project will reduce the risk of flooding for over 130 structures in the pre-Atlas 14 1% AEP (100-year) floodplain. Project will be coordinated with City of Houston. It is estimated that up to \$35,000,000 of this project will be reimbursed from federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

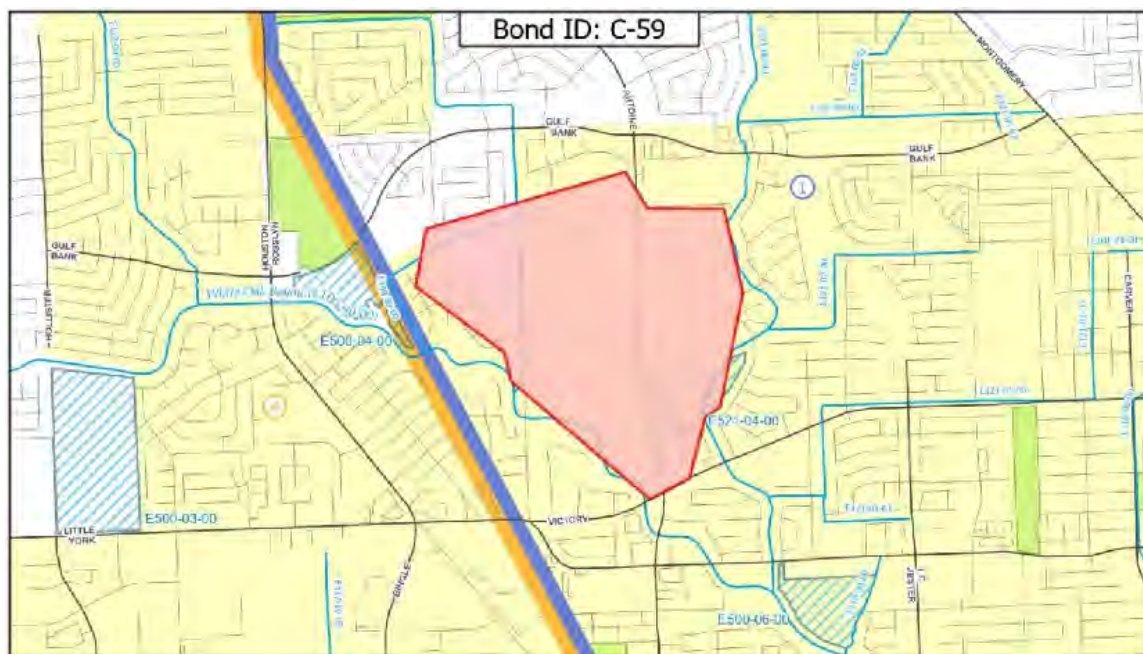
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$48,155,000	\$1,032,193	\$16,185,869	\$22,768,902	\$8,168,035	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$0	\$0	\$139,838	\$139,838	\$139,838



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	CI-012: Major Maintenance of Cypress Creek and Tributaries	Estimated Project Cost:	\$60,000,000
		Operating Cost Impact:	\$0
Category:	General Maintenance & Lifecycle Management	Funded to Date:	\$1,269,659
Priority:	Fire/Life Safety	Expected Completion:	4th Quarter, FY 2023
		Funding Source:	FCD Property Tax

Project Description:

Major maintenance to restore channel conveyance capacity. May include right of way acquisition, design, and construction along tributaries.

Justification:

Restoration of infrastructure to optimized resiliency for potential flood events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

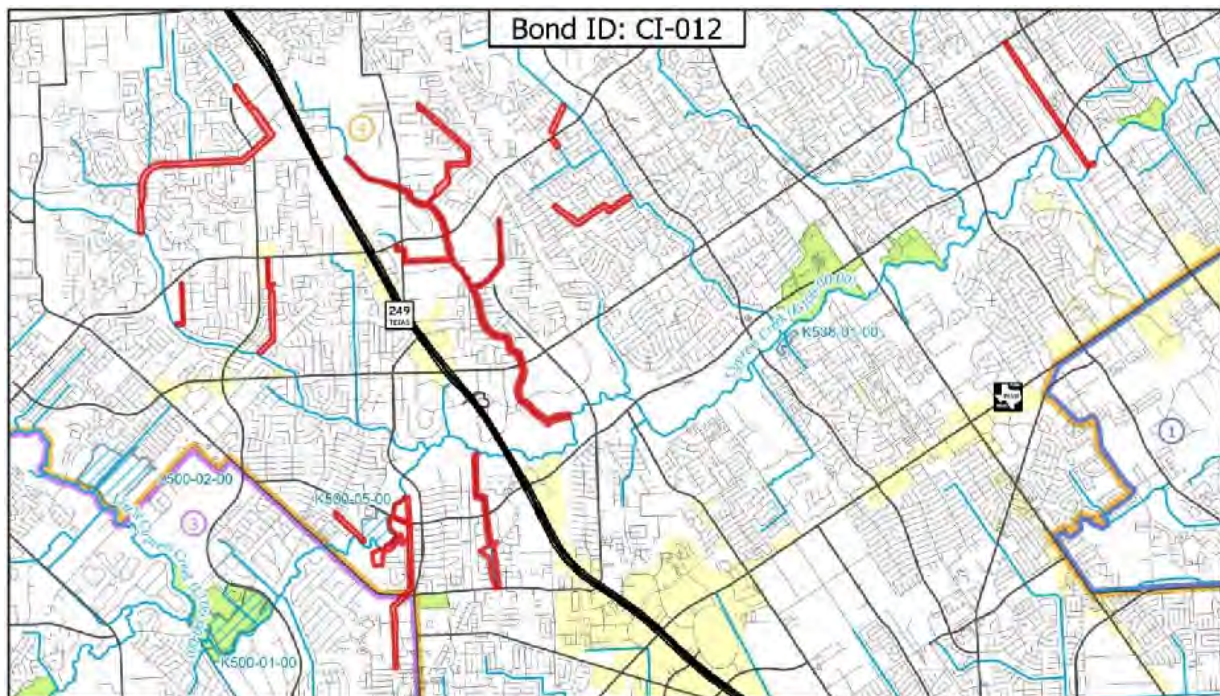
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$60,000,000	\$1,269,659	\$12,730,341	\$16,000,000	\$18,000,000	\$12,000,000	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. The maintenance for this infrastructure is already covered in the existing operating budget.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	CI-60: Planning, Right-Of-Way, Design and Construction of Conveyance Improvements along Panther Creek	Estimated Project Cost:	\$10,000,000
Category:	Resiliency	Operating Cost Impact:	\$219,559
Priority:	Fire/Life Safety	Funded to Date:	\$3,150
		Expected Completion:	2nd Quarter, FY 2021
		Funding Source:	FCD Property Tax

Project Description:

Planning, right of way acquisition, design and construction of projects could reduce the risk of flooding along Panther Creek.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

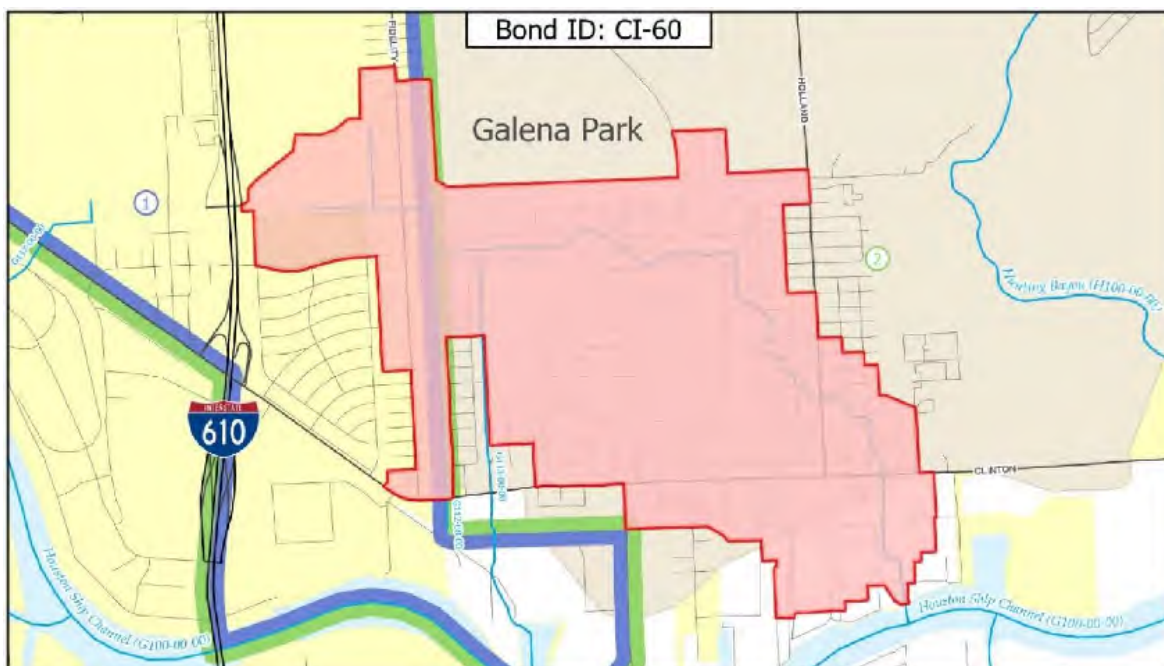
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$10,000,000	\$219,559	\$1,280,441	\$6,500,000	\$2,000,000	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$0	\$0	\$0	\$3,150	\$3,150



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	F-37: Design and Construction of Channel Conveyance Improvements on M124-00-00 Downstream of SH 249	Estimated Project Cost:	\$72,000,000
Category:	Resiliency	Operating Cost Impact:	\$279,300
Priority:	Fire/Life Safety	Funded to Date:	\$17,045,463
		Expected Completion:	4th Quarter, FY 2023
		Funding Source:	FCD Property Tax

Project Description:

This partnership project will reduce the risk of flooding affecting roadways near M124-00-00 including SH 249, FM 2920 and other local roads. This project is anticipated to be reimbursed up to \$51,000,000 from federal and local partner funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

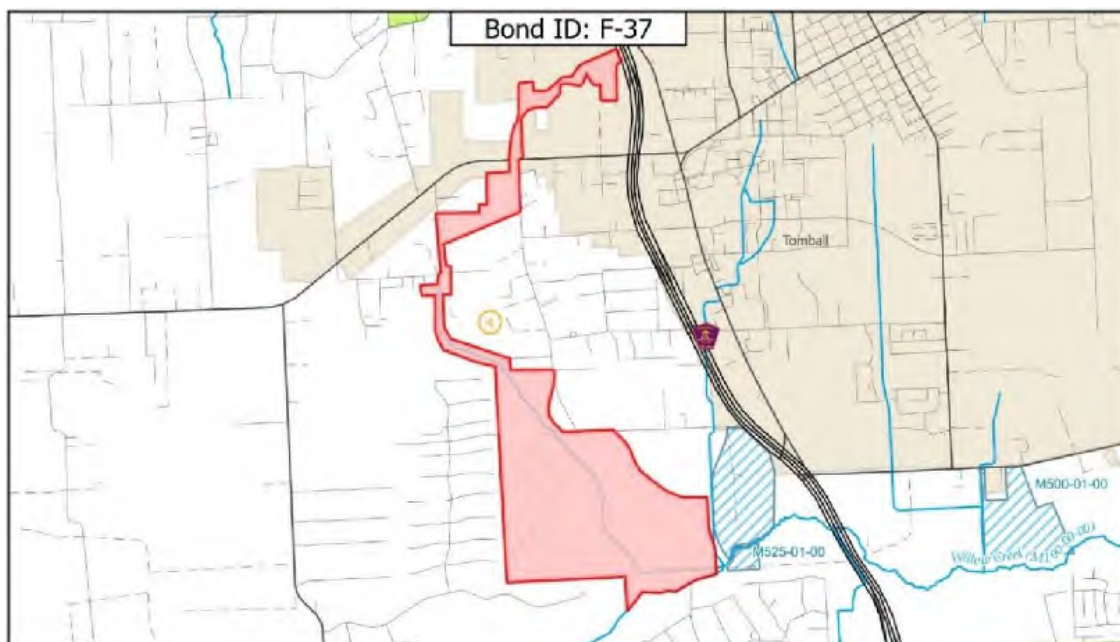
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$72,000,000	\$17,045,463	\$25,154,537	\$21,600,000	\$8,200,000	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$0	\$0	\$0	\$279,300	\$279,300



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Z-04: Partnership Projects with the Harris County Engineering Department	Estimated Project Cost:	\$100,000,000
Category:	Resiliency	Operating Cost Impact:	\$330,038
Priority:	Fire/Life Safety	Funded to Date:	\$1,830,066
		Expected Completion:	3rd Quarter, FY 2025
		Funding Source:	FCD Property Tax

Project Description:

Jointly funded projects that could reduce the risk of flooding in conjunction with Harris County Engineering Department projects.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

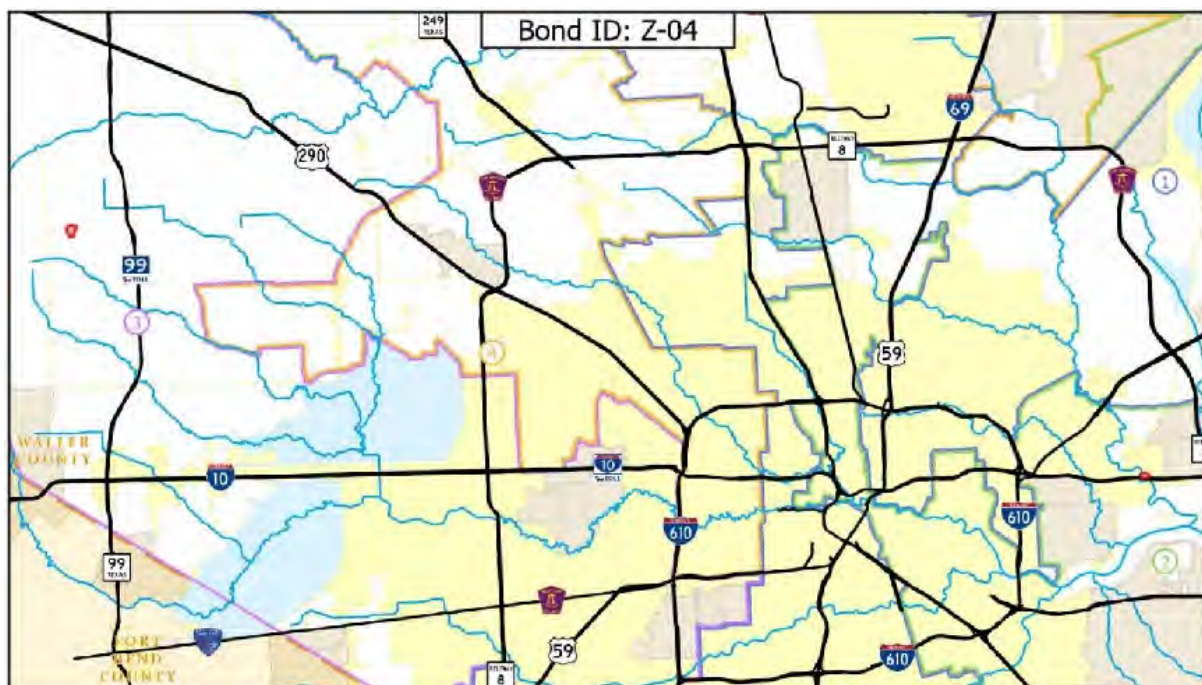
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$100,000,000	\$1,830,066	\$13,169,934	\$25,000,000	\$30,000,000	\$30,000,000	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$330,038	\$330,038	\$330,038	\$330,038	\$330,038



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Z-10: Maapnext - Harris County Floodplain Mapping Updates	Estimated Project Cost:	\$25,000,000
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$12,198,742
		Expected Completion:	3rd Quarter, FY 2021
		Funding Source:	FCD Property Tax

Project Description:

Providing more accurate information on the risks of flooding in Harris County, including a web-based flood education tool. Up to \$12,500,000 of this project is anticipated to be reimbursed from federal funding.

Justification:

Improvement of technology for planning and education purposes.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

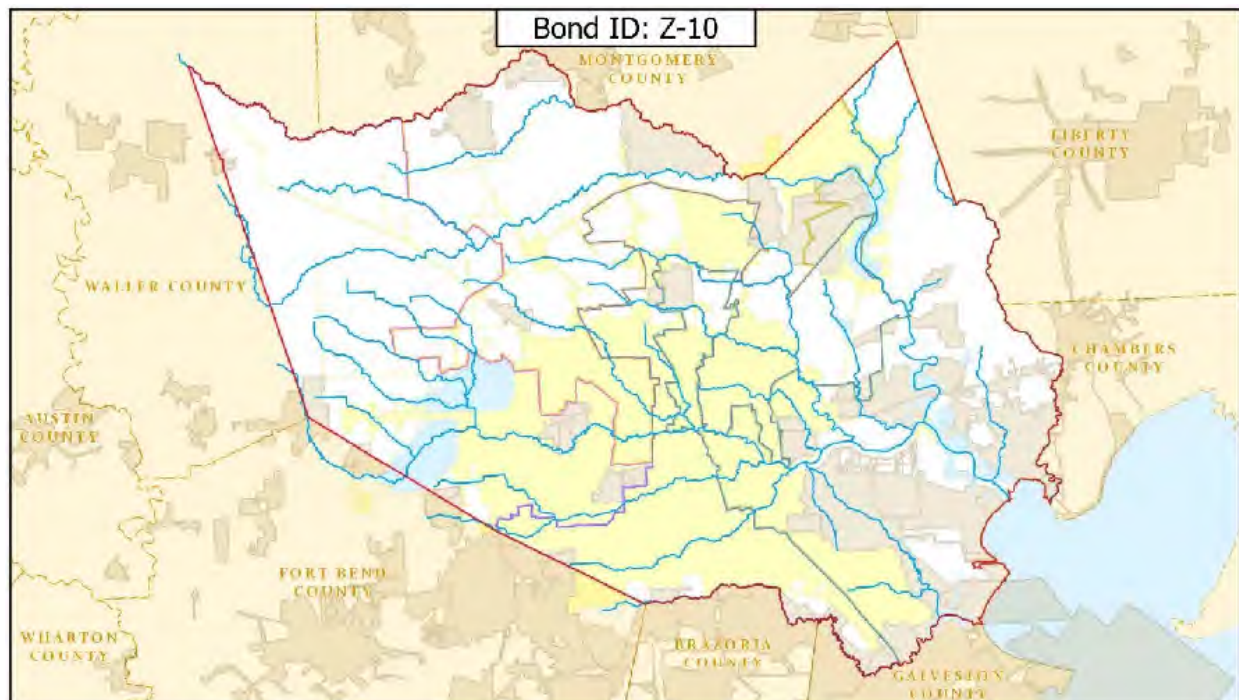
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$25,000,000	\$12,198,742	\$12,801,258	\$0	\$0	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. Mapping updates may be required in the future and would be a separate project.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Z-Buyout: Federal Grant-Funded Volunteer Home Buyouts	Estimated Project Cost:	\$566,125,000*
Category:	Resiliency	Operating Cost Impact:	\$28,440
Priority:	Fire/Life Safety	Funded to Date:	\$96,371,857
		Expected Completion:	TBD
		Funding Source:	FCD Property Tax

Project Description:

Purchase of approximately 2,300 structures in the floodway. Up to \$422,000,000 of this project is anticipated to be reimbursed through federal funding.

Justification:

Property acquisitions to reduce flooding and improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

Community engagement meetings held to discuss project objectives and benefits.

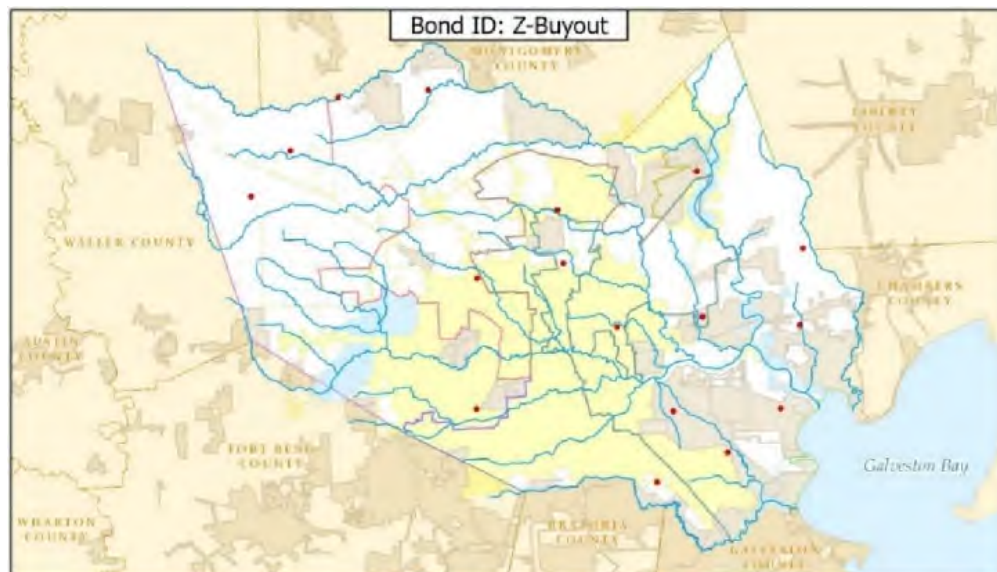
Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$566,125,000*	\$96,371,857	\$38,853,143	\$63,225,000	\$73,225,000	\$73,225,000	\$73,225,000

*An additional \$148,000,000 is anticipated beyond five years.

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Maintenance	\$28,440	\$51,145	\$73,849	\$96,616	\$96,616



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Z-StormRep: Countywide Storm Repairs in Harris County	Estimated Project Cost:	\$122,829,169
Category:	General Maintenance & Lifecycle Management	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$73,317,964
		Expected Completion:	1st Quarter, FY 2021
		Funding Source:	FCD Property Tax

Project Description:

Support for approximately 1,500 repair projects of erosion and infrastructure in Harris County. Up to \$76,200,500 of this project is anticipated to be reimbursed through federal funding.

Justification:

Restoration of infrastructure to optimized resiliency for potential flood events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

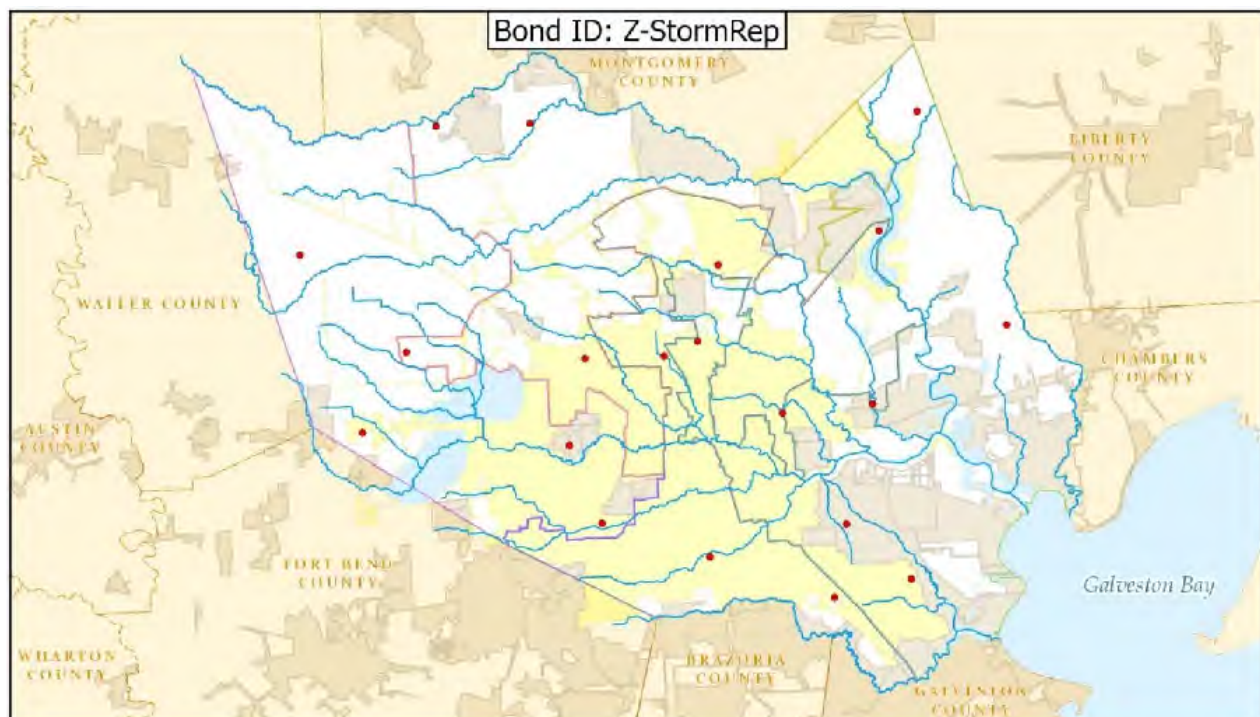
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$122,829,169	\$73,317,964	\$49,511,205	\$0	\$0	\$0	\$0

Annual Operating Budget Impact:

This project is not anticipated to have operating impacts. The maintenance for this infrastructure is already covered in the existing operating budget.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Z-Subdiv: Harris County Engineering Department Countywide Subdivision Drainage Improvement Projects	Estimated Project Cost:	\$460,935,000
Category:	Resiliency	Operating Cost Impact:	\$0
Priority:	Fire/Life Safety	Funded to Date:	\$15,119,465
		Expected Completion:	TBD
		Funding Source:	FCD Property Tax

Project Description:

Design and construction of these projects could reduce the risk of flooding for over 45,300 homes during a 1% rain or flood event. Up to \$345,701,250 is anticipated to be reimbursed through federal funding.

Justification:

Reduction of flooding to improve safety of community and resiliency for potential flooding events.

Alternatives:

Not applicable. This project has been authorized by Commissioners Court as part of the Harris County voter approved 2018 Bond Referendum.

Community and Stakeholder Engagement:

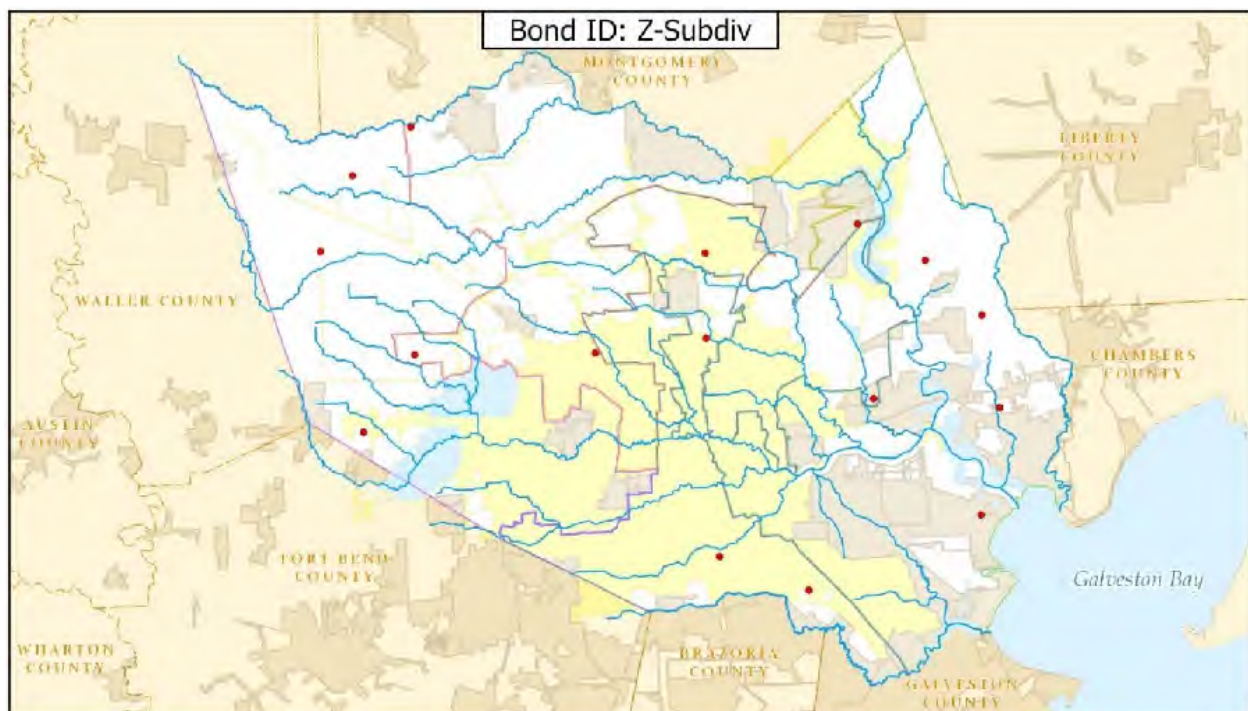
Community engagement meetings held to discuss project objectives and benefits.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$460,935,000	\$15,119,465	\$72,067,535	\$92,187,000	\$97,187,000	\$92,187,000	\$92,187,000

Annual Operating Budget Impact:

The maintenance for this infrastructure will be maintained by Harris County Engineering's existing capital maintenance program.



Harris County Interim FY 2021 Capital Improvement Program

Project Name:	District Facility and Service Center Construction	Estimated Project Cost:	\$40,000,000
Category:	General Government	Operating Cost Impact:	\$0
Priority:	Operational Savings or Value Enhancement	Funded to Date:	\$0
		Expected Completion:	4th Quarter, FY 2023
		Funding Source:	FCD Property Tax

Project Description:

Design and construction of District operational facilities to provide more efficient maintenance of flood control infrastructure.

Justification:

The significant expansion of flood control infrastructure to be built under the 2018 Bond program will likewise expand the District's maintainence and repair responsibilities. This project would provide needed facilities for District operations to expand maintainence of critical flood control infrastructure.

Alternatives:

Delay: Delaying this project will delay Flood Control from expanding its maintainence repair program to meet the growing needs of the additional flood control facilities. This in turn will likely result in costly defered maintence in the future.

Do not pursue: If the District operational facilities are not built the District will be unable to adequately expand its maintainence repair program to meet the growing needs of the additional flood control facilities.

Other: The District could outsource some of its maintainence of flood control facilities, but this option is estimated to be more costly than keeping the maintenance operations in-house.

Community and Stakeholder Engagement:

Preliminary studies and estimates developed with HCED engagement for both facilities.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$40,000,000	\$0	\$12,000,000	\$12,000,000	\$16,000,000	\$0	\$0

Annual Operating Budget Impact:

Operating impacts have not yet been estimated for this project.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Hospitals/Clinics Maintenance and Replacement: MEP	Estimated Project Cost:	Ongoing Cyclic Investment
		Operating Cost Impact:	\$350,000
Category:	General Maintenance & Lifecycle Managment	Funded to Date:	\$5,800,000
Priority:	Fire/Life Safety	Expected Completion:	Ongoing
		Funding Source:	Harris Health Capital Program

Project Description:

Ongoing programmed replacement for mechanical, electrical, and plumbing (MEP) systems at multiple locations throughout the District; replacement includes design and modernization of systems. Replacement of systems occurs throughout the year and blends year to year. This is necessary to avoid too much disruption and overloading capital needs in a single fiscal year.

Justification:

Required to ensure facilities infrastructure and critical systems are current and replaced in a timely manner to avoid catastrophic failure requiring facility shutdown or injury to staff and patients.

Alternatives:

Alternates include replacement of the entire facility or relocation of facilities to new locations. This is not practicable or feasible for the majority of these projects.

Community and Stakeholder Engagement:

This project does not directly impact external stakeholders. This project was developed at the request of internal stakeholders and vetted by all internal stakeholders through the Harris Health capital program process

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
Ongoing Cyclic Investment	\$5,800,000	\$10,126,992	\$6,034,002	\$6,000,000	\$6,000,000	\$6,000,000

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
Maintenance	\$0	\$350,000	\$150,000	\$150,000	\$150,000

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Medical Equipment; Routine Replacement	Estimated Project Cost:	Ongoing Cyclic Investment
		Operating Cost Impact:	\$360,000
Category:	General Maintenance & Lifecycle Managment	Funded to Date:	\$9,881,500
Priority:	Continuity of Government Operations	Expected Completion:	Ongoing
		Funding Source:	Harris Health Capital Program

Project Description:

Ongoing cyclic replacement of medical equipment devices that have reached their end of life, are obsolete, or are problematic to maintain and continue support. Replacement of systems occurs throughout the year and blends year to year. This is necessary to avoid too much disruption and overloading capital needs in a single fiscal year.

Justification:

Required to ensure critical systems are current and replaced in a timely manner to avoid catastrophic failure resulting in injury to staff and patients. Equipment technology advances significantly year to year so cyclic continued investment is necessary to ensure patient outcomes and management are comparable to care practices across the country.

Alternatives:

There are no reasonable alternatives to proactive management of the clinical equipment support strategies employed at Harris Health. There is over \$100 million of general medical equipment located throughout Harris Health System (primarily at the hospitals), most with an average useful life of 7 to 10 years. Routine replacement of aging or failing equipment is required to assure safe and timely patient care.

Community and Stakeholder Engagement:

Harris Health has an extensive capital program that includes involvement of all relevant stakeholders for this category, including significant physician participation.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
Ongoing Cyclic Investment	\$9,881,500	\$10,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
Maintenance	\$0	\$360,000	\$360,000	\$360,000	\$360,000

Harris County Interim FY 2021 Capital Improvements Program

Project Name: Lynchburg Ferry

Category: Public Services

Priority: Continuity of Government

Estimated Project Cost: \$22,710,000

Operating Cost Impact: \$3,750,000

Funded to Date: \$510,000

Expected Completion: Ongoing

Funding Source: Toll Road Revenue

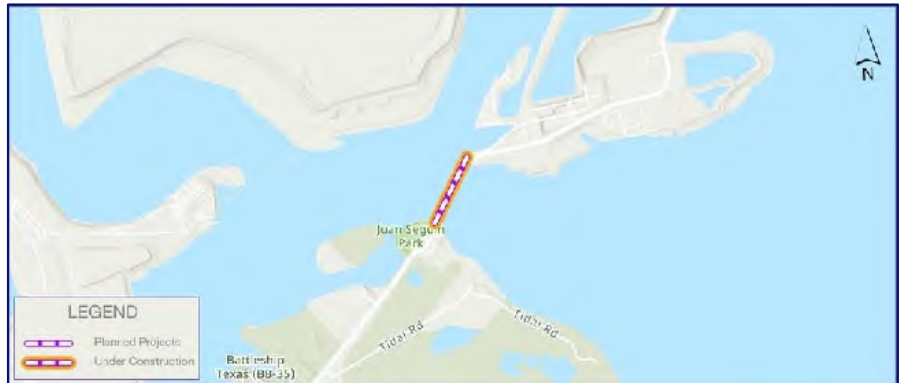
Project Description:

The Lynchburg Ferry's origins trace back to the beginning of the Republic of Texas. In 1888, Harris County became the steward of the Ferry and continues to this day. On June 25, 2019, Harris County Commissioners Court authorized the transfer of responsibility for current and future Operations, Maintenance, and Capital Improvements of the Lynchburg Ferry to HCTRA, without the imposition of tolls, effective March 1, 2020.

Capital improvement expenditures planned for this facility include the replacement of the two ferryboats currently in use, which were originally launched in 1964, with new boats to meet current design and safety standards; and the addition of a third boat to maintain full capacity during maintenance and reduced service outages. Plans also include the implementation of a comprehensive program to preserve, maintain, repair and improve the existing Lynchburg Ferry facility, which includes landings, approaches, berthing areas, Intelligent Transportation System (ITS) components, an administrative office and support structures.

Justification:

The Lynchburg Ferry, a unique county transportation asset, is one of only five vehicular crossings of the 50-mile Houston Ship Channel, and is in need of modernization and upgrades.



Alternatives:

Delay: The ferry boats are already past their useful life; delaying their replacement make it more likely that a maintenance issue will arise and force the ferry service to close until the boats are replaced.

Do not pursue: Failure to complete the project will eventually cause this critical transportation link to close.

Other: The option to build a bridge to replace the ferry has been considered but was determined to be cost prohibitive due to the environmental mitigation that would be required.

Community and Stakeholder Engagement:

This project requires collaboration with Harris County Commissioners Court, the Port of Houston Authority (PHA), the Houston Pilots, the United States Army Corps of Engineers (USACE), and the U.S. Coast Guard (USCG). HCTRA maintains ongoing, frequent communication with users via website, social media and DMS signs to convey information about scheduled and unscheduled maintenance closures and other operational changes.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$22,710,000	\$510,000	\$13,900,000	\$5,300,000	\$1,000,000	\$1,000,000	\$1,000,000

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Operating Expenses	\$3,750,000	\$3,863,000	\$3,979,000	\$4,098,000	\$4,221,000

Harris County Interim FY 2021 Capital Improvements Program

Project Name:	System-wide Roadway Improvements	Estimated Project Cost:	\$110,000,000
		Operating Cost Impact:	\$0
Category:	Public Services	Funded to Date:	Ongoing
Priority:	Continuity of Government	Expected Completion:	Ongoing
		Funding Source:	Toll Road Revenue

Project Description:

These projects are continuous and routine upgrades to the HCTRA system inclusive of system inspections, heavy maintenance, on-call construction, utility coordination, infrastructure replacement, materials testing, and drainage improvements. Ongoing upgrades are needed to maximize the life of HCTRA's roadways while addressing and improving mobility and roadway safety.

Justification:

These are necessary capital maintenance items.

Alternatives:

It is not recommended to delay or not pursue capital maintenance items.

Community and Stakeholder Engagement:

Well-maintained roadways and prompt response to driver-reported issues contribute to the safety and value offered to the users of Harris County's toll roads.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$110,000,000	Ongoing	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000

Annual Operating Budget Impact:

This is a capital maintenance project; no operating budget impacts are estimated as a result of this project.



Harris County Interim FY 2021 Capital Improvements Program

Project Name:	Toll System Upgrades, Maintenance, and Capital Support	Estimated Project Cost:	\$110,000,000
		Operating Cost Impact:	\$0
Category:	Public Services	Funded to Date:	Ongoing
Priority:	Continuity of Government	Expected Completion:	Ongoing
		Funding Source:	Toll Road Revenue

Project Description:

As HCTRA's services and customer base grows, so must our toll collection equipment and systems. This requires ongoing enhancements to existing toll collection equipment and software housed within the Roadside Toll Collection System, Back Office System and Data Center. HCTRA has implemented and expanded upon its use of an electronic toll collection interoperability service, in partnership with regional tolling agencies and toll agencies outside the State of Texas, to become interoperable in 2020 and beyond. Furthermore, the transition to an all-electronic roadway will require the development of accessible payment alternatives and requisite system changes.

Justification:

Maintenance and upgrades are required in order to continue to support effective tolling, back-office, customer service, and data security systems.

Alternatives:

Some of these projects may be delayed, but it is not recommended to delay any projects related to the security of customer data.

Community and Stakeholder Engagement:

HCTRA strives to maintain an effective customer environment and communicates with customers via numerous channels including our call center and online.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$110,000,000	Ongoing	\$40,000,000	\$20,000,000	\$20,000,000	\$15,000,000	\$15,000,000

Annual Operating Budget Impact:

This is a capital maintenance project; no operating budget impacts are estimated as a result of this project.

Harris County Interim FY 2021 Capital Improvements Program

Project Name:	Washburn Tunnel	Estimated Project Cost:	\$21,700,000
Category:	Public Services	Operating Cost Impact:	\$3,750,000
Priority:	Continuity of Government	Funded to Date:	\$1,400,000
		Expected Completion:	Ongoing
		Funding Source:	Toll Road Revenue

Project Description:

Built in 1950, the Washburn Tunnel is one of five vehicular crossings of the Houston Ship Channel, and is one of the largest toll-free tunnels in the Southern United States. On June 25, 2019, Harris County Commissioners Court authorized the transfer of responsibility for current and future Operations, Maintenance, and Capital Improvements of the Washburn Tunnel to HCTRA, without the imposition of tolls, effective March 1, 2020.

Capital improvement expenditures planned for this facility include the implementation of a comprehensive program to preserve, maintain, repair, and improve the existing Washburn Tunnel, which includes the tunnel's approaches, Intelligent Transportation System (ITS) components, and facilities. Expected projects include modernization of the electrical and ventilation systems, and geotechnical evaluation of the tunnel bedding and cover material, including the portion of the tunnel under the Houston Ship Channel.

Justification:

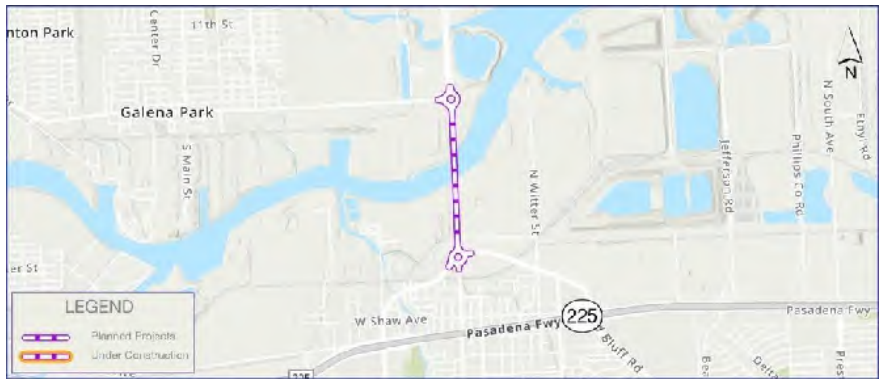
The Washburn Tunnel, a unique county transportation asset, is one of only five vehicular crossings of the 50-mile Houston Ship Channel, and is in need of modernization and upgrades.

Alternatives:

Delay: The tunnel is already past its useful life; delaying the retrofit makes it more likely that a maintenance issue will arise and force the tunnel to close until the project is completed.

Do not pursue: Failure to complete the project will eventually cause this critical transportation link to close.

Other: The option to build a bridge to replace the tunnel has been considered but was determined to be cost prohibitive due to the environmental mitigation that would be required.



Community and Stakeholder Engagement:

This project requires collaboration with Harris County Commissioners Court, the Port of Houston Authority (PHA), the Houston Pilots, the United States Army Corps of Engineers (USACE), and the U.S. Coast Guard (USCG). HCTRA maintains ongoing, frequent communication with users via website, social media and DMS signs to convey information about scheduled and unscheduled maintenance closures and other operational changes.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$21,700,000	\$1,400,000	\$16,300,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Operating Expenses	\$3,750,000	\$3,863,000	\$3,979,000	\$4,098,000	\$4,221,000

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	Criminal Justice Center Restoration	Estimated Project Cost:	\$97,000,000
		Operating Cost Impact:	\$0
Category:	Public Safety & JusticePublic Safety & Justice	Funded to Date:	\$86,425,000
Priority:	Continuity of Government Operations	Expected Completion:	TBD
		Funding Source:	HC Property Tax

Project Description:

The project repairs the damage to the Criminal Justice Center (CJC) as a result from flooding during the Hurricane Harvey event. On August 14, 2018, Court authorized funding up to \$86 million to cover the estimated cost for Hurricane Harvey damage repair, mitigation and certain enhancements (five additional elevator banks, lobby expansion and security upgrades) of the facility. On subsequent Court agendas, Commissioners Court authorized the Public Defender additional personnel which expanded their footprint on the 12th floor in the building thus requiring relocation of certain District Attorney functions located on the 12th floor to move to the 2nd floor; necessitating both increased buildout and FF&E costs for both departments. Additionally, Court approved the District Clerk's expansion/renovation on the third floor of the building. On the April 9, 2019 agenda the Court awarded the Construction Manager at Risk (CMAR) covering the cost for all construction related projects for the facility. On June 6, 2020, Court increased the authorized funding for this project to \$95 million to cover the cost of the CMAR, and to fund the replacement of aging and/or outdated finishes, as well as an additional \$2 million for replacement Furniture, Fixtures and Equipment (FF&E). Up to \$26 million has been estimated to be reimbursable by FEMA and insurance.

Justification:

Completing this project will increase efficiency as the District Attorney will have room in a County-facility again instead of leasing costly downtown space. The completed project will also provide a better user experience as the additional elevators and modified lobby will make it easier to navigate the building (currently there is a long waiting time for an elevator during peak traffic) and the primary County offices serving the criminal justice system will again be centralized.

Alternatives:

No alternative. Court has already approved this project and the project is underway.

Community and Stakeholder Engagement:

A committee representing the users of the CJC was formed to oversee the restoration of the CJC. OCE coordinates with these stakeholders on the scope and timing of this project, providing regular updates to the Committee.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$97,000,000	\$86,425,000	\$10,575,000	\$0	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating budget impacts have not been estimated at this time. New operating costs, such as maintenance, are not anticipated for this facility. It is possible that the County will realize an operating cost savings from more efficient utilities as a result of this project.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	CSCD Atascocita Phase II	Estimated Project Cost:	\$81,000,000
Category:	Public Safety & Justice	Operating Cost Impact:	\$0
Priority:	Continuity of Government Operations	Funded to Date:	\$35,000,000
		Expected Completion:	4 th Quarter, FY 2022
		Funding Source:	HC Property Tax

Project Description:

The County is partnering with the Harris County Community Supervision & Corrections Department (CSCD) to repurpose existing administration, classroom, and staff buildings in the center of the Atascocita complex. The project includes configuring the existing buildings into a reception center and administration building for current staff. The project also includes construction of classroom space and a new Dual Diagnosis Residential Program facility, which will provide additional bed capacity and support areas.

Justification:

The Atascocita complex has a backlog of deferred maintenance issues that must be addressed. Failure to correct these maintenance issues could result in the closure of certain areas, non-code compliance, and most importantly, risks to life/safety. The renovated Atascocita complex will result in increased energy efficiency and improved resiliency.

Alternatives:

There is no alternative to this project as the County has entered into an agreement with the CSCD to build the facility.

Community and Stakeholder Engagement:

OCE coordinated with CSCD on the scope and timing of this project.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 – Sep. 30, 2023	Oct. 1, 2023 – Sep. 30, 2024	Oct. 1, 2024 – Sep. 30, 2025
\$81,000,000	\$35,000,000	\$ 27,600,000	\$ 18,400,000	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating budget impacts have not been estimated at this time. New operating costs, such as maintenance, are not anticipated for this facility. It is possible that the County will realize an operating cost savings from more efficient utilities as a result of this project.

Harris County Interim FY 2021 Capital Improvement Program

Project Name: Facilities Maintenance Program
Estimated Project Cost: 136,000,000
Operating Cost Impact: TBD
Funded to Date: \$39,000,000
Category: General Maintenance & Lifecycle Management
Expected Completion: Ongoing
Funding Source: HC Property Tax
Priority: Fire/ Life Safety

Project Description:

This program addresses critical upgrades and repairs to HVAC systems, roofs, elevators, building security, paint, carpet and other miscellaneous repairs for the 145 various County facilities the Office of the County Engineer (OCE) is responsible for. These facility maintenance projects address deferred maintenance that is critical to the continued operations and longevity of County facilities. This includes life/safety projects like elevator and fire suppression system repair/renovations. The upgrades and repairs are strategically scheduled highly based on user occupancy of each facility.

Project/Program	FY 2025	FY 2025	FY 2025	FY 2025	FY 2025
Annex Facilities Security Upgrades Countywide	\$ 5.0M	\$ 5.0M	TBD	TBD	TBD
Elevator Repair and Renovations Countywide	\$ 5.0M	TBD	TBD	TBD	TBD
Fire, Life Safety and Electrical System Repair and Renovations Countywide	\$ 5.0M	\$ 5.0M	\$ 5.0M	\$ 3.0M	TBD
Plumbing Systems Repair and Replacement Countywide	\$ 5.0M	TBD	TBD	TBD	TBD
Heating, Ventilation Air Conditioning (HVAC) Repair and Replacement Countywide	\$ 6.0M	\$ 6.0M	\$ 6.0M	TBD	TBD
Countywide Stormwater Maintenance	\$ 1.0M	\$ 1.0M	\$ 1.0M	\$ 1.0M	\$ 1.0M
Countywide facility LED lighting projects	\$ 5.0M	\$ 5.0M	TBD	TBD	TBD
Miscellaneous Repairs, Painting, Flooring and Other Projects	\$ 7.0M	\$ 5.0M	TBD	TBD	TBD
County Parking Lots	\$ 5.0M	TBD	TBD	TBD	TBD
Roofing Systems Repair and Replacement Countywide	\$ 3.0M	\$ 6.0M	TBD	TBD	TBD

Justification:

The majority of County buildings have been in service for over 30 years. Recently the County began a program to repair and renovate on a proactive basis. Engineering maintains a list of building repairs by category ranked in order of need. These facility maintenance projects also include replacing old utility systems with more energy efficient systems, which will result in an operating budget cost savings. The facility upgrades will also help County buildings be more resilient to potential weather events in the future.

Alternatives:

Delay: Delaying this project will only result in more and more expensive deferred maintenance at best, and failure of the plant at worst.

Do not pursue: Failure to implement the project will only result in more expensive deferred maintenance and potential facility failure, causing downtown offices to close.

Other: A much more costly alternative would be to retrofit all buildings in the Downtown Complex to have individual HVAC systems.

Community and Stakeholder Engagement:

Stakeholder input, such as facility user input, is often times requested, but there is no engagement plan in place.

Funding Plan:

Total Project Estimate	Funded to date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$136,000,000	\$39,000,000	\$47,000,000	\$33,000,000	\$12,000,000	\$4,000,000	\$1,000,000

Annual Operating Budget Impact:

Operating budget impacts have not been estimated at this time. New operating costs, such as maintenance, are not anticipated for these facility maintenance projects. It is possible that the County will realize an operating cost savings from more efficient utilities as a result of improvements from these facility maintenance projects.

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	South-Central Plant Renovation	Estimated Project Cost:	\$65,000,000
		Operating Cost Impact:	\$0
Category:	General Maintenance & Lifecycle Management	Funded to Date:	\$7,000,000
Priority:	Continuity of Government Operations	Expected Completion:	3rd Quarter, FY 2023
		Funding Source:	HC Property Tax

Project Description:

This project is to upgrade the South-Central Plant that provides heating and cooling utility services to a number of facilities in the Downtown Complex. The South-Central Plant is located at 1303 Preston Street. The 16,415 square foot plant houses the mechanical, hydronic, electrical, and ancillary equipment necessary to produce thermal utilities (chilled water and steam) to many of the Downtown County facilities. A major renovation is required to continue service and prevent an inevitable plant failure. Without the critical chilled water and steam, buildings will not operate and would have to be shut down. Operations at the South-Central Plant have been affected by the increased number of mechanical failures seen on a yearly basis. These failures are a result of equipment meeting or exceeded its useful life. It is anticipated that this project will be completed by September 2023.

Justification:

The Central Plant is past its useful life and has been incurring significant maintenance costs for the past several years. Failure to upgrade the Central Plan would likely lead to a critical failure in the system, which would prevent buildings in the Downtown Complex from receiving heating or cooling air conditioning. This could render County facilities inhabitable and cause damage to sensitive technology infrastructure. The upgraded Central Plant will result in increased energy efficiency and improved resiliency. This project is in-line with the County's Downtown Facility Master Plan, which was transmitted to Court in 2019.

Alternatives:

Delay: Delaying this project will only result in more and more expensive deferred maintenance at best, and failure of the plant at worst.

Do not pursue: Failure to implement the project will only result in more expensive deferred maintenance and potential facility failure, causing downtown offices to close.

Other: A much more costly alternative would be to retrofit all buildings in the Downtown Complex to have individual HVAC systems.

Community and Stakeholder Engagement:

Not applicable.

Funding Plan:

Total Project Estimate	Funded to Date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$65,000,000	\$20,000,000	\$25,000,000	\$20,000,000	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating budget impacts have not been estimated at this time. New operating costs, such as maintenance, are not anticipated for this facility. It is possible that the County will realize an operating cost savings from more efficient utilities as a result of this project.

Harris County Interim FY 2021 Capital Improvement Program

Project Name: eCitation with Digital Signatures

Estimated Project Cost: \$11,454,980

Operating Cost Impact: \$335,000

Funded to Date: \$0

Category: Public Safety & Justice

Expected Completion: 4th Quarter, FY 2022

Funding Source: HC Property Tax

Priority: Operational Savings or Value Enhancement

Project Description:

This project would identify, document, design, develop, and manage the technology and business needs required to implement digital signatures with the e-Citation process in Harris County. Electronic signatures will allow law enforcement to apply digital signatures to the e-citation and forgo the process of printing the citation and physically marking the citation. Deputies in the field currently complete electronic citations with Superior and print the citation for signature by the offender. The then deputy signs and submits a paper copy of the citation to the Justice Courts. With digital signatures, the offender and deputy both sign the citation digitally and the deputy would then submit the e-citation directly to the Justice Courts.

The digitally signed citation can be secured and not altered in any way that would invalidate it. Benefits include:

- Reduce time spent by Law Enforcement processing paper copies of the citations. In the Sheriff's Office alone, 600 deputies across 3 shifts spend 30 minutes a day delivering signed copies to the courts. eCitations would save a conservative estimate of 78,000 man-hours a year for the Sheriff's Office.
- Reduce time spent by the Justice Courts processing paper copies of the citations. In 2019, almost 312,000 citations were filed by the Harris County Sheriff's Office and all 8 Constables across all 16 Justice of the Peace Courts. At a court estimated 10-minute average to scan a citation, find all the appropriate records and attach the citation, nearly 52,000 man-hours in court personnel time would have been saved.
- Upload data efficiently into Harris County Records Management System (RMS) and Justice Courts case management system.
- Improve opportunities for lost fine & fee collections for Harris County due to quick synchronization and submission of data wirelessly.
- Quick collection of racial profiling data.
- County could use this solution system wide, beyond just citations.

Alternatives:

Delay: The current system requires citations be printed on paper for an ink signature, and signed document be delivered to the Courts to be entered into an electronic system. This process works today, although it is inefficient – it can be continued to be supported. Harris County would continue to incur the cost of processing over time.

Do not pursue: If we do nothing, similar to the delay – the current system works, but individual departments may seek to find solutions to their portion of the process, creating additional overall costs from compartmentalizing the solution

Other: Going to a digital signature vs ink signature is the ultimate goal, however an alternative to ink requirement would be to change the requirement to actually have the ink signature. Not collecting a signature at the time of citation negates Harris County's ability to file charges if the accused fails to appear on the Court date.

Community and Stakeholder Engagement:

This project didn't get any direct input from the community, although we did get stakeholder input through the Harris County Law Enforcement technical sub-committee as well as the Justice Technology Committee technical working group. They are the primary drivers for project requirements, as the benefit is to both judicial and law enforcement.

Funding Plan:

Total Project Estimate	Funded to date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$11,454,980	\$0	\$10,126,992	\$6,034,002	\$6,000,000	\$6,000,000	\$6,000,000

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Non-Labor	\$0	\$0	\$335,000	\$335,000	\$335,000

Harris County Interim FY 2021 Capital Improvement Program

Project Name:	ERP Enhanced Automation and Reporting	Estimated Project Cost:	\$6,585,435
		Operating Cost Impact:	\$(366,682)
		Funded to Date:	\$0
Category:	General Government	Expected Completion:	4th Quarter, FY 2022
		Funding Source:	HC Property Tax
Priority:	Operational Savings or Value Enhancement		

Project Description:

This project is to enhance the usage of PeopleSoft across Harris County. There are three (3) key focus areas for this project: 1) Automation and Efficiency, 2) Enhanced Reporting and Analytics, and 3) IFAS retirement. Automation and Efficiency will focus on automating the manual interfaces for the business. Enhanced Reporting and Analytics will build out the reports in PeopleSoft to ensure departments have easy access to the data they need. Lastly, this project will address how to retire IFAS.

Justification:

- Reduce manual data entry for several departments freeing up resources to focus on more value-added work.
- Easy access to data needed by departments resulting in greater efficiency.
- Securing historical data, so it is available for future audits.
- Reduction of \$615,000 annual cost in software maintenance costs for IFAS.

Alternatives:

Delay: This option will delay the benefits being achieved for Harris County and cause the continuance of labor intensive, manual work arounds. Production support will stay high and impact US ability to cross train resources

Do not pursue: Failure to enhance the automation and reporting capabilities of the new ERP would reduce the effectiveness of the new system and slow down the phase-out of the old IFAS system.

Other: No other feasible technology alternatives have been identified.

Community and Stakeholder Engagement:

The Executive Steering Committee, comprised of representatives from Budget Management, Audit, Treasury, Purchasing, and Universal Services, has governed the ERP implementation and strongly supports this project to ensure Harris County gets the full benefits of implementing PeopleSoft. Additionally, a cross-department sub committee of delegates has been formed to review and prioritize the Enhanced Reporting and Analytics portion of the program.

Funding Plan:

Total Project Estimate	Funded to date	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
\$6,585,435	\$0	\$6,419,035	\$166,400	\$0	\$0	\$0

Annual Operating Budget Impact:

Operating Impacts	Oct. 1, 2020 - Sep. 30, 2021	Oct. 1, 2021 - Sep. 30, 2022	Oct. 1, 2022 - Sep. 30, 2023	Oct. 1, 2023 - Sep. 30, 2024	Oct. 1, 2024 - Sep. 30, 2025
Non-Labor	\$0	\$0	\$(540,000)	\$(540,000)	\$(540,000)
labor	\$0	\$0	\$165,818	\$165,818	\$165,818
Contingency	\$0	\$0	\$7,500	\$7,500	\$7,500
Total	\$0	\$0	\$(366,682)	\$(366,682)	\$(366,682)