



Designing Our Future

Overview of Proposed 2022 Bond Program

August 19th, 2022

Agenda

- **Why now?**
- **What is the need?**
- **Is this fiscally sound?**
- **Q&A**





Several factors influence the decision to hold a bond election in 2022 vs. another future date.

Voted road and parks bonds, whether now or later, are key to County services.

There will be project delays if the election is substantially postponed.

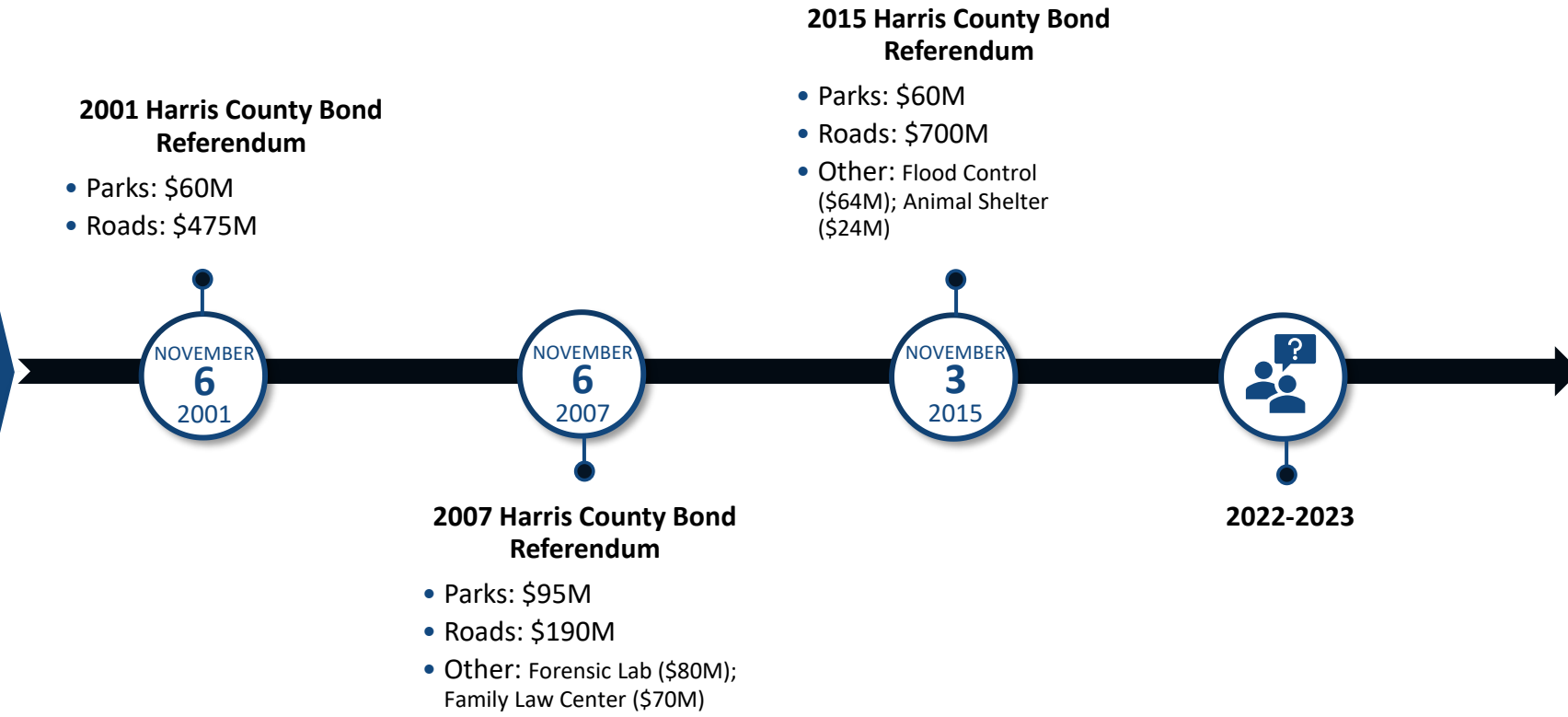
- The County's park bonds are fully committed.
- Road bonds are rapidly being spent down and are committed to future projects.
- The County's street drainage investments could have to be ramped down.

Voter turnout is likely to be ~3x in November 2022 vs. November 2023, based on comparable elections in 2018 and 2019.

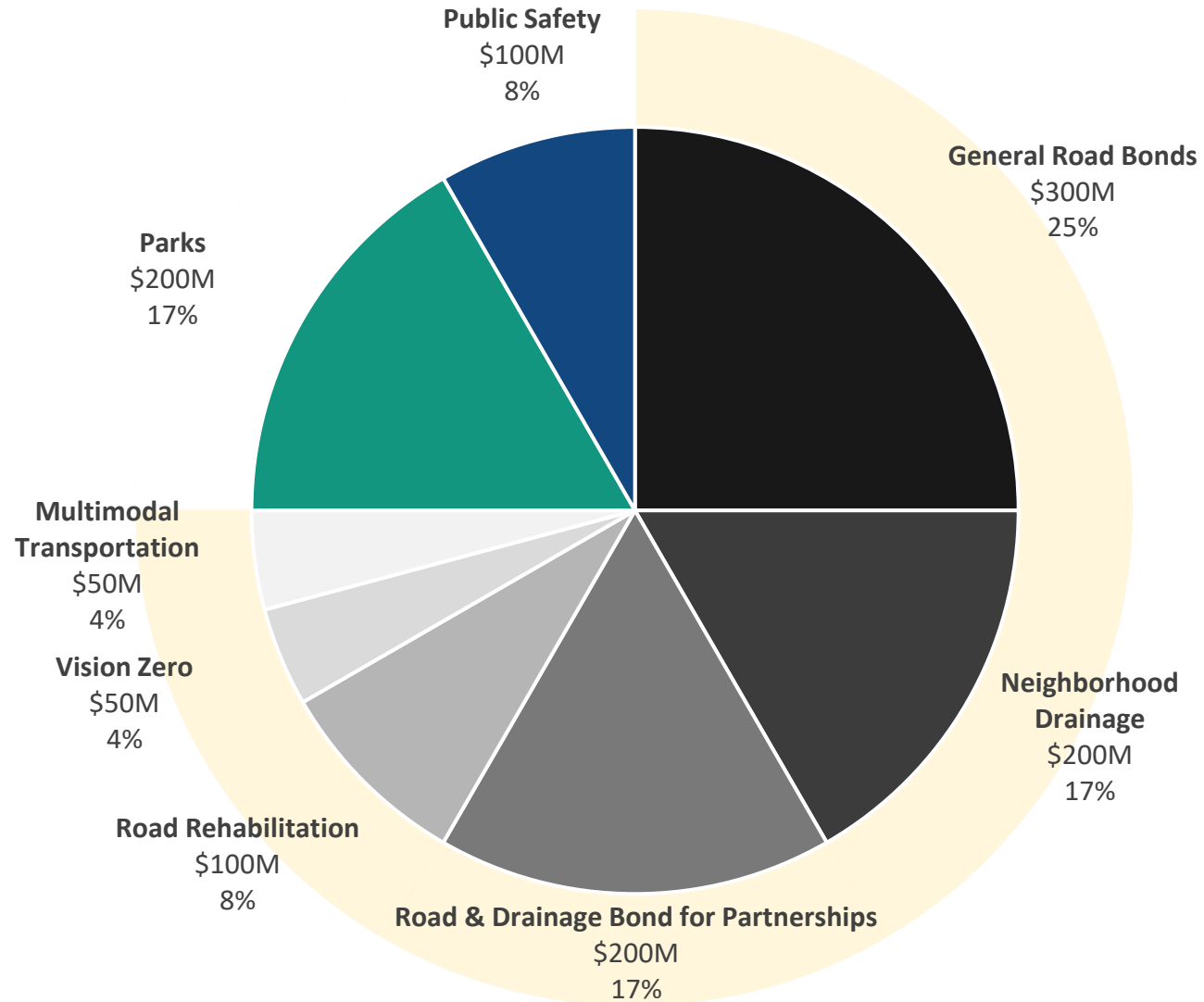
Tax impact will not change based on timing of the election—it may even be lower to proceed now.



The County has regularly gone to the voters every 6-8 years for road and park voted authority.



\$1.2B bond package overview



\$100M investment in public safety facilities and technology, over and above current multi-100M investments in fleet, equipment, radios and detention renovation which do not require voted authority.

\$900M investment in roads, drainage and transportation, including partnership funding, flexible general road bonds and specific programs tied to outcomes.

\$200M for parks and trails.

For all categories, we are in a position to describe the need, identify specific projects and the process for additional projects. Staff does not recommend fully allocating bond proceeds to projects and programs.





Public Safety

Needs and impact

Proposed bond
\$100 million



\$100M investment in public safety facilities and technology. Over and above current multi-100M investments in fleet, equipment, radios and detention renovation do not require voted authority.

After Hurricane Harvey and the resulting court backlog, we have learned the importance of **resiliency in criminal justice system facilities.**

There are also opportunities **to make technology capital investments** in many public safety and justice agencies. In addition to **modernizing community based public safety facilities.**

Example projects include: a swift water training facility, additional courtrooms, improved technology and data systems for court management and crime prevention, and backup generators and other resiliency improvements for county facilities. Additional input from partner agencies can refine the project list.



Roads, Drainage, and Transportation

Needs and impact

Proposed bond
\$900 million



- **\$300M General Bond Road**
- **\$200M Neighborhood Drainage**
- **\$200M Road and Drainage Bond for Partnerships**
- **\$100M Road Rehabilitation**
- **\$50M Vision Zero**
- **\$50M Multimodal Transportation**

General Road Bonds

\$300M of flexible road funds to support road maintenance, rehabilitation, construction and safety.

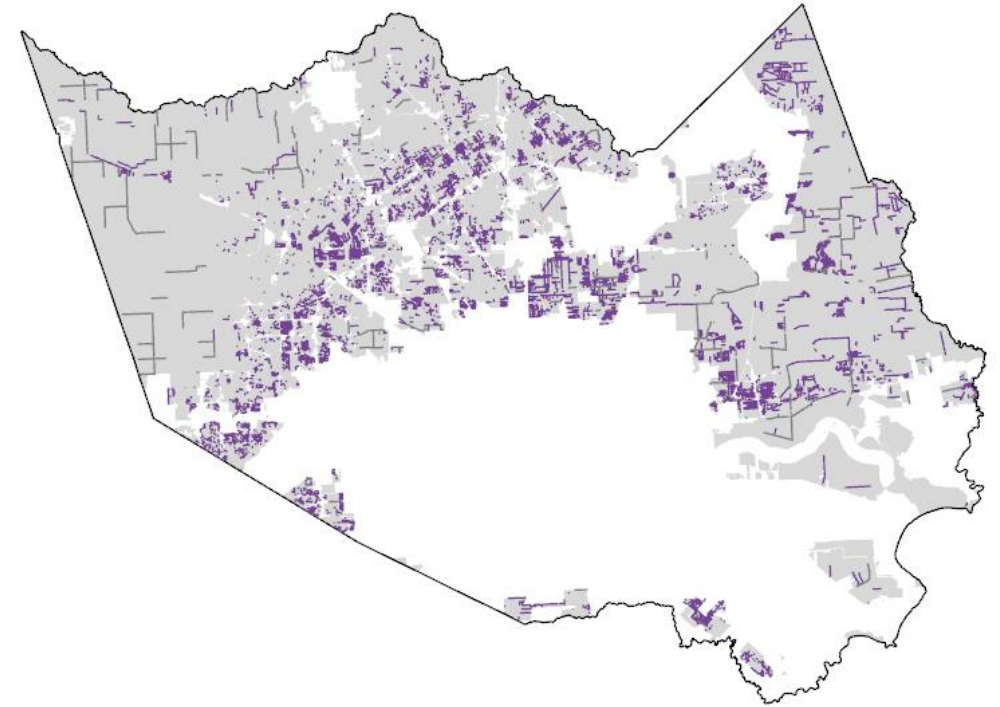
The County owns over **6,600 miles of roads**, of which **588 miles** of Harris County roads are in **“Poor” to “Failed” condition** (below 55 pavement condition index).

260 miles (16% of major thoroughfares) have E or F level of service, indicating **congested conditions**.

Precincts have **well-developed pipeline of projects**, often backed by technical studies and community input; County PCI and level of service data can be useful in identifying new projects.

Road Maintenance Needs

21% of the Harris County Roads Require Rehabilitations



Road and Drainage Bond for Partnerships

\$200 million for partnerships with local entities to improve roads and roads drainage.

Road and drainage improvements for **partnership projects** with local entities (cities, MUDs etc.)

Partner entities can **submit proposals** for any eligible use of road bonds.



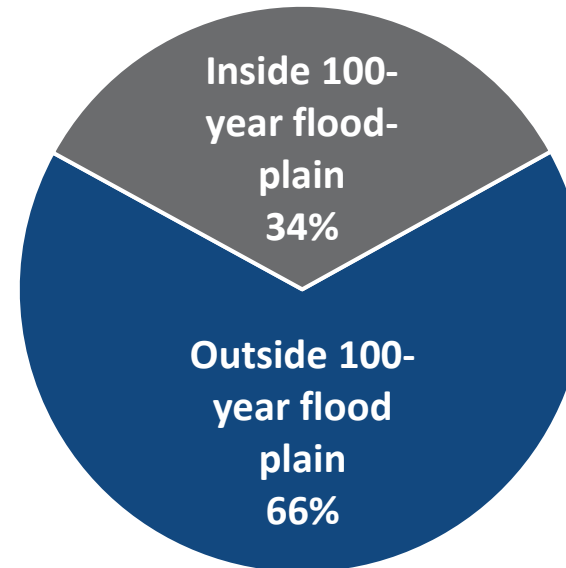
Neighborhood Drainage

\$200 million of road bonds to improve neighborhood drainage.

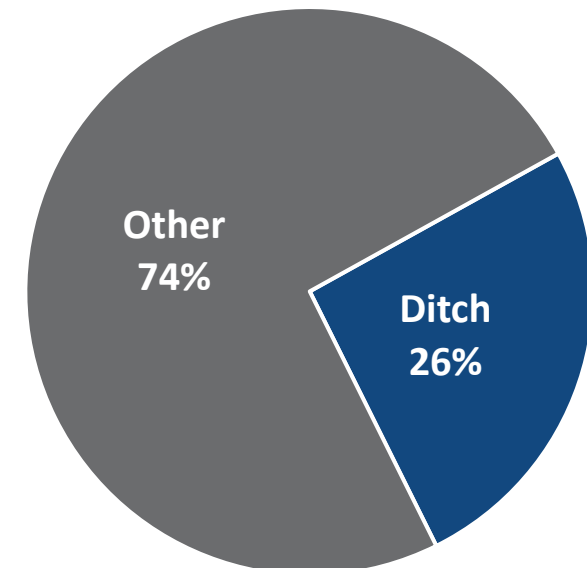
The County's current **\$600M+** drainage program will **reduce flooding risk for ~4K structures (~20K people)**, with completions scheduled for 2023-2024.

Additional bonding authority would allow the program to continue and keep resources mobilized.

Hurricane Harvey Flooded Structures – 105K structures outside of the 100-year flood plain experienced flooding



Drainage System on Harris County Roads – 1,724 miles have ditch drainage



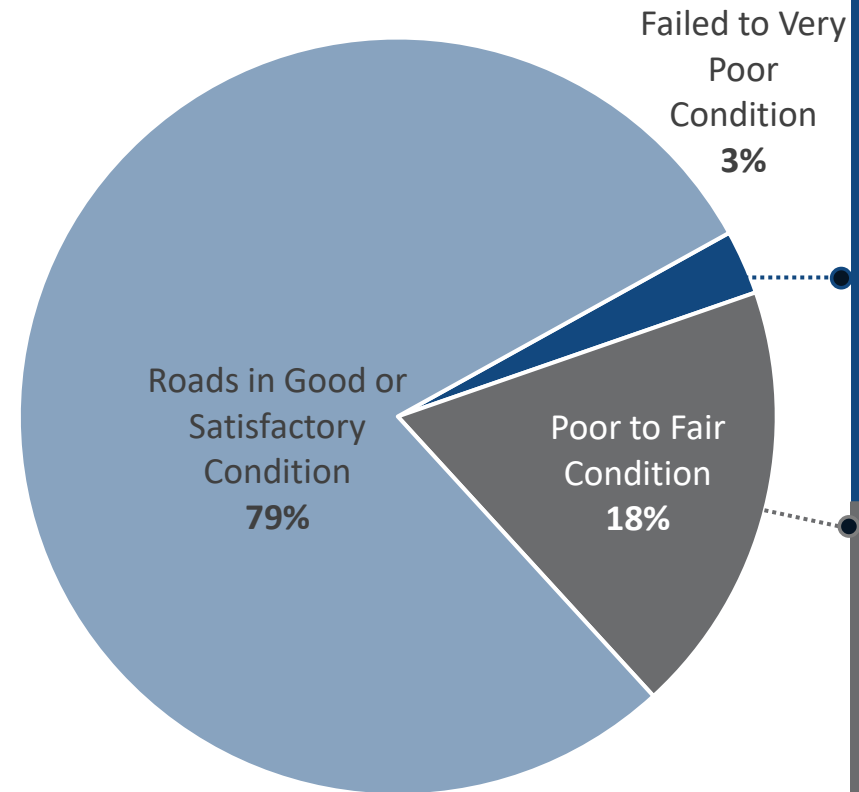
Road Rehabilitation

\$100 million of road bonds to rehabilitate older Harris County roads in *poor* or *fair* condition - Pavement Condition Index (PCI) between 40-70.

Rehabilitating now can **prevent** expensive reconstruction, which can **cost 10x per more mile.**

Specific projects exist within precinct pipelines and can easily be added by Harris County Engineering

Harris County Roads by Pavement Condition Index (as of Feb 2021)



\$1.0B high-level estimate to reconstruct County roads in to Failed to Very Poor condition

\$675M high-level estimate to rehabilitate County roads in Poor or Fair condition



Multimodal Transportation

\$50 million investment in multimodal transportation.

Could increase the percentage of residents with access to safe walking, safe bicycling and existing mass transit.

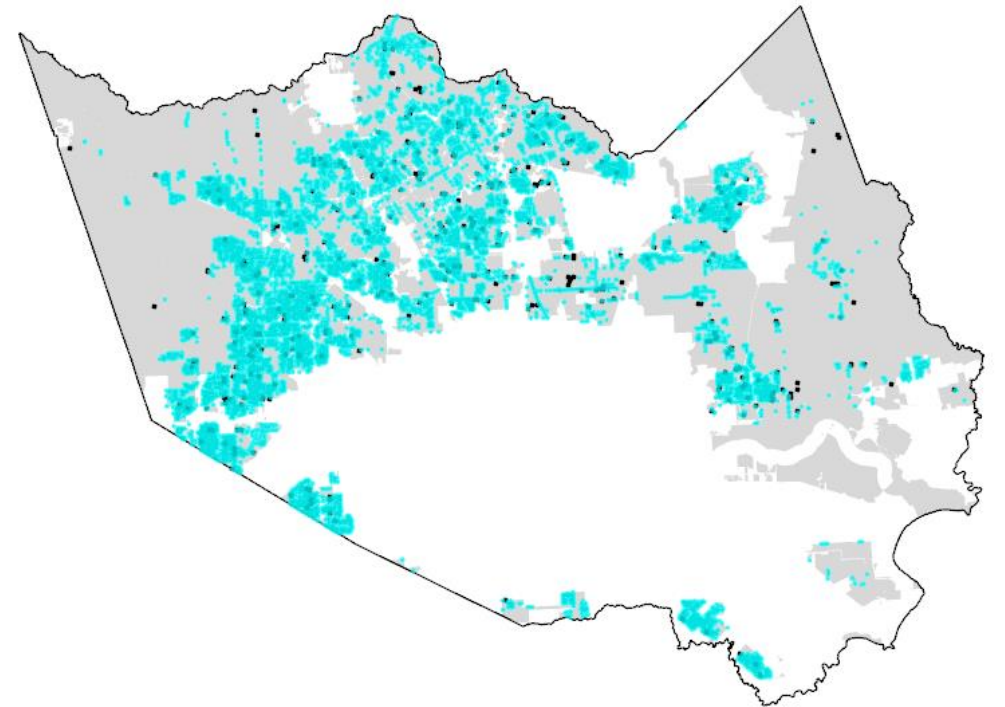
As part of this allocation, the County could make the multimillion-dollar investment needed to bring sidewalks and ramps into **compliance with the Americans with Disabilities Act.**

Despite recent progress, **safe bicycling options remain limited** in many parts of the County.

Precincts have existing pipelines of projects.

Map of Sidewalks

Only ~39% of Harris County roads have sidewalks



Vision Zero

\$50 investment in safety projects through the Vision Zero program.

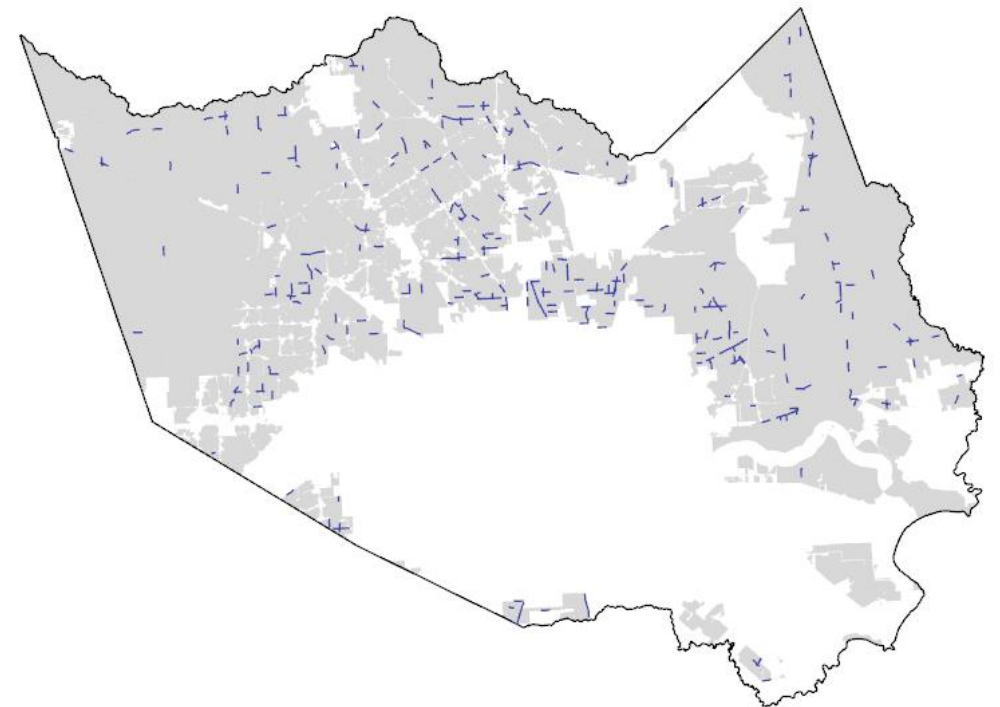
Could **decrease fatalities and serious injuries** by addressing the safety issues on a substantial portion of a 150-mile-high injury network identified in Harris County.

The right project solution will depend on the specific corridor: it could be a turn lane, intersection reconfiguration, crosswalks, or visibility enhancements.

Harris County experiences **an average of 430 traffic-related fatalities** per year (*i.e.*, 10 per 100,000). In 2019 the County ranked among the worst tens in the nation (the highest rate being 14.8).

The County adopted a **Vision Zero** program in 2019, but it is yet to receive a dedicated source of funding.

Harris County 150 miles of high-injury corridors designated based on 2014-2018 fatalities and injuries





Parks

Needs and impact

Proposed bond
\$200 million



Harris County's parks bond are nearly fully allocated, and **investments will decrease next year without a new bond authorization.**

Precincts have pipelines of projects, some of which could be explicitly included in the bond package

Other opportunities include floodable parks, inclusive parks for people with disabilities, trail projects to increase connectivity and public-private partnerships.

Debt service is declining in spite of a growing tax base

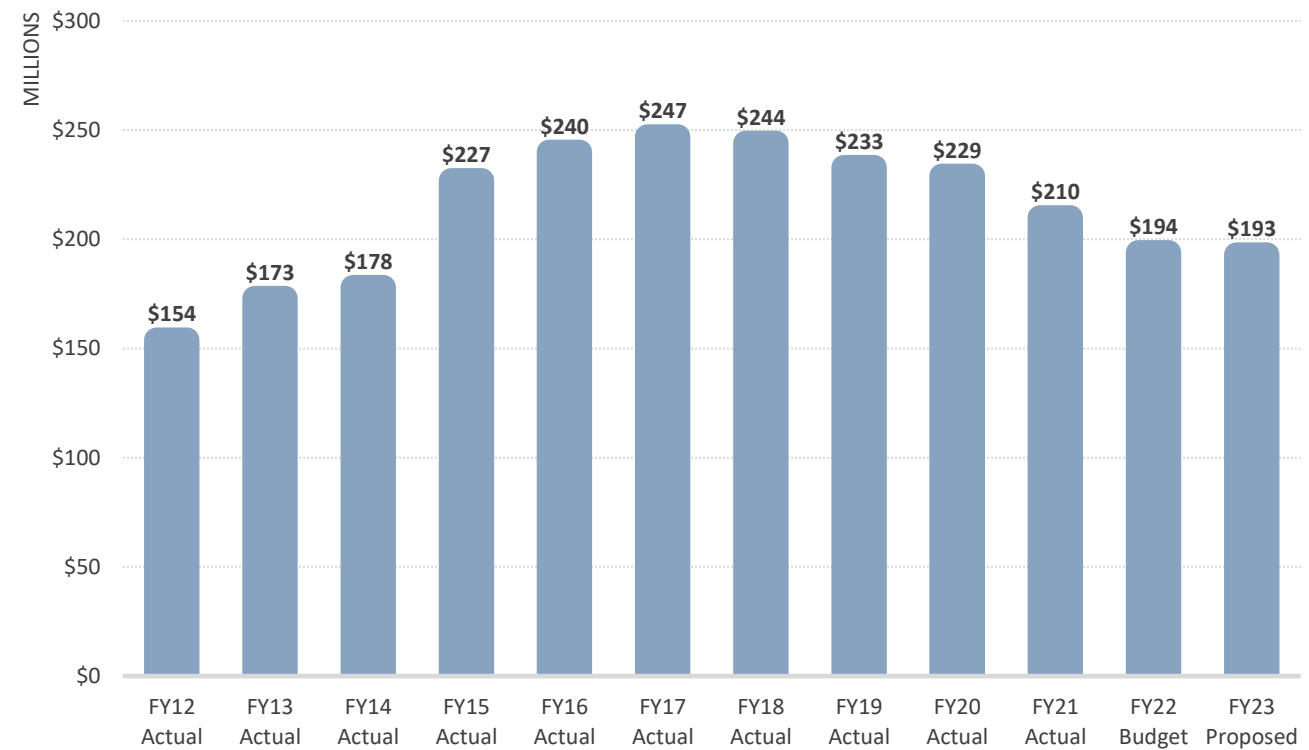
Historical Debt Service

Historically, Harris County has leveraged its strong credit rating to issue debt to make investments into County infrastructure such as roads and parks.

As new debt is added or refunded the strategy is to fill in gaps in maturities that keeps the debt service stable.

Harris County will pay off approximately \$193M of its General Obligation debt in FY23.

Harris Count General Obligation Bond History (\$M)



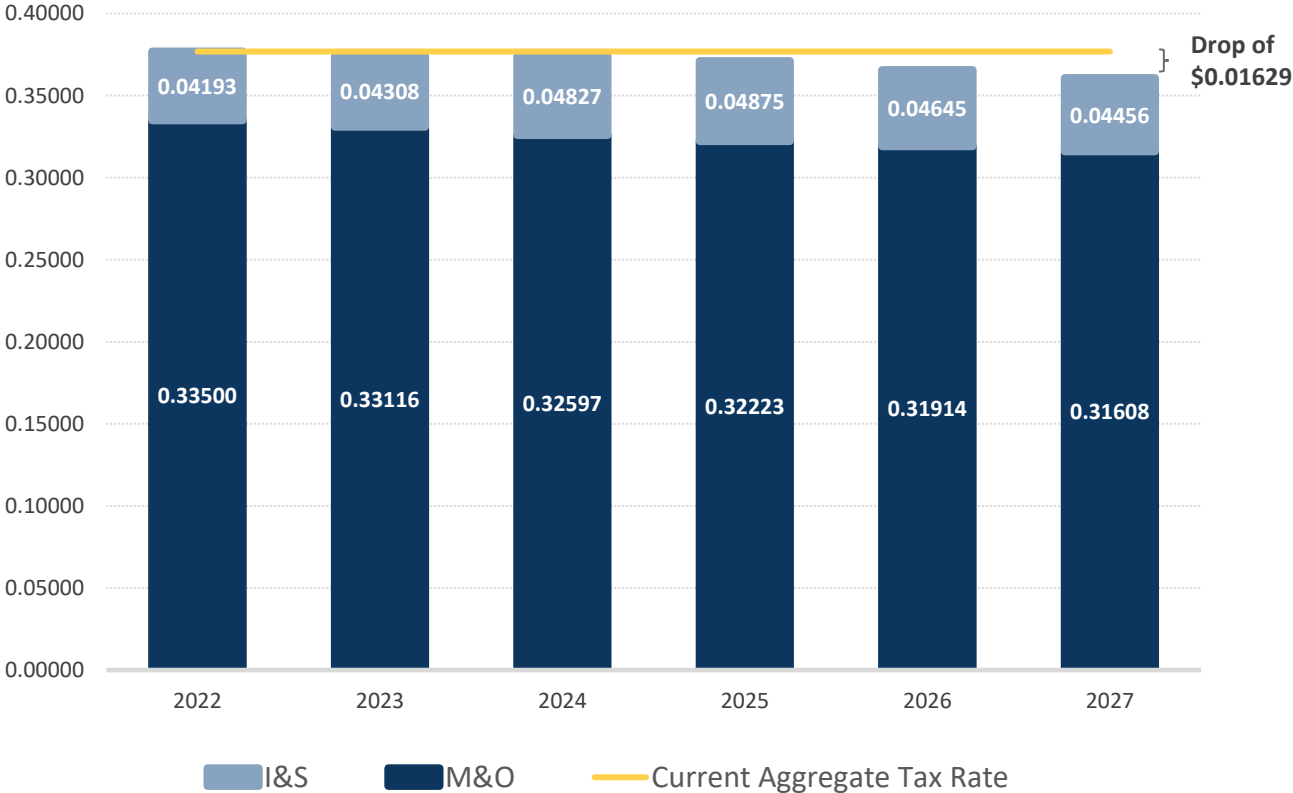
Strong Finances

Tax Rates

Projected Tax Rates - \$1.2 Billion New Voted Debt.

The County can amortize additional principal to maintain the current aggregate tax rate.

Projected Required Tax Rates






ANY
QUESTIONS



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