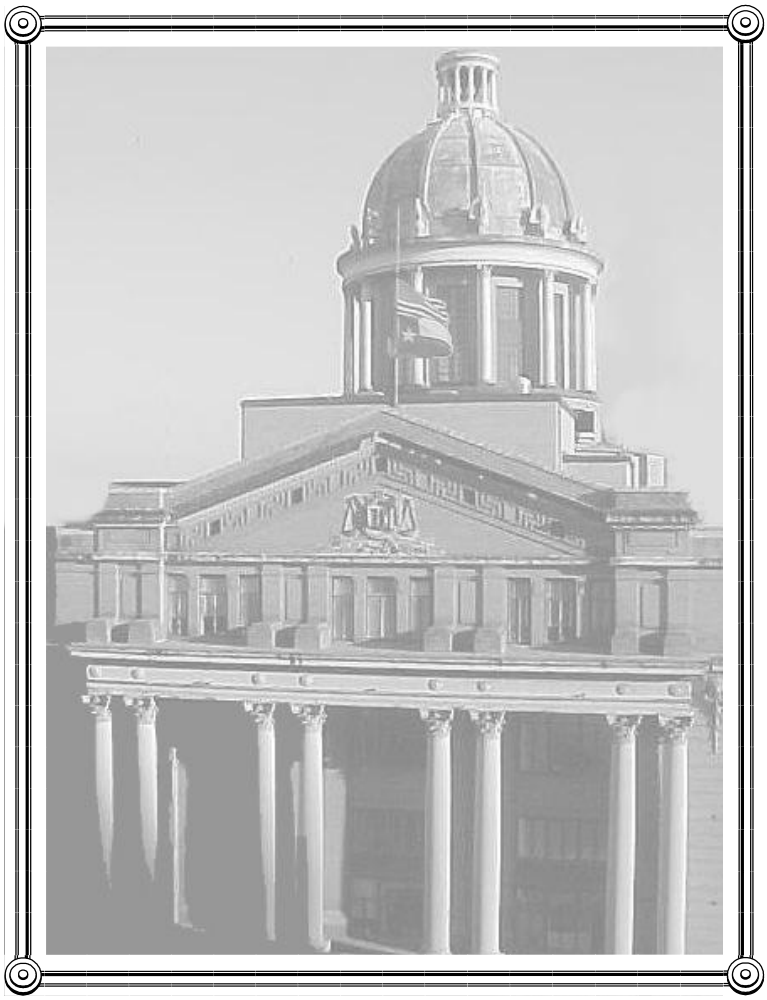
CAPITAL IMPROVEMENT PROGRAM



CAPITAL IMPROVEMENT PROGRAM

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HARRIS COUNTY, TEXAS

COMMISSIONERS COURT

1001 Preston, Suite 938 • Houston, Texas 77002-1817 • (713) 755-5113

Ed Emmett	El Franco Lee	Sylvia R. Garcia	Steve Radack	Jerry Eversole
County Judge	*Commissioner, Precinct 1*	*Commissioner, Precinct 2*	*Commissioner, Precinct 3*	*Commissioner, Precinct 4*

CAPITAL IMPROVEMENTS

June 19, 2007

9:00 a.m.

1. **Port of Houston Authority of Harris County**
2. **Harris County Hospital District**
3. **Harris County Public Infrastructure**
   a. **Toll Road Authority**
   b. **Flood Control District**
   c. **County Roads & Parks**
   d. **Buildings**
4. **Reliant Park**
5. **County Bond Election**

1. Port of Houston Authority

A report by the chair of the Port Commission is behind the Port tab. A study dated February 2007, a copy of which is attached, showed an economic impact in 2006 that included 785,049 jobs held by Texas residents that were related to marine cargo and vessel activity at public and private terminals at the Port of Houston. That was an increase of 174% compared to the 287,000 jobs that were reported in 2000. Prepared by Martin Associates, the study said the Port generated $117.6 billion of total economic activity in the state.

Operating revenue increased in 2006 by seven percent compared to 2005, to approximately $165 million, with containers being the strong business line. Mr. Edmonds said the Port is nearly a 50-50 import-to-export operation and serves as "a gateway" for consumers and producers in this region of the country. He said the Port has become "the port of Gulf Coast choice for container trade" for global customers.

This year the Port Authority observed the 30th anniversary of the Barbours Cut container terminal, and opened the first phase of the new Bayport container terminal. A Bayport cruise terminal is scheduled to open in 2008.

The Port Commission has its capital program under review for expanded capacity to accommodate the increase in cargo traffic. A report on the subject, including a request for additional bond funds, may be presented to the court for consideration later this summer.

2. Hospital District

A capital projects outline for the Harris County Hospital District from the district's President and CEO is behind the HCHD tab.

The current phase of the construction plan shows the following projects. The director estimates total cost would be approximately $150 million over a five-year period.

a. A freestanding outpatient facility of approximately 122,000 square feet will be constructed on district property adjacent to the HCHD Administration Building on Holly Hall. The goal would be to separate outpatient services from inpatient hospitals. The new facility would include radiation therapy, diagnostic imaging, and women's specialty clinic services. The total estimated cost, including a 1,000-car parking garage, would be $83 million. Completion would be planned for mid-2010.

b. Expansion of the LBJ Hospital's emergency center by 30,000 square feet at an estimated cost of $28 million. There would be an increase in exam/treatment rooms, trauma rooms, and diagnostic imaging and radiology rooms. The estimated completion date would be early 2009. Acquisition of additional property adjacent to the hospital is also planned during this fiscal year.

c. Construction of two community health clinics with adjacent regional eligibility centers on district property at a total approximate cost of $32 million. One new clinic would be in Alief in southwest Harris County, and the other would be in the south central section as a replacement for the Martin Luther King health center.

Each clinic building would be 60,000 square feet and cost approximately $14 million. They would provide varied services, from family practice to pediatrics to pharmacy. An adjacent eligibility center at each clinic would be 10,000 square feet and cost approximately $2 million.

The county's Office of Financial Services and the Financial Advisor assisted the district with revenue financing plans, including a recommended restructure of existing debt service. The subject will be placed on the court's agenda after final approval of documents by the Board of Managers.

3. Public Infrastructure

Behind the PID tab are a planning report summary and materials on the Toll Road Authority, Flood Control District, County Roads, Parks, and Buildings. There are tabs separating the PID sections.

a. **Toll Road Authority** The five-year project plan for the system, FY 2007-08 - FY 2011-12, totals $811.5 million. A list of projects and map are provided. Another $1.28 billion would be added for construction costs for potential joint projects with TxDoT. Among the projects would be Beltway 8 Northeast, segments of the Grand Parkway, and Hempstead managed lanes at U.S. 290.

The PID report provides a recommendation for an increase in the connectivity program for the fiscal year for providing greater access to the toll road system. This recommendation is consistent with the court's decision last year for the county to retain ownership and operation of the TRA system rather than participate in a sale or concession contract as is being done with toll roads in other parts of the nation.

The report says that PID will continue to report to the court regarding financial arrangements and possible agreements with TxDoT for major projects in the Houston region.

The PID director has placed on the court's agenda consideration of a recommended toll rate-setting and debt management policy and various rate adjustments. The changes are the result of the 2006 system value study and business plan evaluations by First Southwest, JP Morgan-Chase, and Wilbur Smith Associates.

b. **Flood Control** The Flood Control director has provided a separate CIP book for court members showing priority projects for each watershed. A report is also included behind the FCD tab.

The director is requesting that the court approve a list of ongoing and planned projects in the amount of $366 million for which funds are available for the five-year period of FY 2007-08 - FY 2011-12. Funding amounts are shown by watershed in the following tables. Labeled as active projects, they are shown in the FCD book in Appendix A and in a listing behind the FCD tab.

Also requested is that funding plans be prepared at an approximate level of $200 million per year for future projects which are shown in the FCD book in Appendix C. Listings by watershed of funding for the active projects and estimated needs for future projects are shown in the following table.

Current Projects FY 2007-08 - FY 2011-12 and Future Projects

Watershed	Active Projects Funds Available	Future Projects Estimated Cost
Addicks Reservoir	$ 2,061,598	$ 7,500,000
Armand Bayou	2,304,678	57,500,000
Barker Reservoir	843,850	7,500,000
Brays Bayou	84,353,414	217,500,000
Buffalo Bayou	4,131,643	50,000,000
Carpenters Bayou	-	30,000,000
Clear Creek	415,855	40,500,000
Cypress Creek	10,127,627	50,000,000
Goose Creek	5,074,504	-
Greens Bayou	15,281,010	95,500,000
Halls Bayou	24,307,702	135,000,000
Hunting Bayou	33,694,549	156,000,000
Jackson Bayou	624,440	-
Little Cypress Creek	210,175	5,000,000
San Jacinto River	683,703	20,000,000
Sims Bayou	56,196,510	22,500,000
Spring Creek	1,507,500	8,500,000
White Oak Bayou	37,023,360	85,000,000
Willow Creek	13,599,708	500,000
Countywide Acquisitions/Projects	33,692,214	1,080,000,000
Contingency/Escalation	39,842,917	413,700,000
Totals	$365,976,957	$2,482,200,000

Active Projects

Fund	Total Cash	Encumbered	Funding
3310 – Reimbursement	$ 20,856,439	$ 5,490,938	$ 15,365,500
3320 – Bond	51,148,746	29,957,065	21,191,681
3330 – HCFCD Bond	94,118,603	0	94,118,603
3970 – Comm. Paper	171,000,042	19,164,973	151,835,069
FEMA Grants	14,146,387	1,170,098	12,976,290
Impact Fees	14,706,740	1,069,390	13,637,350
Total	$365,976,957	$56,852,464	$309,124,493

Future Projects by Priority Category	Estimated Cost
1. Federal Flood Damage Reduction Projects	$ 531,500,000
2. FEMA Mitigation Grants	200,000,000
3. Main Stem Flood Damage Reduction Projects	330,500,000
4. Tributary Flood Damage Reduction Projects	151,500,000
5. Major Maintenance Projects	50,000,000
6. Flood Plain Acquisition and Preservation Projects	205,000,000
7. Frontier Program	200,000,000
8. Harris County PID Support Projects	200,000,000
9. Local Participation Projects	200,000,000
* Contingency/Escalation	413,700,000
Total	$2,482,200,000

The Flood Control director's report said that competition for federal funding to assist local governments has increased as fewer federal dollars are available. A decision will be needed within the next year, the report said, "to either fund the federal construction share locally with federal reimbursements spread out over an unknown, longer time frame, or delay construction to more closely match federal funding."

Federal flood damage reduction projects, as shown in the above table, have top priority for funding. In total, approximately $640.8 million in future projects would support various projects that may qualify for federal participation by direct expenditures, matching grants or reimbursements. In the master watershed plan, $350 million is required for continuation of federal projects that have been authorized by the court.

The FCD director has requested a continual stream of annual funding for projects in the amount of $200 million, with $170 million from the county and $30 million from federal and other sources. Management Services will review the request and recommend funding that can be made available.

The PID director has placed an emphasis on integration of planning activities between the different divisions of the department. In this regard, there has been a growing relationship between flood control projects and parks projects, with parks and recreation facilities existing on flood control land, and flood control projects built on park land. The Flood Control director said master planning shows over 50% of the county's future park land needs could be met in such jointly planned developments.

c. **County Roads and Parks**

1. **Roads**

The PID report shows the balances of road funds for each precinct along with planned expenditures for the five-year period from FY 2007-08 through FY 2011-12. At current levels the precincts will have obligated all available bond funds between this fiscal year and FY 2009-10. Projected growth shows additional road bond funds will be needed along with other sources, including mobility grants, intergovernmental participation funding, and toll road connectivity funds.

2. **Parks**

All park bond funds will have been obligated for the precincts this fiscal year. The county has 156 park sites on 24,668 acres at this time, and precinct plans require continued acquisition of additional acreage and development of new projects.

d. **Buildings**

1. **Juvenile Facilities**

The Court on May 1 received a list of projects that could be considered in providing additional bed capacity for youths in custody of Juvenile Probation. A juvenile facilities master plan prepared by PGAL that is behind the Buildings tab covers those options. Projections show that over the next 20 years an average of 400 beds will be needed for pre-adjudicated youths, with approximately 330 for boys and 70 for girls. Another 850 beds will be needed for post-adjudicated youths, with 685 for boys and 165 for girls. A portion of post-adjudicated beds could be obtained by contract placement. It should be noted that on June 8 the Governor signed SB 103 which restricts commitment of juveniles to TYC if they are adjudicated for misdemeanor offenses. Approximately 425 Harris County youth were sent to TYC for these offenses last year. The legislation is now in effect.

The following are recommended steps and policy goals for the court to consider.

a. **Juvenile Justice Center** The JJC opened at 1200 Congress in April 2006, providing a unified facility for juvenile district courts, related justice system and support offices, and Juvenile Probation administrative staff. The JJC was created by renovation of the county's old Criminal Courts Building. A portion of that building, the old county jail, was converted for juvenile detention with 250 beds, 210 of which are in cells for individuals and 40 are in multi-occupancy areas. The 250-bed capacity has been exceeded nearly 70% of the days the facility has been opened.

   A recommended policy goal is to provide sufficient facilities and alternatives whereby the average daily population in the JJC will be at 210, or 84% of capacity, so that single cells are in use while multi-occupancy assignments are kept to a minimum.

b. **Westside Detention** The court has authorized the reopening of available beds at the Westside facility at 3202 S. Dairy Ashford for a capacity that does not exceed 45 pre-adjudicated boys. The facility is owned by the City of Houston and is leased to the county at $12,000 per year. PGAL reports that the city has provided necessary renovations to the structure and systems. FPM is providing necessary repairs and maintenance for operations at an approximate cost of $500,000. The FPM director reports that the space should be ready for service by the first week of October. A request by Juvenile Probation for additional detention positions will be placed on the court's agenda.

It is recommended that the policy goal be to use this facility as immediate relief for the overcrowded JJC pending availability of longer term solutions.

c. **Youth Village** This program has provided beds for 110 post-adjudicated boys. Renovations and related work will be completed this month, allowing for a total of 180 beds.

The Youth Village is on 91.25 acres adjacent to the county's 59.25-acre Clear Lake Park on NASA Road 1. The court could consider a future plan of providing more juvenile facilities on the property. The current program has vocational education and GED programs and academic and employment counseling by Juvenile Probation and San Jacinto College.

The Juvenile Board requested that the court install security fencing and gates at the Youth Village. FPM estimated the cost at $401,000. It is recommended that this request be referred for review with Precinct 2.

It is recommended that the policy goal be to maintain the Youth Village program with no less than 180 beds for post-adjudicated boys.

d. **Boot Camp** The Boot Camp program at 9122 Katy Hockley Road has a capacity of 144 beds for post-adjudicated boys. It is recommended that this program remain at its current level and location at this time.

e. **3540 W. Dallas** This detention facility has been closed since the opening of the JJC. Options are as follows.

1. Provide renovation and repairs for short-term use at an estimated cost of $18 million. The work would result in 159 beds that would be available in late 2008. The Juvenile Probation director said there would be difficulty in using the building on a long-term basis because the design is not compatible with current standards.

2. Raze the facility and build a new structure for long-term use. A facility with 336 beds and program space plus demolition of the old building would require approximately $111 million. Parking requirements would be additional costs.

3. Convert a part of the existing facility for use as a community probation service office and raze the rest of the structure.

4. Request an appraisal of the property and review with the County Attorney and Right of Way the possibility of its sale.

f. **Burnett-Bayland** The Burnett-Bayland Reception Center at 6500 Chimney Rock provides 144 post-adjudicated beds for boys. Another 72 post-adjudicated beds are in cottages available for girls.

The director of Juvenile Probation seeks authorization to have new and replacement facilities for Burnett-Bayland so there could be a total of 432 post-adjudicated beds available, a doubling of capacity. His plan for boys would have 144 of their 288 beds in a secure facility. For girls, there would be 72 beds in a secure facility and 72 beds in a non-secure facility. The director is also asking that, if necessary, a detention facility for pre-adjudicated youths be located on the Burnett-Bayland campus.

A plan for long-term use of the Burnett-Bayland property should be considered after final decisions are made as to the 3540 W. Dallas property and the 1301 Franklin building.

The court on June 5 referred a request by the Juvenile Board for the court to authorize installation of a new security fence and gates around the Burnett-Bayland property. It is recommended that the court approve this installation, subject to review and approval by the director of Juvenile Probation, the County Judge, and the Commissioner of Precinct 3. The cost, according to FPM, would be between $100,000 and $200,000.

g. **1301 Franklin** The former jail at 1301 Franklin could be renovated for use by Juvenile Probation at an approximate updated cost of $76 million. The building has a basement with sally port and 12 floors plus a 13th floor for recreation. The department could use the building as the entry point for the juvenile justice system. The assessment function could be moved to 1301 from Burnett-Bayland and medical and psychiatric services could be provided. The Houston Police Juvenile Division and a portion of the Sheriff's staff could be housed in the building. Over 300 beds could be provided for detention, assessment, and medical and mental health services for boys and girls. Additional beds could be added as necessary. Special programs could be provided, including space that could be assigned to the Juvenile Justice Alternative Education Program.

Another opportunity could be for the county to negotiate a contract with the Texas Youth Commission for use of available space, enabling a portion of the youths sentenced to TYC from Harris County and contiguous counties to serve their time in the 1301 facility.

According to PGAL, the approximate amount of $76 million would provide for renovation of the building's infrastructure and systems and Juvenile Probation's use of the basement, the first floor, and all of floors 2, 11, 12, and 13. That would leave eight floors, 3-10, for future development and assignment. Each added floor converted for housing could provide 168 beds at an approximate cost of $16 million. Conversion of a floor for programs, such as educational services, would cost about $7 million.

Razing the 1301 building would cost $4.4 million, and construction of a new facility there with 336 beds and program space would cost approximately $110 million.

If the court chooses the 1301 building as an option, and the Juvenile Board agrees, a draft plan should be prepared on use of the floors and total estimated costs along with how the facility could affect plans for use of the W. Dallas and Burnett-Bayland properties.

The court, as stated, could have the building demolished. A new facility for Juvenile Probation could be built there, or the block could be converted to surface parking until the court is ready to decide on the best long-term use of the site. The court would then need to consider adding long-term bed space for juveniles at other facilities to meet policy goals.

h. **Atascocita Juvenile Facility** An available site for a post-adjudicated facility with outdoor access could be on county property at 2310 Atascocita Road where a Precinct 4 road and bridge camp, the Lindsay-Lyons Park, the Sheriff & Fire Marshal Training Academy, a state jail, a Community Supervision & Corrections residential facility, and a proposed county jail site are located. Juvenile Probation could have a facility there with approximately 336 beds for post-adjudicated boys. The facility could be built with sufficient design and fencing to protect youths from sight or sound of adult inmates and could include outdoor exercise space.

The Sheriff's Department is planning for construction of a minimum security facility at Atascocita of 1,152 beds. It is possible that Juvenile Probation could obtain meals and other services from the Sheriff's operations.

It is recommended that the court and Juvenile Board retain this project in the department's long-range plan as a possibility for future development if needed.

Summary: Juvenile Facilities

1. The county should seek to provide sufficient facilities and alternatives to enable the **JJC** to maintain an average daily population of pre-adjudicated juveniles that does not exceed 210, or 84% of the facility's available beds. The **Westside** facility should be opened with 45 beds by October and used on a short-term basis for relief of JJC overcrowding. The **Youth Village** should retain a minimum of 180 beds for post-adjudicated boys and plans should be developed for more facilities there if necessary. The **Boot Camp** program with 144 beds for post-adjudicated boys should be continued.

2. A decision should be made on whether to allow Juvenile Probation to use the **1301 Franklin** building, and if so, for a preliminary plan of use and cost estimates to be prepared for consideration at the court's July 24 meeting.

3. Based on the answer to the above item, preliminary outlines and plans should be presented at the court's August 7 meeting for use of the **3540 W. Dallas** and **Burnett-Bayland** properties.

4. A set of alternatives should be outlined for consideration at the Mid-Year Review in September for programs, policies, and procedures that would seek, on a continuing basis, to divert youth from justice facilities where possible. A policy goal should be adopted that recognizes that both uncrowded detention and effective diversions are necessary and require continual planning, management, funding, and measurement of outcomes.

5. Capital and program requests for community probation units and juvenile justice education should be considered by the court at the Mid-Year Review in September.

2. **Adult Detention**

a. **Central Processing Center** A summary of the status of the Central Processing Center project is included in the PID report. The PID director has placed on the regular agenda a recommendation that the court authorize negotiations for an architect-engineering team led by Hermes Architects to begin design and programming. If authorized, an agreement will be presented to the court in July.

The estimated cost of the project is $245 million with the county's cost at $213 million and the City of Houston contributing $32 million.

The Sheriff and his staff have agreed to preliminary plans. The capital expenditures would allow sufficient space for inmate processing, including Houston's municipal prisoners, and 2,500 inmate beds, including those for medical and mental health care, and dedicated space for female prisoners. A separate central heating and cooling plant for the Detention Zone will be constructed at an estimated cost of $29 million.

b. **Atascocita Adult Detention** The Sheriff's Department has requested authorization to proceed with plans for construction of a minimum security jail at the county's Atascocita property in northwest Harris County. The facility would house 1,152 low-risk inmates. The estimated cost would be $33 million plus another $6 million for water and sewage service for the complex. Another facility for 1,152 inmates could be constructed in the future if necessary. PID will place an architectural agreement for the project on the court's agenda.

3. **Medical Examiner**

PID's A&E Division, in its report on building needs, reviewed four options for consideration for the Medical Examiner's Forensic Center. Reports by Crime Lab Design and the Wilson Architectural Group provided assessment and analyses of space needs. The alternatives considered were as follows.

a. **Renovate and Expand** The existing facility, the Jachimczyk Forensic Center, which opened in October 1984, is part of the Texas Medical Center at 1885 Old Spanish Trail. Before the center was built, the Examiner and the morgue were in the basement of the old Ben Taub Hospital.

Repairs and correction of deficiencies to the building will require $3.5 million. That work, consultants say, should extend the useful life of the 74,000 square foot facility for 30 years. The space needs assessment said another 131,000 square feet are needed to accommodate the department's expanding lab, morgue, and related work. The total square footage would then be 205,000. The cost would be $121.6 million, including the $3.5 million in repairs necessary for the existing structure. A&E's report said, however, that TMC has mandated setback lines and after further review it was determined that the existing property would be insufficient for the expansion.

b. **Expand Lab Space** The next option reviewed would provide the corrections necessary for the existing structure plus expansion sufficient to accommodate laboratories. After the review, A&E determined the existing property would still be insufficient in size.

c. **New Facility on Harvin** Using the same total needs assessment, 205,000 square feet, discussions began with TMC officials on building a new facility on available land on Harvin Street directly across from the existing Forensic Center. The county would lease the property from TMC at a $1 per year for 198 years. The new building would cost $114.3 million with $99.3 million for construction and $15 million for furnishings. New parking spaces would be necessary to meet TMC requirements.

If this option were selected, the court could consider providing the structural and mechanical improvements necessary for the existing facility and after the Medical Examiner moves to new quarters across the street, the old building could be converted for use by Harris County Public Health & Environmental Services. Effective July 1, 2007, PHES, like the Medical Examiner's Office, will be a member institution of the Texas Medical Center.

d. **New Facility at Holcombe** A final option reviewed by A&E is to construct a new Forensic Center by renovation and expansion of a building that was part of a hotel operation at Holcombe. TMC owns the property. Providing a 205,000 square foot facility there would cost an estimated $126.2 million, including $111.2 million for construction and $15 million for furnishings.

Summary It would appear that the alternative described in 3.c., the new facility on Harvin, would be the most cost effective approach if the court decides to provide a new forensic center with sufficient space for modern morgue and lab operations for the criminal justice system.

4. **Family Law Center**

There are four options to consider if the court wishes to provide the public with a new Family Law Center. The table on page 13, based on data prepared by A&E, provides a comparison of costs between the options. For reference, a courthouse complex map is on the page 14.

Each of the options would result in a base building of 218,500 s.f. The court could choose the amount of shell space to allow in addition. The table shows added increments from 40,000 s.f., or one floor, to 120,000 s.f., or three floors. With 40,000 s.f. of shell space, the total square footage for any of the four building options would be 258,500 s.f.; with 80,000 s.f. of shell space, 298,500 s.f.; and with 120,000 s.f. of shell space, 338,500 s.f. Each added floor of 40,000 s.f. of shell space would allow four courtroom suites. Square footage of the current Family Law Center is 108,220.

Options A and B, as shown in the table, would require moving occupants of the FLC to the Criminal Justice Center and the Civil Courthouse during construction. Option C would require a public safety shield to be erected next to the FLC as the new facility is constructed. The new building in Option C would be in an "L" shape that would go down the plaza on Congress in front of the existing FLC and then from Fannin to Franklin at the DA Building side of the FLC. Quebedeaux Park and the District Attorney's Building would be demolished to allow construction of the new facility, and the old FLC would be demolished after the new building opens.

With Option D, the occupants of the FLC would move across Franklin Street to the new building when it is ready. Site work on the new block would require demolishing the old Coffee Pot building, which is used by the County Clerk for file storage, and the old Gulf station office. After the current FLC Building is emptied, the court could consider alternatives for its continued use, or whether it should be demolished along with the DA building. The block would then be available for future development or it could be kept as an outdoor area as part of the county's master plan for the courthouse complex.

Whichever option is chosen, Commissioners Court should continue to request all the courts, district and county, to continue a collaborative search for ways to share in use of judicial, management, and technological resources. Such organizational advancements would enable the buildings that have been or will be constructed to better serve the public over time.

5. **Plaza/Jury Assembly** The downtown complex master plan includes a plaza that is to be in the block bounded by Congress, San Jacinto, Franklin, and Caroline with a new jury assembly area that is to be constructed below ground. The jury facility will be tunnel-connected to the Criminal Justice Center, Civil Courthouse, Juvenile Justice Center, and the new Family Law Center. Construction is to begin this year after completion of an addition to the county parking garage at 1401 Congress. The estimated cost of the plaza/jury project will be $19.3 million, with $2.8 million to be received in federal funding through TxDoT. Once complete, the jury function would be moved to the new facility from the first floor of Congress Plaza at 1019 Congress.

6. **1910 Courthouse** Work proceeds on steps to restore the old Civil Courts Building at 301 Fannin. Selective demolition work is expected to be completed next month, after which design work can be finished. The expected completion date of construction and renovations is mid-2010. The estimated total cost of the project is $65 million. When the historic building is ready, the First and 14th Courts of Appeals will be moved to the facility from the S. Texas College of Law building at 1307 San Jacinto. The old Civil Courts facility was the central location for the appeals courts until they moved to the law school building in December 1983.

7. **Transtar** Expansion and renovation of the Transtar facility has been proposed at an approximate cost of $35 million. Morris Architects has a contract to provide programming services. Once complete, the Sheriff's communications and dispatch center will be moved to Transtar from the first floor of 1301 Franklin.

8. **Various projects** A number of other, smaller building-related projects have been listed by A&E for consideration. Management Services will review the listing with A&E and FPM for projects that could be recommended for funding or deferred for consideration at Mid-Year Review. A recommendation on courthouse security changes will also be made at MYR in September.

Family Law Center Options	A	B	C	D
	Renovate & Expand Existing FLC	Build New on FLC Block & Raze Existing FLC Before Work	Build New on FLC Block and Raze Existing FLC When Empty	Build New on Block of San Jacinto Franklin, Fannin, and Commerce
	$	$	$	$
Sitework @ $13/s.f.	455,000	650,000	650,000	650,000
Install Security Barrier	0	0	500,000	0
Interior Demolition	595,210	0	0	0
Demolition - FLC @ $12/s.f. - 108,220 s.f.	0	1,298,640	1,298,640	0
Quebedeaux Park Demolition (trees and park area)	0	0	1,295,000	0
Demolition - DA Bldg @ $12/s.f. - 87,100 s.f.	0	1,045,200	1,045,200	0
Demolition - Storage & Station Bldgs. @ $12/s.f. - 101,220 s.f.	0	0	0	1,214,640
New Finished Space @ $146/s.f.	16,100,880	31,901,000	31,901,000	31,901,000
Major Interior Renovation @ $110/s.f.	11,904,200	0	0	0
Parking Garage 50 spaces	1,100,000	1,100,000	1,100,000	1,100,000
Design Contingency (5%)	1,507,765	1,799,742	1,889,492	1,743,282
Sanitary Connection Fee	400,000	400,000	400,000	400,000
Water Connection Fee	200,000	200,000	200,000	200,000
All Permit Fees	2,216,414	2,645,621	2,777,554	2,562,625
GC General Conditions (4.5%)	1,551,576	1,846,809	1,937,560	1,789,720
GC Fees (6.5%)	2,342,018	2,787,656	2,924,639	2,701,482
Architectural & Related (12%)	4,604,767	5,480,960	5,750,291	5,311,530
Contingency (10% except Option C. @ 15%)	3,837,306	4,567,467	7,187,863	4,426,275
FF&E	5,775,010	5,775,010	5,775,010	5,775,010
Tunnel to to Jury Assembly/Plaza Block)	1,159,855	1,159,855	1,159,855	1,998,608
Interim Buildout/Moving Costs	6,182,500	6,182,500	0	0
2007 Base Building Cost (218,500 s.f.)	**59,932,501**	**68,840,460**	**67,792,104**	**61,774,171**
2008 Escalation Cost (6%)	**63,528,452**	**72,970,888**	**71,859,629**	**65,480,621**
2009 Escalation Cost (6%)	**67,340,159**	**77,349,141**	**76,171,206**	**69,409,458**
Base Building with 1 floor (40K s.f.) of shell space @ 2009 Cost	**74,470,394**	**84,479,376**	**83,593,665**	**76,539,694**
Base Building with 2 floors (80K s.f.) of shell space @ 2009 Cost	**81,600,629**	**91,609,612**	**91,016,123**	**83,669,929**
Base Building with 3 floors (120K s.f.) of shell space @ 2009 Cost	**88,730,865**	**98,739,847**	**98,438,581**	**90,800,164**

COUNTY BUILDINGS

1. CONGRESS PLAZA, ANNEX 46
1019 CONGRESS
2. ADMINISTRATION BUILDING, ANNEX 53
1001 PRESTON
3. DISTRICT ATTORNEY'S BUILDING
ANNEX 54
201 FANNIN
4. FAMILY LAW CENTER, ANNEX 52
1115 CONGRESS
5. 1910 COURTHOUSE, ANNEX 51
301 FANNIN
6. OLD WILSON BUILDING, ANNEX 21
49 SAN JACINTO
7. INMATE PROCESSING CENTER, ANNEX 68
1201 COMMERCE
8. CRIMINAL JUSTICE CENTER, ANNEX 65
1201 FRANKLIN
9. ANNEX 22
1301 FRANKLIN
10. JUVENILE JUSTICE CENTER
ANNEX 50
1200 CONGRESS
11. DRUG BUILDING, ANNEX 18
406 CAROLINE
12. FIRE STATION, ANNEX 2
1302 PRESTON
13. ANDERSON CLAYTON BUILDING, ANNEX 44
1310 PRAIRIE
14. SAN JACINTO JAIL, ANNEX 42
701 N. SAN JACINTO
15. PEDEN BUILDING (LEASED TO), ANNEX 27
600 N. SAN JACINTO
16. CARPENTER SHOP, ANNEX 30
1505 COMMERCE
17. CENTRAL AIR CONDITIONING & HEATING PLANT
ANNEX 72
1303 PRESTON
18. CHANNEL GARAGE
426 AUSTIN
19. HOGAN ALLNOCH, ANNEX 23
1319 TEXAS
20. GULF SERVICE STATION, ANNEX 34
1117 FRANKLIN
21. SWEENEY BUILDING (LEASED FROM), ANNEX 15
301 MAIN
22. PILLOT BUILDING (LEASED FROM), ANNEX 16
1012 CONGRESS
23. COFFEE POT BUILDING, ANNEX 20
102 SAN JACINTO
24. NOT USED
25. VMC FUELING STATION, ANNEX 85
AUSTIN AND PRESTON
26. BAKER STREET JAIL
1200 BAKER
27. "LITTLE" BAKER STREET JAIL (LEASED TO)
1307 BAKER
28. PALACE HOTEL (LEASED TO)
216 La BRANCH
29. CIVIL COURTHOUSE
201 CAROLINE
30. IRON MOUNTAIN WAREHOUSE
700 N. SAN JACINTO

COUNTY PARKING

I. SURFACE PARKING
1200 BAKER STREET
II. PARKING LOT
LaBRANCH
IV. PARKING
FRANKLIN ● SAN JACINTO
V. PARKING
AUSTIN ● PRAIRIE
VI. PARKING
1319 TEXAS
VII. DRUG BLDG. PARKING
CAROLINE
VIII. CONGRESS PLAZA PARKING GARAGE
1019 CONGRESS
IX. OLD LOMAS PARKING GARAGE
FRANKLIN ● FANNIN
X. GULF STATION PARKING
FRANKLIN ● SAN JACINTO
XI. PARKING
COMMERCE ● FANNIN
XII. PARKING GARAGE
1401 CONGRESS
XIII. SURFACE PARKING
1300 BAKER STREET

OPEN SPACES

A. QUEBEDEAUX PARK
CONGRESS ● FANNIN
B. FAMILY LAW CENTER PLAZA
CONGRESS ● SAN JACINTO

LEGEND

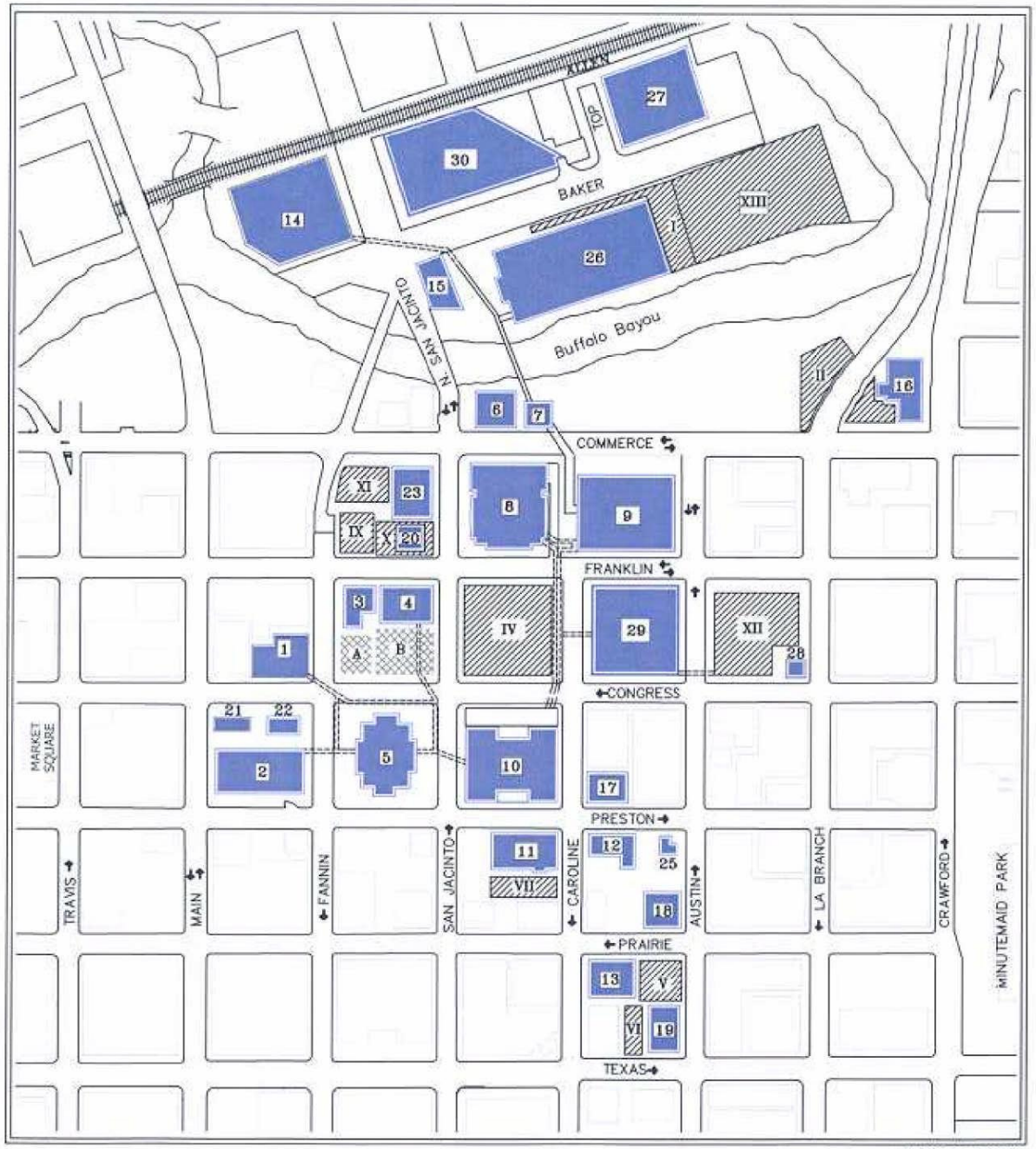
COUNTY BUILDINGS

COUNTY OWNED PARKING

COUNTY TUNNEL SYSTEM

COUNTY OVERHEAD WALKWAYS

OPEN SPACES



HARRIS COUNTY
DOWNTOWN COURTHOUSE COMPLEX

N

FEBRUARY 2007

9. **Libraries** The Library department is requesting $32.6 million for renovation of the Parker Williams branch in Precinct 1; expansion of the Evelyn Meador branch in Seabrook in Precinct 2; a new library at Stratford in Precinct 2; a new library for the Baldwin Boettcher branch in Precinct 4; and a new library in Kingwood in Precinct 4.

   Another request is for $897,510 for an emergency back-up generator, replacement of personal computers, self-check out machines, and related items for various existing branches and the main office.

   The court should recognize that with each new and expanded branch, the average annual cost of operations can exceed $2 million. A report concerning operating costs is included in the attached materials along with a list of the county's 27 branches.

   It is suggested that Management Services review the listing of projects for possible funding that could be recommended at Mid-Year Review. Included in the review will be the $897,510 request for existing needs of the various branches. Items that can be recommended will be placed on the regular agenda, and the balance will be deferred to Mid-Year Review.

4. Reliant Park

The Harris County Sports & Convention Corporation is requesting $9,983,325 for capital improvements for Reliant Park facilities.

Reliant Center	$2,847,200
Astrodome	550,000
Arena	1,360,625
Central Plants	360,000
Food Service	851,000
Reliant Park	2,263,900
FFE	1,534,500
Parking & traffic	216,100
Total	$9,983,325

Management Services will review the request for a recommendation to court. A review is underway concerning the status of the hotel occupancy tax fund and payments that are required for debt service and other expense.

A report from the HCSCC executive director on the capital improvement program is behind the Reliant Park tab.

Regarding the proposal for conversion of the Reliant Astrodome into a convention center hotel, the report notes that "several milestones have been attained," but that "more tasks must be performed and completed" by the Astrodome Redevelopment Corporation "before this project will move to any approval process."

5. County Bond Election

Court members at the CIP and MYR sessions in 2006 and at the budget session in March 2007 addressed the need for a county bond election to be called for November 6, 2007. A recommendation was requested for subjects and amounts to be considered.

	A (millions)	B (millions)
Roads	$200	$180
Parks	200	125
Adult Detention	285	215
Juvenile Facilities	92	115
Forensic Center	100	100
Family Law Center	85	85
Total	$962	$820

Tax requirements for the amounts listed above are shown in schedules behind the Bond Election tab. The estimated average term rate required for the total of the six propositions would be 1.73¢ for Option A and 1.48¢ for Option B. It should be noted that the Port Commission may request the court to consider an amount that could be added to the election total.

Once the court agrees to the subjects and amounts, the County Attorney would prepare the appropriate orders. Listings of projects for consideration can be prepared and reviewed for presentation. The court's formula for division of road and park funds could be revisited and confirmed.

PORT OF HOUSTON AUTHORITY

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JAMES T. EDMONDS
Chairman

May 19, 2007

The Honorable Ed Emmett, County Judge, Harris County
The Honorable El Franco Lee, Commissioner, Precinct One, Harris County
The Honorable Sylvia Garcia, Commissioner, Precinct Two, Harris County
The Honorable Steve Radack, Commissioner, Precinct Three, Harris County
The Honorable Jerry Eversole, Commissioner, Precinct Four, Harris County

Dear Members of Harris County Commissioners Court:

On behalf of the Commission and Staff of the Port of Houston Authority (PHA), I am pleased to submit this update on the PHA's activities and status of its commercial paper sales program.

The Port of Houston continues to serve as a major economic driver in Houston and link to the rest of the world. As evident by the results of a 2006 economic impact study prepared by Martin Associates, the Port of Houston continues to have a remarkable impact on the local and regional economy, with a dramatic increase since the 2000 study was commissioned by the PHA. Highlights of the recent study show that the Port of Houston generates $117.6 billion of total economic activity in Texas. Revenue generated by businesses along the Houston Ship Channel and suppliers of goods and services dependent on those businesses grew from $10.9 billion in 2000 to $14 billion in 2006. The new study also reveals that more than $3.7 billion in state and local tax revenues resulted from port-related business activity, compared to $649 million six years ago. These robust numbers are further reflected in a phenomenal increase in the number of jobs over the past six years. The report shows more than 785,000 jobs in Texas are in some way related to port activity, which is a significant increase over the 287,000 jobs reported in the 2000 study.

ACTIVITY AT THE PORT OF HOUSTON AUTHORITY

As the public component of the more than 150 terminals that make up the 53-mile-long Houston Ship Channel, the PHA continues to contribute to the overall success of the port. The PHA had another record-breaking year after handling 33.521 million tons of cargo in 2006. More than 3,500 vessels and 4,200 barges transport goods through PHA facilities each year, and about 100 steamship lines offer service linking Houston to more than 1,000 ports in more than 200 countries.

PHA's overall revenue increased by an estimated seven percent and total tonnage grew more than 15 percent.

PHA CARGO TERMINAL UPDATES

With record-breaking results in its container tonnage, increased revenue and the 30-year anniversary of Fentress Bracewell Barbours Cut Container Terminal (BCT), the PHA had many reasons to celebrate last month.

Increases in the volume and tonnage of breakbulk cargo, general cargo and exports, as well as bagged goods, enabled the PHA to bring in a record nearly $165 million in operating revenue in 2006, a seven-percent increase over 2005 revenue.

The increase in operating revenue is consistent with the increased tonnage the port experienced in 2006. Port-wide, container tonnage increased 6 percent, or about one million ton, for yet another record year. Total volume increased to more than 1.6 million TEUs, reflecting the fact that Houston is becoming globally recognized as the premier port of choice for the US Gulf Coast. Much of the increase is a result of notably expanded trade volumes with Asia, which were up 58 percent in 2006, as major retailers continue to find it more economical and efficient to ship products from Asia through the Panama Canal to Houston, instead of to the West Coast. Moreover, additional northern European, Mediterranean, and Central and South American cargoes have helped to increase TEUs and tonnage at BCT. Also contributing to the increase are shorter dwell times for cargo on the dock increased efficiencies and BCT's ability to handle the increased trade.

Containers continue to be a strong business line for the PHA. Houston is almost a 50-50 import-to-export port and a gateway for consumers as well as producers of goods in this region. This augments the Port's operational and land-use efficiencies, which make the PHA the port of Gulf Coast choice for container trade. Facilities, equipment and experience combine to meet the diverse needs of our global customers.

Operating revenue at Barbours Cut Terminal increased to $100 million. BCT container tonnage rose by one million to achieve a record 10 million. Total PHA container tonnage during 2006 is estimated to total 16 million short tons, compared to 15 million short tons in 2005.

The PHA recently observed the 30th Anniversary of Barbours Cut Container Terminal. Delegates to the 25th International Association of Ports and Harbors World Ports Conference, public officials, customers, business leaders, employees and community leaders were among the more than 600 stakeholders who helped the port authority celebrate the historic event during a May 2 ceremony. Participants viewed a display of the contents of a time capsule planted at the then-new terminal's site during the 1977 IAPH conference. The same time capsule was refilled this year with present-day items and was buried at Bayport. It is due to be re-opened in 2039 in recognition of the 125th anniversary of the port.

Other PHA terminals also reflected impressive numbers in 2006. Breakbulk facilities achieved another record with estimated gross revenues of $38.48 million. Jacintoport Terminal, which specializes in project and bagged cargo, posted increased operating revenue of nearly 12 percent over the previous year's revenue of $4.8 million. Revenue at Care Terminal rose about 10 percent to more than $3 million as a result of increased heavy-lift and project cargo handling that ranged from breakbulk to steel to rolling stock. Woodhouse Terminal outpaced the rest with a 212- percent increase, driven primarily by imported steel. Tonnage at the Bulk Materials Handling Plant, almost exclusively petroleum coke, was up 28 percent.

PHA's Turning Basin Terminal had the most impressive year of all PHA terminals by reporting nearly 8 million tons of cargo, largely as a result of the robust imported steel market. Steel imports reached a 25-year record high with more than 5 million tons of imported steel. The steel export market is also strong, contributing almost a quarter of a million tons in 2006. A nearly 40 percent increase in tonnage over 2005 translated into $27.58 million in operating revenue for the Turning Basin.

NEW BAYPORT CONTAINER AND CRUISE TERMINAL

To accommodate the increased flow of business at the port, the first phase of the container terminal at Bayport began operations earlier this year and opened to much anticipation and fanfare. The PHA held celebrations that included a grand opening, employee celebration and community open house in February, with more than 1,800 stakeholders participating over a three-day period. Since the facility opened in January, 24 ships have called at Bayport, moving nearly 52,000 TEUs equating to more than 359,000 tons.

Construction of the Bayport cruise terminal continues, and the port authority is negotiating with several cruise lines. The port authority expects to celebrate the opening of its new cruise terminal in 2008. The state-of-the-art facility will be able to accommodate the largest cruise ships sailing in the Gulf of Mexico.

At full build-out, Bayport is expected to create about 39,000 jobs and contribute more than $1.6 billion to the Texas economy through wages and tax revenues over the next several years, according to information taken from the U.S. Army Corps of Engineers' Final Impact Environmental Impact Statement.

As part of its continuing effort to improve operations of the Bayport Terminal, PHA officials and acoustic engineers recently met with nearly 150 residents of La Porte and Shoreacres and their mayors to discuss ways to reduce sound levels near the Bayport Terminal. The PHA staff also released the results of a report that showed that the current Bayport Terminal operations have very little noise impact on the community. The report cited several proactive measures employed by PHA in terminal operations as contributing factors to keeping those sonic impact levels minimal. PHA staff briefed residents on these measures and at the request of residents, presented eight additional options for sound mitigation, including walls, berms or combinations thereof.

PHA also addressed numerous complaints about noise associated with U.S. Army Corps of Engineers' dredging operations and a bunker fuel company's operations. It was determined that both activities were conducted independently of Bayport operations. The staff worked with community leaders, USACE and the bunker fuel company to identify and help eliminate the noise. The PHA remains committed to working with the Bayport community to find feasible solutions to mitigate or reduce noise that occurs as a result of its operations.

PORT SECURITY INTIATIVES

A safe and secure port remains a priority for PHA. With the cooperation of federal, state and local agencies, the port has integrated security initiatives in place along the Houston Ship Channel to mitigate security threats. Continually building upon these strong relationships and keeping our elected officials apprised of security initiatives are key factors in PHA's receipt of nearly $37 million in federal security grants during the seven rounds of the federally funded grant program. PHA continues to match the funding to ensure that priority security projects are being implemented. The enhanced security program includes installation of closed circuit TV,

access controls, waterfront fencing, the Mobile Command Center and advocacy for additional U.S. Customs and Border Protection officers.

SMALL BUSINESS DEVELOPMENT PROGRAM

Five years ago, the Port Commission of the PHA made a commitment to the success of an ambitious small business procurement program. The small business development program was designed to achieve a 35-percent participation goal by certified small businesses in all eligible PHA contracts. The numbers speak to the success of this remarkable program. Since the program's inception and through the first quarter of this year, PHA has awarded nearly $184 million in contracts to registered small businesses.

The number of companies currently registered in PHA's Small Business Program is 1,026. A total of 45 monthly small business forums have been held over the past five years and the number of Port University graduates has reached 200. Port University gives vendors an overview on how the port operates and provides them insight on how to do business with the port. PHA staff commitment to achieving the goal, partnerships with key economic organizations and community outreach all contribute to the success of the program.

ENVIRONMENTAL STEWARDSHIP

The Port of Houston Authority continues its position as a leader in the innovations and practices of its environmental program. PHA has been a National Environmental Performance Track member since 2003, and in 2006, the PHA's application was accepted for an additional three-year term. The Performance Track is a voluntary partnership program that recognizes and rewards facilities that consistently exceed regulatory requirements, work closely with their communities, and excel in protecting the environment and public health. PHA is the only port in the nationwide program. The PHA environmental management system remains ISO14001 compliant following its recertification in 2006.

Last year, the PHA and other members of the Beneficial Users Group celebrated the success of a 10-year-old, manmade marsh, newly named the Dick Gorini Marsh, and saw completion of the three-mile-long kayak and canoe trail there, paid for with a Coastal Management Program grant.

FOREIGN TRADE ZONE

The Houston foreign Trade Zone included 16 general purpose sites in 2006. Eleven of these sites had activated areas. During 2006, the Houston FTZ had a total activated area of more than 1.2 million square feet of warehouse space and 622 acres of uncovered and tank storage areas within the general purpose zone.

Total merchandise received at the general purpose zone decreased 16 percent from the previous year, however Exports from the zone were up by more than 41 percent, while merchandise forwarded to the U.S. market increased by nearly 10 percent.
The zone served 222 business firms during 2006 and handled various merchandise from 37 different countries of origin.

PUBLIC RELATIONS

The PHA successfully executed many public outreach initiatives during 2006. Two of the events that highlighted our environmental accomplishments were the dedication of Gorini Marsh and the volunteer efforts of PHA employees in the form of community service.

Being a good neighbor means supporting the community, which PHA does through the activities of its volunteer organization, the PHA Community SupPORTers. During 2006, the SuPORTers, including PHA commissioners, executives and staff members, participated in several community events and activities. Overall, PHA volunteer work contributed 782 hours of service to the community.

The PHA's support for educational advancement was reflected through its partnership with Junior Achievement and yearly sponsorship of $20,000 in college scholarship awards for 10 high school students with permanent residences in Harris County. For the past four years, the PHA has instituted the highly sought-after paid internship program that provides work experience within the PHA's eight divisions. Fifteen college students participate in the internship program each summer.

PHA also coordinated or conducted briefings and tours with public officials to educate them on federal and state legislation needs to ensure security, facility ship channel maintenance and the growth and flow of transportation. Meetings were also conducted with representatives of chambers of commerce and economic development organizations.

Government relations endeavors focus on gaining favorable federal and state legislation on port security, Houston Ship Channel maintenance, transportation, freight rail and various policies with significant impacts on the PHA's business practices.

In 2006, the PHA also received more than $70 million in federal grants, appropriations and authorizations for priority port projects due to the hard work of the congressional delegation and U.S. senators.

Additionally, PHA continued to manage the $1.7 million multimedia *"The Port Delivers the Goods"* public awareness campaign. The integrated marketing communications campaign is designed to build awareness of the port among its diverse stakeholders in the local community through creative, consumer-oriented and commercial business development advertisements and news/editorial features highlighting the port's vital economic impact, involvement in the community, commitment to the environment, rapidly rising stature in global trade and commerce and overall contribution to the quality of life for everyone in Houston and throughout Texas.

The 2006 campaign involved 65 media partners, many of whom provided "added value" worth more than $687,000 or 40 percent of the advertisement investment. PHA does not use an agency to make the media buys. The staff purchases the advertisements in-house, resulting in a savings of more than $250,000.

STATUS OF COMMERCIAL PAPER SALES

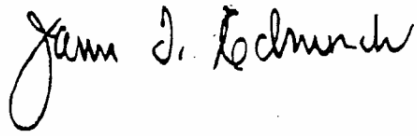
As in the past, the Port of Houston Authority will continue to rely on its commercial paper program to meet its short-term funding requirements. On occasion, depending on prevailing market conditions and amount of short term debt outstanding, the Port of Houston Authority will refund its short-term debt and issue fixed rate bonds.

CONCLUSION

As the PHA continues to accommodate the increased flow of cargo traffic and to expand its capacity, the commission and staff are aggressively reviewing its mid- and long-range capital plans. We are analyzing our needs with a commitment to keep pace and improve while keeping pace and improving the competitive position of the Port in a global economy. We will also continue to be required to invest in non-revenue producing assets, such as $97 million over the next 50 years to help maintain the Houston Ship Channel.

The Port of Houston Authority's motto is "The Port Delivers the Goods." The PHA's operations and financial performance were better in 2006 than any other year in our history and I am confident that even greater accomplishments are in store for the near future. We will continue to deliver the goods that keeps this region's economy thriving and the more than 785,000 people employed, while striving to improve our society and environment. I believe we will do this in a manner that will call for your continued support.

Respectfully,



James T. Edmonds

cc: Port Commissioners:
Steve Phelps
James Fonteno, Jr.
Kase Lawal
Jimmy Burke
Janiece Longoria
Elyse Lanier

Executive Director:
H. Thomas Kornegay, P.E., P.P.M.

THE LOCAL AND REGIONAL ECONOMIC IMPACTS OF THE PORT OF HOUSTON, 2006

PREPARED FOR:
PORT OF HOUSTON AUTHORITY
FEBRUARY, 2007

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EXECUTIVE SUMMARY

Martin Associates was retained by the Port of Houston Authority (PHA) to estimate the economic impacts generated by marine cargo activity at the public and private marine terminals located along the Houston Ship Channel. The public marine terminals are those owned by the Port of Houston Authority and include the Houston Public Grain Elevator #2, the Fentress Bracewell Barbours Cut Container Terminal, the Bulk Materials Handling Plant, Jacintoport, the Care Terminal, the PHA terminals in the Houston Turning Basin, and the Woodhouse Terminal. Private terminals include the petroleum refineries, general cargo terminals (i.e., Manchester Terminal), the petrochemical plants and the dry bulk/fertilizer terminals.

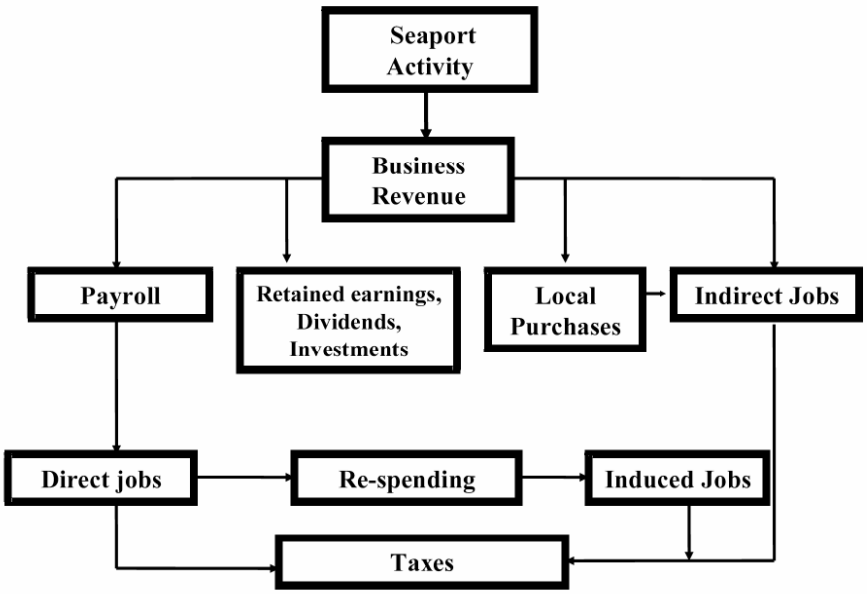
The impacts are measured for the year 2006 and separate economic impact models have been developed to measure the impacts generated by the PHA public facilities and the impacts generated by the total marine cargo and vessel activity at both the public and private marine terminals. These economic impact models can be used to estimate annual updates, as well as to test the sensitivity of the impacts to changes in such factors as marine cargo tonnage levels, labor productivity and work rules, new marine facilities development and expansion, and the impacts of harbor and channel deepening. The models can also be used to compare the economic impacts of marine activity with non-maritime development of waterfront land.

For the most part, the same methodology has been used to estimate the 2006 economic impacts as was used to estimate the economic impacts of the Port of Houston in 2002[1]. Therefore, the results of this study can be directly compared with those of the earlier study, which measured the economic impacts of activity in calendar year 2000.

Exhibit E-1 graphically demonstrates how seaport activity impacts the local and regional economies. As this exhibit indicates, the marine cargo and vessel activity initially generate business revenue to the firms supplying marine services. This revenue is used to purchase employment (direct jobs) to provide the services, to pay stockholders and for retained earnings, and to purchase goods and services from local firms, as well as national and international firms (creating indirect jobs with these firms). Businesses also pay taxes from the business revenue.

[1] The Economic Impact of the Port of Houston, prepared for the Port of Houston Authority, 2002, by Martin Associates.

Exhibit E-1
Flows of Economic Impacts through the Economy



The employees hired by the firms receive wages and salaries (personal income), a portion of which is saved, while another portion is used to buy goods and services such as food, housing, clothing, health care, etc. These purchases create a re-spending impact throughout the economy, known as the personal income multiplier. As a result of these local purchases, additional jobs (known as induced jobs) are created in the local economy. Local purchases are also made by the firms directly dependent upon the Port of Houston, including the petroleum refineries and petrochemical plants located along the Houston Ship Channel, as well as firms providing services to the Port such as stevedores, terminal operators, trucking firms and railroads, steamship lines and agents, and freight forwarders. The local purchases by directly dependent firms create indirect jobs. Finally, taxes are paid by individuals employed with the firms providing the services to the marine terminals and by the firms directly dependent upon the Port.

As demonstrated by this chart, four types of impacts are measured:

- Jobs;
- Employee earnings;
- Business revenue;
- State and local taxes.

With respect to jobs, four types of job impacts are measured. These are direct, induced, indirect and related jobs. The job impacts are defined as follows:

- Direct jobs are those jobs with local firms providing support services to the seaport. These jobs are dependent upon this activity and would suffer immediate dislocation if the seaport activity were to cease. Seaport direct jobs include jobs with railroads and trucking companies moving cargo to and from the PHA's marine terminals and private terminals, members of the International Longshoremen's Association (ILA) and non-ILA dockworkers, steamship agents, freight forwarders, ship chandlers, warehouse operators, bankers, lawyers, terminal operators, and stevedores.

- Induced jobs are jobs created locally and throughout the regional economy due to purchases of goods and services by those directly employed. These jobs are with grocery stores, the local construction industry, retail stores, health care providers, local transportation services, local and state government agencies providing public services and education to those directly employed, and businesses providing professional and business services in support of those directly employed. These goods and services would also be discontinued if seaport activity were to cease.

- Indirect jobs are those jobs generated in the local economy as the result of local purchases by the firms directly dependent upon seaport activity. These jobs include jobs in local office supply firms, equipment and parts suppliers, maintenance and repair services, insurance companies, consulting and other business services. If port operations were discontinued, these indirect purchases and the associated jobs and income would also be discontinued.

- Related jobs are with manufacturing and distribution firms -- such as steel fabrication firms using the steel imported through the marine terminals, manufacturers producing or consuming containerized cargo, and firms producing and consuming dry and liquid bulk cargoes such as petrochemical firms. Related jobs are not dependent upon the seaport marine terminals to the same extent as are the direct, induced and indirect jobs. For example, these firms can and do use other ports. It is the demand for the final product, i.e. steel products, that create the demand for the employment with these shippers/consignees, not the use of a particular seaport or marine terminal. It is to be emphasized that the employment with firms counted as directly dependent upon the port activities are excluded from the related jobs to avoid double counting.

The employee earnings consist of wages and salaries and include a re-spending effect (local purchases of goods and services by those directly employed), while business revenue consists of total business receipts by firms providing services in support of the marine activity. State and local taxes include taxes paid by individuals, as well as firms dependent upon the seaport activity.

The study is based on interviews with 1,046 firms providing services to the cargo and vessels handled at the PHA's marine terminals and the private terminals along the Houston Ship Channel. These firms represent more than 95 percent of the firms in the Houston seaport community, underscoring the defensibility of the study. Furthermore, the impacts can be traced back to the individual firm. The data collected from the interviews were then used to develop an operational model of the PHA public and private marine terminals.

SUMMARY OF IMPACTS GENERATED BY THE PORT OF HOUSTON

The economic impacts generated by the public and private marine terminals are summarized in Exhibit E-2.

Exhibit E-2
Summary of the Local and Regional Economic Impacts Generated by the Port of Houston

	PUBLIC TERMINALS	PRIVATE TERMINALS	TOTAL
JOBS			
DIRECT	20,021	38,121	58,142
INDUCED	20,516	41,198	61,714
INDIRECT	28,024	51,103	79,127
RELATED JOBS	324,586	261,480	586,066
TOTAL	**393,147**	**391,902**	**785,049**
PERSONAL INCOME (1,000)			
DIRECT	$932,308	$1,901,192	$2,833,500
RE-SPENDING/CONSUMPTION	$2,450,850	$4,997,854	$7,448,705
INDIRECT	$1,116,043	$2,032,026	$3,148,069
RELATED INCOME	$8,842,088	$16,992,606	$25,834,695
TOTAL	**$13,341,289**	**$25,923,679**	**$39,264,968**
ECONOMIC VALUE (1,000)			
DIRECT REVENUE	$2,925,739	$5,158,941	$8,084,680
LOCAL PURCHASES	$2,084,502	$3,828,493	$5,912,995
RELATED OUTPUT	$66,448,319	$37,143,683	$103,592,001
TOTAL	**$71,458,560**	**$46,131,116**	**$117,589,676**
STATE & LOCAL TAXES (1,000)			
DIRECT, INDUCED AND INDIRECT	$422,925	$839,521	$1,262,446
RELATED STATE AND LOCAL TAXES	$831,156	$1,597,305	$2,428,461
TOTALS	**$1,254,081**	**$2,436,826**	**$3,690,907**

Totals may not add due to rounding

Specifically, the public and private marine facilities generated the following impacts in the State of Texas in 2006:

- **785,049 jobs in Texas** are in some way related to the cargo moving via the public and private marine terminals at the Port of Houston.

- Of the 785,049 jobs in Texas, **58,142 direct jobs** are generated by the marine cargo and vessel activity (including the cruise operations at the Port of Houston) at the public and private marine terminals. About 78 percent of these direct jobs are held by residents of Harris County.

- As the result of local and regional purchases by those 58,142 individuals holding the direct jobs, an additional **61,714 induced jobs** are supported in the regional economy.

- **79,127 indirect jobs** were supported by $5.9 billion of local purchases by businesses supplying services at the marine terminals and by businesses dependent upon the Port of Houston.

In 2006, marine cargo activity at the public and private marine terminals at the Port of Houston and along the Houston Ship Channel generated a total of $117.6 billion of total economic activity in the State of Texas.

- Of the $117.6 billion, $8.1 billion is the direct business revenue received by the firms directly dependent upon the Port and providing maritime services and inland transportation services to the cargo handled at the marine terminals and the vessels calling the port, as well as ship and rig repair and maintenance services. An additional $5.9 billion is used for local purchases. The remaining $103.6 billion represents the value of the output to the State of Texas that is created due to the cargo moving via the Port of Houston marine terminals and private marine terminals. This includes the value added at each stage of producing an export cargo, as well as the value added at each stage of production for the firms using imported raw materials and intermediate products that flow via the marine terminals and are consumed within the state. The majority of these user impacts are associated with the imported steel products receipts.

- Marine activity supported nearly $39.3 billion of total personal wage and salary income and local consumption expenditures for Texas residents. This includes $13.4 billion of direct, indirect, induced and local consumption expenditures, while the remaining $25.8 billion was received by the related port users. The 58,142 direct job holders received $2.8 billion of direct wage and salary income.

A total of $1.3 billion of direct, induced and indirect state and local tax revenue was generated by maritime activity at the public and private terminals along the Houston Ship Channel. In addition, $2.4 billion of state and local taxes were created due to the economic activity of the related users of the cargo moving via the public and private marine terminals. The total tax impact, including the impact of the related port users is $3.7 billion.

PORT OF HOUSTON AUTHORITY PUBLIC TERMINAL IMPACTS

The jobs, income, revenue and tax impacts generated by the Port of Houston Authority's marine terminals are a subset of the port-wide impacts discussed in the previous section. It is important to separately identify and develop an economic impact model of the impacts generated by the Port of Houston Authority's marine terminals, in order to assess the impacts of new public investment in port facilities and to provide a tool to assist the Port of Houston Authority in future public port planning decisions. The impacts summarized in this section are those generated by the Port of Houston Authority's marine cargo and passenger cruise terminals, including the Houston Public Elevator #2; the Fentress Bracewell Barbours Cut Terminal; PHA terminals at Jacintoport and the Care Terminal, Bayport, Galveston Container Terminal, the Bulk Materials Handling Plant, and the Houston Turning Basin; the Woodhouse Terminal.

- Of the 785,049 jobs held by Texas residents that are related to marine cargo and vessel activity at public and private marine terminals at the Port of Houston, **393,147 jobs are related to activity at the Port of Houston Authority-owned facilities.**

- Of the 393,147 total jobs in some way related to the Port of Houston Authority's marine terminals, **20,021 direct jobs are generated by marine cargo activity at the PHA terminals**.

- As the result of local purchases by these 20,021 directly employed individuals, an additional **20,516 induced jobs are generated in the local economy.**

- About $2.1 billion of local purchases by firms providing services to the PHA marine terminals supported an additional **28,024 indirect jobs**.

In 2006, marine cargo activity at the public marine terminals at the Port of Houston and along the Houston Ship Channel generated a total of $71.5 billion of total economic activity in the State of Texas.

- Of the $71.5 billion, $2.9 billion is the direct business revenue received by the firms directly dependent upon the Port and providing maritime services and inland transportation services to the cargo handled at the marine terminals and the vessels calling the port, as well as ship and rig repair and maintenance services. An additional $2.1 billion is used for local purchases. The remaining $66.5 billion represents the value of the output to the State of Texas that is created due to the cargo moving via the Port of Houston marine terminals. This includes the value added at each stage of producing an export cargo, as well as the value added at each stage of production for the firms using imported raw materials and intermediate products that flow via the marine terminals and are consumed within the State.

- Marine activity supported nearly $13.3 billion of total personal wage and salary income and local consumption expenditures for Texas residents. This includes $4.5 billion of direct, indirect, induced and local consumption expenditures, while the remaining $8.8 billion was received by the related port users.

A total of $422.9 million of direct, induced and indirect state and local tax revenue was generated by maritime activity at the public terminals along the Houston Ship Channel. In addition, $831.2 million of state and local taxes were created due to the economic activity of the related users of the cargo moving via the public marine terminals.

ECONOMIC IMPACT OF REDUCED CHANNEL DEPTH

As part of the 2006 Port of Houston Economic Impact Study, Martin Associates evaluated and quantified the economic cost to shippers/consignees using the marine terminals along the Houston Ship Channel of the loss of one foot increments of channel depth. Currently the Houston Ship Channel is maintained at varying depths, ranging from 45 ft. to 36 ft. At the current sailing drafts, the one way cost of moving the 240.9 million tons of cargo on the Houston Ship Channel is $1.1 billion. If each vessel were to lose one foot of sailing draft, the total voyage cost would increase by $73.4 million tons per year. If two feet of draft were lost, the cost of calling the marine terminals along the Houston Ship Channel would increase to nearly $1.3 billion per year, an increase of $159.5 million annually over the baseline cost. If five feet of draft were lost on the Ship Channel, the cost to importers/exporters using the Ship Channel would increase by $582.4 million annually over the baseline cost.

COMPARISON OF PORT-WIDE IMPACTS WITH THE 2000 IMPACT MEASURES

Between 2000 and 2006, total cargo handled at the public and private terminals at the Port of Houston increased from 191.4 million tons in 2000 to 240.9 million tons in 2006. This growth in activity has resulted in an increase in the economic impact generated by the Port of Houston in the local and state economies.

The basic methodology used to measure the 2000 economic impacts is the same as that is used by Martin Associates for this current study, with the following exceptions. In 2006, the personal income multiplier used to estimate the re-spending impact has been updated by the U.S. Bureau of Economic Analysis for the Houston metropolitan area -- in 2000, the income multiplier was estimated by the Bureau of Economic Analysis for the entire transportation sector in the region. As of 2006, the Bureau of Economic Analysis now provides an estimate of the personal income multiplier for the water transportation sector of the metropolitan region, which more accurately reflects the higher wages and re-spending impact associated with port generated jobs compared to the transportation sector in total, which also includes mass transit, taxis, air and surface transportation sectors. In 2000, the personal income multiplier was 2.237 while in 2006, the income multiplier for the water transportation sector is 3.626, reflecting the higher wages in this sector. As a result, for a given dollar of income, the updated multiplier will generate a much larger induced job

impact and greater re-spending impact.

Also included in the 2006 study is an estimate of the total economic impact associated with the cargo moving via the Port. In past studies, only the related job impacts with port users were estimated.

The focus on the comparisons should, therefore, be on the direct job impacts, since the same methodology to measure the direct impacts was used both in estimating the impacts in 2000 and in this current study.

The most significant tonnage changes are summarized as:

- Liquid bulk cargoes including petroleum and petroleum products grew by 36.6 million tons;
- Containerized cargo grew by 6.2 million tons;
- Dry bulk cargo grew by 3.9 million tons;
- Iron and steel cargoes grew by 2.3 million tons;
- Other breakbulk cargo grew by 0.8 million tons;
- Automobiles and Ro/Ro cargo grew by 330,000 tons;
- Bagged grain grew by 240,000 tons;
- Grain exports fell by nearly 1 million tons.

The growth in tonnage and vessel calls resulted in an increase in port-wide economic impacts. Exhibit E-3 presents a comparison of the total impacts generated by both public and private terminals.

Exhibit E-3
Comparison of Direct Economic Impacts: 2000-2006
Public and Private Marine Facilities

	2006	2000	CHANGE
JOBS			
DIRECT	58,142	54,730	3,412
INDUCED	61,714	34,980	26,734
INDIRECT	79,127	53,203	25,924
TOTAL	198,983	142,913	56,070
PERSONAL INCOME (1,000)			
DIRECT	$2,833,500	$2,274,306	$559,194
RE-SPENDING/CONSUMPTION	$7,448,705	$2,813,771	$4,634,934
INDIRECT	$3,148,069	$2,124,843	$1,023,226
TOTAL	$13,430,274	$7,212,920	$6,217,354
DIRECT REVENUE (1,000)	$8,084,680	$6,872,322	$1,212,358
LOCAL PURCHASES (1,000)	$5,912,995	$3,992,811	$1,920,184
STATE AND LOCAL TAXES (1,000)	$1,262,446	$649,163	$613,283

Totals may not add due to rounding

Between 2000 and 2006, direct jobs increased by 3,412 jobs. As shown in Exhibit VI-3, the largest employment gains, about 1,200 jobs, were recorded with freight forwarders, reflecting the growth in containerized cargo and steel. Other large employment gains occurred with longshoremen and dockworkers, reflecting the growth in containerized cargo, steel and other breakbulk cargoes. Employment with port-dependent shippers/consignees, particularly those shipping and receiving liquid and dry bulk cargoes also increased. This growth in port-dependent shippers and consignees of liquid bulk cargoes corresponds to the more than 32 million ton increase in petroleum and liquid bulk cargo over the three year period. Other increases in direct jobs were recorded for jobs with marine construction and warehousing, reflecting the growth in containerized cargo and imported steel. Terminal jobs increased due to the growth in liquid bulk cargoes and steel.

On a commodity specific basis, the major employment gains were generated by the growth in containerized cargo and steel followed by growth in employment associated with liquid bulk (crude, petroleum products and chemicals) Also, growth in jobs with miscellaneous breakbulk cargoes was recorded and associated with the 2.8 million ton increase in breakbulk cargoes. The decline in jobs with autos and Ro/Ro cargo reflects the allocation of a dependent shipper importing auto parts to containerized cargo. In the 2002 study, these dependent consignees were assigned to the auto/RoRo commodity category. In fact the auto parts are moving in containers.

Induced jobs increased significantly due to the change in the multiplier, as described previously and as a result comparisons cannot be made with respect to induced jobs over the 2000-2006 period.

Indirect jobs increased by 25,924 jobs reflecting the growth of local purchases from $4 billion in 2000 to nearly $6 billion on 2006.

Related jobs increased significantly over time reflecting the growth in tonnage, particularly the growth in containerized cargo, breakbulk cargo and steel products.

In summary, the public and private marine terminals at the Port of Houston continue to be an economic engine for the Houston area, Harris County and the State of Texas. In the last six years the port activity has added 3,400 new direct jobs annually, and the salary of these job holders has increased from $41,560 to $48,730. The importance of the Port's public and private marine terminals to the State is underscored by the fact that the total value of the economic impact of the public and private marine terminals is measured at $117.6 billion and 785,049 jobs in the State of Texas are related to the marine activity at the public and private terminals along the Houston Ship Channel.

I. OVERVIEW OF THE ANALYSIS AND SUMMARY OF RESULTS

Martin Associates was retained by the Port of Houston Authority (PHA) to measure the local and regional economic impacts generated by cargo and vessel activity at the Port of Houston Authority's marine terminals -- including the Houston Public Grain Elevator #2, the Fentress Bracewell Barbours Cut Container Terminal, the Bulk Materials Handling Plant, Jacintoport, the Care Terminal, the PHA terminals in the Houston Turning Basin, and the Woodhouse Terminal, as well as the impacts generated at the private marine terminals along the Houston Ship Channel -- petroleum refineries, petrochemical plants, general cargo facilities (i.e., Manchester Terminals), and dry bulk terminals. Impacts are estimated in terms of jobs, personal earnings, business revenue, and state and local taxes. The impacts are estimated for marine cargo, vessel activity and passenger cruise operations in 2006. In addition to quantifying the baseline impacts of the Port of Houston Authority's marine terminals and the impacts of the private marine terminals, two economic impact models have been developed -- one specifically for the PHA's marine terminals and the other for the combined activity at private marine terminals and the PHA-owned terminals. These models can be used in evaluating the sensitivity of impacts to changes in tonnage, labor productivity, labor work rules, commodity mix, inland origins/ destinations of commodities and vessel size. The models can also be used to evaluate the impacts of new terminal development and channel dredging and widening, as well as for annual updates.

The methodology used in this analysis has been developed by Martin Associates and has been used to estimate the economic impacts of seaport activity at public and private marine terminals of more than 200 United States and Canadian ports. This study is essentially an update of the economic impact study conducted for the Port of Houston Authority in 2002 (using 2000 annual data). With respect to other Texas ports, Martin Associates has developed economic studies for the Ports of Brownsville, Beaumont, Port Arthur, Orange, Victoria, Texas City, Corpus Christi, Freeport and Port LaVaca-Point Comfort. The methodology has been used in studies that have been presented before the International Trade Commission, the Council of Economic Advisors, the Federal Reserve Board the Canadian Justice Department, and several U.S. Presidents.

In addition to estimating the economic impacts of cargo activity at the Port of Houston Authority terminals and private terminals along the Houston Ship Channel, Martin Associates also conducted a detailed analysis of the economic cost of the loss of Ship Channel depth due to silting and the absence of maintenance dredging.

The remainder of this chapter presents an overview of the economic impact analysis and consists of the following sections:

- Flow of economic impacts through the local and regional economies;
- The structure of the impact analysis;
- Summary of the methodology;

- Commodities included in the analysis.

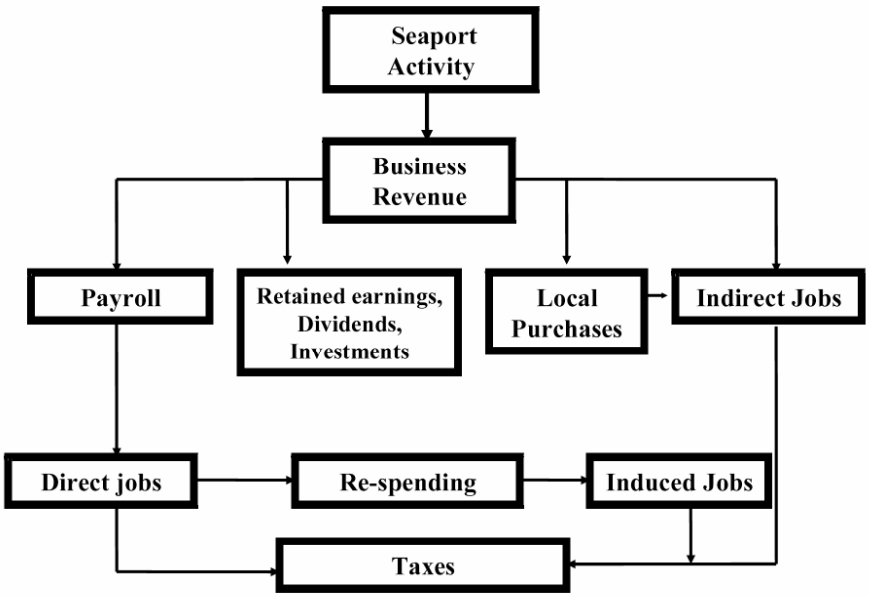
1. FLOW OF IMPACTS

Waterborne activity at a seaport contributes to the local and regional economy by generating business revenue to local and national firms providing vessel and cargo handling services at the marine terminals. These firms, in turn, provide employment and income to individuals, and pay taxes to state and local governments. Exhibit I-1, on the following page, shows how activity at marine terminals generate impacts throughout the local, state and national economies. As this exhibit indicates, the impact of a seaport on a local, state or national economy cannot be reduced to a single number, but instead, the seaport activity creates several impacts. These are the revenue impact, employment impact, personal income impact, and tax impact. These impacts are non-additive. For example, the income impact is a part of the revenue impact, and adding these impacts together would result in double counting. Exhibit I-1 shows graphically how activity at the PHA's marine terminals and private marine terminals generate the four impacts.

1.1 Business Revenue Impact

At the outset, activity at the port generates business revenue for firms which provide services. This business revenue impact is dispersed throughout the economy in several ways. It is used to hire people to provide the services, to purchase goods and services, and to make Federal, state and local tax payments. The remainder is used to pay stockholders, retire debt, make investments, or is held as retained earnings. It is to be emphasized that the only portions of the revenue impact that can be definitely identified as remaining in the local economy are those portions paid out in salaries to local employees, for local purchases by individuals and businesses directly dependent on the seaport, in contributions to state and local taxes, in lease payments to the Port of Houston Authority by tenants, and wharfage and dockage fees paid by the steamship lines to the Port of Houston Authority.

Exhibit I-1
Flow of Economic Impacts Generated by
Marine Activity



1.2 Employment Impact

The employment impact of seaport activity consists of four levels of job impacts:

- Direct employment impact -- jobs directly generated by seaport activity. Direct jobs generated by marine cargo include jobs with railroads and trucking companies moving cargo between inland origins and destinations and the marine terminals, longshoremen and dockworkers, steamship agents, freight forwarders, stevedores, etc. It is to be emphasized that these are classified as directly generated in the sense that these jobs would experience near term dislocation if the activity at the PHA marine terminals or private terminals were to be discontinued.

- Induced employment impact -- jobs created throughout the local economy because individuals directly employed due to seaport activity spend their wages locally on goods and services such as food, housing and clothing. These jobs are held by residents located throughout the region, since they are estimated based on local and regional purchases.

- Indirect employment impact -- jobs created locally due to purchases of goods and services by firms, not individuals. These jobs are estimated directly from local purchases data supplied to Martin Associates by the 1,046 companies interviewed as part of this study, and include jobs with local office supply firms, maintenance and repair firms, parts and equipment suppliers, etc. It is to be emphasized that special care was taken to avoid double counting, since the current study counts certain jobs as direct (i.e., trucking jobs, jobs with railroads, jobs with insurance companies and admiralty law firms, etc.) which are often classified as indirect by other approaches, notably the input/output model approach.

- Related user employment impact -- jobs with firms using the seaport to ship and receive cargo. While the facilities and services provided at PHA's marine terminals are a crucial part of the infrastructure allowing these jobs to exist, they would not necessarily be immediately displaced if marine activity were to cease.

1.3 Personal Earnings Impact

The personal earnings impact is the measure of employee wages and salaries (excluding benefits) received by individuals directly employed due to seaport activity. Re-spending of these earnings throughout the regional economy for purchases of goods and services is also estimated. This, in turn, generates additional jobs -- the induced employment impact. This re-spending throughout the region is estimated using a regional personal earnings multiplier, which reflects the percentage of purchases by individuals that are made within the Houston region. The re-spending effect varies by region -- a larger re-spending effect occurs in regions that produce a relatively large proportion of the goods and services consumed by residents, while lower re-spending effects are associated with regions that import a relatively large share of consumer goods and services (since personal earnings "leak out" of the region for these out-of-regional purchases). The direct earnings are a measure of the local impact since they are received by those directly employed by seaport activity.

1.4 Tax Impact

Tax impacts are tax payments to the state and local governments by firms and by individuals whose jobs are directly dependent upon and supported (induced and indirect jobs) by activity at the marine terminals.

2. IMPACT STRUCTURE

The four types of economic impacts are created throughout various business sectors of the state and local economies. Specifically, four distinct economic sectors are impacted as a result of activity at the marine terminals. These are the:

- Surface Transportation Sector;
- Maritime Services Sector;
- Shippers/Consignees using the Port;
- Port of Houston Authority.

Within each sector, various participants are involved. Separate impacts are estimated for each of the participants. A discussion of each of the economic impact sectors is provided below, including a description of the major participants in each sector.

2.1 The Surface Transportation Sector

The surface transportation sector consists of both the railroad and trucking industries. The trucking firms and railroads are responsible for moving the various cargoes between the marine terminals and the inland origins and destinations.

2.2 The Maritime Services Sector

This sector consists of numerous firms and participants performing functions related to the following maritime services:

- Cargo Marine Transportation;
- Vessel Operations;
- Cargo Handling;
- Federal, State, and Local Government Agencies

A brief description of the major participants in each of these four categories is provided below:

- Cargo Marine Transportation - Participants in this category are involved in arranging for inland and water transportation for export or import freight. The freight forwarder/customshouse broker is the major participant in this category. The freight forwarder/customshouse broker arranges for the freight to be delivered between the terminals and inland destinations, as well as the ocean transportation. This function performed by freight forwarders and customshouse brokers is most prevalent for general cargo commodities.

- Vessel Operations - This category consists of several participants. The steamship agents provide a number of services for the vessel as soon as it enters the port; the agents arrange for pilot services and towing, for medical and dental care of the crew, and for ship supplies. The agents are also responsible for vessel documentation. In addition to the steamship agents arranging for vessel services, those providing the services include:

  - Chandlers - supply the vessels with ship supplies (food, clothing, nautical equipment, etc.);

  - Towing firms - provide the tug service to guide the vessel to and from port;

  - Pilots - assist in navigating the vessels along the Houston Ship Channel to and from the PHA marine terminals and private marine terminals;

  - Bunkering firms - provide fuel to the vessels;

  - Marine surveyors - inspect the vessels and the cargo;

  - Shipyards/marine construction firms - provide repairs, either emergency or scheduled as well as marine pier construction and dredging.

- Cargo Handling - This category involves the physical handling of the cargo at the terminals between the land and the vessel. Included in this category are the following participants:

  - Longshoremen - include members of the International Longshoremen's Association (ILA), as well as non-ILA dockworkers that are involved in the loading and unloading of cargo from the vessels, as well as handling the cargo prior to loading and after unloading.

  - Stevedoring firms - manage the longshoremen and cargo-handling activities. Stevedoring services at the Port of Houston Authority terminals are provided by private stevedoring companies.

  - Terminal operators - are often stevedoring firms who operate the maritime terminals where cargo is loaded and off-loaded.

  - Warehouse operators - store cargo after discharge or prior to loading and consolidate cargo units into shipment lots.

- Government Agencies - This service sector involves Federal, state and local government agencies that perform services related to cargo handling and vessel operations at the Port. U.S. Customs, Bureau of Immigration, U.S. Department of

Labor, U.S. Department of Agriculture, U.S. Coast Guard, the Army Corps of Engineers, and U.S. Department of Commerce employees are involved. These services are provided by the government offices located in the Houston area.

2.3 Banking/Insurance/Law Sector

While this service sector is not directly involved in cargo or ship operations, it nonetheless does provide services such as financing export/import transactions and insuring cargo and vessels. Also included in this sector are legal firms specializing in maritime law.

2.4 Shippers/Consignees

Two categories of shippers and consignees are considered in the analysis: those that are totally dependent on the public and privately-owned marine terminals and those located throughout the regional economy whose business is only related to the Port. Those in the first category would most likely shut down operations if the marine terminals were not available for their use, while those in the second category would ship or receive materials via another port. Related jobs consist of jobs with steel fabrication firms, users and producers and consumers of containerized cargo and breakbulk cargo, and farmers producing the grain for export. Dependent shippers/ consignees include employees of the oil refineries and petrochemical plants that are dependent upon the receipt of crude and chemicals by vessel/barge and the shipment of refined product by vessel/barge, as well as plants on the Houston Ship Channel that are dependent upon the receipt or shipments of steel products and other miscellaneous breakbulk cargoes. For this current study, the majority of shippers and consignees are with petrochemical plants and petroleum refineries.

2.5 Port of Houston Authority

The Port of Houston Authority sector includes those individuals employed by the Port of Houston Authority whose purpose is to oversee port activity at the PHA-owned marine terminals.

3. SUMMARY OF METHODOLOGY

The purpose of this section is to provide a summary of the methodological approach used to estimate the economic impacts of the vessel and cargo activity at the public and private terminals at the Port of Houston.

3.1 Data Collection

The cornerstone of the Martin Associates approach is the collection of detailed baseline impact data from firms providing services at the PHA marine terminals and the private terminals. To ensure accuracy and defensibility, the baseline impact data were collected from interviews with 1,046 firms in the Houston maritime community. These firms represent the universe of firms providing services at the Port of Houston's public and private marine terminals located along the Houston Ship Channel, as identified by:

- "The Journal of Commerce", Transportation Telephone Tickler;
- PHA's internal customer and tenant lists;
- The Port of Houston, Port Directory;
- Prior economic impact studies conducted by Martin Associates for the Port of Houston Authority.

These 1,046 firms represent a greater than 95 percent coverage of all firms identified in the seaport community. For the most part, multiple interviews were conducted with several persons in each firm. Exhibit I-2 shows the distribution of interviews by industry.

Exhibit I-2
Distribution of Interviews by Industry

	Total
Lines/Agents	175
Freight Forwarders	271
Chandler	28
Government	8
Shipper/Consignee	86
Maritime Services	119
Warehouse/Repair	202
Surveyor	68
Tug & Barge Operators	23
Ship Assist	4
Pilots	1
Railroads	4
Bunkering	6
Stevedores/Terminals	49
Automobile Processing	1
International Longshoremen	1
TOTAL	1,046

*The 271 freight forwarders were interviewed as part of the 2002 study.

3.2 Direct Jobs, Income and Revenue Impacts

The results of these interviews were then used to develop the baseline direct job, revenue and income impacts for the economic sectors and job categories associated with the PHA's marine terminals, as well as the private terminals.

The direct tax impacts are estimated at a state, county and local level based on actual per capita income levels as published by the Tax Foundation.

This baseline survey data was also used to develop operational models which can be used to update the impacts of the Port of Houston Authority's marine terminals and private terminals on an annual basis and to evaluate the impacts of changes in:

- Marine cargo tonnage, by commodity;
- Seaport labor productivity and work rules;
- Modal distribution of seaport cargo (what percent of the inland transportation of a commodity is truck versus rail), as well as the geographical distribution of each commodity;
- Vessel calls and vessel size;
- New carrier services.

Also, the operational models can be used to evaluate alternative facilities expansion projects and new marine terminal construction, as well as the impacts associated with channel dredging and widening.

3.3 Induced Impacts

Induced impacts are those generated by the purchases of the individuals employed as a result of seaport activity. For example, a portion of the personal earnings received by those directly employed due to activity at the marine terminals is used for purchases of goods and services, both regionally, as well as out-of-the region. These purchases, in turn, create additional jobs in the region which are classified as induced. To estimate these induced jobs, a regional personal earnings multiplier was developed from data provided by the Bureau of Economic Analysis, Regional Income Division. This personal earnings multiplier is used to estimate the total personal earnings generated in the Houston area as a result of the activity at the Port of Houston Authority's marine terminals and at private marine terminals. A portion of this total personal earnings impact is next allocated to specific local purchases (as determined from consumption data for Houston residents, as developed from the U.S. Bureau of Labor Statistics, Consumer Expenditure Survey). These purchases are next converted into retail and wholesale induced jobs in the regional economy.

Induced jobs are not estimated at lower levels of purchasing rounds (after the wholesale round) since it is not possible to trace with a sufficient degree of accuracy, geographically, where purchases at the remaining levels occur. However, about 80 percent of the consumption will likely occur at the first two rounds of purchases, which are most likely local retail and wholesale purchases.

3.4 Indirect Jobs

Indirect jobs are generated in the local economy as the result of purchases by firms that are directly dependent upon cargo and vessel activity at the marine terminals, including the shippers/consignees located along the Houston Ship Channel. These purchases are for goods and services such as office supplies and equipment, maintenance and repair services, communications and utilities, transportation services and other professional services. To estimate the indirect economic impact, local purchases, by type of purchase, were collected from each of the firms interviewed. These local purchases were then combined with employment to sales ratios in local supplying industries, developed from the U.S. Bureau of Economic Analysis Regional Input-Output Modeling System for the Houston Region. The indirect job ratios also account for the in-state spin-off effects from multiple rounds of supply chains that are required to provide the locally purchased goods and services.

3.5 Related Impacts

Related impacts measure the jobs with shippers and consignees moving cargo through the PHA's marine terminals and private terminals. These jobs are classified as related jobs, since the firms using the marine terminals for the movement of cargo can and do use other seaports and marine terminals. For example, firms importing or exporting containerized cargo typically select a steamship line rather than the seaport through which the cargo will move, and the port through which the containerized cargo moves is ultimately determined by the steamship line's port call rotation. Similarly, exporters of breakbulk cargo often use freight forwarders, who in turn choose the port of export. Importers of breakbulk cargo often use several ports for the import of cargo, based on market locations. Because of the proximity of other ports and the associated steamship service at these ports, such as Galveston, Corpus Christi, New Orleans, as well as West Coast Ports (competing for the Far East land bridge cargo) to the Port of Houston's marine terminals, importers as well as exporters of containers and breakbulk cargo have some flexibility in port choice. As a result, jobs with these exporters and importers cannot be counted as dependent upon the public and private marine terminals.

These jobs are estimated based on the value per ton of the commodities exported and imported via the Port of Houston and the associated jobs to value of output ratios for the respective producing and consuming industries located in the state. The value per ton of each of the key commodities moving via the Port of Houston was developed from the U.S. Department of Transportation, Maritime Administration. The average value per ton for each commodity moving over the PHA and private marine terminals was then multiplied by the respective tonnage moved in 2006. Ratios of jobs to value of output for the corresponding consuming and producing industries were developed by Martin Associates from the U.S. Bureau of Economic Analysis, Regional Input-Output Modeling System for the State of Texas. These jobs to value coefficients include the in-state, spin-off impacts that would occur in order to produce the export commodity or use the import commodity in production. The percent of each commodity that is produced or consumed in the State of Texas was next developed from the interviews, and the value of each commodity remaining in the

State of Texas was calculated. The ratios of jobs to value of export or import cargo were then combined with the in-state value of the respective commodities moving via the PHA terminals and private terminals to estimate related jobs and the spin-off jobs in-state to support the export and import industries. Similarly, using the respective income and output multipliers were used to estimate the related personal income impact as well as the total value of economic output and taxes generated by the Port of Houston public and private marine terminals. It is to be emphasized that care was taken to control for double counting of the direct, induced and indirect impacts.

4. COMMODITIES INCLUDED IN THE ANALYSIS

A major use of an economic impact analysis is to provide a tool for port development planning. As a port grows, available land and other resources for port facilities become scarce, and decisions must be made as to how to develop the land and utilize the resources in the most efficient manner. Various types of facility configurations are associated with different commodities. For example, containers require a large amount of paved, open storage space, while certain types of dry bulk cargo require covered storage and special dust removing equipment.

An understanding of the commodity's relative economic value in terms of employment and income to the local community, the cost of providing the facilities, and the relative demand for the different commodities is essential in making future port development plans. Because of this need for understanding relative commodity impacts, economic impacts are estimated for the following commodities handled at the public and private marine terminals.

- Containerized cargo;
- Iron and steel products;
- Autos;
- Bagged cargo;
- RO/RO;
- Forest products;
- Chilled breakbulk cargo;
- Miscellaneous breakbulk;
- Grain;
- Other dry bulk;
- Other liquid bulk;
- Petroleum.

It should be emphasized that commodity-specific impacts are not estimated for each of the five economic sectors described in the last section. Specific impacts by commodity could not be allocated to individual commodities with any degree of accuracy for the banking/insurance/law sector and marine construction sector. In addition, taxes have not been displayed by specific commodity since these tax impacts will reflect the same distribution over commodities as the employment impact.

II. EMPLOYMENT IMPACTS

In this chapter, the employment generated by maritime activity at the public and private marine terminals along the Houston Ship Channel is estimated. The chapter is organized as follows:

- First, the total employment that is in some way related to the activities at the public and private marine terminals is estimated.

- Second, the subset of total employment that is judged to be totally dependent (i.e., direct jobs) on port activity is analyzed as follows:

  - The direct job impact is estimated in terms of key economic sectors, i.e., surface transportation sector, maritime services sector, shippers/consignees sector, and Port of Houston Authority sector.

  - The direct job impact is estimated by detailed job category, i.e., trucking, ILA/dockworkers, freight forwarders/customshouse brokers, steamship agents, chandlers, warehousemen, stevedores and terminal operators, surveyors, etc.

  - The direct job impact is estimated for each of the key commodities/commodity groups.

  - The direct job impact is estimated on a per 1,000 ton basis for each commodity moving via the public and private marine terminals.

  - The direct job impact is estimated based on the residency of those directly employed.

- Induced and indirect jobs are estimated.

- Finally, jobs related to the marine activity at the public and private marine terminals are described.

1. TOTAL EMPLOYMENT IMPACT

It is estimated that 785,049 Texas jobs are in some way related to port activities at the public and private marine terminals along the Houston Ship Channel. Of the 785,049 jobs held by Texas residents:

- 58,142 jobs are directly generated by activities at the public and private marine terminals and if such activities should cease, these jobs would be discontinued over the short term.

- 61,714 jobs (induced jobs) are supported by the local purchases of the 58,142 individuals directly generated by port activity at the marine terminals. An additional 79,127 indirect jobs were generated due to $5.9 billion of purchases in the local and regional economy by firms providing direct cargo handling and vessel services and by the directly dependent shippers/consignees located along the Houston Ship Channel.

- An additional 586,066 Texas jobs are related to cargo imported and exported via the public and private marine terminals. These jobs are with local and state steel fabrication companies, firms using and producing containerized cargo, breakbulk cargo and dry and liquid bulk cargo moving via the Port of Houston, and farmers producing grain and rice for export. These jobs are considered to be related to activities at the public and private marine terminals, but the degree of dependence on these terminals is difficult to estimate. It is to be emphasized that the level of employment with these exporters and importers is based on the demand for the final product, i.e., fabricated steel products, not by the use of the marine terminals along the Houston Ship Channel. However, if other terminals were used, it is likely that the costs of importing and exporting would increase, which could have long run implications on the level of employment with the related shippers/consignees. Finally, it is to be emphasized that there is no double counting of the directly dependent shippers/consignees in this related job estimate.

2. DIRECT JOB IMPACTS

In 2006, 240.9 million tons of domestic and foreign waterborne cargo moved via the public and private marine terminals[2]. As a result of this activity, 58,142 full-time jobs were directly created[3]. In this section the jobs are analyzed in terms of:

- Distribution by economic sector;
- Distribution by job category;
- Distribution by commodity group;

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2 Total tonnage is estimated based on actual 2006 tonnage data at the Port of Houston Authority terminals. For the domestic and international cargo handled at the Private terminals, a combination of sources was used to estimate the 2006 tonnage, including interviews with the private terminals, steel import data reported by the American Institute for Imported Steel, and projected tonnage levels based on the 1995-2004 growth rates as reported by the US Army Corps of Engineers Waterborne Commerce.

3 Jobs are measured in terms of full-time worker equivalents. If a worker is employed only 50 percent of the time by activity at the Port of Houston public and private marine terminals, then this worker is counted as .5 jobs.

- Distribution by 1,000 ton basis;
- Distribution by county and state of residency.

These distributions are developed in more detail below.

2.1 Job Impacts by Sector and Job Category

Exhibit II-1 presents the distribution of the 58,142 direct jobs by sector and job category. As this exhibit shows, the largest job impacts are with shippers and consignees dependent upon the cargo moving via the terminals along the Houston Ship Channel. Jobs with trucking companies moving cargo to and from the PHA marine terminals and the private marine terminals account for the next largest direct job impact. The movement of liquid bulk cargo generated 48 percent of the trucking jobs, while the movement of containerized cargo to and from the terminals, including truck moves to and from container freight stations (CFS) and to and from rail yards, generates 20 percent of the trucking jobs. Of the majority of the 3,995 terminal workers, nearly 1,800 jobs are employed by the marine terminal operations of petrochemical plants and refineries, followed by 985 jobs with stevedores and terminal operators handling iron and steel products, 650 jobs with terminal operators and stevedores moving breakbulk cargo (including forest products, ro/ro cargo and miscellaneous breakbulk cargo). The majority of warehousing jobs are created by containerized cargo and include jobs with CFS operations.

Exhibit II-1
Employment Impacts by Job Category

	TOTAL
SURFACE TRANSPORTATION	
RAIL	901
TRUCK	9,801
MARITIME SERVICES	
TERMINAL EMPLOYEES	3,995
ILA/DOCKWORKERS	2,404
TOWING	58
PILOTS	94
AGENTS	1,385
SURVEYORS/CHANDLERS	1,017
FORWARDERS	2,319
WAREHOUSEMEN	2,422
GOVERNMENT	249
MARITIME SERVICES	3,583
BARGE/BUNKERS	1,216
DEPENDENT SHIPPERS/CONSIGNEES	26,662
PORT OF HOUSTON AUTHORITY	553
BANKING/INSURNACE	1,480
TOTAL	**58,142**

Totals may not add due to rounding

2.2 Direct Job Impacts by Commodity

Most of the 58,142 jobs considered to be generated by port activity can be related to the handling of specific commodities or commodity groups. Certain employment categories such as government employees, employees with marine construction and ship repair, banking and insurance and admiralty law firms, and the miscellaneous maritime services firms cannot be identified with a specific commodity. As a result, employment in these groups (which totaled 5,755) was not allocated to commodity groups.

Exhibit II-2 presents the direct employment impacts in terms of commodity groups. This exhibit indicates that in 2006, crude petroleum handled at the private terminals generated the largest number of direct jobs, 17,271. The majority of these jobs, more than 15,463 jobs, were with refineries along the Houston Ship Channel directly dependent upon the shipment and receipt of petroleum and petroleum products via the Port of Houston. Liquid bulk cargoes (petrochemicals, petroleum products) generated the second largest number of direct jobs, 15,882 jobs, 9,559 of which were employed by the local petrochemical firms located along the Houston Ship Channel. Containerized cargo created the third largest direct job impact, accounting for 7,687 direct jobs. The majority of these jobs are with trucking firms, warehouse operators, dependent shippers/consignees, members of the International Longshoremen Association, and freight forwarders. The import of steel products generated 4,365 direct jobs, the majority of the jobs were generated with terminal operators, dependent shippers/consignees, trucking companies, ILA/dockworkers, freight forwarders and warehouse operators. Miscellaneous breakbulk cargoes created 2,784 direct jobs, the majority with freight forwarders, truckers and ILA/dockworkers. Dry bulk cargo generated 2,265 direct jobs, while Ro/Ro cargo created 859 direct jobs, the majority with dependent shippers/consignees handling heavy equipment, agricultural and road working machinery followed by jobs with terminal operators.

Exhibit II-2
Distribution of Direct Job Impact by Commodity

	DIRECT JOBS
CONTAINERS	7,687
STEEL	4,365
BAGGED GRAIN	239
AUTOMOBILES	256
OTHER BREAKBULK	2,784
GRAIN	362
DRY BULK	2,265
LIQUID BULK	15,882
PETROLEUM	17,271
RO/RO	859
FOREST PRODUCTS	354
CHILL	62
NOT ALLOCATED	5,755
TOTAL	58,142

Totals may not add due to rounding

2.3 Job Impacts Per Ton

The assessment of the job impacts on a per 1,000 ton basis provides a tool for port planners to use in evaluating the relative importance of different commodities as economic generators. Exhibit II-3 presents the job impacts per 1,000 tons for each commodity moving via the public and private marine terminals.

Exhibit II-3
Job Impacts per 1,000 Tons

CONTAINERS	0.48
STEEL	0.47
BAGGED GRAIN	0.31
AUTOMOBILES	2.23
OTHER BREAKBULK	0.64
GRAIN	0.06
DRY BULK	0.14
LIQUID BULK	0.13
PETROLEUM	0.27
RO/RO	1.77
FOREST PRODUCTS	0.41
CHILL	0.61

As this exhibit indicates, automobiles create the largest number of direct jobs per 1,000 tons due to the processing activity associated with the imported cars. The movement of roll on/roll off cargo such as agricultural equipment, some project cargo, and road working equipment generates the

next greatest number of direct jobs per 1,000 tons, followed by the movement of miscellaneous breakbulk cargo (palletized cargo), steel products and containerized cargo. On a per container basis, 7.8 direct jobs are generated per 1,000 container moves.

Despite the fact that petroleum and liquid bulk cargoes generated the largest direct job impact, on a per 1,000 ton basis, crude petroleum generate 0.27 jobs per 1,000 tons, while liquid bulk cargoes support 0.13 jobs per 1,000 tons. The finding that the liquid bulks and dry bulk cargoes, including bulk grains, generate relatively small direct jobs per 1,000 tons of throughput reflects the fact that the handling of bulk cargoes is much less labor intensive than handling Ro/Ro and automobiles, steel, bagged cargo, palletized and containerized cargo. Also, the supporting infrastructure of freight forwarders and customshouse brokers, warehousing and terminal operators is much greater for general cargo than for the dry and liquid bulk cargoes.

2.4 Distribution of Direct Jobs by Place of Residence

To underscore the geographic scope of the impacts generated by the public and private marine terminals, Exhibit II-4 presents the distribution of the 58,142 direct jobs by place of residence. The residence analysis is based on the results of the interviews 1,046 firms. As this exhibit indicates, nearly 80 percent of the direct jobs are held by residents of Harris County, including Houston.

Exhibit II-4
Distribution of Direct Jobs by
Place of Residency

JURISDICTIONS	SHARE	DIRECT JOBS
HOUSTON	33.73%	19,612
HARRIS (EXCLUDING HOUSTON)	44.04%	25,603
BRAZORIA	4.15%	2,414
CHAMBERS	1.18%	687
FORT BEND	0.77%	446
GALVESTON	8.21%	4,772
MONTGOMERY	6.27%	3,647
OTHER TEXAS	1.41%	823
OTHER US	0.24%	139
TOTAL	100.00%	58,142

3. INDUCED JOBS

The 58,142 directly employed individuals due to activity at the public and private marine terminals received wages and salaries, a part of which was used to purchase local goods and services such as food, housing, clothing, transportation services, etc. As a result of these local purchases,

61,714 jobs in the regional economy were supported. The majority of the induced jobs are with state and local government agencies providing school, health care, police and fire protection, other community and social services, as well as firms providing business and personal services. The next largest induced job impact occurs in the local food (restaurant and groceries), where about 12,700 jobs are supported.

4. INDIRECT JOBS

In addition to the induced jobs generated by the purchases of the 58,142 directly employed individuals, the firms providing the direct services and employing the 58,142 direct jobs make local purchases for goods and services. These local purchases by the firms dependent upon the public and private marine facilities generate additional local jobs -- indirect jobs. Based on interviews with the port service providers and terminal operators, these firms made $5.9 billion of local purchases in 2006. These direct local purchases created an additional 79,127 indirect jobs in the local economy. These purchases include expenditures for equipment and parts, maintenance and repair services, office supplies, raw materials, fuel, utilities, and insurance. Care is taken to avoid any double counting of jobs already included in direct jobs.

5. RELATED JOBS

It is estimated that about 586,066 jobs with Texas companies using the Port to ship and receive waterborne cargo are classified as related to the public and private marine terminals. These jobs are with importers of steel, producers and consumers of containerized cargo and breakbulk cargo, producers and consumers of the liquid and dry bulk cargoes moving through the public and private marine terminals, and farmers producing grain and rice for export.

To estimate the related user impact of the Port of Houston, the types of containerized cargo moving via the Port were identified from Census. The average value per ton of each commodity type was then estimated using U.S. Bureau of Census, Foreign Trade Statistics. A weighted average dollar value per ton of containerized cargo moving via the Port of Houston was next developed from this data. The average value of the employment to output coefficients for manufacturing industries in Texas was then computed from data supplied to Martin Associates by the Bureau of Economic Analysis, RIMS II Division. An estimate of the percent of containerized cargo handled at the Port of Houston that is exported or imported by Texas companies was developed from the interviews and previously supplied data by the Port of Houston Authority using the PIERS Data. To estimate the related containerized cargo jobs, the average value per ton of containerized cargo was multiplied by the tons handled at the Port and the share of containerized cargo that was consumed and produced by firms located in Texas. The average job coefficient for Texas was next multiplied by the in-state value of the containerized cargo to estimate the related jobs (in Texas) supported by the containerized cargo. The majority of containerized cargo is related to consumption activity, and the retail job coefficient was used in the estimate of related user jobs.

A similar method was used to estimate jobs related to forest products, and liquid and dry bulk cargoes. The impact of imported steel in the local construction industry was estimated in a similar method, combining the value of the imported steel via the Port that is estimated to remain in Texas (determined through terminal interviews) with the construction employment to output coefficient developed from the U.S. Bureau of Economic Analysis.

It is to be emphasized that these are related jobs, and would not likely disappear if the marine terminals along the Houston Ship Channel were to close to marine cargo activity. Given a level of demand for the steel, containerized cargo, export grain and breakbulk commodities (mostly manufactured cargo), the cargo would be shipped through another port such as Galveston, Corpus Christi, New Orleans or Los Angeles/Long Beach. The directly dependent shipper/consignee impacts, as well as direct, induced and indirect jobs are not included in these related job estimates.

It is to be further emphasized that when the impact models are used for planning purposes, related jobs should not be used to judge the economic benefits of a particular project. Related jobs are not estimated with the same degree of defensibility as are the direct, induced and indirect jobs. Therefore, these three types of job impacts should be used in evaluating port investments. The purpose of the related jobs estimates is to provide a proxy for the magnitude of the more general economic development impact of the private and public port facilities.

III. REVENUE, INCOME AND TAX IMPACTS

The 241 million tons of cargo at the Port of Houston's private and public marine terminals generated revenue for firms in each of the four economic sectors. For example, revenue is received by the railroads and the trucking companies within the surface transportation sector as a result of moving export cargo to the marine terminals and distributing the imported commodities inland after receipt at the marine terminals. The firms in the maritime services sector receive revenue from arranging for transportation services, cargo handling, providing services to vessels in port and repairs to vessels calling the port facilities. The banking/insurance sector receives revenue from financial services provided to users of the marine terminals. The Port of Houston Authority receives revenue from terminal leases and port charges such as wharfage and dockage assessed on cargo and vessels calling the public terminals. In addition, revenue is received by shippers/consignees from the sales of cargo shipped or received via the marine cargo terminals and from the sales of products made with raw materials received through the terminals. Since this chapter is concerned with the revenue generated from providing maritime services, the shipper/consignee revenue (i.e., the value of the cargo shipped or received through the marine terminals) will be excluded from the remaining discussion.

The revenue generated by port activity consists of many components. For example, gross revenue is used to pay employee salaries and taxes, it is distributed to stockholders of the companies providing the vessel and cargo handling services, and it is used for the purchases of equipment and maintenance services. Of these components, only three can be isolated geographically with any degree of accuracy. These are the personal income component of revenue, which can be traced to geographic locations based on the residence of those receiving the income, the payment of state and local taxes, and the local purchases made by firms dependent upon the maritime activity. The balance of the revenue is distributed in the form of payments to firms located outside the Houston region providing goods and services to the maritime sectors and for the distribution of company profits to shareholders.

Since it is difficult to trace all the components of the revenue beneficiaries, an estimate of revenue is developed, but no conclusions are formulated as to how the revenue (other than personal income, taxes and local purchases) is distributed, geographically. It is more accurate to trace the distribution of personal income (which is a subset of revenue) through the geographic locations of individuals receiving the income.

1. REVENUE IMPACT—TOTAL ECONOMIC ACTIVITY

The revenue impact is a measure of the total economic activity in the State that is generated by the cargo moving via the marine terminals at the Port of Houston. In 2006, marine cargo activity at the public and private terminals generated a total of $117.6 billion of total economic activity in the State of Texas. Of the $117.6 billion, $8.1 billion is the direct business revenue received by the firms directly dependent upon the Port and providing maritime services and inland transportation services to the cargo handled at the public and private marine terminals. An additional $5.9 billion was spent on local purchases by the firms directly dependent on the Port activity (which supported the indirect jobs). The balance, $103.6 billion represents the value of the output to the State of Texas that is created due to the cargo moving via the marine terminals at the Port of Houston. This includes the value added at each stage of producing an export cargo, as well as the value added at each stage of production for the firms using imported raw materials and intermediate products that flow via the public and private marine terminals at the Port of Houston and are consumed or produced by industries within the State.

The balance of this section focuses only on the $8.1 billion revenue impact generated from the provision of transportation services in support of the cargo and vessel activity at the Port of Houston. It is important to emphasize that the direct business revenue does not include the value of the cargo moving via the marine facilities.

1.1 Direct Revenue Impacts by Economic Sector

In 2006, the cargo and vessel activity at the Port of Houston's public and private marine terminals generated $14.0 billion of business revenue to the firms providing cargo handling and vessel services and supporting the firms directly dependent upon the Port of Houston.

Included in the $14.0 billion revenue impact are $8.1 billion received directly by the firms providing the vessel, cargo handling and cruise services at the Port of Houston and $5.9 billion of local purchases by those firms directly dependent upon the marine terminals.

1.2 Direct Revenue Impacts by Economic Sector and Job Category

Exhibit III-1 presents the distribution of the $8.1 billion of directly generated revenue across the various port sectors and job categories. This revenue includes the revenue received by firms providing services to the commodity and vessel activity at the PHA-owned terminals and private terminals, and includes revenue received by trucking firms, stevedores, the Port of Houston Authority, chandlers, cruise operators, vessel agents, pilots, towing companies, banking/insurance/law firms, etc.

Exhibit III-1
Revenue by Sector and Category

	TOTAL
SURFACE TRANSPORTATION	
RAIL	$1,988,566
TRUCK	$1,591,416
PIPELINE	$594,975
MARITIME SERVICES	
TERMINAL EMPLOYEES	$794,032
TOWING	$29,359
PILOTS	$32,883
AGENTS	$11,838
SURVEYORS/CHANDLERS	$82,870
FORWARDERS	$351,297
WAREHOUSEMEN	$1,061,151
GOVERNMENT	NA
MARITIME SERVICES	$461,365
BARGE/BUNKERS	$329,246
DEPENDENT SHIPPERS/CONSIGNEES	NA
PORT OF HOUSTON AUTHORITY	$155,180
BANKING/INSURNACE	$600,502
TOTAL	$8,084,680

Totals may not add due to rounding

As this exhibit shows, the private terminals generated $5.2 billion of the $8.1 billion of revenue, while cargo and vessel activity at the public terminals generated about $2.9 billion of revenue.

The majority of the direct revenue is received by the transportation sector, which accounts for 51.6 percent of the total revenue impact. Rail receives nearly $2 billion of revenue, followed by $1.6 billion received by the trucking industry.

The maritime services sector received about 40% of the direct revenue impact. The majority of the revenue was received by warehousing and container operations, followed by terminal operations, maritime services and barge/bunkering operations and freight forwarding.

The banking and insurance sector received about 7 percent of the direct revenue, and the Port of Houston Authority received the balance.

1.3 Direct Revenue by Commodity

Exhibit III-2 shows the total revenue impact by commodity and Exhibit III-3 shows the revenue per ton. It is to be emphasized that the revenue received by shippers/consignees from the sales of the products and (value of the commodities) moving via the marine terminals is not included, since product value is determined by the demand for the product, not the use of the marine terminals. The exhibits shows that:

- In terms of total revenue, other liquid bulk creates the largest revenue impact, followed by crude petroleum, containers and other dry bulk cargo.

- In terms of per ton revenue, bagged cargo generates the largest revenue impact per ton, reflecting the revenue associated with warehousing as well as with the bagging and handling process. Automobiles generate the next largest revenue per ton, as the result of the relatively high transportation cost per vehicle and the labor intensive loading, discharge, processing and pre-staging required for export and import. Other breakbulk cargo generates the next largest revenue per ton, followed by containerized cargo follows in terms of revenue generated per ton. Dry bulk cargo generates a relatively high revenue per ton impact for a bulk cargo, primarily because of the large percent of dry bulk cargo moving by rail at the Port of Houston.

Exhibit III-2
Revenue Impacts by Commodity*

	$1,000
CONTAINERS	$1,142,917
STEEL	$440,286
BAGGED GRAIN	$499,000
AUTOMOBILES	$17,961
OTHER BREAKBULK	$316,256
GRAIN	$129,970
DRY BULK	$923,015
LIQUID BULK	$2,168,964
PETROLEUM	$1,186,319
RO/RO	$14,172
FOREST PRODUCTS	$22,521
CHILL	$4,142
NOT ALLOCATED	$1,219,158
TOTAL	$8,084,680

Note: The revenue per commodity excludes the revenue estimated for banking/insurance/law, marine construction, ship repair and Port of Houston Authority, which has not been allocated to the commodity groups.

Exhibit III-3
Revenue Impact Per Ton

CONTAINERS	$71
STEEL	$48
BAGGED GRAIN	$645
AUTOMOBILES	$156
OTHER BREAKBULK	$73
GRAIN	$20
DRY BULK	$55
LIQUID BULK	$18
PETROLEUM	$19
RO/RO	$29
FOREST PRODUCTS	$26
CHILL	$41

2. PERSONAL EARNINGS IMPACT

In the previous section of this chapter, the total revenue generated by port activity was identified. As described earlier, the personal income received by those directly dependent upon port activity along the Houston Ship Channel is paid from the business revenue received by the firms supplying direct services at the marine terminals.

The income impact is estimated by multiplying the average annual earnings (excluding benefits) of each port participant, i.e., truckers, steamship agents, pilots, towing firm employees, longshoremen, warehousemen etc., by the corresponding number of direct jobs in each category. The individual annual earnings in each category multiplied by the corresponding job impact resulted in $2.8 billion in personal wage and salary earnings.

The impact of the re-spending of this direct income for local purchases is estimated using a personal earnings multiplier. The personal earnings multiplier is based on data supplied by the Bureau of Economic Analysis (BEA). The BEA estimates that for every one dollar earned by direct employees generated by activity at the marine terminals, an additional $2.63 of personal income and consumption expenditures would be created as a result of re-spending the income for purchases of goods and services produced locally. Hence, a personal earnings multiplier of 3.63 was used to estimate the additional consumption and income impact due to re-spending – nearly $7.5 billion. This additional re-spending of the direct income generates the 61,714 induced jobs, described in the previous chapter.[4]

4 It is to be emphasized that the re-spending impact of $7.5 billion does not represent the earnings of the 61,714 induced jobs. The $7.5 billion re-spending impact does include the direct earnings received by the employees holding the induced jobs, but the re-spending impact also includes the revenue received by the firms providing the goods and services to those directly employed.

In addition to the direct and induced personal income and consumption impact, wages and salaries were received by the 79,127 indirect employees. Using wage and salary data for these indirect employees as reported by the U.S. Bureau of Economic Analysis, RIMS II, it is estimated that nearly $3.2 billion of indirect wages and salaries were created by port activity. Therefore, in 2006, the maritime activity at the Port of Houston created a total of $13.4 billion of direct, induced and indirect wages and salaries.

In addition, the related job holders received $25.8 billion of personal wages and salaries.

3. LOCAL PURCHASES

Each of the firms surveyed were asked to provide a breakdown of local expenditures for equipment, parts, office supplies, business services, utilities, raw materials, maintenance and repair, new construction, etc. Based on the reported expenditures, it is estimated that $5.9 billion of local purchases were made by the firms directly dependent upon maritime cargo activity at the Port of Houston's public and private marine terminals. These firms also include the refineries and petrochemical firms located along the Houston Ship Channel that ship and receive cargo by barge or vessel. These $5.9 billion of local purchases in turn supported the 79,127 indirect jobs in the State of Texas.

4. TAX IMPACTS

State and local tax impacts are based on state and local per capita income tax burdens developed by the Tax Foundation. The taxes include all state and local taxes collected divided by personal income in the State of Texas. Multiplying the tax/capita income burden to the total direct, induced and indirect personal income impact, it is estimated that activity at the PHA-owned marine terminals and the private terminals generated $$1.3 billion of state, county and local taxes.

In addition, the $2.4 billion of state and local taxes were generated by the users of the Port of Houston.

IV. ECONOMIC IMPACTS OF THE PORT OF HOUSTON AUTHORITY-OWNED MARINE TERMINALS

In this chapter the economic impacts generated by the public marine terminals owned by the Port of Houston Authority are detailed. These impacts are a subset of the port-wide (public and private marine terminals) discussed in the previous chapters. The impacts discussed in this chapter are the jobs, revenue, personal income and taxes generated by the Port of Houston Authority-owned terminals -- Houston Public Grain Elevator #2, the Fentress Bracewell Barbours Cut Container Terminal, the Bulk Materials Handling Plant, Jacintoport, the Care Terminal, the PHA terminals in the Houston Turning Basin, and the Woodhouse Terminal.

The same methodology has been used to estimate these PHA impacts as was used to estimate the total port-wide impacts of both public and private terminals, as discussed in the previous chapters. It is useful to have a separate estimate of the impacts generated by public port facilities, as these impacts can be used to demonstrate the value of public investment in port facilities. The resulting economic impact model can be used in port planning decisions, in evaluating capital projects and terminal expansions, as well as in justifying investment decisions.

In 2006, 40.6 million tons of cargo moved over the PHA-owned terminals located along the Houston Ship Channel. Exhibit IV-1 presents the tonnage by commodity and handling type. The primary commodities handled at the PHA-owned terminals are containerized cargo and liquid bulk cargo. Other key commodities handled include 5.4 million tons of iron and steel products and 5.4 million tons of other dry bulk cargo. Also, 1.6 million tons of grain moved via the Port, followed by about 1 million tons of miscellaneous breakbulk cargo were moved over the PHA-owned ports.

Exhibit IV-1
Tonnage at Port of Houston Authority Terminals

	PUBLIC
CONTAINERS	16,097
STEEL	5,391
BAGGED GRAIN	773
AUTOMOBILES	115
OTHER BREAKBULK	1,043
GRAIN	1,606
DRY BULK	5,365
LIQUID BULK	9,898
PETROLEUM	0
RO/RO	76
FOREST PRODUCTS	105
CHILL	101
TOTAL	40,570

Totals may not add due to rounding

The economic impacts generated by the cargo moving via the PHA-owned terminals are summarized in Exhibit IV-2.

Exhibit IV-2
Summary of Texas Impacts Generated by PHA-Owned Marine Terminals

	PUBLIC TERMINALS
JOBS	
DIRECT	20,021
INDUCED	20,516
INDIRECT	28,024
RELATED JOBS	324,586
TOTAL	**393,147**
PERSONAL INCOME (1,000)	
DIRECT	$932,308
RE-SPENDING/CONSUMPTION	$2,450,850
INDIRECT	$1,116,043
RELATED INCOME	$8,842,088
TOTAL	**$13,341,289**
ECONOMIC VALUE (1,000)	
DIRECT REVENUE	$2,925,739
LOCAL PURCHASES	$2,084,502
RELATED OUTPUT	$66,448,319
TOTAL	**$71,458,560**
STATE & LOCAL TAXES (1,000)	
DIRECT, INDUCED AND INDIRECT	$422,925
RELATED STATE AND LOCAL TAXE	$831,156
TOTALS	**$1,254,081**

Totals may not add due to rounding

1. EMPLOYMENT IMPACTS

In total, 393,147 jobs in Texas are in some way related to the 40.6 million tons of cargo moving via the PHA marine terminals. It is to be emphasized that these 393,147 jobs in Texas are a subset of the 785,049 total jobs in Texas in some way related to cargo moving over all marine terminals at the Port of Houston.

Of the 393,147 total jobs in Texas associated with the PHA-owned marine terminals, 20,021 direct jobs were generated by the cargo handled at PHA terminals. As the result of purchases by these 20,021 direct jobs, an additional 20,516 induced jobs were supported in the local economy. Local purchases totaling $2.1 billion by firms dependent upon the maritime activity at the PHA terminals generated an additional 28,024 indirect jobs. An additional 324,586 related jobs in Texas are also associated with the movement of containers, steel, breakbulk cargo, autos, liquid bulk cargo, etc. via the public terminals.

In the remainder of this section the direct employment impact is discussed in terms of job category and commodity.

1.1 Direct Job Impacts by Job Category

Exhibit IV-3, on the following page, shows that 44 percent of these 20,021 direct jobs are with maritime services sector firms. The majority of the marine service sector jobs are with warehousing/CFS operations, dockworkers/ILA, terminal and stevedoring operations, freight forwarders, and jobs in maritime services. The majority of the warehousing impacts and impacts with the ILA are generated by containerized cargo.

About 17 percent of the 20,021 direct jobs are held by trucking companies and railroads. Within the surface transportation sector, the majority of the direct jobs are held by trucking companies. About 60 percent of the 3,311 trucking jobs are generated by the movement of containerized cargo to and from the PHA terminals, as well as to and from CFS and warehouse locations. This trucking impact also includes drayage impacts between the marine terminals and railyards.

Another 35 percent of the direct PHA generated jobs are with the dependent shippers/consignees using the PHA-owned terminals, while the remaining 2.8 percent of the PHA impact is with the Port of Houston Authority.[5]

5The Port of Houston Authority employees do not include casual ILA labor hired by the PHA for terminal work. These ILA members are included with ILA/Dockworkers category.

Exhibit IV-3
Direct Jobs by Category
Generated by Cargo at PHA-Owned
Marine Terminals

	PUBLIC TERMINALS
SURFACE TRANSPORTATION	
RAIL	154
TRUCK	3,311
MARITIME SERVICES	
TERMINAL EMPLOYEES	1,368
ILA/DOCKWORKERS	1,688
TOWING	20
PILOTS	32
AGENTS	961
SURVEYORS/CHANDLERS	145
FORWARDERS	1,322
WAREHOUSEMEN	1,884
GOVERNMENT	125
MARITIME SERVICES	1,021
BARGE/BUNKERS	190
DEPENDENT SHIPPERS/CONSIGNEES	6,998
PORT OF HOUSTON AUTHORITY	553
BANKING/INSURNACE	249
TOTAL	**20,021**

1.2 Direct Job Impacts by Commodity Group

About 38 percent of the 20,021 direct jobs are generated by the 16.1 million tons of containerized cargo moving via the Port of Houston Authority's facilities. Nearly 26 percent of these jobs generated by containerized cargo are with trucking firms, while another 20 percent are with warehousing, CFS and container repair operations. About 20 percent are with the ILA. Of the 2,115 jobs generated by iron and steel cargo, about 26 percent of the jobs are with terminal operations, followed by 25 percent with trucking firms. About 16 percent of the steel jobs are with terminal operations. The liquid bulk handled at the PHA-owned terminals created 5,581 jobs, primarily with local shippers/consignees. Exhibit IV-4 shows the direct jobs by commodity

Exhibit IV-4
Distribution of Direct Jobs by Commodity Group

	DIRECT JOBS
CONTAINERS	7,687
STEEL	2,115
BAGGED GRAIN	239
AUTOMOBILES	256
OTHER BREAKBULK	763
GRAIN	110
DRY BULK	858
LIQUID BULK	5,581
PETROLEUM	0
RO/RO	408
FOREST PRODUCTS	131
CHILL	62
NOT ALLOCATED	1,811
TOTAL	20,021

Totals may not add due to rounding.

2. REVENUE IMPACT—TOTAL ECONOMIC ACTIVITY

The revenue impact is a measure of the total economic activity in the State that is generated by the cargo moving via the public marine terminals at the Port of Houston. In 2006, marine cargo activity at the public terminals generated a total of $71.5 billion of total economic activity in the State of Texas. Of the $71.5 billion, $2.9 billion is the direct business revenue received by the firms directly dependent upon the Port and providing maritime services and inland transportation services to the cargo handled at the public terminals. An additional $2.1 billion was spent on local purchases by the firms directly dependent on the Port activity (which supported the indirect jobs). The balance, $66.4 billion represents the value of the output to the State of Texas that is created due to the cargo moving via the public marine terminals at the Port of Houston. This includes the value added at each stage of producing an export cargo, as well as the value added at each stage of production for the firms using imported raw materials and intermediate products that flow via the public and private marine terminals at the Port of Houston and are consumed or produced by industries within the State.

The balance of this section focuses only on the $2.9 billion revenue impact generated from the provision of transportation services in support of the cargo and vessel activity at the Port of Houston. It is important to emphasize that the direct business revenue does not include the value of the cargo moving via the marine facilities.

Exhibit IV-5 shows the revenue generated by commodity handled at the PHA-owned terminals. Containerized cargo generated the largest revenue impact, $1.1 billion, and 40 percent of the revenue generated by containerized cargo is received by warehousing, CFS operations and container repair operations, followed by trucking companies and terminal operations. Bagged grain operations created $499 million (the majority of the revenue received by the railroads), and dry bulk

handled at the PHA-owned terminals generated $296.5 million, followed steel products and liquid bulk cargoes.

Exhibit IV-5
Business Revenue Generated by PHA-Owned Terminals

	$1,000
CONTAINERS	$1,142,917
STEEL	$257,984
BAGGED GRAIN	$499,000
AUTOMOBILES	$17,961
OTHER BREAKBULK	$76,126
GRAIN	$32,710
DRY BULK	$296,515
LIQUID BULK	$175,372
PETROLEUM	$0
RO/RO	$2,203
FOREST PRODUCTS	$2,749
CHILL	$4,142
NOT ALLOCATED	$418,062
TOTAL	$2,925,739

3. PERSONAL EARNINGS IMPACT

The 20,021 direct employees received $932.3 million of wages and salary earnings. Based on the re-spending impact described in the previous chapter, it is estimated that an additional $2.5 million of local income and purchases were created, supporting the 20,516 induced jobs in the local economy. The 28,024 indirectly employed workers supported by the purchases made by the firms dependent upon the PHA-owned facilities received $1.1 billion of indirect wages and salaries. In total, the cargo activity at the PHA-owned terminals created $4.5 billion of wages and salaries in the Houston regional economy.

The 324,586 related users received another $8.8 billion of wages and salaries.

4. STATE AND LOCAL TAXES

The activity at the PHA-owned marine terminals generated $422.9 million of state and local taxes. In addition, $831.2 million of state and local taxes were created by the users of the Port of Houston Authority's terminals.

V. ECONOMIC COST OF LOSS OF CHANNEL DEPTH

As part of the 2006 Port of Houston Economic Impact Study, Martin Associates evaluated and quantified the economic cost to shippers/consignees using the marine terminals along the Houston Ship Channel of the loss of one foot increments of channel depth. Currently the Houston Ship Channel is maintained at varying depths, ranging from 45 ft. to 36 ft. To quantify the impact of a loss of channel depth Martin Associates used the US Army Corps of Engineers Vessel Entrances and Clearances data base for the Houston Ship Channel. The most recent data base available is for calendar year 2004. This data base identifies the vessel arrivals and departures, previous port called, date of transit, deadweight tonnage and net registered tonnage of the vessel, type of vessel, flag of registry, vessel name, and arrival/departure draft.

The deadweight tonnage of each vessel was then matched to a prototype vessel contained in the US Army Corps of Engineers (USACE) Deep Draft Self Propelled Vessel Cost Data Base. These prototype vessels are classified by type of vessel, flag of registry, as well as by DWT within a vessel category.

The next step in the analysis was to identify the operating costs of each type of vessel at the recorded arrival and departure drafts presented in the Vessel Entrances and Clearances database for the Houston Ship Channel. Vessel cost models were developed by type, size and flag of registry of each of the vessel calls. The vessel operating costs for the prototype ships were identified from the US Army Corps of Engineers Deep Draft Self Propelled Vessel Cost Data Base (2004). This data base provides typical operating costs for specific types of vessels (container, breakbulk, liquid bulk/tanker and dry bulk) and size classes within each vessel type category, as well as by flag of registry (US vs. foreign). Cost data is provided for such items as crew costs, insurance, annualized capital costs, fuel consumption at sea and at port, ship stores, and maintenance and repair. Other vessel characteristics included in the data base are operating draft and speed. Also, for each vessel type and size, the TPI rate is identified. Simply stated, the TPI rate is used to calculate the tonnage lost per each inch of restricted draft, which is in turn used in the estimate of increased shipping costs per ton of cargo, as the load of the vessel is restricted in accordance with the TPI at specific channel depths. These factors were used to calibrate the Martin Associates' vessel cost models, which essentially translate sailing distance into voyage time and hence voyage costs. The models also include assumptions as to load and discharge rates (which impact time at port), routings involving the use of the Panama Canal, Suez Canal or the St. Lawrence Seaway, and probable delay days on specific routes.

The Vessel Entrances and Clearances data base provided the last port of call for each vessel arriving at the marine terminals along the Houston Ship Channel. Using this information, the one way mileage associated with each vessel call was estimated using the Distances Between Ports, Lighthouse Press, Publication 151, published by the US Defense Mapping Agency. These mileages were used as inputs to each vessel cost model corresponding to each of the 5,346 cargo vessel calls.

The third step in the process was to develop a relationship between channel depth and vessel draft, using the TPI rate published for each of the prototype vessel models as contained in the USACE Deep Draft Self Propelled Vessel Cost Data Base.

Martin Associates then calculated the vessel shipping cost per ton of each of the 5,346 vessel calls. The voyage costs were first calculated under the actual sailing drafts recorded in the data base, and then under a declining 1-foot incremental draft reduction. Under the varying drafts, the costs were recalculated under assumed light loading operations for the vessels.

An average shipping cost per ton was then calculated for each of the vessel types (container, crude tanker, Ro/Ro, product tanker, dry bulk, breakbulk, reefer, etc.) under the current average sailing draft, and then under restricted drafts of one foot declining increments. The average shipping cost at the baseline and one foot increments of draft reductions for each vessel type was then multiplied by the estimated tonnage, by cargo type, associated with each type of ship.

It is to be noted that for each one foot less of sailing draft, the vessels would experience a loss of tonnage (or the tonnage would be diverted to another vessel call) based on the TPI for that specific type and size of ship. As the tonnage per ship call is restricted, the cost per ton increases. The difference between the total voyage costs of shipping the 240.9 million tons of cargo moving on the Ship Channel at the current recorded vessel drafts, and the total cost of shipping the cargo at the restricted drafts represents the economic benefits (NED benefits) of maintaining the Ship Channel at its current depths versus losing channel depths at a decreasing 1-foot incremental rate.

Exhibit V-1 shows the cost penalty (or conversely the NED economic benefit) of the loss of one foot of channel depth. At the current sailing drafts, the one way cost of moving the 240.9 million tons of cargo on the Houston Ship Channel is $1,094,006.53. If each vessel were to lose one foot of sailing draft, the total voyage cost would increase by $73.4 million tons per year. If two feet of draft were lost, the cost of calling the marine terminals along the Houston Ship Channel would increase to nearly $1.3 billion per year, an increase of $159.5 million annually over the baseline cost. If five feet of draft were lost on the Ship Channel, the cost to importers/exporters using the Ship Channel would increase by $582.4 million annually over the baseline cost.

Exhibit V-1

Baseline Voyage Depth	Voyage ($1,000	Cost ($1,000
	$1,094,006.53	
1 ft.	$1,167,448.23	$73,441.70
2 ft.	$1,253,525.18	$159,518.65
3 ft.	$1,360,011.70	$266,005.17
4 ft.	$1,494,047.05	$400,040.52
5 ft.	$1,676,410.41	$582,403.88

VI. COMPARISON WITH 2000 ECONOMIC IMPACTS

Between 2000 and 2006, total cargo handled at the public and private terminals at the Port of Houston increased from 191.4 million tons in 2000 to 240.9 million tons in 2006. This growth in activity has resulted in an increase in the economic impact generated by the Port of Houston in the local and state economies. In this chapter the change in the direct economic impact generated by the Port of Houston is documented. The methodology used by Martin Associates to estimate the economic impacts generated by seaport activity in 2000 is, for the most part, the same as the methodology used to measure the current 2006 economic impacts. However, there are some key differences, which are addressed in the following section.

1. METHODOLOGICAL CHANGES

The basic methodology used to measure the 2000 economic impacts is the same as that used by Martin Associates for this current study, with the following exceptions. In 2006, the personal income multiplier used to estimate the re-spending impact has been updated by the U.S. Bureau of Economic Analysis for the Houston metropolitan area -- in 2000, the income multiplier was estimated by the Bureau of Economic Analysis for the entire transportation sector in the region. As of 2006, the Bureau of Economic Analysis now provides an estimate of the personal income multiplier for the water transportation sector of the metropolitan region, which more accurately reflects the higher wages and re-spending impact associated with port generated jobs compared to the transportation sector in total, which also includes mass transit, taxis, air and surface transportation sectors. In 2000, the personal income multiplier was 2.237 while in 2006, the income multiplier for the water transportation sector is 3.626, reflecting the higher wages in this sector. As a result, for a given dollar of income, the updated multiplier will generate a much larger induced job impact and greater re-spending impact.

Also included in the 2006 study is an estimate of the total economic impact associated with the cargo moving via the Port. In past studies, only the related job impacts with port users were estimated.

The focus on the comparisons should, therefore, be on the direct job impacts, since the same methodology to measure the direct impacts was used both in estimating the impacts in 2000 and in this current study.

2. COMPARISON OF TONNAGE HANDLED AT THE PORT OF HOUSTON PUBLIC AND PRIVATE MARINE TERMINALS

Total tonnage handled at the Port of Houston's public and private marine terminals in 2000 and 2006 is presented in Exhibit VI-1. As this table indicates, total tonnage increased by nearly 50 million tons over the 2000-2006 period.

Exhibit VI-1
Comparison of Tonnage Handled at the Port of Houston
Public and Private Terminals, 2000 and 2006
(1,000 Tons)

	2006	2000	CHANGE
CONTAINERS	16,097	9,858	6,239
STEEL	9,200	6,876	2,324
BAGGED GRAIN	773	533	240
AUTOMOBILES	601	271	330
OTHER BREAKBULK	5,291	4,511	780
GRAIN	6,383	7,318	(935)
DRY BULK	16,701	12,779	3,922
LIQUID BULK	185,876	149,247	36,629
TOTAL	240,923	191,393	49,530

Totals may not add due to rounding

The most significant tonnage changes are summarized as:

- Liquid bulk cargoes including petroleum and petroleum products grew by 36.6 million tons;
- Containerized cargo grew by 6.2 million tons;
- Dry bulk cargo grew by 3.9 million tons;
- Iron and steel cargoes grew by 2.3 million tons;
- Other breakbulk cargo grew by 0.8 million tons;
- Automobiles and Ro/Ro cargo grew by 330,000 tons;
- Bagged grain grew by 240,000 tons;
- Grain exports fell by nearly 1 million tons.

3. COMPARISON OF JOB IMPACTS

Exhibit VI-2 presents a comparison of the total impacts generated by both public and private terminals.

Table VI-2
Comparison of Direct Economic Impacts: 2000-2006
Public and Private Marine Facilities
(State of Texas)

	2006	2000	CHANGE
JOBS			
DIRECT	58,142	54,730	3,412
INDUCED	61,714	34,980	26,734
INDIRECT	79,127	53,203	25,924
TOTAL	198,983	142,913	56,070
PERSONAL INCOME (1,000)			
DIRECT	$2,833,500	$2,274,306	$559,194
RE-SPENDING/CONSUMPTION	$7,448,705	$2,813,771	$4,634,934
INDIRECT	$3,148,069	$2,124,843	$1,023,226
TOTAL	$13,430,274	$7,212,920	$6,217,354
DIRECT REVENUE (1,000)	$8,084,680	$6,872,322	$1,212,358
LOCAL PURCHASES (1,000)	$5,912,995	$3,992,811	$1,920,184
STATE AND LOCAL TAXES (1,000)	$1,262,446	$649,163	$613,283

Between 2000 and 2006, direct jobs increased by 3,412 jobs. As shown in Exhibit VI-3, the largest employment gains, about 1,200 jobs, were recorded with freight forwarders, reflecting the growth in containerized cargo and steel. Other large employment gains occurred with longshoremen and dockworkers, reflecting the growth in containerized cargo, steel and other breakbulk cargoes. Employment with port-dependent shippers/consignees, particularly those shipping and receiving liquid and dry bulk cargoes also increased. This growth in port-dependent shippers and consignees of liquid bulk cargoes corresponds to the more than 32 million ton increase in petroleum and liquid bulk cargo over the three year period. Other increases in direct jobs were recorded for jobs with marine construction and warehousing, reflecting the growth in containerized cargo and imported steel. Terminal jobs increased due to the growth in liquid bulk cargoes and steel. The largest job loss was due to the discontinuation of cruise operations at the Port of Houston.

Exhibit VI-3
Comparison of Direct Job Impacts

	2006	2000	CHANGE
SURFACE TRANSPORTATION			
RAIL	901	704	197
TRUCK	9,801	9,591	210
MARITIME SERVICES			
TERMINAL EMPLOYEES	3,995	3,437	558
ILA/DOCKWORKERS	2,404	1,565	839
TOWING	152	141	11
AGENTS	1,385	1,040	345
SURVEYORS	937	805	132
FORWARDERS	2,319	1,147	1,172
WAREHOUSEMEN	2,422	2,461	-39
GOVERNMENT	249	312	-63
MARITIME SERVICES	3,583	3,182	401
BARGE/BUNKERS/CHANDLERS	1,296	1,380	-84
CRUISE		325	-325
DEPENDENT SHIPPERS/CONSIGNEES	26,662	26,658	4
PORT OF HOUSTON AUTHORITY	553	482	71
BANKING/INSURNACE	1,480	1,500	-20
TOTAL	58,142	54,730	3,412

Totals may not add due to rounding

Exhibit VI-4
Comparison of Direct Jobs by Commodity

COMMODITY	DIRECT JOBS 2006	DIRECT JOBS 2000	CHANGE DIRECT JOBS
LIQUID BULK	33,153	32,338	815
CONTAINERS	7,687	5,120	2,567
STEEL	4,365	2,934	1,431
MISCELLANEOUS BREAKBULK	3,084	2,503	581
DRY BULK	2,265	2,005	260
AUTOS/RORO	1,115	1,906	-791
GRAIN	362	470	-108
FOREST PRODUCTS	354	251	103
NOT ALLOCATED	5,755	7,203	-1,448
TOTAL	58,142	54,730	3,412

Totals may not add due to rounding

On a commodity specific basis, the major employment gains were generated by the growth in containerized cargo and steel followed by growth in employment associated with liquid bulk (crude, petroleum products and chemicals) Also, growth in jobs with miscellaneous breakbulk cargoes was recorded and associated with the 2.8 million ton increase in breakbulk cargoes. The decline in jobs with autos and RoRo cargo reflects the allocation of a dependent shipper importing auto parts to

containerized cargo. In the 2000 study, these dependent consignees were assigned to the auto/RoRo commodity category. In fact the auto parts are moving in containers.

Induced jobs increased significantly due to the change in the multiplier, as described previously and as a result comparisons cannot be made with respect to induced jobs over the 2000-2006 period.

Indirect jobs increased by 25,924 jobs reflecting the growth of local purchases from $4 billion in 2000 to nearly $6 billion on 2006.

Related jobs increased significantly over time reflecting the growth in tonnage, particularly the growth in containerized cargo, breakbulk cargo and steel products.

4. COMPARISON OF REVENUE, INCOME AND TAX IMPACTS

Between 2000 and 2006, personal income grew by about $559.2 million, reflecting the growth in direct employment, as well as an increase in the average salary received by the direct employees from $41,560 to $48,730. Business revenue received by firms providing services at the marine terminals grew by $1.2 billion since 2000, reflecting the growth in tonnage.

State and local taxes generated by port activity nearly doubled over the 2000-2006 period, but this increase also reflects the change in the income multiplier, as described previously.

5. SUMMARY

The public and private marine terminals at the Port of Houston continue to be an economic engine for the Houston area, Harris County and the State of Texas. In the last six years the port activity has added 3,400 new direct jobs annually, and the salary of these job holders has increased from $41,560 to $48,730. The importance of the Port's public and private marine terminals to the State is underscored by the fact that the total value of the economic impact of the public and private marine terminals is measured at $117.6 billion and 785,049 jobs in the State of Texas are related to the marine activity at the public and private terminals along the Houston Ship Channel.

Harris County Hospital District

service FIRST

We will create a healthier community and be one of America's best community-owned healthcare systems.

P.O. BOX 66769, Houston, TX 77266-6769

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Office: 713-566-6403
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Date: **June 5, 2007**

TO: **Harris County Judge Ed Emmett**
Commissioner El Franco Lee
Commissioner Sylvia R. Garcia
Commissioner Steve Radack
Commissioner Jerry Eversole

FROM: **David S. Lopez**
President & CEO

SUBJECT: **Capital Projects Status Report**

Attached for your review is the Hospital District's Capital Projects status report. It provides you a summary of the key projects, completion time frames and funding sources.

Thank you for your continued interest and support of our patients and the Hospital District.

c: Board of Managers

We improve our community's health by delivering high quality health care to Harris County residents and by training the next generation of health professionals.

HARRIS COUNTY HOSPITAL DISTRICT
CAPITAL PROJECTS STATUS REPORT

SUMMARY

The first phase of the Hospital District's Capital Plan (Phase I) is comprised of two new Health Centers, a free standing building housing Radiation Therapy Services, Diagnostic Imaging and Specialty Clinics and the expansion of the Emergency Center at Lyndon Baines Johnson General Hospital (LBJGH). The total cost of this Phase I development is $150 million over the next five years.

COMMUNITY HEALTH CENTERS

The new Health Centers represent expansion of the Community Health Program (CHP) to the unserved Alief Community in the southwestern section of Harris County and the relocation and expansion of the Martin Luther King Health Center which serves the south central section of the county. Each clinic building is programmed to be approximately 60,000 square feet and house the following functions:

- Family Practice Clinics
- Minor Treatment Center
- Pediatrics Clinic
- Specialty Services
- Eye Clinic
- Dental Clinic
- Pharmacy
- Laboratory
- Diagnostic Imaging

The total project cost for each Clinic is estimated to be $14 million ($28 million for both Clinics) and built on land owned by the Hospital District. Ground breaking on both of these facilities will occur in November 2007 with completion expected by the first quarter of 2009.

On each Clinic site, a free standing 10,000 square foot Regional Eligibility Center will be constructed to provide registration and benefits services to Hospital District patients. Each Facility's estimated project cost is $2 million ($4 million total for both centers) and is to be constructed simultaneously with the Clinics.

DIAGNOSTIC/AMBULATORY/TREATMENT CENTER

The approximately 122,000 square foot free standing Radiation Therapy, Diagnostic Imaging and Specialty Clinic Facility is planned to be constructed on Hospital District owned land adjacent to the Hospital District's Administration Building on Holly Hall Street. This facility will provide outpatient services to Harris County residents that are currently being provided in the hospital where inpatient and outpatient services are shared. The separation of inpatient and outpatient services will reduce wait times for less critical imaging studies and therapy treatments and improve the standard of care for the Hospital District's patients. The Breast Center for Excellence, a state of the art women's clinic is to be incorporated in the program for the Diagnostic Imaging component of the building.

We improve our community's health by delivering high quality health care to Harris County residents and by training the next generation of health professionals.

The following Modalities are expected to be included within this facility:

- 3 CT Scanners
- 2 MRI's
- 8 Ultrasound Machines
- 2 Digital Fluoroscopy Rooms
- 4 Routine Digital X-Ray Rooms
- 6 Mammography Rooms
- 3 Linear Accelerators
- 1 PET Scanner Room
- 1 CT Simulator Room

The total project cost is estimated to be $83 million including a 1,000 car Parking Garage. The facility is estimated to be completed by the second quarter of 2010.

LYNDON B. JOHNSON GENERAL HOSPITAL EMERGENCY CENTER

The 30,000 square foot expansion of the Emergency Center at LBJGH has an estimated project cost of $28 million. The Emergency Center Expansion will represent the first of two expansion projects on the LBJGH campus. The redesigned Emergency Center will improve patient access to emergency services with "Fast Track Zones" for adults and children, increase the number of Exam/Treatment Rooms from 51 to 60, add state of the art Trauma Rooms, new Diagnostic imaging with CT Scan and Digital Radiology Rooms and improvement of patient privacy. The addition is estimated to be completed by the first quarter of 2009.

PROPERTY ACQUISITION

An integral component of our Phase I capital expansion program is the acquisition of the property adjacent to LBJ General Hospital. We anticipate that this will occur during this fiscal year.

FINANCING

Funding for Phase I capital projects ($150 million) will come from Bond Financing which will address our long term facility requirements. Working in concert with Mr. Edwin Harrison, Director, Harris County Office of Financial Services, we will re-structure our existing debt (Series 1990, Series 2000) and outstanding commercial paper. The restructuring of our existing debt wrapped around our new money debt will result in a debt service amortization schedule which matches the useful life of the assets the debt was used to acquire. Mr. Harrison and I presented this financing plan to the HCHD Board of Managers at their May 30, 2007 meeting. The plan was given the unanimous support of the Board. Mr. Harrison, my staff and I also met with Fitch Rating Agency Analyst on May 29, 2007. Fitch also gave us their support of our financing plan along with the hint that the HCHD will receive a very favorable rating. This approach provides the basis for growth in liquidity (cash) during the coming years. Our goal is to complete our financing plans during this fiscal year.

Harris County Hospital District

Introduction To Proposed 2007 Financing Program

May 31, 2007

First Southwest Company
Investment Bankers Since 1946

Banc of America Securities

Objectives For 2007 Financing Program

Structure HCHD's Overall Debt Position To:

- Achieve level debt service
- Better match asset / debt lives
- Grow liquidity
- Access capital when needed
- Minimize capital cost

Obtain Funding for HCHD's Phase I Facilities Program ($150MM)

Refinance / Repay Existing Debt (1990 Bonds, 2000 Bonds, CP Program) To:

- Avoid 2011-2016 debt service "spike"
- "Lock in" lower long-term interest rates
- Eliminate Debt Service Reserve Fund
- Update borrowing documents

Discuss Bond Rating Upgrade with Moody's; Explore Obtaining Rating From Fitch

Take Advantage Of Current Low Interest-rate Environment

- Market bond issue sooner rather than later

Consider Use Of Variable-Rate Debt As Part Of Financing Program

Overview Of Existing Debt

	Outstanding (3/1/2007) (000's)	Remaining Average Coupon	Remaining Average Life	Final Maturity	Call Date
1990 Bonds	$27,590	7.40%	2.0 yrs.	2/15/2010	Noncallable
2000 Bonds	100,080	5.94%	6.2 yrs.	2/15/2016	8/15/2010
Commercial Paper Program	24,251	Variable *	N/A	N/A	Anytime
	$151,921				

* *Average rate in FY 2007 was 3.55%.*

Very Short Average Life By Healthcare Standards

- Existing 5-year average life will impede efforts to strengthen balance sheet

In Fiscal 2011 Annual Debt Service On HCHD's Bonds Spikes From $16MM Currently To $21.9MM

- Net cash flow requirements further increased by 2010 expiration of high-rate GIC

Desirable To Refinance HCHD's Existing Debt For Lower Cost And Greater Flexibility

But 2000 Bonds Cannot Be Refunded With Tax-Exempt Bonds Due To Tax-Law Restrictions

Refinancing Approach

Taxable / Tax-Exempt Bonds Used To Refinance 2000 Bonds

- Taxable variable-rate until February, 2010
- Can be converted to tax-exempt rates in 2010
- Option to "lock in" 2010 tax-exempt rates

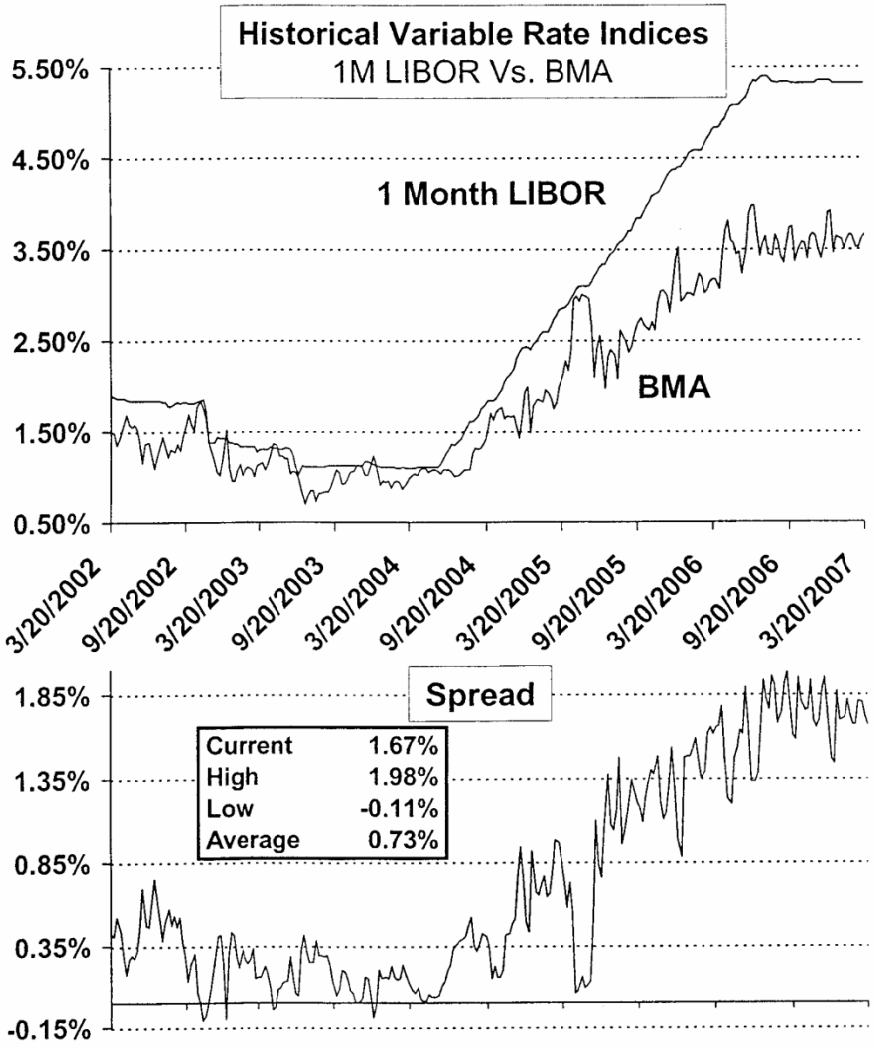
Existing Reserve Fund Investment Used To Refund Series 1990 Bonds

Commercial Paper Refinancing As Part Of 2007 Financing

Sources & Uses Of Funds

	($ Millions)		
	Taxable / Tax-Exempt Refunding *	Tax-Exempt Bonds	Total
Sources			
Proceeds From Bond Issues	$97.2	$187.8	$285.0
Trustee Funds	9.2	-	9.2
Total Sources	$106.4	$187.8	$294.2
Uses			
Phase I	-	$150.0	$150.0
Land Purchase	-	8.0	8.0
Commercial Paper Refinancing	-	24.3	24.3
Series 2000 Refunding	$103.6	-	103.6
Bond Insurance	1.7	3.4	5.1
Issuance Cost	2.1	2.1	4.2
Total Uses	$106.4	$187.8	$294.2

The Case For Variable-Rate Debt
Spread Between Taxable And Tax-Exempt Variable Rates



Sources: The Securities Industry And Financial Markets Assn.
The British Bankers Assn.

Spread Between Taxable And Tax-Exempt Variable Rates Is Relevant To HCHD

- HCHD investments are predominantly in short-duration, fixed income instruments
- Spread measures "arbitrage potential" for HCHD (i.e., amount by which variable investment rates exceed variable interest costs)

Taxable / Tax-Exempt Spread Has Increased Significantly Since 2003

- Taxable rates have increased more significantly than tax-exempt rates
- Current 167 basis point spread is still lower than average by broader historical standards

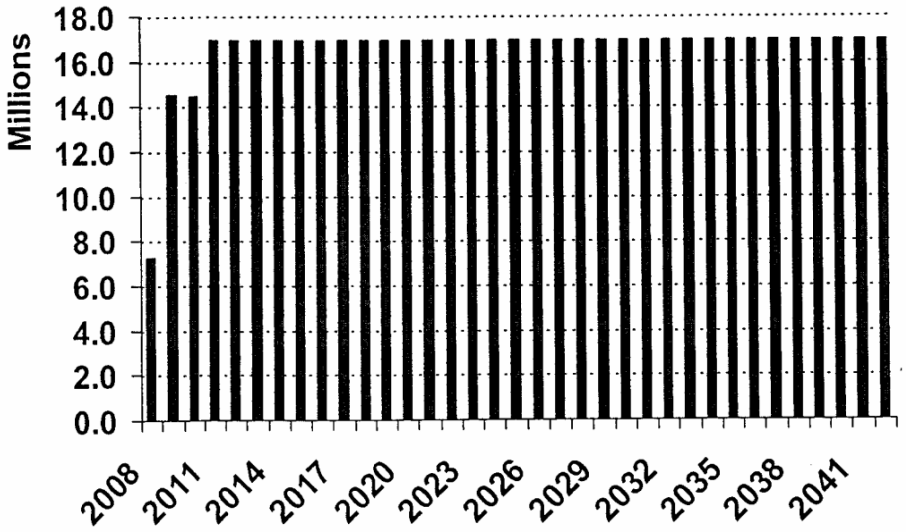
A Future General Increase In Interest Rates Would Be Likely To Increase Taxable / Tax-Exempt Spread Levels

Variable Rate Pros And Cons For HCHD

Pros	Cons
Very effective asset/liability hedge given HCHD's • Can "lock in" arbitrage spread	**Small current differential between fixed and variable-rate debt** • Small incentive for taking interest rate risk
Over time, can generally be expected to result in a lower (though more volatile) cost	**Fixed rates remain near record lows** • May be an appropriate time to stay near low end of HCHD's variable rate target range
With only 16% of current debt variable, HCHD has limited exposure	
	HCHD can incorporate more variable rate debt into its Phase II financing if fixed rates have increased

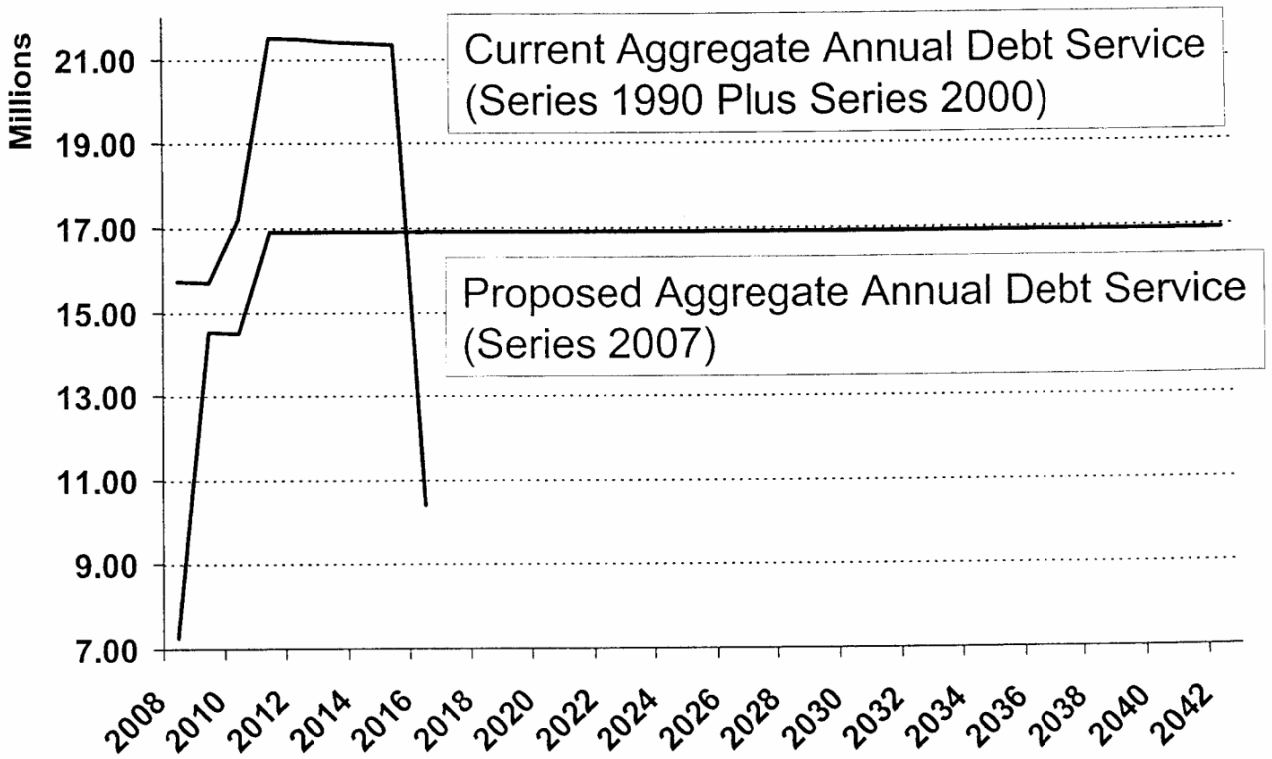
Possible Strategy: **Increase HCHD's Overall Variable Rate Debt Level To Match Its "Core" (Non-Seasonal) Liquidity Level As Part of Phase I Financing**

Debt Service Schedule



- 35 Year Final Maturity
- No Principal Payments In First 3 Years
- Level Annual Debt Service After Year 3

Comparative Debt Service Schedules



Key Leverage Statistics

	FY 2006	FY 2007 *	Pro-Forma FY 2007 *	S&P ** "A" Rated Median
Long Term Debt (000)	$135,778	$128,046	$285,065	
Debt - To - Capitalization	21.4%	18.7%	33.8%	35.8%
Cash -To - Debt	287.0%	283.8%	127.5%	120.0%
Max. Annual Debt Service (000)	$21,942	$21,942	$16,900	
Funds Avail. For Debt Service (000)	$109,549	$126,360	$126,360	
Max. Ann. Debt Service Coverage	4.99x	5.76x	7.48x	4.30x

* ***Based on FY 2007 Pre-Audit***

** ***Published by Standard & Poor's on 3/26/2007, based on 2006 financial results***

Summary

HCHD's 2007 Financing Program Enables It To:

- Fund Phase I facilities program
- "Stretch out" existing debt service to avoid debt service "spike"

To Comply With Tax Regulations, Existing Series 2000 Bonds Must Be Refinanced With Taxable Debt That Converts To Tax-Exempt In 2010

HCHD's 2007 Bond Issue Would Be Well Within Its Prudent Debt Capacity

- Total financing of $297 million with 35-year amortization
- Compares favorably with rating agency medians
- Provides basis for HCHD to build its liquidity in coming years

Rating Agency Discussions

Harris County Hospital District

May 30, 2007

Participants

■ David Lopez	President/CEO
■ George Masi	Chief Operating Officer
■ Gwen Huskey	VP - Controller
■ Mike Norby	VP - Financial Services
■ Gordon Howie	Managing Partner, Bank of America Securities
■ Chris Janning	Senior Vice President First Southwest Company

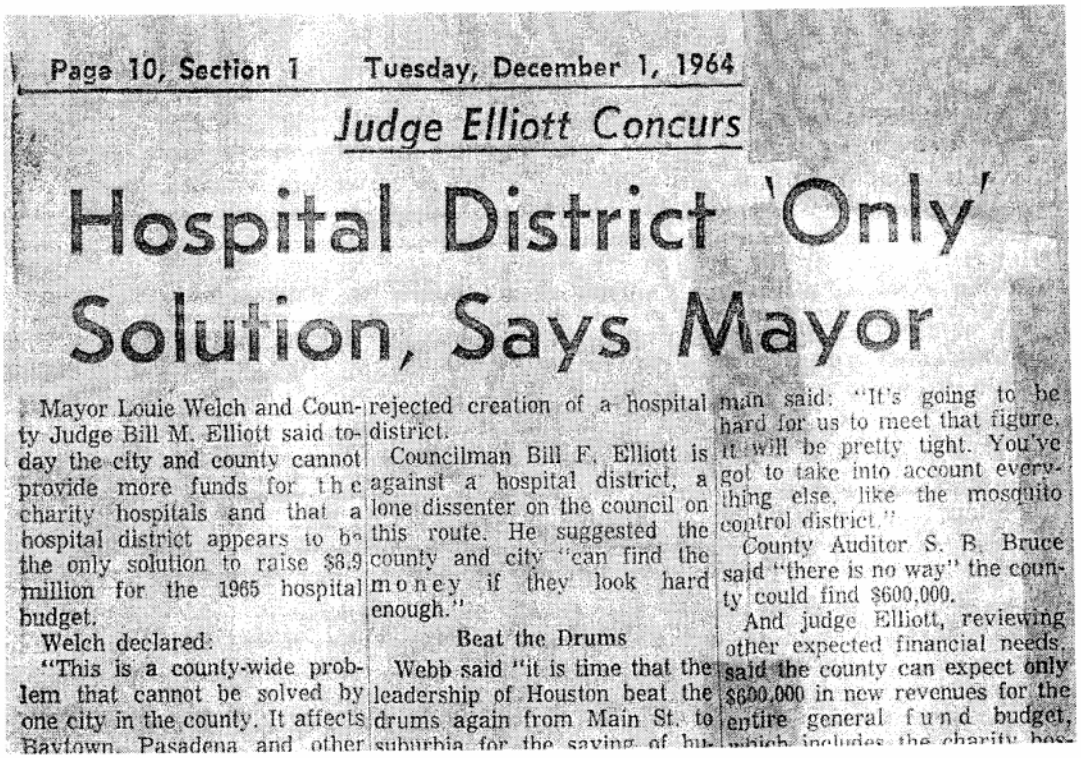
Section I: Overview

Mission and Vision

- We improve our community's health by delivering high quality health care to Harris County residents and by training the next generation of health professionals.

- We will create a healthier community and be one of America's best community-owned healthcare systems.

HCHD History



Page 10, Section 1 Tuesday, December 1, 1964

Judge Elliott Concurs

Hospital District 'Only' Solution, Says Mayor

Mayor Louie Welch and County Judge Bill M. Elliott said today the city and county cannot provide more funds for the charity hospitals and that a hospital district appears to be the only solution to raise $8.9 million for the 1965 hospital budget.

Welch declared:

"This is a county-wide problem that cannot be solved by one city in the county. It affects Baytown, Pasadena and other

rejected creation of a hospital district.

Councilman Bill F. Elliott is against a hospital district, a lone dissenter on the council on this route. He suggested the county and city "can find the money if they look hard enough."

Beat the Drums

Webb said "it is time that the leadership of Houston beat the drums again from Main St. to suburbia for the saving of hu-

man said: "It's going to be hard for us to meet that figure. It will be pretty tight. You've got to take into account everything else, like the mosquito control district."

County Auditor S. B. Bruce said "there is no way" the county could find $600,000.

And judge Elliott, reviewing other expected financial needs, said the county can expect only $600,000 in new revenues for the entire general fund budget, which includes the charity hos-

Milestones

1888: A health care charity unit is established in Houston at the St. Joseph Infirmary.

1919: The U.S. Army donates buildings previously used during World War I to the county.

1924: The 150-bed Jefferson Davis Hospital is built at 1101 Elder Street.

1938: A new Jefferson Davis Hospital is constructed on the south bank of Buffalo Bayou on Allen Parkway.

1949: Baylor College of Medicine agrees to provide medical services to Jeff Davis Hospital.

Milestones

1963: Ben Taub General Hospital opens.

1965: The hospital district is created by voter referendum.

1966: The Community Health Program is created to provide non-emergency primary care close to patients' homes.

1983: Quentin Mease Community Hospital opens.

1989: Thomas Street Health Center and Lyndon B. Johnson General Hospital open within the same year.

1990: The new Ben Taub General Hospital opens adjacent to its namesake hospital.

HCHD At-A-Glance

- Tax-supported "safety-net" provider for nation's 3rd most populous county
- 5th largest public metropolitan health system in the nation
- Primary teaching hospitals and clinics for:
  - Baylor College of Medicine
  - The University of Texas Health Science Center at Houston
- One of Houston and Harris County's largest employers
- Named Most Improved in the Modern Health Care Most Wired in 2006

Who We Serve

The same people you interact with every day –

- Serve your dinner
- Take care of your children
- Landscape your lawn
- Handle your dry cleaning
- Own small businesses
- Provide independent consulting services
- Build our homes, roads and bridges
- Move our goods from port to market, and
- Make our community a vibrant, better place every day

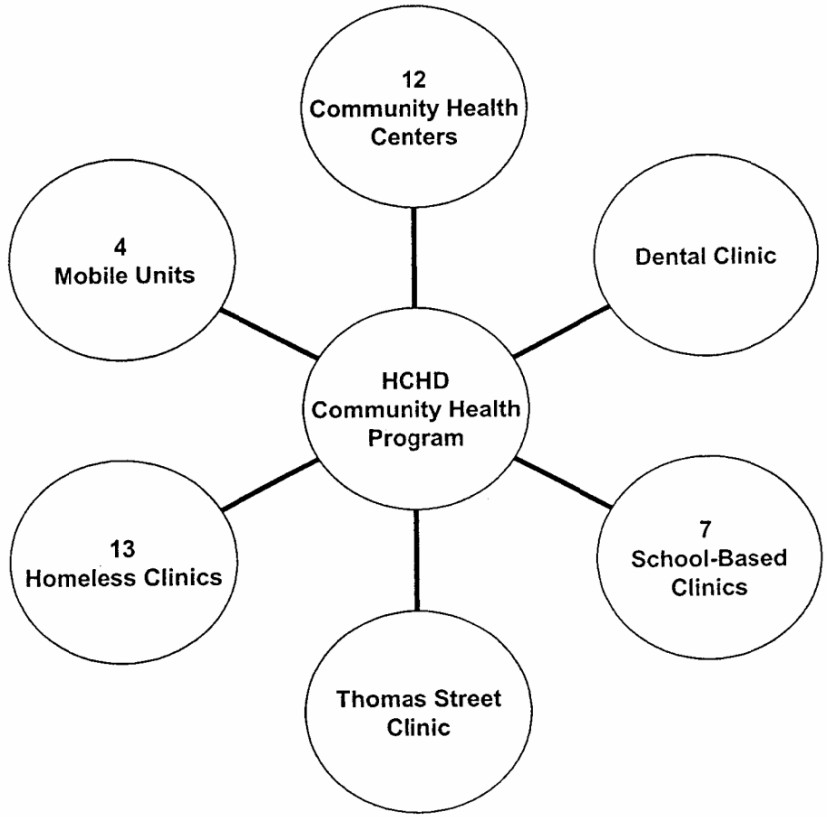
Who We Serve

- Texas leads the nation in number of uninsured (5.6 million)
- Harris County is #1 among Texas counties in number of uninsured
- 1.2 – 1.5 million Harris County residents are uninsured or underinsured
- Middle class is fastest growing segment of uninsured
- 79% of uninsured adults are part of the workforce or have 1 or more working family members

Patient Care & Teaching Facilities

- Ben Taub General Hospital
- Lyndon B. Johnson General Hospital
- Quentin Mease Community Hospital
- Community Health Program

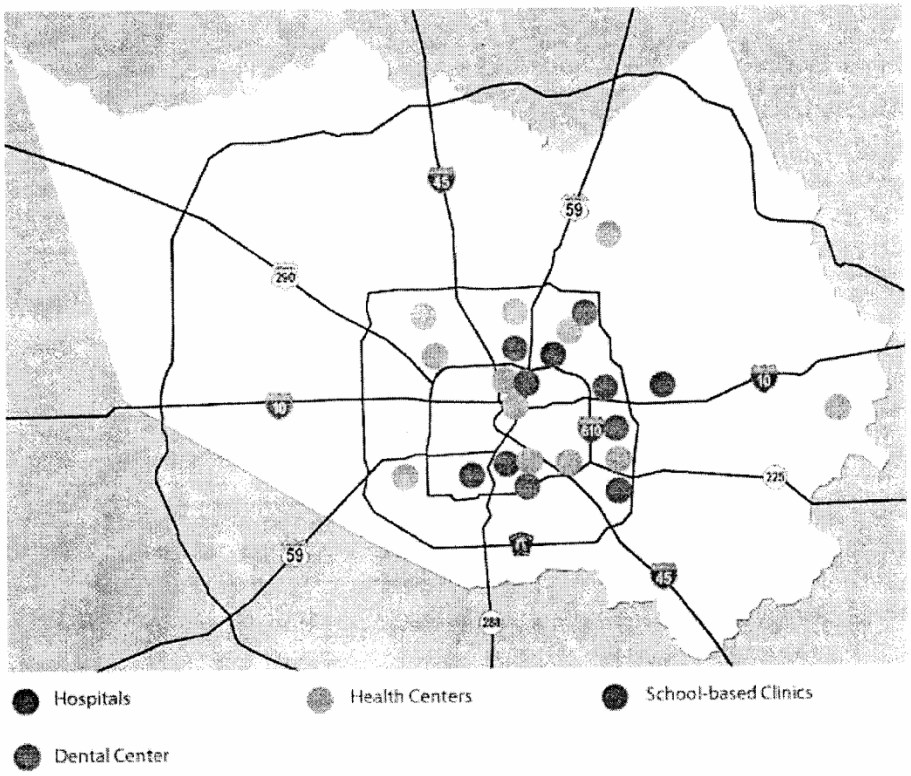
Community Health Program



Centers of Excellence

- Trauma
- HIV/AIDS
- Physical Medicine & Rehab
- Women & Infant Services
- Community Health
- Geriatrics
- Cardiology

Our Facilities

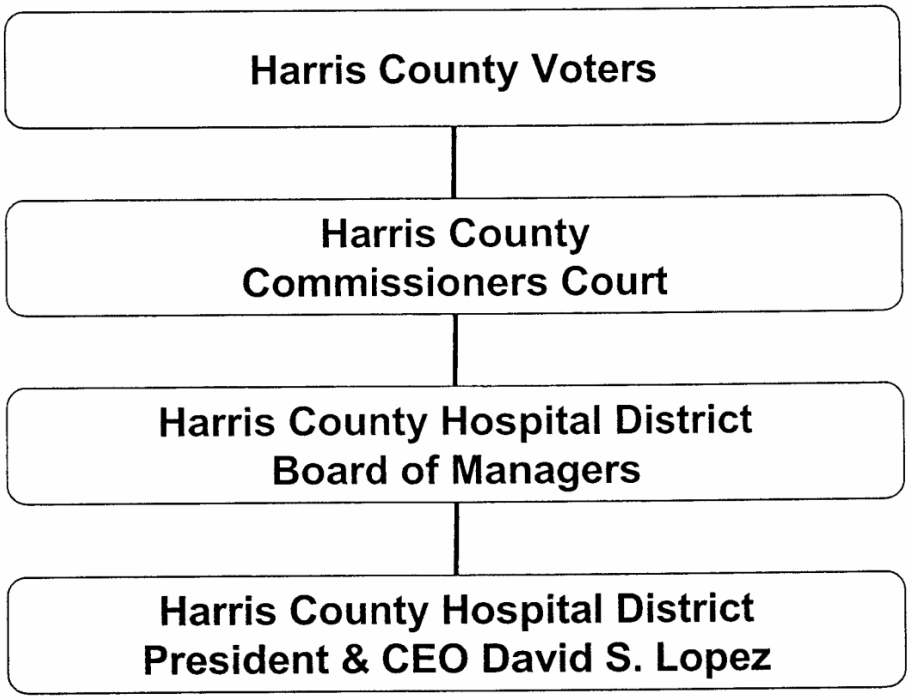


HCHD Response: Hurricanes Katrina & Rita

- Katrina evacuees generated 271 inpatient admissions and 24,060 emergency center and outpatient visits through the end of August, 2006
- Estimated cost of care for Katrina evacuees was $5.4 million. 33% of these costs have been reimbursed.
- Rita evacuees generated 15 inpatient admissions and 820 outpatient visits for an estimated cost of $304,400. About 21% of these costs have been reimbursed.

Section II: Governance and Management

Governance


Harris County Voters
Harris County
Commissioners Court
Harris County Hospital District
Board of Managers
Harris County Hospital District
President & CEO David S. Lopez

Role of Harris County Commissioners Court

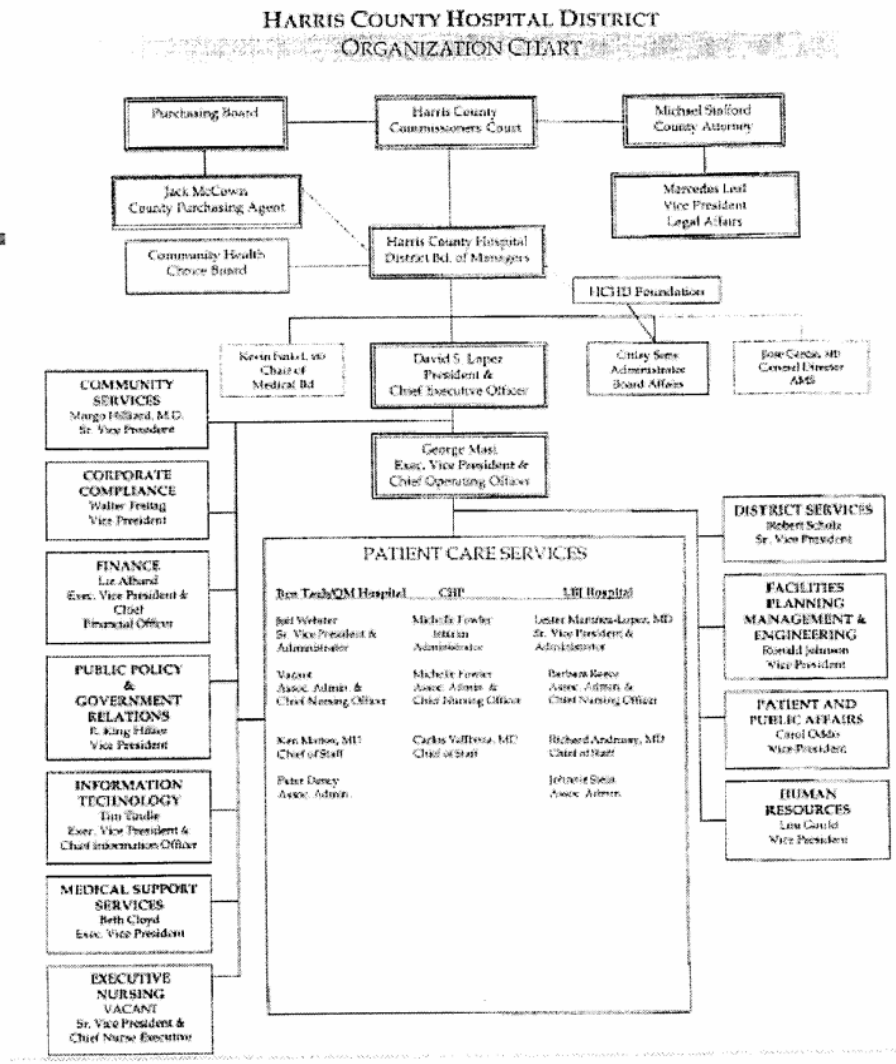
- Five member court elected by Harris County residents
- Harris County Commissioners Court responsibilities include:
  - Harris County
  - Harris County Hospital District
  - Harris County Flood Control
  - Houston Port Authority
- Governance
  - Appoints HCHD Board of Managers
  - Approves Annual Capital & Operating Budget
  - Approves Incurrence of debt
  - Sets Property Tax Rate
- Tax Support
  - Taxes of $422 million comprise 46% of HCHD revenues (Tax rate of $0.19 per $100 of property value)

Fiscal Role of HCHD Board of Managers

- Approve the annual operating & capital budget
- Review of financial performance
- Establish sound fiscal, compliance, and audit standards
- Insure financial strength and stability
- Allocation of human and financial resources
- Involvement in long-range capital plan development

HCHD Management Responsibilities

- Develop, recommend and implement policies & procedures related to:
  - Patient quality
  - Regulatory and audit compliance
  - Human resource matters
  - Purchasing
  - Short & long-term operating, capital and financial plans
- Formulate strategies for long-term success of HCHD
- Advocate for local, state and federal funding for patient care


HARRIS COUNTY HOSPITAL DISTRICT
ORGANIZATION CHART
Purchasing Board
Harris County Commissioners Court
Michael Stafford County Attorney
Jack McCown County Purchasing Agent
Marcedes Leal Vice President Legal Affairs
Community Health Choice Board
Harris County Hospital District Bd. of Managers
HCHD Foundation
David S. Lopez President & Chief Executive Officer
George Mast Exec. Vice President & Chief Operating Officer
COMMUNITY SERVICES
CORPORATE COMPLIANCE
Walter Freitag Vice President
FINANCE
Liz Albarel Exec. Vice President & Chief Financial Officer
PUBLIC POLICY & GOVERNMENT RELATIONS
INFORMATION TECHNOLOGY
Tim Tindle Exec. Vice President & Chief Information Officer
MEDICAL SUPPORT SERVICES
Beth Cloyd Exec. Vice President
EXECUTIVE NURSING
VACANT
Sr. Vice President & Chief Nurse Executive
PATIENT CARE SERVICES
DISTRICT SERVICES
Robert Schultz Sr. Vice President
FACILITIES PLANNING MANAGEMENT & ENGINEERING
Ronald Johnson Vice President
PATIENT AND PUBLIC AFFAIRS
Carol Oddo Vice President
HUMAN RESOURCES
Lou Gould Vice President

Related Organizations – HCHD Foundation

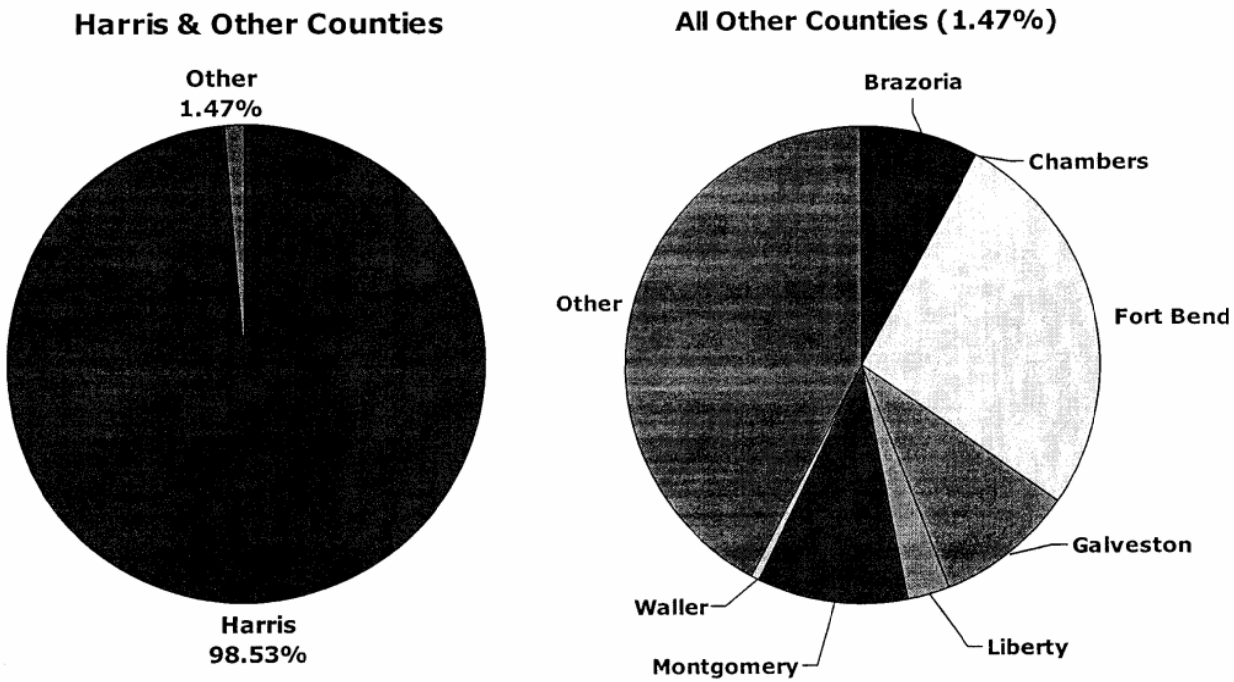
- 501(c)(3) non-profit corporation
- Chartered in 1992
- Raises endowment funds and works with the governing board to raise the awareness of indigent health care needs in our community
- Operates solely for the exclusive benefit of the Hospital District

Related Organizations – Community Health Choice, Inc.

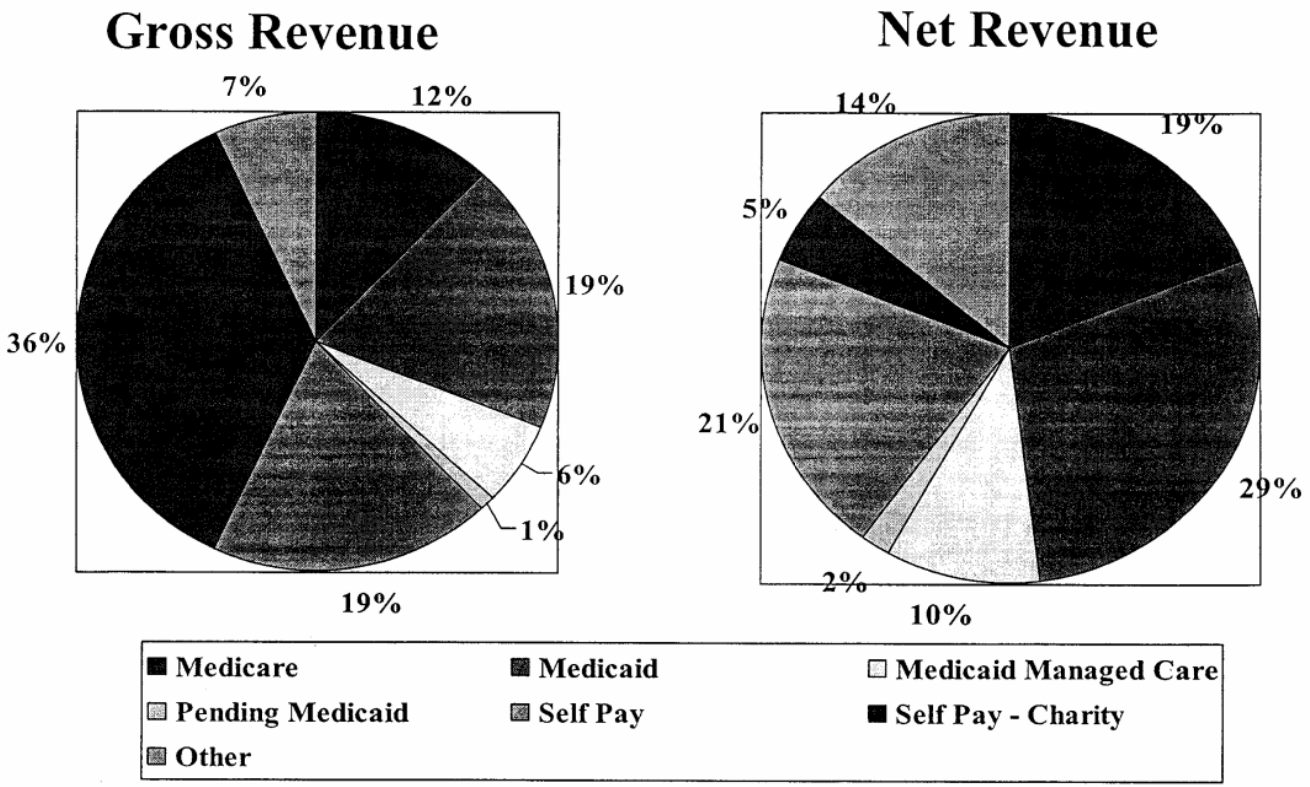
- A 110,000 Member Medicaid HMO owned and operated by HCHD. CHCI contracts with many providers in the greater Houston MSA to provide care for its members
- Based on revenues, HCHD receives 0.57% of its patient revenue from CHCI.

Section III: Patient Utilization

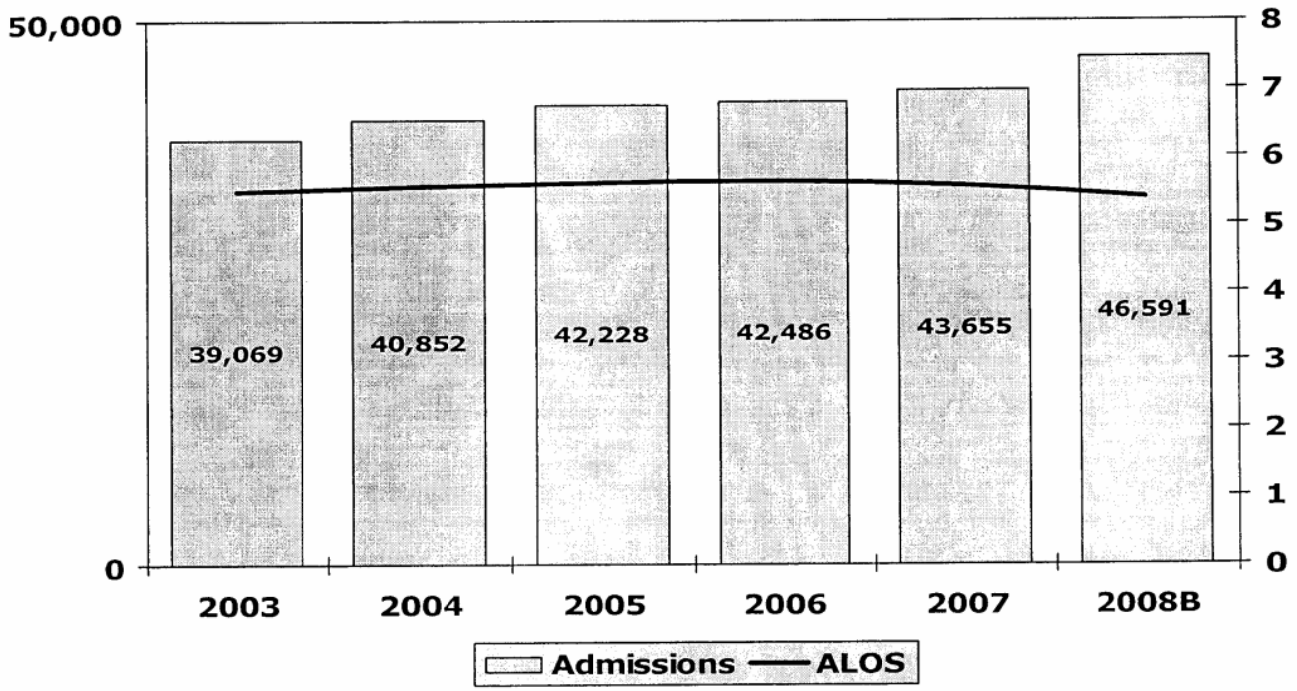
FY 2007 Patient Origin - by County



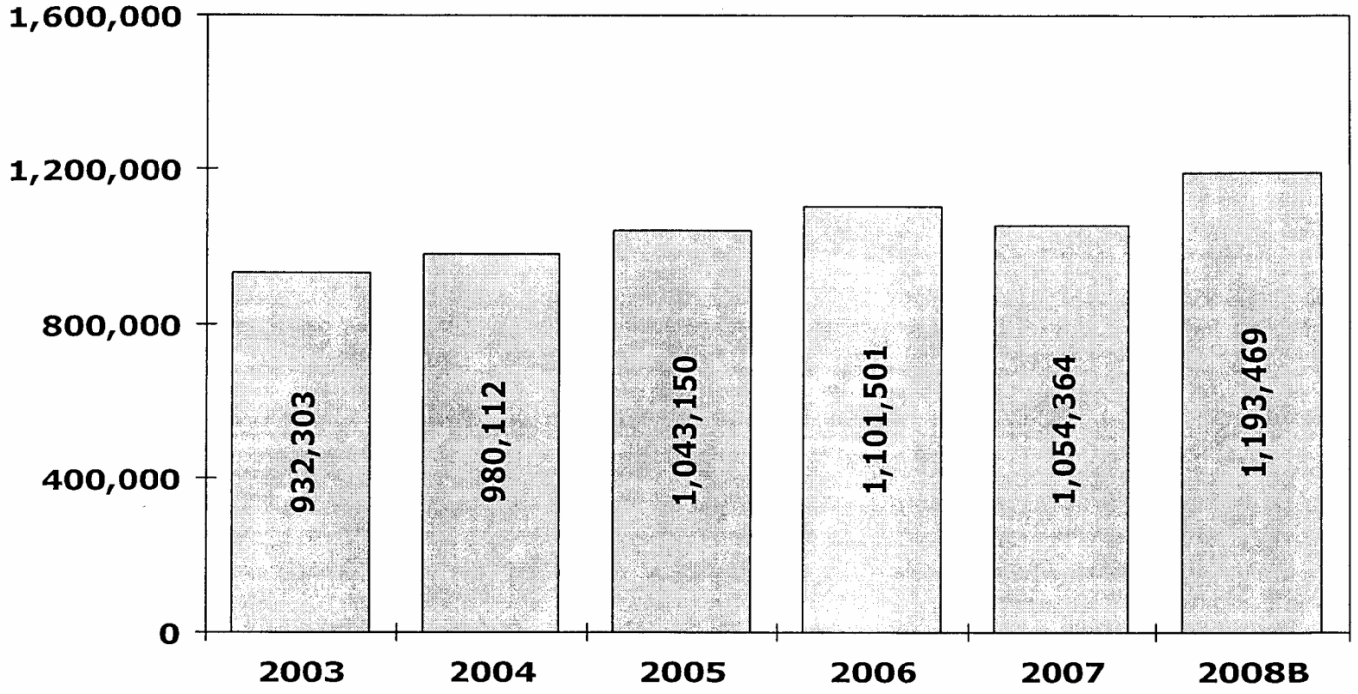
Payor Mix - Gross and Net Patient Revenue



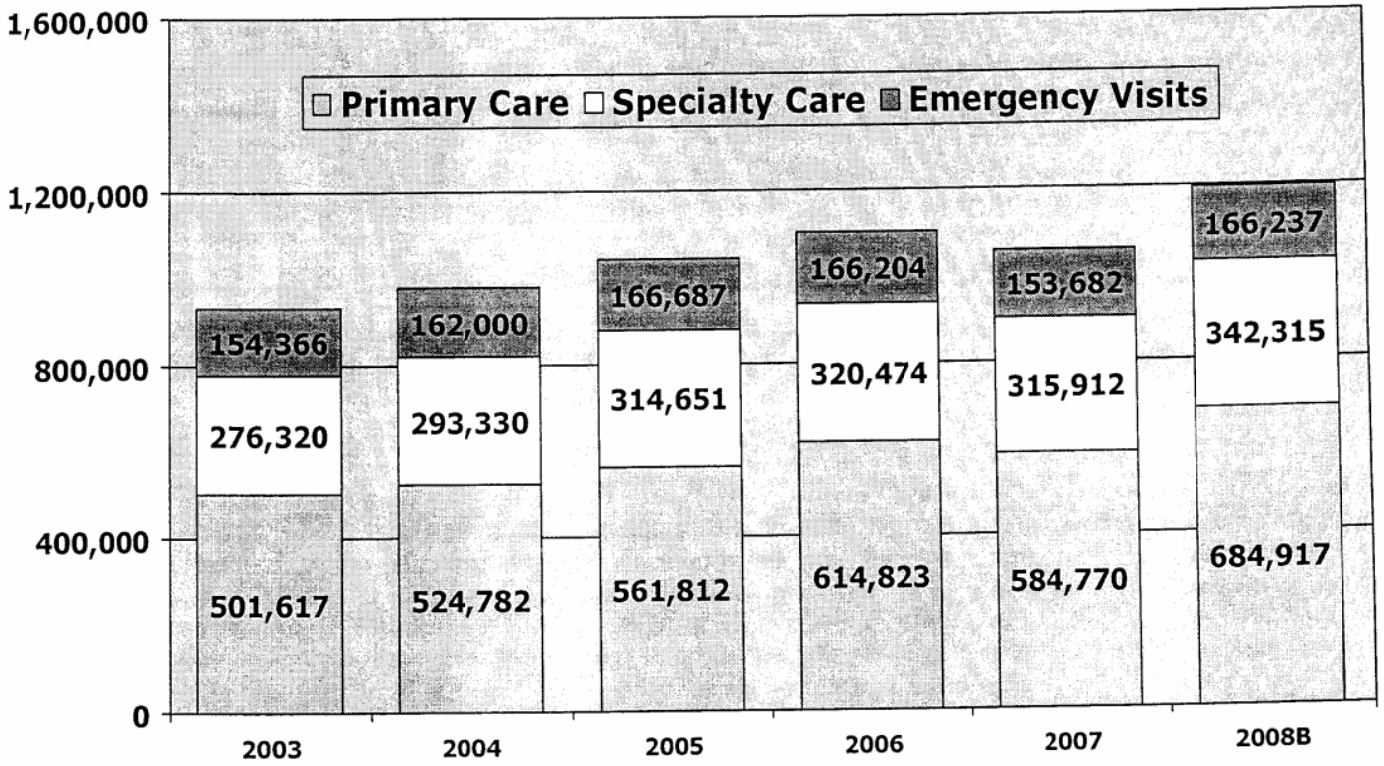
Serving Nearly 700 Inpatients a Day



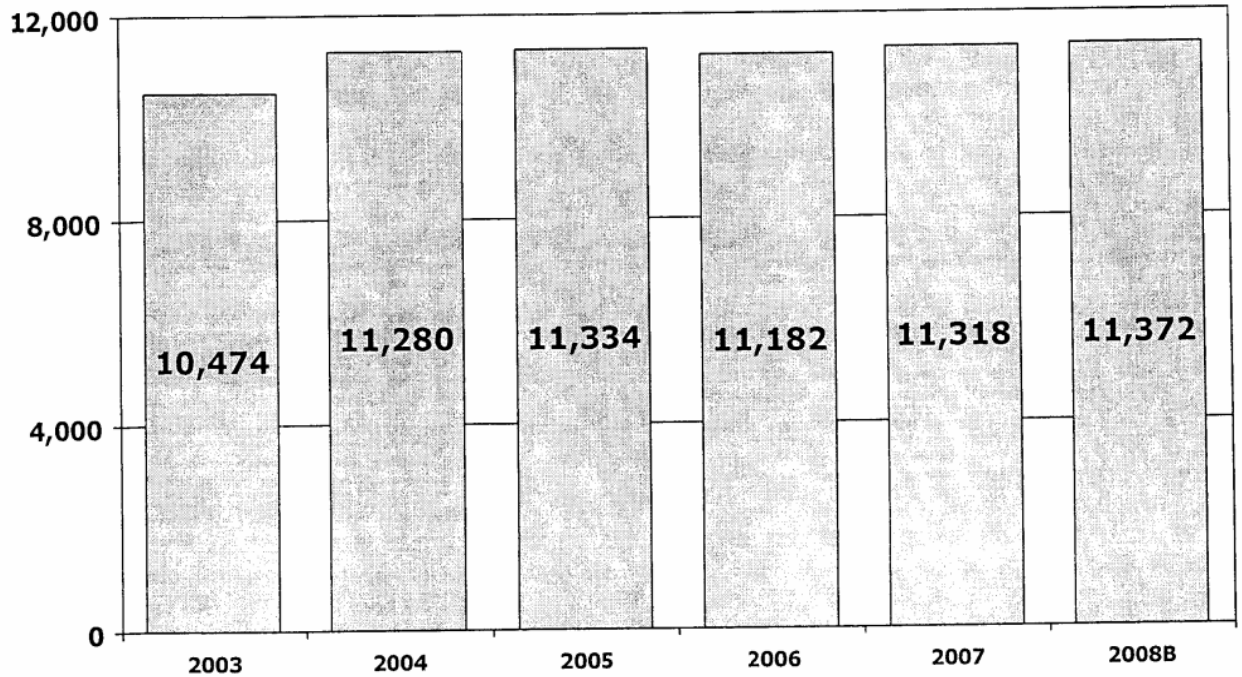
Serving Over 3,000 Outpatients Every Day



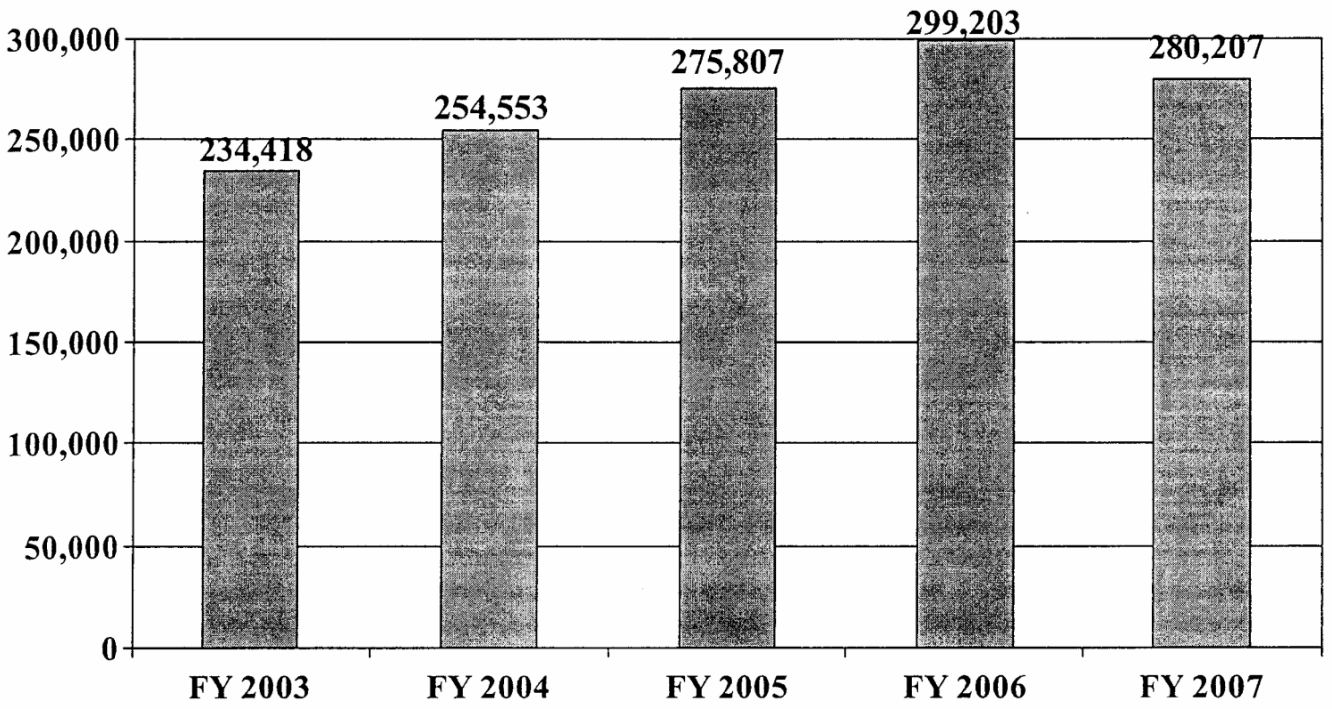
HCHD Outpatient Activity



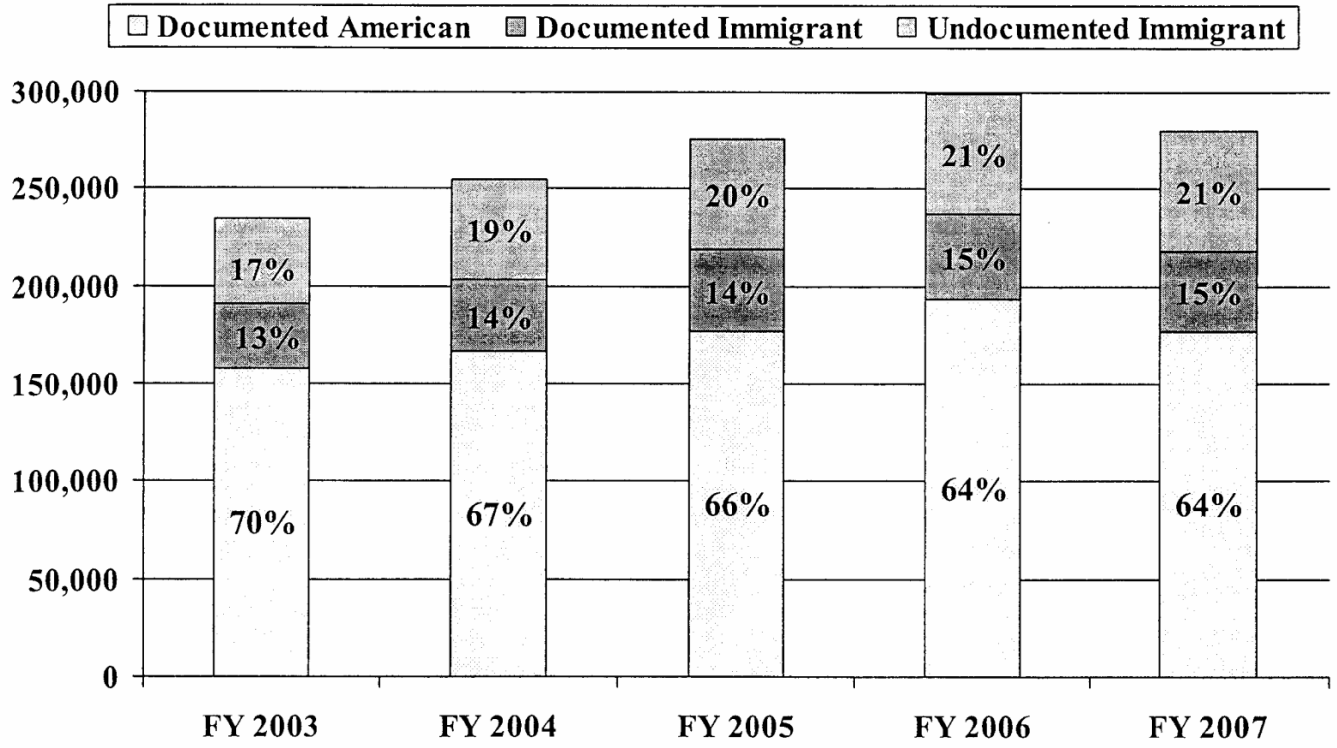
HCHD Delivers Over 15% of Harris County Births



Trends in Unduplicated Patients



Trends in Unduplicated Patients



Section IV: Financial Performance

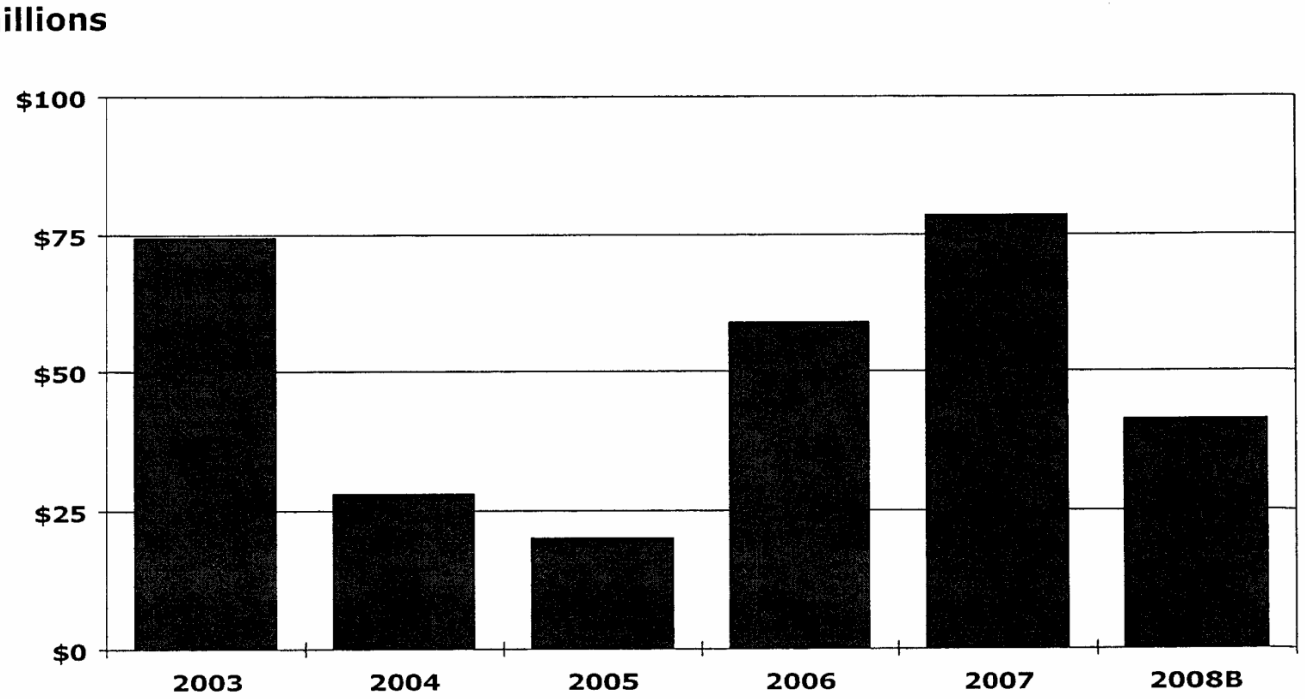
Summary Income Statements

	Actual FY03	Actual FY04	Actual FY05	Actual FY06	Actual FY07	Budget FY 08
1. GROSS PATIENT REVENUE	$ 951,653	$ 1,135,811	$ 1,412,569	$ 1,474,547	$ 1,647,862	$ 2,045,238
2. CHARITY CARE	(391,930)	(505,897)	(656,312)	(702,222)	(768,809)	(982,576)
3. OTHER DEDUCTIONS	(336,937)	(385,722)	(508,541)	(513,780)	(613,174)	(756,753)
4. NET PATIENT REVENUE	$ 222,786	$ 244,192	$ 247,716	$ 258,545	$ 265,879	$ 305,909
5. NET TAX REVENUES	$ 330,140	$ 346,018	$ 364,592	$ 383,533	$ 421,772	$ 419,260
6. DISPRO SHARE III / UPL	99,245	110,769	159,189	169,119	179,902	186,100
7. TOBACCO REVENUE	4,592	5,012	6,317	10,298	14,832	14,832
8. INVESTMENT INCOME	11,399	4,827	3,517	8,967	16,604	18,740
9. OTHER REVENUE	10,250	8,083	14,230	16,091	19,928	20,807
10. TOTAL OPERATING REVENUE	$ 455,626	$ 474,709	$ 547,845	$ 588,008	$ 653,038	$ 659,739
11. TOTAL DISTRICT REVENUE	$ 678,412	$ 718,901	$ 795,561	$ 846,553	$ 918,917	$ 965,649
12. TOTAL COMPENSATION	$ 315,520	$ 368,510	$ 414,771	$ 420,530	$ 451,638	$ 499,508
13. TOTAL SUPPLIES	105,384	121,754	142,764	139,472	141,302	156,684
14. PHYSICIAN SERVICES	88,714	97,650	105,982	113,355	118,155	120,875
15. OTHER SERVICES	58,535	64,058	71,700	72,638	87,386	107,662
16. DEPRECIATION	24,246	27,848	29,511	30,985	31,898	29,780
17. INTEREST EXPENSE	11,669	11,221	10,786	10,572	10,194	9,901
18. TOTAL EXPENSES	$ 604,068	$ 691,041	$ 775,514	$ 787,552	$ 840,573	$ 924,410
19. GAIN (LOSS) - OPERATIONS	$ 74,344	$ 27,860	$ 20,047	$ 59,001	$ 78,344	$ 41,239

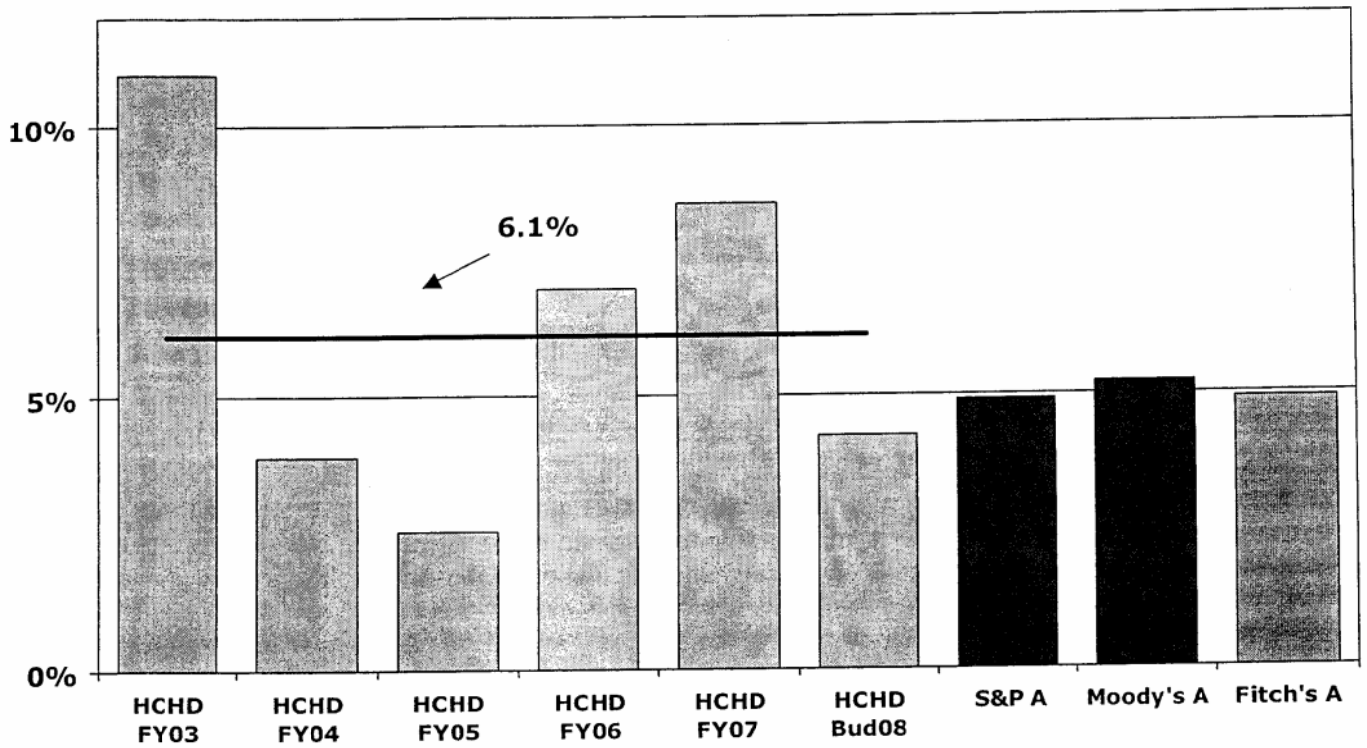
Operating Results

- Fiscal 2007 Results Included Favorable Adjustments To Revenue
  - Property taxes were $25 million greater than budget
  - DSH / UPL revenues were $19 million greater than budget
- Budgeted Fiscal 2008 Income Of $41 Million More Normal "Run Rate"
- Organizational Focus On Maintaining Margins And Increasing Liquidity

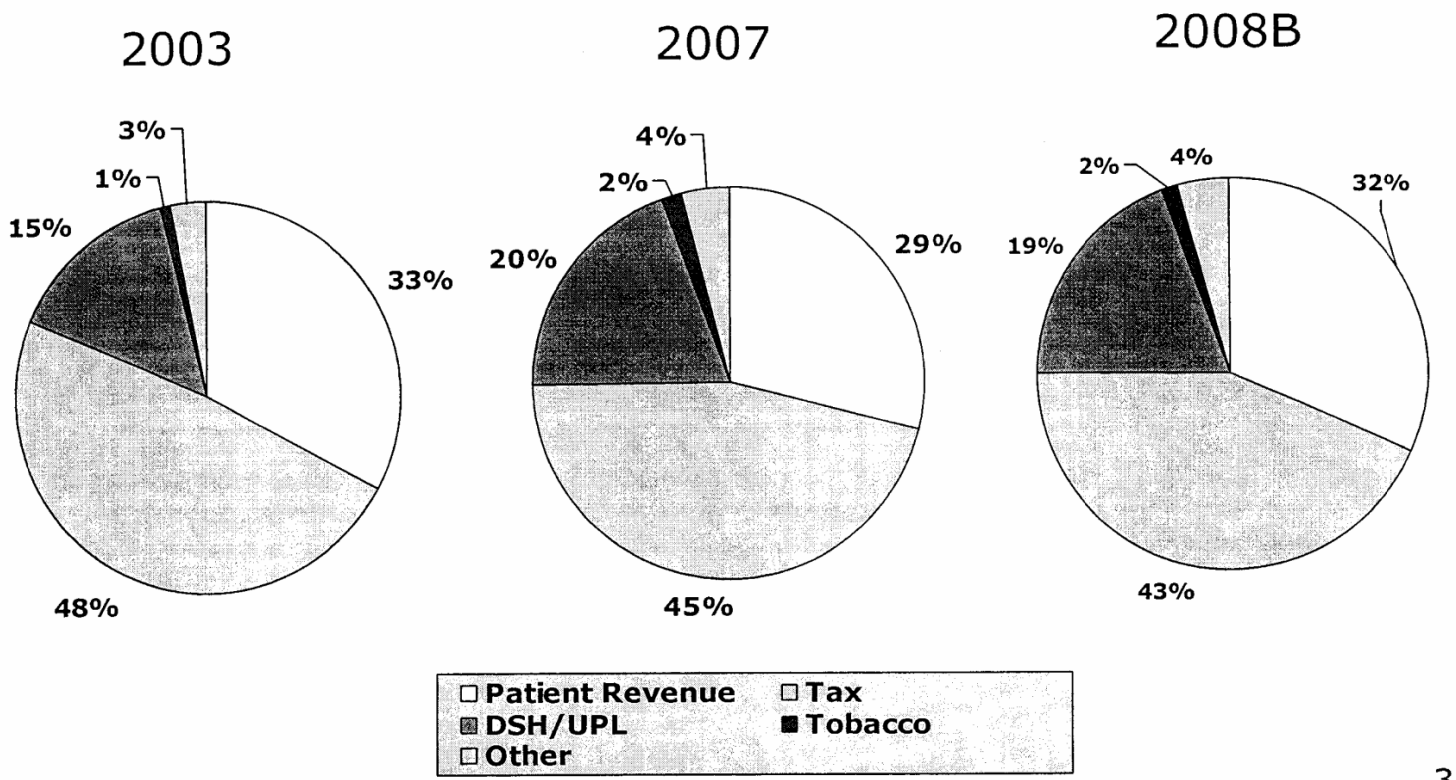
Continued Bottom-Line Improvement



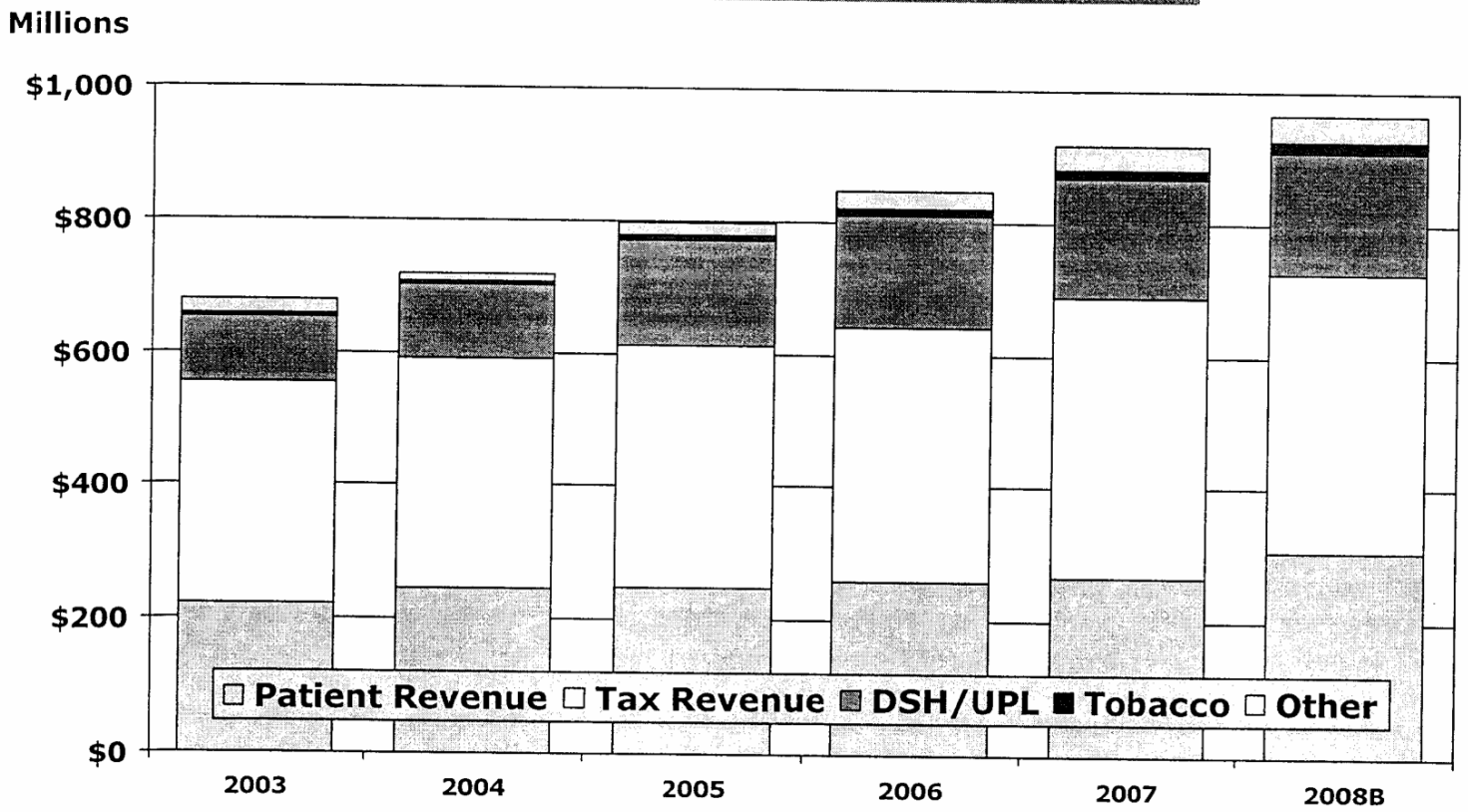
Total Margin



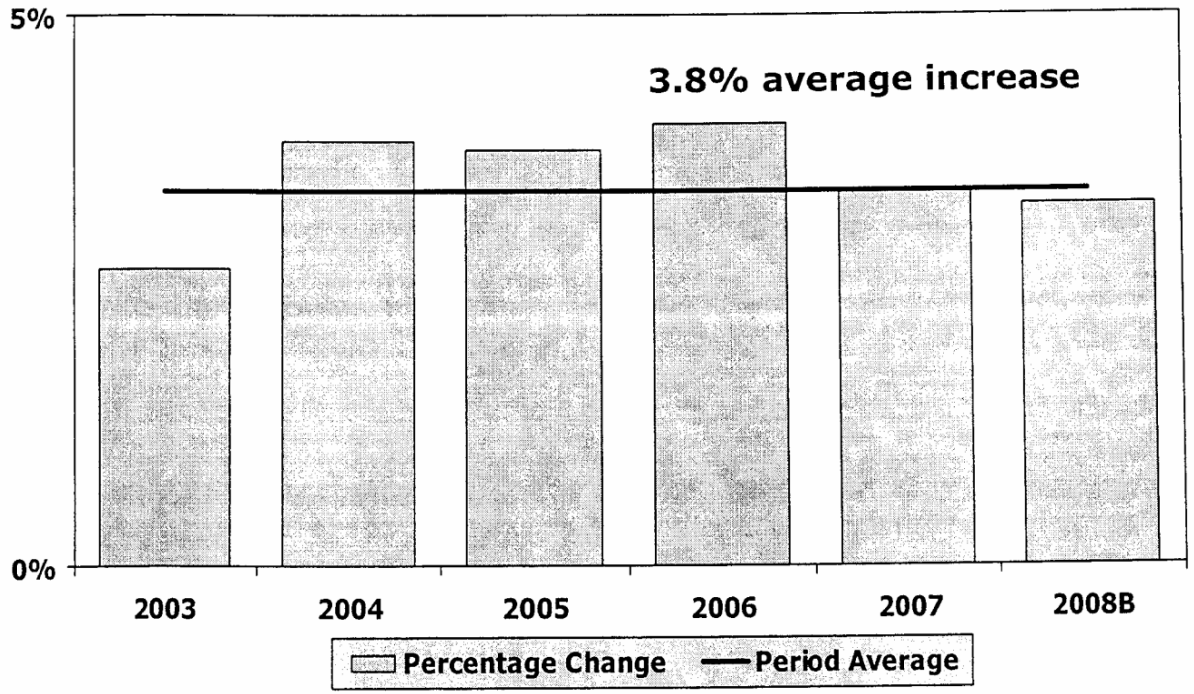
District Revenue for 2003, 2007 and Budget 2008



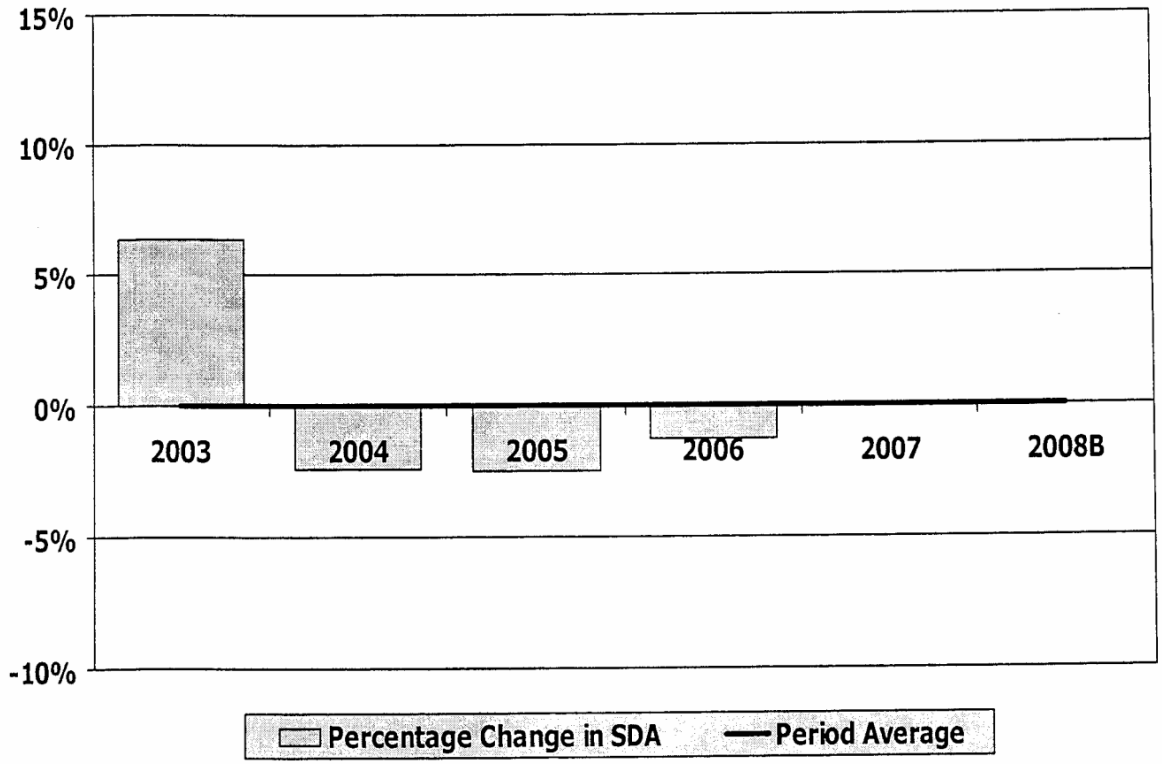
Total Revenues



Medicare Inpatient Reimbursement

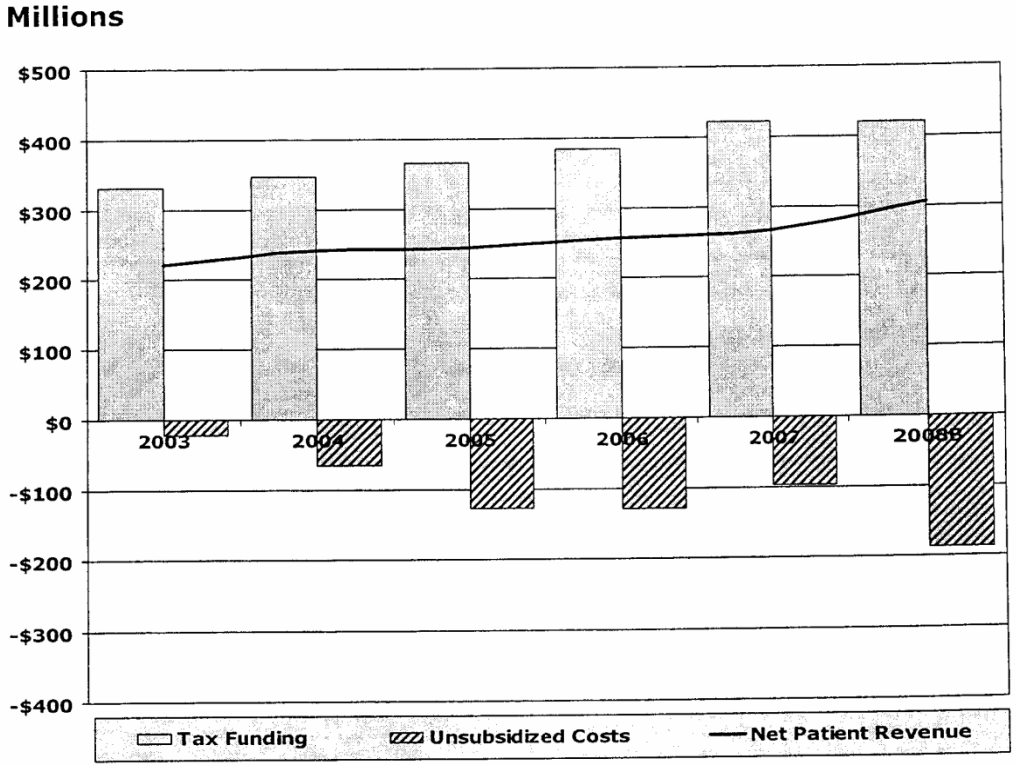


Medicaid Inpatient Reimbursement



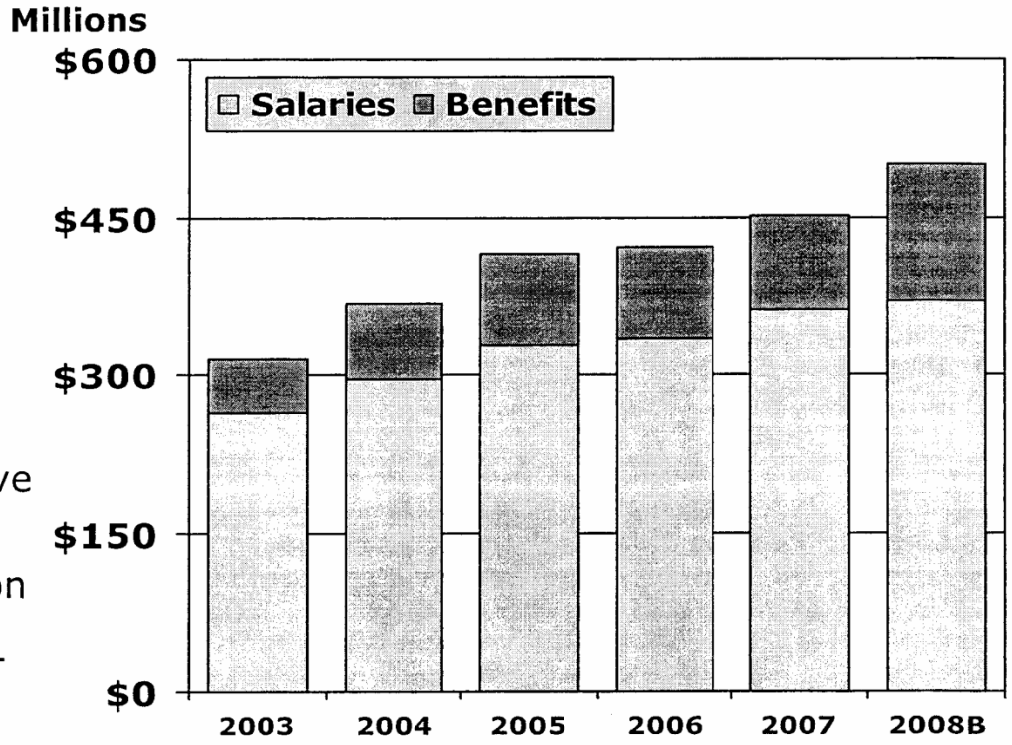
Tax Support of Uninsured

- Tax Revenues have increased since late 90's.
- Indigent and uninsured costs greater than tax subsidy provided.
- More patients qualify for charity or are self pay.

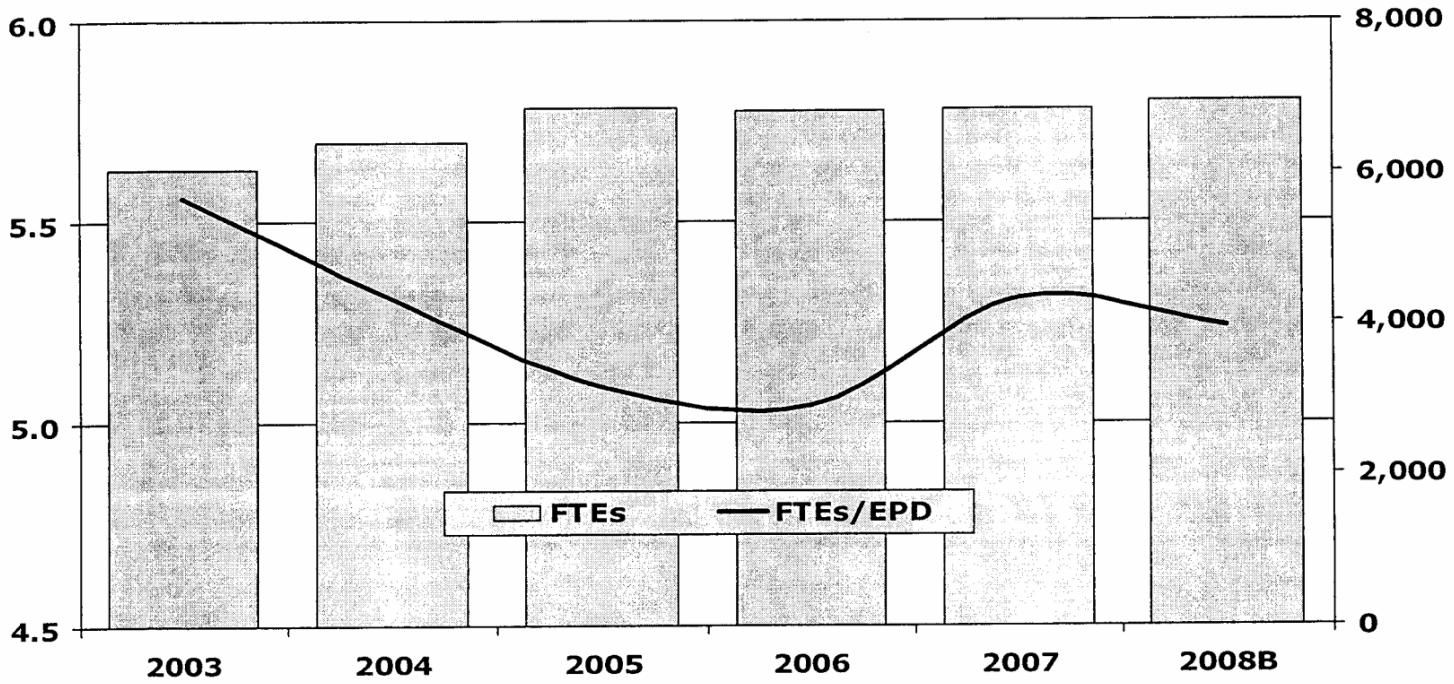


Employee Compensation

- Trends
  - Compensation Ratio constant past 2 years. 2007 reflects mgt and nursing adjustments.
  - Medical costs rising. GASB #45, retiree medical cost accrual effective fiscal 2008, estimated $21 million effect on bottom line
  - Contract Labor needed to fill vacancies

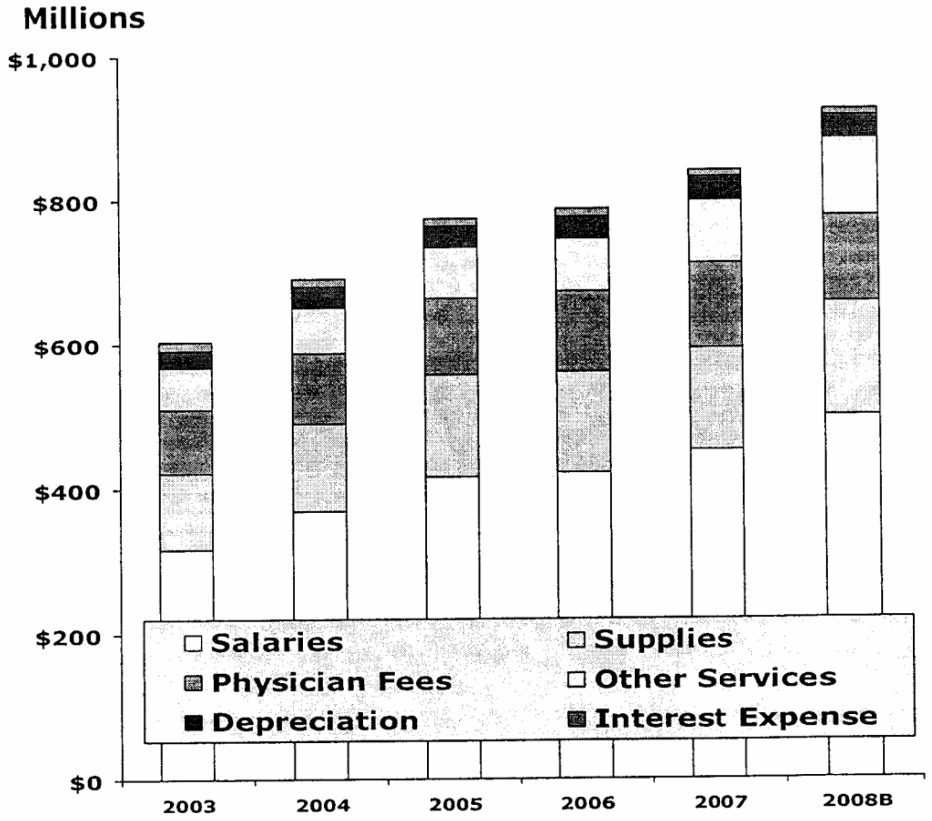


Productivity Trends



Expenses

- Volume
  - EPD up 0.4% FY05 to FY06, up 3.7% in FY07
- Salaries
  - Staffing standards being maintained
  - Market driven salary increases
- Benefits
  - 6-7% increase in medical expense FY06, FY07, self insured plan
  - growing retiree medical costs, GASB #45 FY2008
  - 2007 policy change in termination benefits paid
- Physician cost growing, new proposed methodology, regional UPL program
- Pharmacy expense up 19% in FY05, leveling off in FY06 and FY07; Medicare Part D



Section V: Long-range Capital Plan

Overview

- Last major investment in HCHD facilities was in the early 1990's
- Significant shift to outpatient modalities was not anticipated throughout the health care industry.
- Uninsured/under insured increasingly utilize Harris County Hospital District as primary care provider
- Began current capital construction planning in 2006
- The Board of Managers asked for further refinement of facility needs to identify the "must do's" and insure the affordability of the capital plan

Overview (continued)

- Conducted in-depth analysis of facility issues
- Developed a clearer understanding of the backlogs and patient care issues
  - Combination of IP/OP diagnostic & therapeutic activity in present facilities creates backlogs, congestion and inefficient operations
  - Capacity constraints prevent full utilization of current IP facilities
  - Significant opportunity to expand clinic visits if physicians and clinical staffing is restructured
- Board of Managers authorized A&E fees for key project components
- Calculated available debt capacity and cash position

Phase One Project Components

- Addition of Alief Clinic
- Relocation & Expansion of MLK Clinic
- Reconfiguration & Expansion of LBJ Emergency Center
- Development of Back-up Data Center
- Relocation, Construction & Expansion of Radiation Therapy Services
- Development of Diagnostic Imaging Center
- Relocation & Construction of Ben Taub Specialty Clinics
- Construction of Parking Tower to Support Patient and Employee Parking for Relocated Services at Holly Hall site.

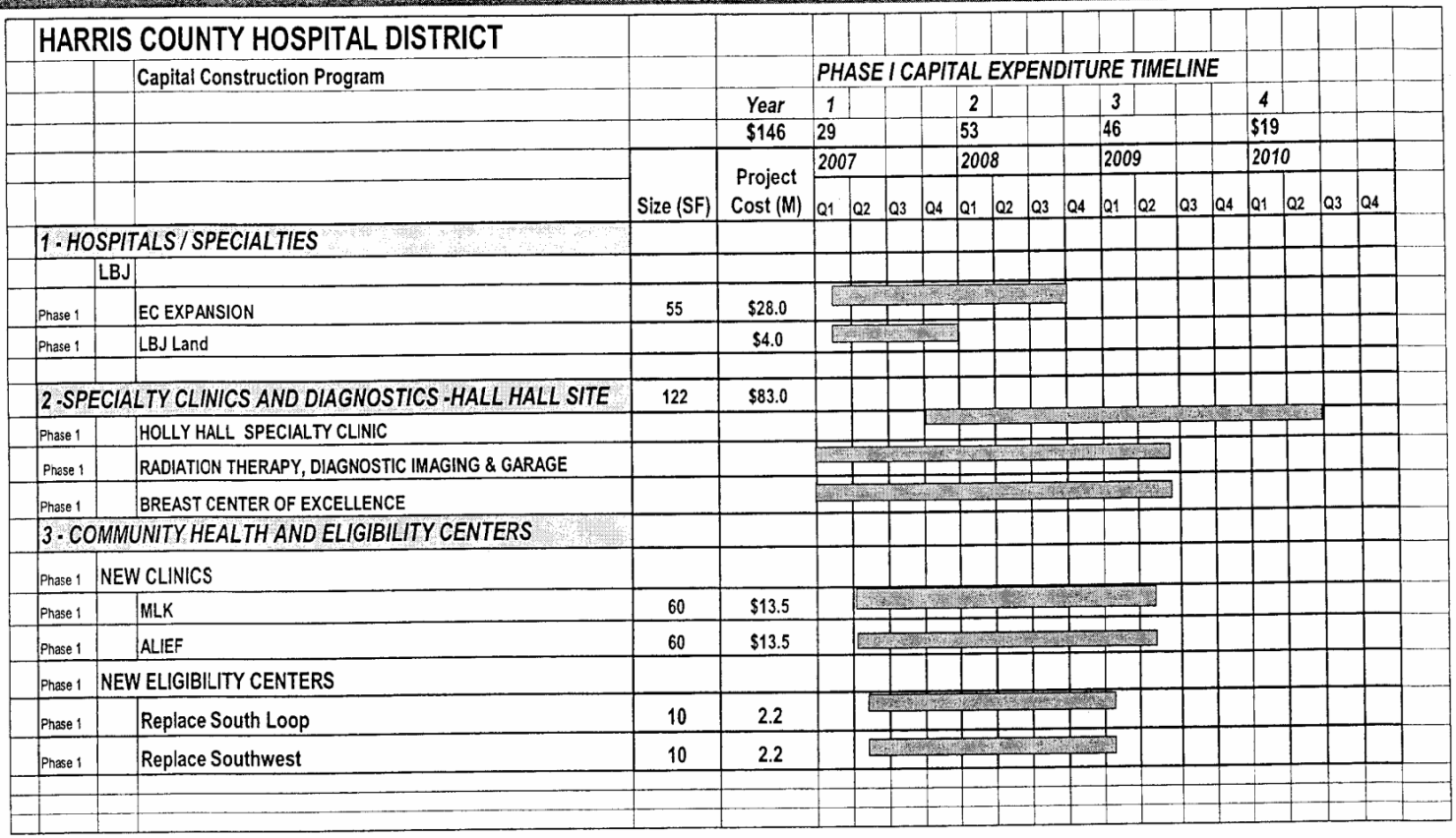
Long-range Capital Requirements

Phase I: FY08 – FY10

Alief Health Clinic & Eligibility Center	$16.0M
MLK Health Clinic & Eligibility Center	$16.0M
LBJ EC	$28.0M
HCHD Radiation Therapy Center*	
HCHD Diagnostic Imaging Center*	
HCHD Ambulatory Care Tower*	
HCHD Patient Parking Tower*	
Sub-total	$85.0M
LBJ Land**	$5.0M
Phase I Total	$150.0M

*Denotes construction on Holly Hall Site
** May change once LBJ land issue is resolved

Phase 1 Capital Expenditure Timeline



HARRIS COUNTY HOSPITAL DISTRICT				
Capital Construction Program			PHASE I CAPITAL EXPENDITURE TIMELINE	
	Year		1	2	3	4
	$146		29	53	46	$19
		Project	2007	2008	2009	2010
	Size (SF)	Cost (M)	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
1 - HOSPITALS / SPECIALTIES						
LBJ						
Phase 1 — EC EXPANSION	55	$28.0				
Phase 1 — LBJ Land		$4.0				
2 -SPECIALTY CLINICS AND DIAGNOSTICS -HALL HALL SITE	122	$83.0				
Phase 1 — HOLLY HALL SPECIALTY CLINIC						
Phase 1 — RADIATION THERAPY, DIAGNOSTIC IMAGING & GARAGE						
Phase 1 — BREAST CENTER OF EXCELLENCE						
3 - COMMUNITY HEALTH AND ELIGIBILITY CENTERS						
Phase 1 — NEW CLINICS						
Phase 1 — MLK	60	$13.5				
Phase 1 — ALIEF	60	$13.5				
Phase 1 — NEW ELIGIBILITY CENTERS						
Phase 1 — Replace South Loop	10	2.2				
Phase 1 — Replace Southwest	10	2.2				

Section VI: Organizational Opportunities & Challenges

HCHD Organizational Challenges

- High uninsured/underinsured rates
- Tremendous demand for services combined with inadequate resources in the community
- Finite human, facilities & financial capacity to meet demands
- Long waiting lines for services
- Under scaled trauma services

HCHD Organizational Challenges (Continued)

- Labor shortage in key areas
- Increasing cost of medical care
- Significant reliance on Medicaid and DSH/UPL
- Improve access to care while balancing financial performance and need for investment in capital

HCHD Organizational Opportunities

- Productivity monitoring and benchmarking
- Enhanced management of supply chain activities
- Re-engineer operational processes via information technology investments
- Examine & standardize resource consumption patterns

HCHD Organizational Opportunities-(Continued)

- Continued efforts in revenue cycle realization rates
- Implementation of "Right Care"
- Implementation of productivity-based faculty reimbursement
- Expansion of Regional Upper Payment Limit Program

HCHD Strategic Direction

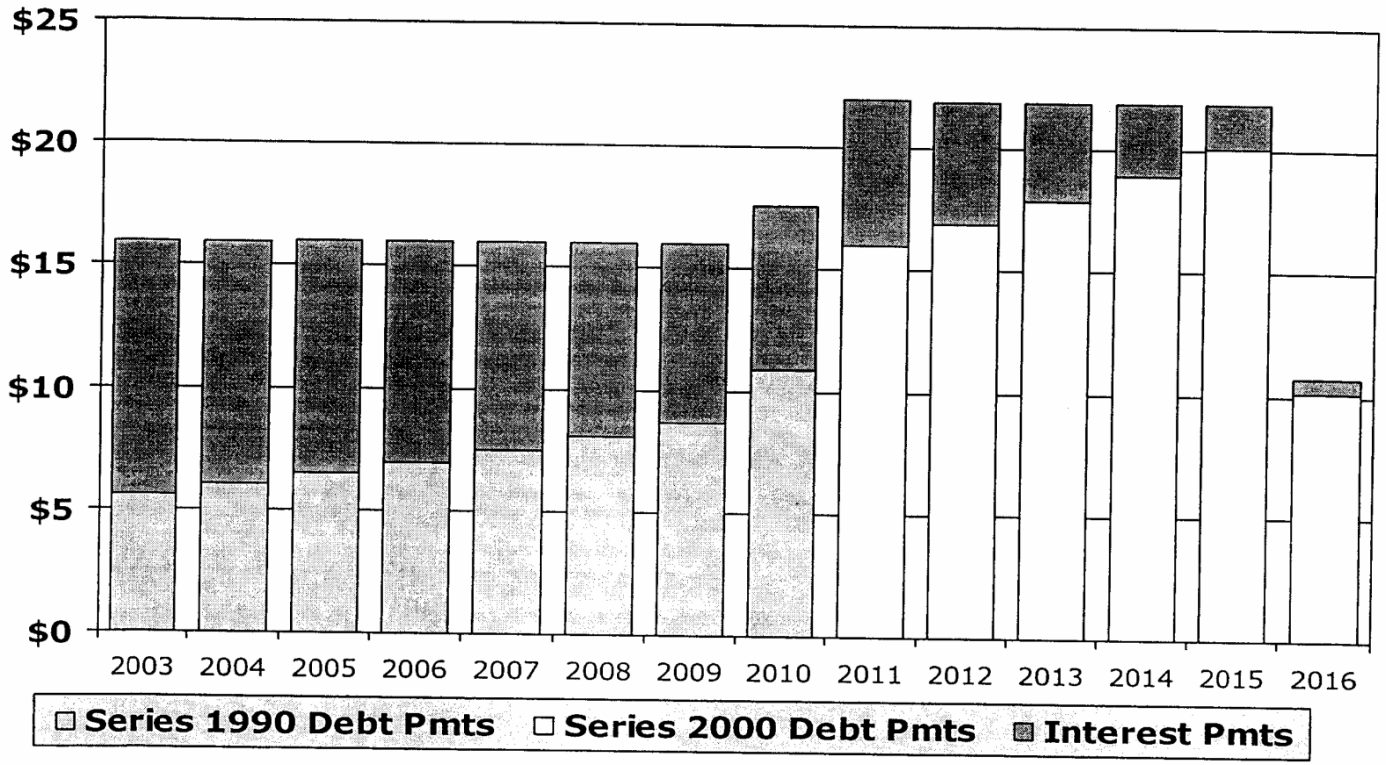
- Address need for additional primary care capacity – expand existing and add new clinics
- Development of ambulatory specialty clinic and diagnostic facilities
- Expanded existing emergency centers

Section VII: Finance Plan

Objectives For 2007 Financing Program

- Realign amortization of debt with HCHD's asset life
  - Restructure existing debt (Series 1990, Series 2000 and Commercial Paper)
- Obtain funding for HCHD's Phase I facilities program ($150 million)
- "Lock in" current low interest rates
- Complete financing by Fall, 2007

Existing Bond Payments Increasing

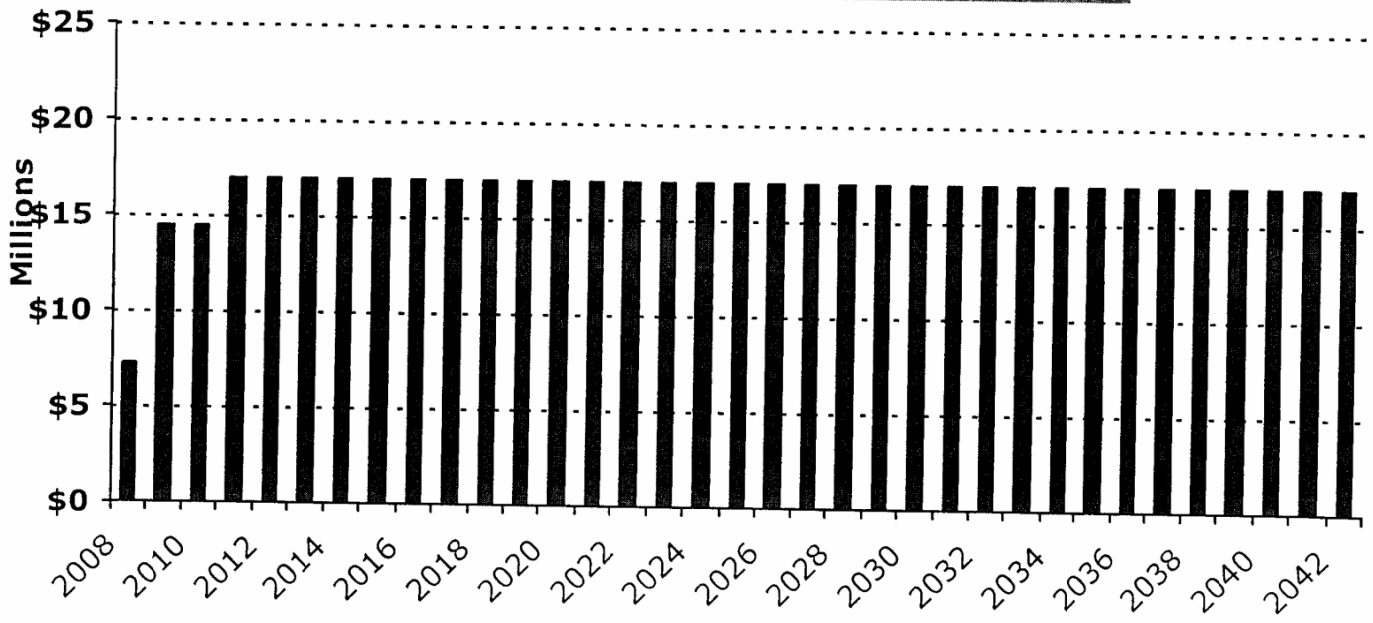


Sources And Uses Of Funds ($Millions)

	Taxable Refunding *	Tax-Exempt Bonds	Total
Sources			
Proceeds From Bond Issues	$97.2	$187.8	$285.0
Trustee Funds	9.2	-	9.2
Total Sources	$106.4	$187.8	$294.2
Uses			
Phase I	-	$150.0	$150.0
Land Purchase	-	8.0	8.0
Commercial Paper Refinancing	-	24.3	24.3
Series 2000 Refunding	$103.6	-	103.6
Bond Insurance	1.7	3.4	5.1
Issuance Cost	2.1	2.1	4.2
Total Uses	$106.4	$187.8	$294.2

* *Auction-rate bonds that convert to tax-exempt format in February, 2010.*

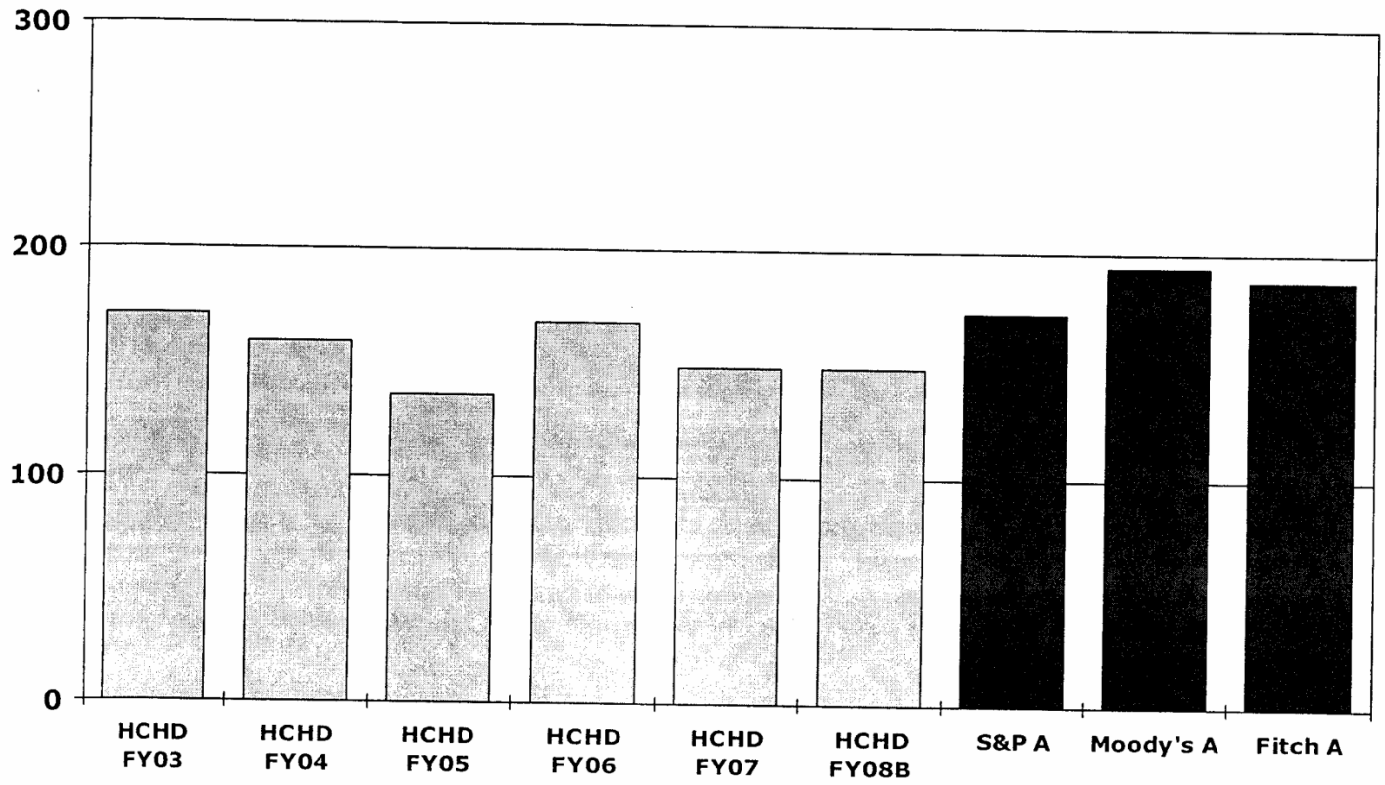
Pro Forma Debt Service



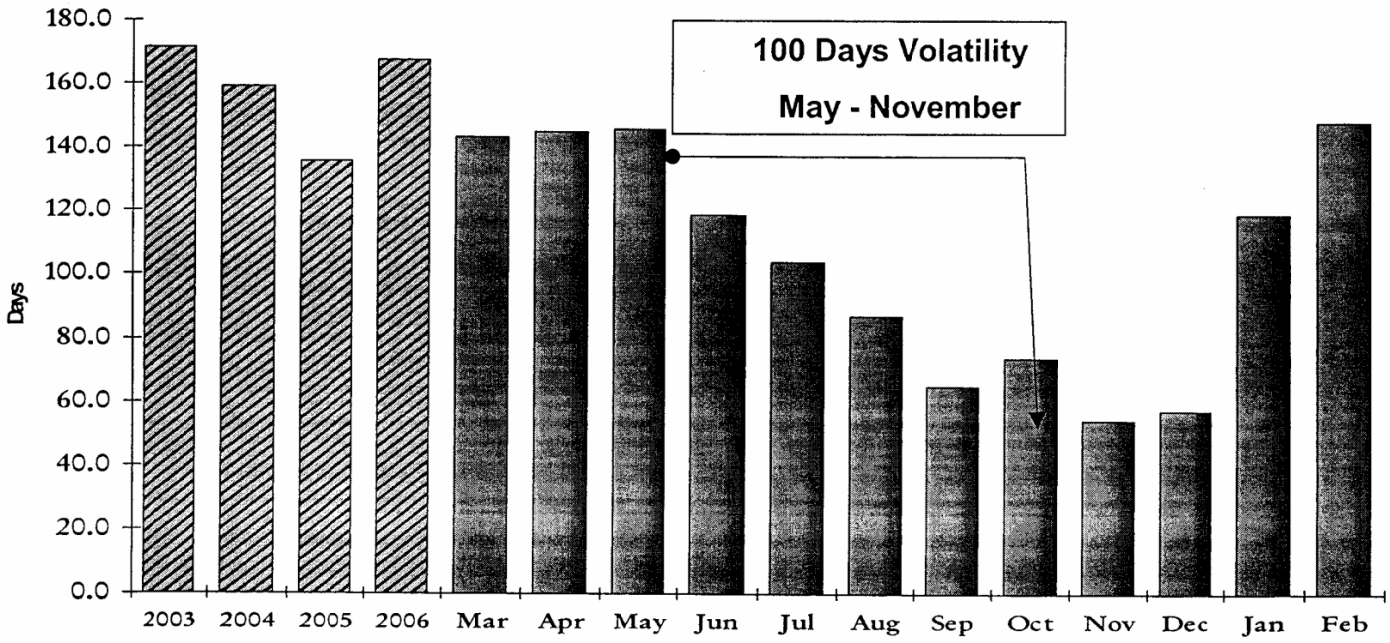
- 35 Year Final Maturity
- No Principal Payments In First 3 Years
- Level Annual Debt Service After Year 3

Section VIII: Existing and Pro-forma Capital Structure

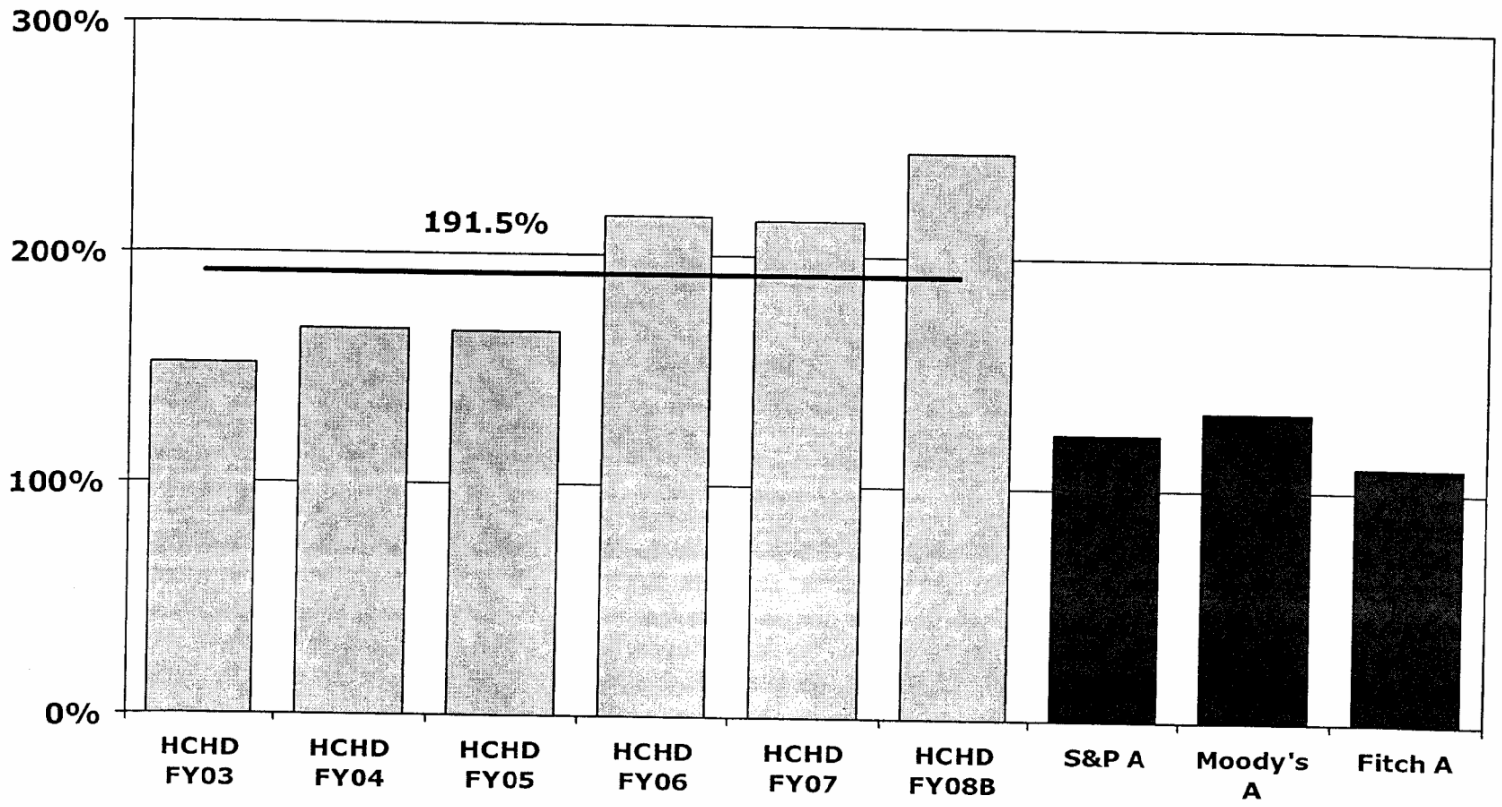
Days Cash on Hand



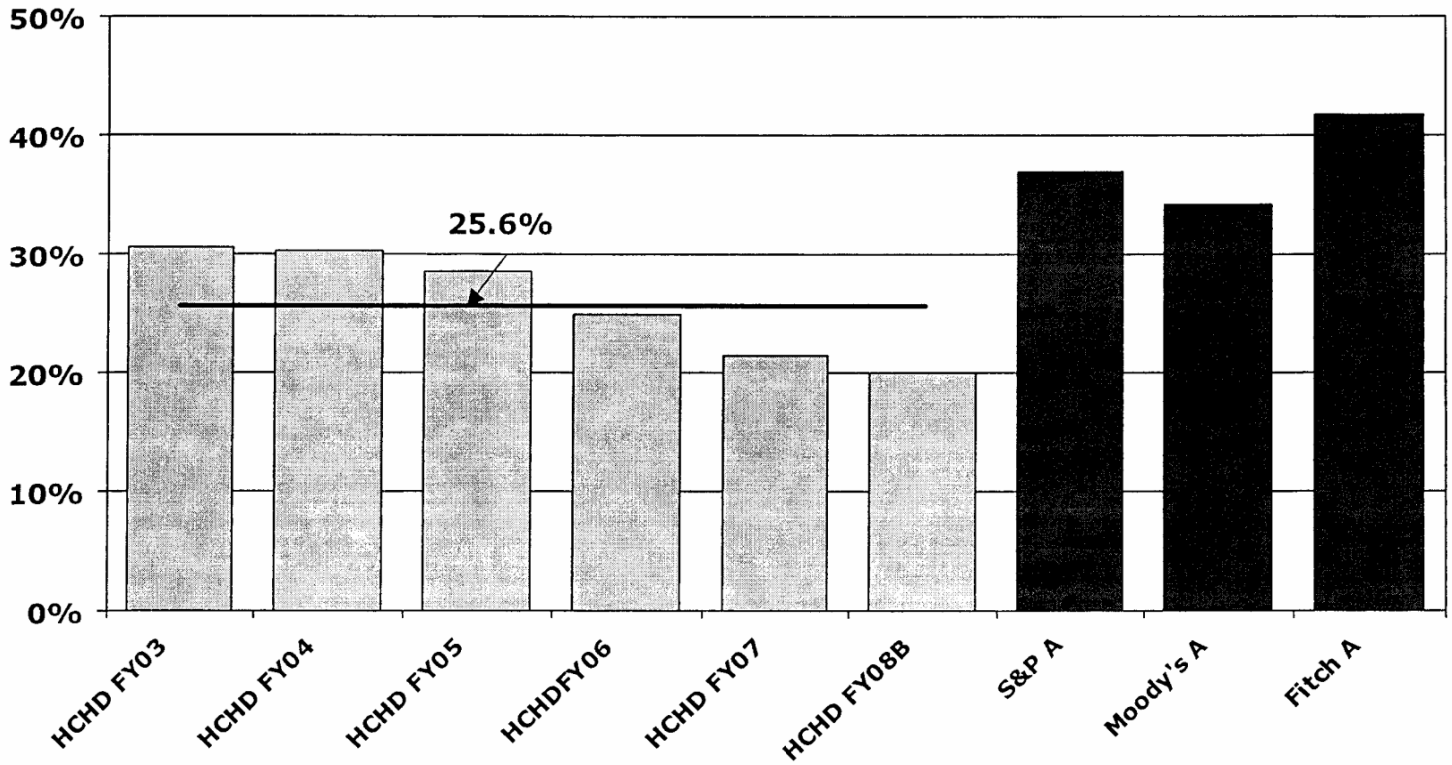
Days Cash on Hand



Cash on Hand to Debt

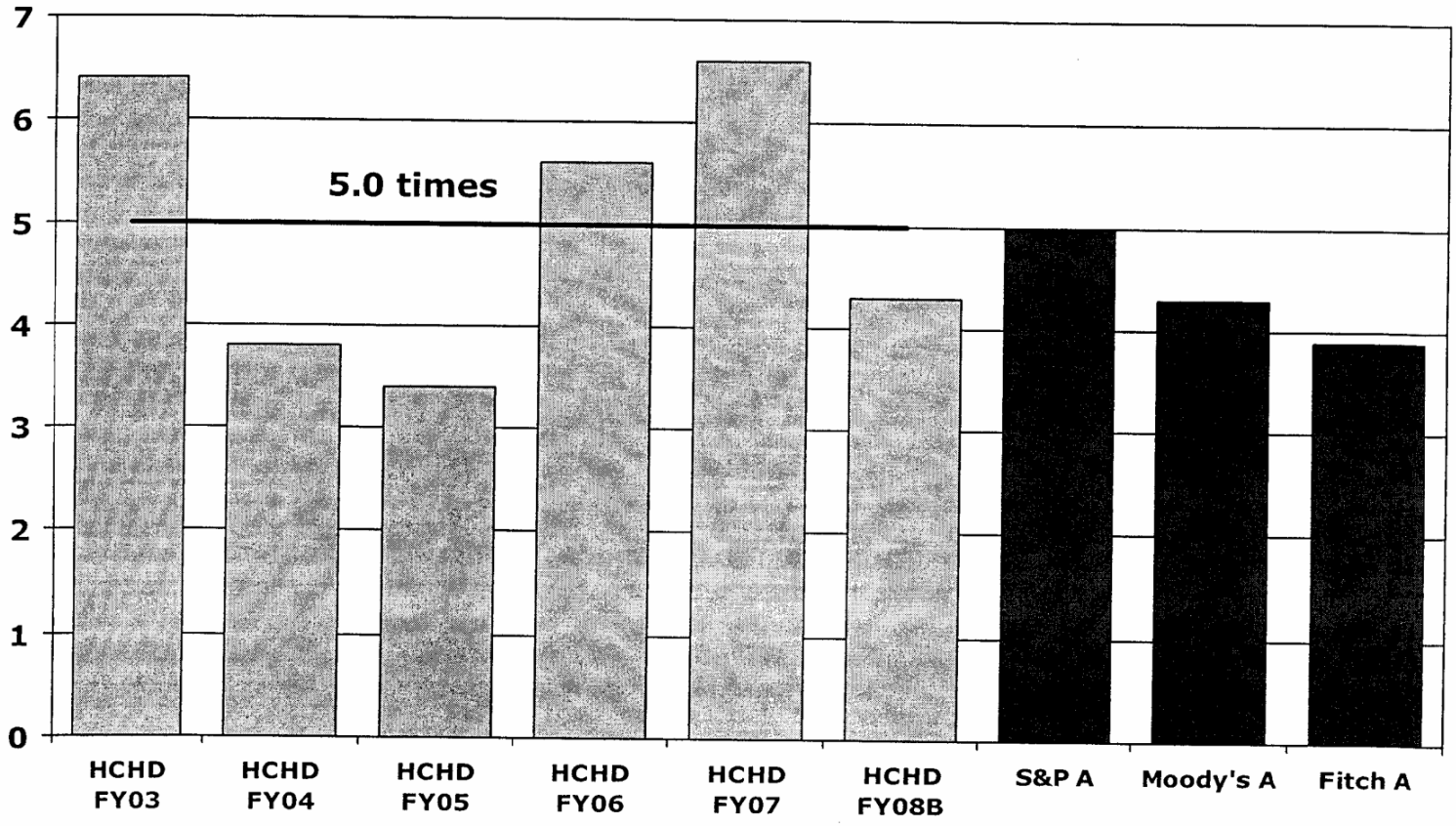


Debt to Capitalization



Debt divided by unrestricted net assets plus debt.
Measures amount of assets financed with debt.

Annual Debt Service Coverage



Section IX: Conclusions

Why HCHD is an "A" Category Credit Organization

- Five consecutive years of solid financial & operational performance
- State and federal advocacy efforts have proven successful
- Bond financing will address long-term facility requirements while lowering debt service
- HCHD is vital to the Houston MSA
- Harris County has a strong economic profile
- Harris County Commissioners, the Board and management are committed to the success of HCHD

Questions?????

H A R R I S C O U N T Y

PUBLIC INFRASTRUCTURE DEPARTMENT
1001 Preston, 5th Floor
Houston, Texas 77002
(713) 755-4400

MEMORANDUM

DATE: June 7, 2007

TO: Dick Raycraft
County Budget Officer

CC:

Art Storey	Mike Talbott	Kevin Hoffman
Gary Stobb	Deborah Vaughn	Bob Gaskins
Jackie Freeman	Ron Krafka	

FROM: Charles Dean
HCPID Planning Manager

SUBJECT: Planning Activities for Capital Improvement Plan – June 2007

The Public Infrastructure Department (PID) reorganized in March 2007 and is now a confederation of five formerly independent county departments, plus two added "divisions". Presently we have the Toll Road Authority, the Flood Control District, Architecture & Engineering (formerly Engineering), Facilities & Property Management, and Right-of-Way – plus a Planning & Operations division with independent sections for Capital Planning, Watershed Protection, and Development Planning, and a Construction Programs division for the administration of major construction programs for the Toll Road Authority, Road & Bridge, and the Downtown Complex. The reports for those entities are presented in the following pages and summarized below:

The Toll Road Authority. The Harris County Toll Road Authority (HCTRA) is responsible for planning, implementing, and operating the County's toll road system. At present, there are over 100 miles of toll road operated by HCTRA within Harris County. Behind the HCTRA tab are (1) a list of planned projects with estimated expenditures for the next five years, (2) HCTRA Proposed Projects Map, and (3) a list of precinct road projects funded by the HCTRA Connectivity Program since 2001. Furthermore, there are on-going discussions that will help determine the direction and role that HCTRA will play in the region's transportation system.

a. **HCTRA Projects**. The total estimated cost of the Toll Road Authority's current five-year CIP is $811.5 million. This amount does include the Hardy Toll Road extension into downtown but does not include the construction costs of potential joint projects with TxDOT: SH 99 (Grand Parkway Segments E, F-1, F-2, and G), Hempstead Managed Lanes, and Beltway 8 NE. Planned improvements include the Sam Houston Tollway lane widening projects, improvements along the Westpark Tollway, Hardy Toll Road and the Downtown Connector, and other miscellaneous projects within the toll road system. Inclusion of Hempstead Managed Lanes and Beltway 8 NE would increase the Authority's expenditure to $1.2 billion. Attached is a list of planned projects with estimated expenditures for the next five years. Also attached is the HCTRA Proposed Projects map.

b. **HCTRA Connectivity Program**. A program to fund "connectivity" between the expanding toll road system and county thoroughfares that feed the toll road system was initiated in 2001. It is recommended that the annual allocation for this fiscal year be increased to a total of $100 million. Attached is a list of precinct road projects in the Connectivity Program.

c. **TxDOT Proposal Concerning HCTRA**. The Transportation Policy Council (TPC) for the Houston-Galveston region passed a resolution at the April 2007 meeting to support the concept of an agreement between the Texas Department of Transportation (TxDOT) and HCTRA for the development, construction, and finance of a preliminary listing of $20.9 billion of unfunded tolled and non-tolled roadway projects in the TxDOT Houston District. The proposed program would designate TxDOT as having primary responsibility for project development through the environmental process for projects within TxDOT facilities. HCTRA would be responsible for financing the program of projects and managing the construction of most tolled and non TxDOT facility projects. The preliminary listing of projects would be subject to TPC approval and may be refined over time.

PID will continue to report to Commissioners Court concerning that draft agreement, but it is likely that said agreement was superseded by the work of the state legislature and that our initial scope will be reduced to projects named by that body.

The Flood Control District. The Flood Control District's complete report is forwarded under separate cover.

a. **Funding Considerations**. The District currently has $366 million available for project funding. The current schedule of planned projects should deplete a significant portion of these funds by the end of FY 2008-09. Additional funding sources need to be identified to maintain the District's annual program of $200 million ($170 million from local funds and $30 million from partnerships). Funding at levels less than $200 million per year will affect the timing of the projects. Priority will be given to federal participation projects which alone demand about $100 million per year. Lower priority projects may not be funded for a decade or more if funding levels remain less than $200 million per year.

b. **District Projects and Parks**. Many park and recreation facilities exist on either District or park land. As much as 50% of land requirements for new parks in future years could be satisfied through joint use of land being acquired for regional stormwater detention storage. This program will not work unless the flood control land acquisition program is adequately funded, about $15 million per year.

c. **Future Projects**. The District has identified a $2.5 billion list of future projects. Over $350 million is required for continuation of federal projects that have already been authorized by Commissioners Court. For many of these projects, continued funding at the local level is necessary to ensure allocation of participation funds by the federal government.

The Architecture & Engineering Division. The Architecture & Engineering division is responsible for planning and implementing the projects for roads, parks, and county buildings.

a. **Road Program**. Funding for current road and bridge capital projects primarily consists of the balance of the $475 million of road bonds approved by voters in November 2001, the annual allocation from the Toll Road Authority, and the current METRO general mobility funding program. Behind the Road Program Tab are (1) current status of road bond funds for each precinct, (2) list of road projects anticipated for construction over the next five years, and (3) METRO General Mobility Program.

b. **Road Bond Program**. Attached is the current status of road bond funds for each precinct. This summary describes the current available bond balance, the planned expenditures from FY 2007-08 through FY 2011-12, and any additional joint participation funding. Also attached are the estimated construction costs and anticipated bid dates for capital road construction projects over the next five years. The schedules for these projects are subject to change based on funding availability and needs of the precincts. The current schedule of planned road projects should deplete Precinct 3 funds by mid FY 2007-08 and the other three precincts by FY 2009-10.

Projected future growth in the county will create demand for additional roadway capacity. Funding at levels less than $100 million per year will affect the delivery of projects. $200 million in new road bonds, supplemented with other revenue sources to be identified (toll road revenues, general mobility grants, municipal participation, etc.) should provide adequate funding when needed. Without those sources, significantly more bond funds would be required to sustain expenditures at $100 million per year.

c. **METRO General Mobility Program**. METRO's most current funding projections are dated March 2007. Attached is a list of projects in the METRO General Mobility Program. Approximately $135 million is available for future designated projects through FY 2011-12.

d. **Parks**. Funding for parks primarily consist of the balance of the $60 million of park bonds approved by voters in November 2001. Behind the Parks tab are (1) current status of park bond funds for each precinct, (2) precinct park projects to be funded from the balance of the $60 million in bonds, and (3) inventory listing of existing county parks.

e. **Park Bond Program**. Attached is the current status of park bond funds for each precinct. This summary describes the current available balance and planned expenditures for FY 2007-08. The precincts have projects planned for the full expenditure of the balance of the 2001 Park Bond Referendum this fiscal year. It is important to continue to provide sufficient funding for the precincts' park programs

The precincts continue to plan future park projects. The estimated cost of acquiring additional acreage and developing new park projects will total over $200 million. Projected future growth in the county will create additional demand for more parks and open space. Additional funding sources for these projects will be required. $200 million in new park bonds will be required to meet future demand. The county currently has 156 park sites totaling 24,668 acres of land.

f. **Buildings**. The forward planning for county buildings was previously reported by FPM as an independent county department. Behind the Buildings tab are (1) detailed description of capital improvements for building projects for various county departments, (2) cost summary for those projects, and (3) the funding request from the County Library. The following is a brief listing of projects of interest requiring funding:

Juvenile Justice Facilities. The estimated cost to convert the 1301 Franklin jail to current standards for juvenile occupancy is $75.7 million. Renovating two additional floors for the Juvenile Justice Alternative Education Program students and Harris County's Texas Youth Commission juvenile detainees will add $7.2 million and $15.7 million respectively, for a total renovation cost of $98.6 million.

Atascocita Detention. The estimated cost to construct a minimum-security facility for the Sheriff's Office at the Atascocita location is $32.7 million. The additional estimated cost for contracting water and wastewater service with a local municipal utility district is $6 million.

Central Processing Facility. An inter-local agreement with City of Houston will be required for a new $245 million Central Processing Facility (CPF). The CPF will provide beds, medical, mental health, and other functions to serve a future projected population. A new central plant to support the detention zone north of Buffalo Bayou and to provide back-up to the 1302 Preston plant will cost an additional $28.5 million.

Familiy Law. There are three options that have been considered for consolidating Family Court functions: (1) Expand and renovate the Family Law Center ($84.1 million), (2) Build a new building adjacent to Family Law ($97.6 million), and (3) Build a new building on the Coffee Pot Building block ($94.4 million). There has been considerable discussion concerning the factors of location, function, and costs. Constructability is also a consideration. User groups favor option No. 2.

Medical Examiner. Four options have been presented for the Medical Examiner's office. Two options for renovating and expanding the existing structure have been determined to be not feasible. The estimated cost to construct a new facility on Harvin Street on land directly across the street from the Medical Center on OST is $114.3 million. The estimated cost to construct a new facility on Holcombe by adding three floors to an existing 5-story structure is $126.2 million.

Houston TranStar. An expansion of the existing Houston TranStar facility on Katy Road to include Homeland Security features and the relocation of the Sheriff's Communications/Dispatch Center is estimated to cost $35 million.

County Library. The funding request for the County Library is attached. The estimated cost to replace computers, routers, and self-checkout machines, and provide a generator for emergency backup of the information technology network is $897,510. The estimated cost of building and furnishing six library facilities is $32.6 million.

"Late arriving" projects worthy of consideration during bond program planning include:

Elevators in Criminal Justice Center. A consultant has been authorized to study and provide a technical analysis of all elevators and elevator usage in the Criminal Justice Center (CJC). The study should result in recommendations for both physical and operational changes that will improve vertical circulation. The recommendations for short term adjustments and a long term solution could be available by the end of the year, maybe sooner.

Multi-Use Facility. A county owned multi-use facility is being developed at the former Precinct 4 Lyons Camp at US 290 and Gessner Road. Multiple uses being considered at the site include a household hazardous waste collection facility, a County fueling site, and expanded emergency operations capabilities to augment County capabilities at Houston TranStar. Design work continues on the multi-use facility and the estimated construction cost to construct improvements is $8.12 million. Funding in the amount of $500,000 during FY 2007-08 is required for water, wastewater, and electrical services including an emergency generator for operations at the site. The remaining balance of $7.62 million is not required at this time and will be needed during FY 2008-09. PID will report back to Commissioners Court on the joint use of this facility.

Capital Improvements in CJC. FPM is requesting $495,000 during FY 2007-08 for improvements to the Criminal Justice Center. The gypsum board cladding at the elevator lobbies on several floors has been damaged and the estimated cost to cover this cladding in matching stone is $325,000. The wood interior finishes for 9 elevator cabs have been damaged and the estimated cost to replace with stainless steel is $160,000. Uniform signage at the main hallway doors into the 43 Courts located in the facility is $10,000.

g. **CAMS**. On September 28, 2004, Commissioners Court authorized the negotiation of consultant agreements for the development of a County Asset Management System (CAMS) for tracking county infrastructure. PID has successfully defined the high level needs, is completing the work flow analyses, and defining a fixed asset identification methodology to create a centralized recording depository. The CAMS effort is being coordinated with the Permits Automated Workflow System (PAWS) currently being developed. CAMS has encumbered approximately $1.94 million and the available allocated funding of $240,000 is adequate for now. No additional funding is requested at this time.

Attachments

Harris County Public Infrastructure
2007 CIP Review
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Toll Road Authority

Capital Projects

HARRIS COUNTY TOLL ROAD AUTHORITY PROJECTS - SUMMARY OF COSTS

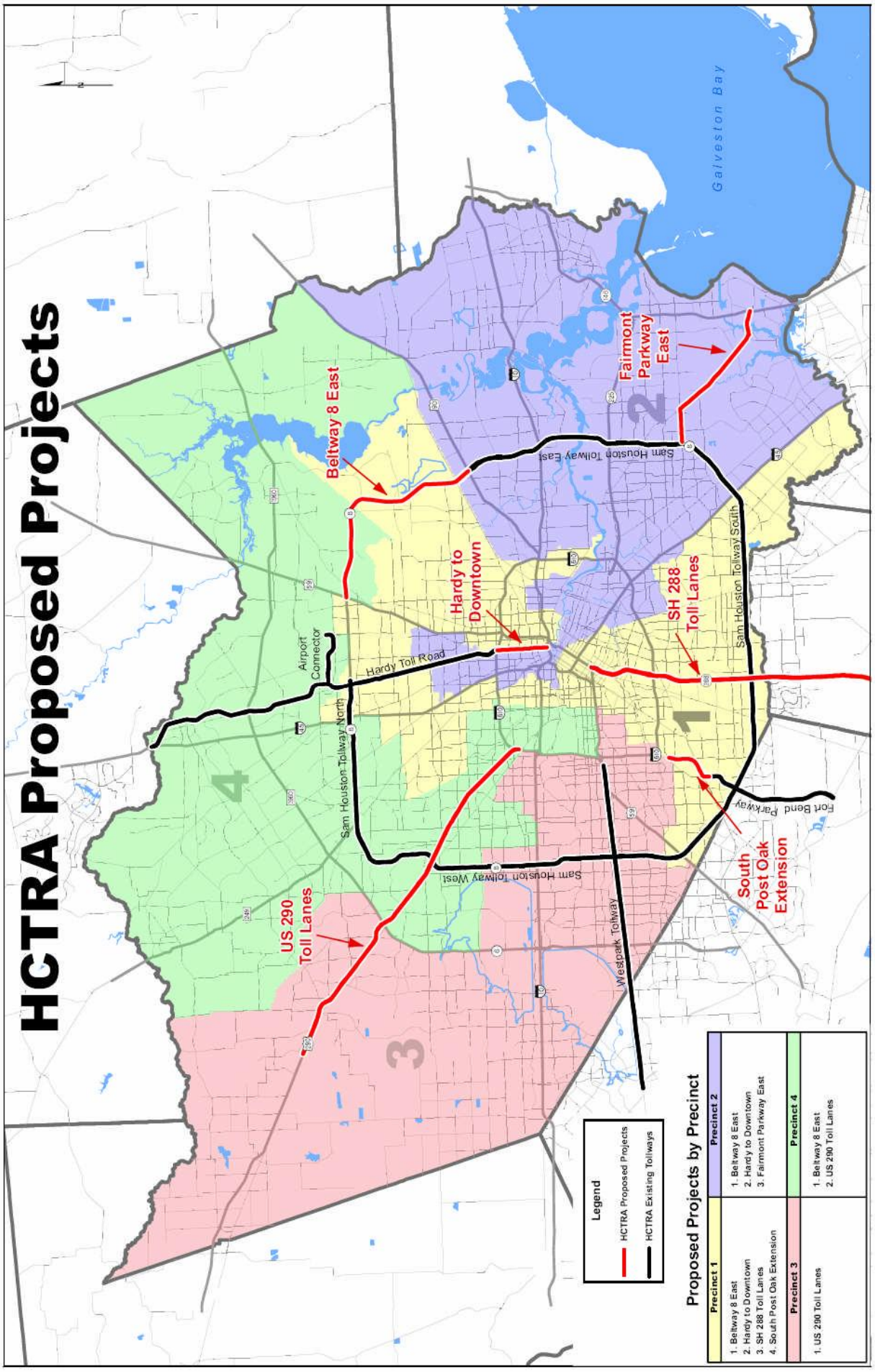
May 09, 2007

HCTRA Projects	PLANNED EXPENDITURES ($ X 1,000)					
	2007-08	2008-09	2009-10	2010-11	2011-12	TOTAL
TxDOT Joint Projects						
IH-10 Toll Lanes	54,000	5,000	0	0	0	59,000
Beltway 8 North (IH-45N to Imperial Valley)	400	300	0	0	0	700
TOTAL TxDOT Joint Projects	54,400	5,300	0	0	0	59,700
Sam Houston Tollway - Lane/Ramp Additions						
Contract 311 - US 290 - West Road	4,000	0	0	0	0	4,000
Contract 312 - Fallbrook - Fairbanks North Houston	500	5,000	4,000	0	0	9,500
SouthBelt - US 59S to SH 288	7,000	30,500	50,000	25,000	0	112,500
SH 249 Exit Ramp Modification	3,000	0	0	0	0	3,000
NB Clay Rd. Exit/W. Little York Entr. Ramp(s) Modifications	300	700	3,000	0	0	4,000
SHT - Buffalo Bayou - NB Lane Add./Misc. Improvements	6,000	7,000	1,000	0	0	14,000
Contract 319A - O/H Signs - Sam South & Sam Central Plazas	700	0	0	0	0	700
Contract 319C - Sam South Plaza - 3rd EZ-Tag NB	0	0	0	1,100	0	1,100
SHT East - Crenshaw ramps	600	400	6,000	0	0	7,000
South Belt - SH 288 to IH 45S	0	0	0	0	10,000	10,000
TOTAL Sam Houston Tollway - Lane/Ramp Additions	22,100	43,600	64,000	26,100	10,000	165,800
Hardy Toll Road						
Hardy Extension into Downtown	10,000	33,500	50,000	50,000	0	143,500
UPRR Relocation	10,000	20,000	0	0	0	30,000
Collingsworth Overpass	2,000	10,000	8,000	0	0	20,000
Corridor drainage study - Greens/Halls Bayous	500	0	0	0	0	500
Lane addition - North of FM 1960	500	1,000	5,000	5,000	0	11,500
Aldine Mail Route - Sweeney to Reeveston	2,000	5,000	5,000	0	0	12,000
TOTAL Hardy Toll Road	25,000	69,500	68,000	55,000	0	217,500
Westpark Tollway						
Wilcrest Exit Ramp	0	5,000	2,500	0	0	7,500
Right Turn Lane at IH-610	500	500	0	0	0	1,000
Westpark/US 59 direct connector revisions	200	200	2,000	5,000	5,000	12,400
Drainage repair under US 59	1,300	3,000	2,000	0	0	6,300
TOTAL Westpark Tollway	2,000	8,700	6,500	5,000	5,000	27,200
Miscellaneous Projects						
Information Technology VES/Hardware/Incident Mgmt/CCTV	2,500	750	750	4,000	1,950	9,950
Toll Collection (I-10 lanes, truck lane - IDRIS, etc)	7,700	5,000	7,700	4,500	4,500	29,400
2022 Nance Street - Building rehab.	400	0	1,000	0	0	1,400
System Wide Sign Improvement (2 contracts)	4,000	3,000	0	0	0	7,000

HARRIS COUNTY TOLL ROAD AUTHORITY PROJECTS - SUMMARY OF COSTS

May 09, 2007

HCTRA Projects	PLANNED EXPENDITURES ($ X 1,000)					
	2007-08	2008-09	2009-10	2010-11	2011-12	TOTAL
Miscellaneous Projects (cont'd)						
5 Storm Water Pump Stations Upgrades	4,000	4,000	0	0	0	8,000
Fiber Installation (Fiber Connectivity, BW 8 E)	3,000	16,000	4,000	0	0	23,000
Henry Road Facility Expansion	500	0	0	0	0	500
Others/security camera/HC Engr./Landscape/ROW/Purple sign	700	700	700	700	700	3,500
Lane Conversions/Vault Conversion	4,000	4,000	4,000	0	0	12,000
South Belt Restriping - US 59 to IH 45S	3,000	3,000	0	0	0	6,000
Emerg. Generators for DATS, Westside, FB Pkwy	1,800	0	0	0	0	1,800
Repair project - SHT/Buffalo Bayou bridge	0	200	0	0	0	200
Repair project - SHT-HTR/bearing pads	500	500	0	0	0	1,000
Repair project - IH45N SB DC	600	0	0	0	0	600
Repair project - HTR @ UPRR erosion	500	1,000	0	0	0	1,500
Repair projects - future	500	2,000	2,000	2,000	2,000	8,500
Brant Rock Left Turn - DATS	750	0	0	0	0	750
Westpark Straddle Bent Repair	100	200	200	0	0	500
Roadway Repairs (full depth & approaches)	1,300	900	900	900	900	4,900
SW Tag Store Relocation	500	1,000	500	0	0	2,000
East Tag Store	400	1,000	500	0	0	1,900
DATS - RLA	200	1,000	0	0	0	1,200
Meadowfern Upgrade	1,200	500	0	0	0	1,700
Annual system-wide inspection	800	800	800	800	800	4,000
TOTAL Miscellaneous	38,950	45,550	23,050	12,900	10,850	131,300
HCTRA Connectivity Program	20,000	20,000	20,000	20,000	20,000	100,000
Construction Management	12,000	20,000	24,000	24,000	30,000	110,000
TOTAL ALL HCTRA PROJECTS	174,450	212,650	205,550	143,000	75,850	811,500
TxDOT Projects Requiring Agreements						
Beltway 8 Northeast						232,200
Westheimer Underpass						2,500
Grand Parkway Segment E						382,000
Grand Parkway Segment F1						249,000
Grand Parkway Segment F2						245,300
Grand Parkway Segment G						39,100
SH249/SHTN SB-WB Direct Connector						22,000
US 290 Managed Lanes (Hempstead Toll Rd.)						107,800
TOTAL TxDOT Projects Requiring Agreements						1,279,900


HCTRA Proposed Projects
Beltway 8 East
Fairmont Parkway East
Hardy to Downtown
SH 288 Toll Lanes
US 290 Toll Lanes
South Post Oak Extension
Hardy Toll Road
Airport Connector
Sam Houston Tollway North
Sam Houston Tollway West
Sam Houston Tollway East
Sam Houston Tollway South
Westpark Tollway
Fort Bend Parkway
Galveston Bay
1
2
3
4
Legend
HCTRA Proposed Projects
HCTRA Existing Tollways
Proposed Projects by Precinct
Precinct 1
1. Beltway 8 East
2. Hardy to Downtown
3. SH 288 Toll Lanes
4. South Post Oak Extension
Precinct 2
1. Beltway 8 East
2. Hardy to Downtown
3. Fairmont Parkway East
Precinct 3
1. US 290 Toll Lanes
Precinct 4
1. Beltway 8 East
2. US 290 Toll Lanes

HARRIS COUNTY PUBLIC INFRASTRUCTURE DEPARTMENT
HCTRA Connectivity Program
June 1, 2007

Project	Project Limits	Construction Cost	Other Funding	HCTRA Funding	Balance
	PRECINCT ONE				
FY 2001-02 PROJECTS				5,000,000	5,000,000
West Lake Houston Parkway	Beltway 8 to Unit G103-15-00	1,148,477			3,851,523
West Lake Houston Parkway	Unit G103-15-00 to UPRR	1,670,510	1,625,311		3,806,324
Tidwell Road	Pearl Point Drive to Beltway 8	2,893,334			912,990
FY 2002-03 PROJECTS				5,000,000	5,912,990
Beamer Road	Sagedowne Lane to South Canyon Drive	2,058,642	123,048		3,977,397
Deussen Parkway	West Lake Houston Parkway to Deussen Drive	1,021,031			2,956,366
FY 2003-04 PROJECTS				15,000,000	17,956,366
Blackhawk Blvd.	1040 ft. south of Scarsdale	275,570			17,680,796
North Lake Houston Pkwy.	Greens Bayou to Beltway 8	865,609			16,815,187
FY 2004-05 PROJECTS				5,000,000	21,815,187
C.E. King Pkwy.	US 90A to Tidwell Rd.	5,329,341			16,485,846
Cambridge Corridor	Brays Bayou Bridge/288 Corridor	3,400,000			13,085,846
Homestead Rd.	East Mount Houston to US 59	11,045,448			2,040,398
Blackhawk Blvd.	1900' south of Scarsdale to Dixie Farm Rd.	1,927,889	1,349,522		1,462,031
West Orem Drive	Sims Bayou to (future) Kirby Dr	2,592,746	580,397		(550,318)
Orem Drive	SH 288 to Telephone Road (Phase 1A/1B)	10,379,027	9,385,625		(1,543,719)
FY 2005-06 PROJECTS				5,000,000	3,456,281
Scarsdale Blvd.	Rose Pond to Sleepy Hollow	6,523,456			(3,067,175)
FY 2006-07 PROJECTS				7,100,000	4,032,825
FY 2007-08 PROJECTS				7,100,000	11,132,825

Project	Project Limits	Construction Cost	Other Funding	HCTRA Funding	Balance
	PRECINCT TWO				
FY 2001-02 PROJECTS				5,000,000	5,000,000
Genoa Red Bluff Road	Burke to BW 8	2,146,266			2,853,734
Space Center Boulevard	Existing to Genoa Red Bluff Road	7,793,510	6,542,303		1,602,527
FY 2002-03 PROJECTS				5,000,000	6,602,527
Dell Dale Street	IH-10 to Woodforest Boulevard	2,985,170			3,617,357
Jana Lane	Fairmont Pkwy to Spencer Hwy.	3,959,825	1,979,913		1,637,444
South Texas Avenue	NASA I to IH-45 via Baypointe & Kobayashi	3,297,078	622,452		(1,037,182)
Strawberry Road	Genoa Red Bluff Road to North of Hernandez St.	550,504	112,850		(1,474,836)
FY 2003-04 PROJECTS				15,000,000	13,525,164
Space Center Boulevard	Sta 67+50 to Genoa Red Bluff Road	4,377,228			9,147,936
Strawberry Road	Vista to Spencer	1,315,000			7,832,936
FY 2004-05 PROJECTS				5,000,000	12,832,936
Bay Area Boulevard	Fairmont Parkway to Spencer Hwy.	4,841,347	2,420,673		10,412,263
Canada Road	Spencer Hwy. to Fairmont Parkway	2,231,001	1,164,990		9,346,252
Texas Avenue, North	Bay Area Blvd to .3 mi northeast	1,011,000	505,500		8,840,752
FY 2005-06 PROJECTS				5,000,000	13,840,752
Garth Road	IH 10 to Wallisville Road	8,763,329			5,077,423
Kirby Drive	NASA Road 1 to Red Bluff Road	7,154,038	4,130,000		2,053,385
FY 2006-07 PROJECTS				7,100,000	9,153,385
Crestlane Blvd. detour road	UPRR to end of Barbours Cut Terminal	1,771,076	885,538		8,267,847
FY 2007-08 PROJECTS				7,100,000	15,367,847
Crestlane (Barbours Cut) Blvd.	SH 146 to Barbours Cut Terminal	13,200,000	7,538,000		9,705,847
Dell Dale Blvd.	Woodforest to Wallisville	7,900,000			1,805,847
Shaver St.	SH 225 to Southmore St.	7,100,000	3,550,000		(1,744,153)

Project	Project Limits	Construction Cost	Other Funding	HCTRA Funding	Balance
		PRECINCT THREE			
FY 2001-02 PROJECTS				5,000,000	5,000,000
Kempwood Drive	Spring Shadows Subd to Sam Houston Tollway	1,226,244	404,726		4,178,482
Howell Sugarland Road	Beechnut to North of Empanada	1,820,960	367,499		2,725,021
Howell Sugarland Road	North of Empanada to Alief Clodine	3,516,593			(791,572)
FY 2002-03 PROJECTS				5,000,000	4,208,428
West Little York Road	Queenston to Station 35+00	1,077,236			3,131,192
West Little York Road	Station 35+00 to SH 6	2,502,830	117,653		746,016
Westheimer Pkwy.	Barker Levee to FM 1093	1,118,417			(372,401)
Westheimer Pkwy.	Bridge at Buffalo Bayou	619,187			(991,588)
Westheimer Pkwy.	South Fry to Buffalo Bayou	874,623			(1,866,211)
FY 2003-04 PROJECTS				15,000,000	13,133,789
Clay Road	Lakes of Bridgewater Dr. to Westfield Village Dr.	2,446,014			10,687,775
Greenhouse Road	Saums Rd. to Spanish Needle	1,898,993			8,788,781
Greenhouse Road	Morton Road to Clay Road	3,299,174	2,945,000		8,434,607
Westgreen Blvd.	IH 10 to Park Row Blvd.	559,979			7,874,628
Westheimer Pkwy.	Buffalo Bayou to Barker Levee	6,972,043			902,586
FY 2004-05 PROJECTS				5,000,000	5,902,586
Clay Road	Westfield Village Dr. to Fry Road	3,329,516			2,573,070
Franz Road	Katy-Hockley to SH 99	5,919,077			(3,346,007)
Fry Road	Clay Road to Kieth Harrow	1,354,174			(4,700,181)
Fry Road	West Little York Road to FM 529	3,225,836			(7,926,017)
Mason Road	Franz Rd. to Morton Rd.	4,723,141			(12,649,157)
South Greenhouse Road	Kingsland to I-10	661,863			(13,311,020)
FY 2005-06 PROJECTS				5,000,000	(8,311,020)
Barker Cypress Rd. PH 1	Little Riata Dr to South Dr.	3,654,745			(11,965,765)
FY 2006-07 PROJECTS				7,100,000	(4,865,765)
Clay Road	Peek Rd. to Elrod Rd.	5,192,419			(10,058,184)
Clay Road	Elrod Rd. to Lakes of Bridgewater	3,820,173			(13,878,357)
West Little York Road	Deep South Dr. to Barker Cypress	1,773,134			(15,651,491)
FY 2007-08 PROJECTS				7,100,000	(8,551,491)

Project	Project Limits	Construction Cost	Other Funding	HCTRA Funding	Balance
		PRECINCT FOUR			
FY 2001-02 PROJECTS				5,000,000	5,000,000
Gears Road	Veterans Memorial Dr to Ella Blvd	6,958,190			(1,958,190)
West Lake Houston Pkwy	Bridges at Unit G103-15-00 and UPRR	1,361,130	1,072,871		(2,246,450)
West Lake Houston Pkwy	UPRR Bridge to Aerobic Drive	1,015,047			(3,261,496)
FY 2002-03 PROJECTS				5,000,000	1,738,504
Gosling Road	FM 2920 to Spring Stuebner Road	1,011,030			727,474
Kuykendahl Road	Spring Cypress Road to Rhodes Road	2,648,570			(1,921,096)
Spears Road	Antoine Drive to Spears-Gears Road	6,413,613			(8,334,709)
FY 2003-04 PROJECTS				15,000,000	6,665,291
Brittmoore Rd. (Seg. B)	1150 feet South of Tanner Rd. to Tanner Rd.	1,462,123			5,203,168
Spring Cypress Rd. (Seg. 2)	west of RR Tracks to Old Louetta	2,807,916			2,395,252
Spring Cypress Rd. (Seg. 3)	Old Louetta to Stuebner Airline Rd.	2,443,004			(47,752)
Spring Cypress Rd. (Seg. 4)	Stuebner Airline Rd. to Robbie Rd.	3,104,531	2,000,000		(1,152,282)
Spring Cypress Rd. (Seg. 5)	Robbie Rd. to Klein Cemetery Rd.	3,218,052	2,000,000		(2,370,334)
Tanner Rd. (Seg. A)	North Eldridge Pkwy. to Brittmoore Park Drive	2,791,719			(5,162,053)
FY 2004-05 PROJECTS				5,000,000	(162,053)
Aldine Westfield (Seg A)	BW 8 - Simmans Rd.	8,419,795	4,800,587		(3,781,261)
Fallbrook Dr. (Seg. B)	Antoine Dr. to Ann Louise Rd.	1,263,578			(5,044,839)
Homestead Rd.	East Mount Houston to US 59	2,060,419			(7,105,258)
Spring Cypress Rd. (Seg 1)	SH 249 to West of RR Tracks	3,241,344			(10,346,602)
Tanner Rd. (Seg. B)	Brittmoore Park Drive to Brittmoore Rd.	5,370,857	1,116,000		(14,601,459)
FY 2005-06 PROJECTS				5,000,000	(9,601,459)
Aldine Westfield (Seg B)	Simmans Rd. - Hydro55 St.	5,485,837	3,657,225		(11,430,071)
Greens Rd.	Old Greens Rd. to Aldine Westfield Rd.	2,754,100			(14,184,171)
FY 2006-07 PROJECTS				7,100,000	(7,084,171)
Cutten Rd.	Greens Bayou Bridge - FM 1960	9,469,356	4,000,000		(12,553,527)
Aldine Westfield (Seg C)	Hydro55 St. to Farrell Rd.	5,251,218	3,276,972		(14,527,774)
FY 2007-08 PROJECTS				7,100,000	(5,453,527)
Brittmoore Rd. (Seg. A)	Clay Rd. to 1150 feet South of Tanner Rd.	4,500,000			(9,953,527)
Hollister Rd. (Seg 1)	BW 8 to West Greens Rd.	2,115,000			(12,068,527)

HARRIS COUNTY TOLL ROAD AUTHORITY
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PROJECT	PROJECT DESCRIPTION	ROW COST	ENGINEERING COST	CONSTRUCTION COST	CONSTRUCTION MANAGEMENT SERVICES	SOFTWARE/ FEES & SERVICES	PROJECT TOTAL
SHTW-US59-SH288 (Lane Widening)	Add two lanes and shoulder in each direction - 5 sections, the engineering costs are for all 5 sections ($10,000,000). GEC ($1,500,000) and signing & pavement marking ($1,000,000); ROW-$7,800,000).	$7,800,000	$12,500,000	$0	$0	$0	$20,300,000
US59/Westpark Direct Connector	Redesign Westpark DC interchange with US 59 - Engineering-$2,000,000; ROW-$5,000,000.	$5,000,000	$2,000,000	$0	$0	$0	$7,000,000
Hardy Extension-Downtown	Redesign of project: 2-lanes each way, tolled Eng-DEC $8M) (ROW-$10,000,000); Commercial Metals Revisions (Site Improvements: $3,000,000) RR Relocation ROW $5,000,000 (Engineering/Agreement: $30,000,000), LMB CM-$500,000; COH Utility Relocations-$5,000,000 Const.	$18,000,000	$38,500,000	$5,000,000	$600,000	$0	$62,100,000
Hardy Extension - Downtown HCTRA Subconsultants	Relocate Reliant Power Lines, toll booths ($5,000,000 Relocation Cost & $500,000 Engineering), Environmental Site Assessments ($300,000 Engineering), and ROW Parcel Survey ($500,000)	$5,000,000	$2,800,000	$0	$0	$0	$7,800,000
Collingsworth Bridge	Design Collingsworth Bridge over UPRR to the East of HTRDC and provide access to adjacent property owners ($5,000,000 Engineering & Environmental & $15,000,000 ROW)	$15,000,000	$5,000,000	$0	$0	$0	$20,000,000
Beltway 8 East	G.L. Redesign PS&E to toll road criteria-Eng. $5,000,000; Offsite detention ponds-9 sites-ROW $10,000,000; Eng $2,200,000=(SCL $1,500,000. Dodson $500,000., Landtech $200,000) J.T. Design of toll facilities, 2 mainlanes & 14 ramp plaza-ROW $1,000,000, Eng. $2,000,000. Fiber construction in John Tyler's budget.	$11,000,000	$9,200,000	$0	$0	$0	$20,200,000
Southwest Service Center	Design and construct a new store across from existing location. Includes remodel of existing facility.	$250,000	$200,000	$1,500,000	$180,000	$0	$2,130,000
BW 8/SH249 SBWB Direct Connector	To design DC to improve stacking at existing intersection and acquire ROW (2.14 acres) ROW $1,500,000 & Utility Relocation $2,000,000	$3,500,000	$2,000,000	$18,000,000	$2,160,000	$0	$25,660,000
County Engineering Staff Support	Traffic engineering - on call		$500,000	$0	$0	$0	$500,000
Klotz On Call Traffic Services	Assist HCTRA/Harris County with various traffic studies, counts, evaluations, etc. system wide.		$1,000,000	$0	$0	$0	$1,000,000
Lane Addition-Hardy (1960 to IH45)	Study		$600,000			$0	$600,000
SHTW - Sam South to Boheme	Add two northbound lanes (Includes $200,000 for additional drainage analysis work)	$0	$200,000	$12,500,000	$1,500,000	$0	$14,200,000
WP @ Old Westheimer	Protect Colomns	$0	$0	$500,000	$60,000	$0	$560,000
Pump Stations	Rehab-Replace existing pumps, motor control, generators, etc. (Greens-$2,000,000; FM1960-$2,000,000; Harwin-$2,000,000; TxDOT-$2,000,000, Eng. $100,000	$0	$100,000	$8,000,000	$960,000	$0	$9,060,000
Hardy Toll Road @ IH 45 Southbound	Repair/Replace Prestressed Concrete Beams (Engineering includes testing of existing beams to determine corrective action) Also includes the beams at SHTW and Buffalo Bayou Bridge and straddle bent caps on Westpark DC to US 59.	$0	$100,000	$1,100,000	$132,000	$0	$1,332,000
Hardy Toll Road @ UPRR/West Hardy	Repair soil erosion around several bent locations.	$0	$100,000	$1,500,000	$180,000	$0	$1,780,000
Bridge Columns	US 290 bridge columns and others to be identified from 2006 inspection report (no construction costs in 07/08 FY)	$0	$500,000	$0	$0	$0	$500,000

HARRIS COUNTY TOLL ROAD AUTHORITY
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PROJECT	PROJECT DESCRIPTION	ROW COST	ENGINEERING COST	CONSTRUCTION COST	CONSTRUCTION MANAGEMENT SERVICES	SOFTWARE/ FEES & SERVICES	PROJECT TOTAL
Westpark Tollway Slotted Drains	Investigate concrete pavement cracks in the vicinity of the slotted drains.	$0	$50,000	$300,000	$36,000	$0	$386,000
2008 Inspections	Bridge Inspections & Roadway/Facilities Inspection	$0	$400,000	$0	$0	$0	$400,000
Aldine Mail Route Bridge over HTR	PSE to convert existing 2-lane facility to 4-lane boulevard	$0	$0	$10,000,000	$1,200,000	$0	$11,200,000
SHTW @ Westpark Tollway	PSE to correct turning radius that are too tight on the frontage roads	$0	$300,000	$0	$0	$0	$300,000
Brant Rock Left Turn Lane	Dairy Ashford Tag Store - Brant Rock Left Turn Lane	$0	$0	$750,000	$90,000	$0	$840,000
System Wide Signage	Sam Houston: Beechnut to Ella Blvd., Hardy; Crosstimbers to Beltway 8, FM 1960 to I-45N	$0	$0	$5,000,000	$600,000	$0	$5,600,000
Re-striping	Hardy North-FM1960 to IH45; Hardy South-Crosstimbers to BW8; Sam Houston from SH59 to IH45	$0	$100,000	$3,000,000	$360,000	$0	$3,460,000
Signage Replacement	Southeast, Southwest, East Ship Channel	$0	$300,000	$4,000,000	$480,000	$0	$4,780,000
Ramp Modifications	14 Ramps on the Sam Houston East & Southeast	$0	$200,000	$3,000,000	$360,000	$0	$3,560,000
Sam Houston Tollway W. - Lane Additions	Contract 312 Lane Widening - South of Fallbrook to North of Gessner	$0	$300,000	$9,000,000	$360,000	$0	$9,660,000
Grand Parkway - Segment E	Costs for section engineers & $800,000 for plaza design. JPII Soil shown in construction column. Roadway construction in '08.	$10,000,000	$13,000,000	$6,000,000	$360,000	$0	$29,360,000
Grand Parkway - Segment F1	Cost for section engineers. ROW/Construction in '08.	$10,000,000	$13,000,000	$0	$0	$0	$23,000,000
BW 8 East Fiber/Signs/Cameras	Construct the remaining BW 8 fiber loop, including cameras and DMS signs.	$0	$300,000	$17,000,000	$1,020,000	$0	$18,320,000
I-10 Managed Lanes	Construction of two contracts: Tolling Zones (702) and Fiber/Signs/Cameras (703). (no violation equip/software)	$0	$0	$7,000,000	$420,000	$0	$7,420,000
Westheimer Underpass	For PSE plans. TxDOT to construct. Westchase to obtain ROW	$0	$2,500,000	$0	$0	$0	$2,500,000
BW 8 Exit Ramp @ Clay Rd.	Engineering for results from study of present inadequate queuing storage for ramp.	$0	$600,000	$2,500,000	$300,000	$0	$3,400,000
Hardy DMS	Engineering costs for design of DMS along the Hardy Toll Road.	$0	$250,000	$0	$0	$0	$250,000
BW 8 Fiber Connectivity	Constructing fiber connections to existing ramp and mainlane plazas to fiber installed by TxDOT.	$0	$0	$1,450,000	$90,000	$0	$1,540,000
Hempstead Tollway	To provide the final design for the facility, based upon the approved schematic	$0	$15,000,000	$0	$0	$0	$15,000,000
Electrical On-Call Services	Engineering of various electrical engineering tasks at facilities across system.	$0	$200,000	$0	$0	$0	$200,000
Dairy Ashford Modifications	Design and construction of RLA's area and other upgrades	$0	$200,000	$1,000,000	$60,000	$0	$1,260,000
Meadowfern	Design and construct the relocation of offices and departments after the TAG store is relocated.	$0	$250,000	$700,000	$84,000	$0	$1,034,000
Segment E-Comprehensive T&R	Complete the T&R for the proposed Grand Pkwy.	$0	$700,000	$0	$0	$0	$700,000
On-Call Sound Study Services		$0	$500,000	$0	$0	$0	$500,000
Crenshaw/Red Bluff	Improve connectivity	$0	$1,000,000	$0	$0	$0	$1,000,000
Construction Programs	Various on-call services, road maintenance contract	$0	$5,000,000	$0	$0	$0	$5,000,000
Atser	Assure-IT Quality Management Module to the HCTRA CAPTRAC System	$0	$0	$0	$100,000	$0	$100,000
Undeterminded Misc. Projects		$0	$5,000,000	$5,000,000	$600,000	$0	$10,600,000

HARRIS COUNTY TOLL ROAD AUTHORITY
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PROJECT	PROJECT DESCRIPTION	ROW COST	ENGINEERING COST	CONSTRUCTION COST	CONSTRUCTION MANAGEMENT SERVICES	SOFTWARE/ FEES & SERVICES	PROJECT TOTAL
APC (backup power) upgrades - DATS	HC Insurance requires all MEAD Data Center equipment to	$0	$0	$0	$0	$130,000	$130,000
APC (backup power) upgrades - MEAD	move minimum 19" above the floor per Mo Tamoozi	$0	$0	$0	$0	$120,000	$120,000
Infrastructure mods (A/C, junction box, etc.)	* estimated costs for infrastructure and services/support	$0	$0	$0	$0	$41,400	$41,400
Misc. Equipment, Services, Support, & Cert		$0	$0	$0	$0	$108,600	$108,600
SONET Network Core (Backbone)	Backbone for SONET network (ring around BW)	$0	$0	$0	$0	$850,000	$850,000
SONET Network Extensions (Ramps, etc.)	Distribution & Access (Ramps, Extensions, etc.)	*	*	*	*	*	*
CISCO2821-SEC/K9 w/SmartNet Routers	enables fail-safe, self healing ring for HCTRA data and images,	$0	$0	$0	$0	$504,000	$504,000
WS-C3560G-48PS-S w/SmartNet Switch	enables TransStar and other County or County-related entities	$0	$0	$0	$0	$576,000	$576,000
Cisco 3745	to utilize for intersections, switching, and other data transmission	$0	$0	$0	$0	$144,000	$144,000
Cisco 6509	purposes.	$0	$0	$0	$0	$325,000	$325,000
Cisco 6513		$0	$0	$0	$0	$80,000	$80,000
Infinistream Network Sniffer appliance	IT - monitor and enhance network performance	$0	$0	$0	$0	$132,000	$132,000
SONET Misc Equip, Services, Support, etc.		$0	$0	$0	$0	$600,000	$600,000
Check Point Security equipment & license	IT - enables HCTRA firewall dynamic failover	$0	$0	$0	$0	$450,000	$450,000
Cisco 7204 VXR NPE G1	IT - internet DR, enables CSRs to work during outage	$0	$0	$0	$0	$210,000	$210,000
DR Misc Equip, Services, Support, etc.		$0	$0	$0	$0	$144,000	$144,000
HP DL-360	IT - Disaster Recovery servers	$0	$0	$0	$0	$75,000	$75,000
HP DL-380	IT - Disaster Recovery servers	$0	$0	$0	$0	$90,000	$90,000
HP ML-350	IT - Disaster Recovery servers	$0	$0	$0	$0	$90,000	$90,000
XOsoft WanSync licensing	IT - licensing for 30 servers, provides file server and other window server redundancy	$0	$0	$0	$0	$210,000	$210,000
XOsoft WanSync services	IT - professional services for Disaster Recovery	$0	$0	$0	$0	$30,000	$30,000
CCTV, ITS, RLA, and related	CCTV cameras, ITS, Remote Lane Op design, and misc	$0	$0	$0	$0	$650,000	$650,000
GIS Projects	efforts to in-house not successful; support requested from FC as their resources allow. Supporting project list available.	$0	$0	$0	$0	$852,000	$852,000
IDRIS in ramps, lanes, extensions	IT - increase HCTRA efficiency / plug revenue leakage. Is this in Facilities Budget?	$0	$0	$0	$0	$576,000	$576,000
Video Signage Maint & Enhance		$0	$0	$0	$0	$300,000	$300,000
Wrong-Way Detection Project	detects wrong-way drivers if entering roadway	$0	$0	$0	$0	$600,000	$600,000
Network Load Balancing	IT - Disaster Recovery network/security infrastructure	$0	$0	$0	$0	$420,000	$420,000
ORACLE licensing and misc	IT - licensing and misc for 6 systems	$0	$0	$0	$0	$600,000	$600,000
Oracle software maintenance		$0	$0	$0	$0	$276,000	$276,000

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PROJECT	PROJECT DESCRIPTION	ROW COST	ENGINEERING COST	CONSTRUCTION COST	CONSTRUCTION MANAGEMENT SERVICES	SOFTWARE/ FEES & SERVICES	PROJECT TOTAL
Sun 4200 servers (app servers)	necessary to upgrade SUN servers where data/systems reside, will enable lower Oracle pricing	$0	$0	$0	$0	$52,000	$52,000
Sun 4200 servers (IOP / HAS)	necessary to prevent access to toll collection systems by 3rd parties	$0	$0	$0	$0	$52,000	$52,000
Sun hardware and software maintenance		$0	$0	$0	$0	$300,000	$300,000
UNIX licensing and misc	IT - licensing and misc for 6 systems	$0	$0	$0	$0	$150,000	$150,000
Veritas/Symantec NetBackup Tape Licenses		$0	$0	$0	$0	$30,000	$30,000
Veritas/Symantec software maintenance		$0	$0	$0	$0	$54,000	$54,000
Whatsup Gold	IT - Disaster Recovery network/security infrastructure	$0	$0	$0	$0	$8,000	$8,000
Website Phase II (final)	necessary for auditing and budgeting purposes to separate this item from the ETC T&M	$0	$0	$0	$0	$1,400,000	$1,400,000
Time & Materials Contract	YIT list to maintain/enhance EZTSS, CHAS, etc.	$0	$0	$0	$0	$1,560,000	$1,560,000
ATTLAS	maintenance and enhancements to existing VES. Required; ETC VES expected late 2008	$0	$0	$0	$0	$900,000	$900,000
Financial data maintenance/licenses	YourPay, AmEx, PCI Certification, and other compliance items	$0	$0	$0	$0	$120,000	$120,000
3rd Party DMZ Project	required to prevent access (whether malicious or inadvertent) to HCTRA patron and system data	$0	$0	$0	$0	$1,200,000	$1,200,000
HAS Enhancements	HAS has requested enhancements. * INCLUDE actual spend in HAS pay-back schedule and advise needed doc requirements as appropriate.* pdg validation, real-time LC comm, matching process, pre-authorized CC, GT subscription pkgs, LP recognition, etc.	$0	$0	$0	$0	$960,000	$960,000
Fort Bend	if approved per Mike Stone's proposal this will be budgeted	$0	$0	$0	$0	$150,000	$150,000
I-10 Managed Lanes	Software and Violation processing	$0	$0	$0	$0	$6,000,000	$6,000,000
	TOTAL	$85,550,000	$134,450,000	$123,800,000	$12,292,000	$22,120,000	$378,212,000

CAPITAL BUDGET RECAP	
ROW	$85,550,000
ENGINEERING	$134,450,000
CONSTRUCTION	$123,800,000
CONSTRUCTION MGMT.	$12,292,000
EQUIPMENT, SOFTWARE, FEES & SERVICES	$22,120,000

TOTAL $378,212,000

Flood Control District

Capital Projects

MEMORANDUM

Harris County
Flood Control District
9900 Northwest Freeway
Houston, Texas 77092
713 684-4000

DATE: May 23, 2007

TO: Arthur L. Storey, Jr., P.E.
Harris County Public Infrastructure Dept.

FROM: Michael D. Talbott, P.E. MDT 5/23/07
Director

RE: June 2007 – Capital Improvement Program Review

Key Findings and Recommendations

- It is recommended that Commissioners Court approve the list of projects to be pursued from currently available funds as presented in Appendix A of the attached report.
- The District has currently available funding of about $366 million, including the recent installment of about $194 million. With currently available funding for the recommended projects, the District has a full slate of projects for the current year and next year. Project spending will begin to tail off rapidly in years three and four, and be essentially zero by year five.
- It is recommended that the District's next capital projects funding source and amount be identified and available by the end of FY2008-09. This will provide continuity in project implementation at an appropriate pace.
- It is recommended that Commissioners Court consider reliable and predictable annual funding of $200 million for capital projects for an aggressive and appropriate program (about $170 million from local funds and $30 million from partnerships).
- Funding for all District-related flood damage reduction projects from all sources (spent or currently available) has totaled nearly $1.5 billion in the past 20 years. More than $1.1 billion of that amount has been provided in just the past seven (7) years. That investment has made a tremendous difference in reducing the damages from several major storm events over that period alone, plus a permanent reduction from future losses. The major projects have also added significant open space suitable for popular multi-objective use.

Attached Capital Projects Report
The June 2007 Capital Improvement Program Review report is attached, which includes supporting documentation for currently available funds, recommendations for "active projects" to be executed from currently available funds, a section on federal projects, and information regarding future projects. Also included are maps of general project locations in the county, specific project maps for select watersheds, along with photographs of hallmark projects. Many projects are providing features that endorse the multi-use concepts that the community enjoys (and now expects) from our partnership projects. No longer do we need to present concepts as only artist's renderings – we have photos of the real thing: Awesome projects, on the ground, reducing the risk of flooding.

Currently Available Funding – Recommended Projects
The District has "currently available funding" of about $366 million, including the recent installment of about $194 million. Total funding for the 5-year schedule included in Appendix A includes about $6 million already spent this fiscal year (March 1st through April 11th) bringing the 5-year total amount to about $372 million.

The District has a full slate of projects for the current year and next year. Project spending will begin to tail off rapidly in years three and four, and be essentially zero by year five (see CIP Funding Drawdown chart in Appendix A). The "currently available funds" amount does not include future partnership funding from federal reimbursements or grants. Although unpredictable, this amount could total about $112 million – which may extend a well-funded capital projects program for about another year.

Projects recommended for funding from currently available funds have been selected from the "candidate project list" presented last year (plus any other identified priority projects). All projects not being pursued from currently available funds have been moved into a "future projects" classification.

The list of recommended projects is included in the attached report as Appendix A (Budget Form 413 format). The list includes 155 projects or elements of projects in 18 watersheds, plus 25 projects or elements considered "county-wide." The more prominent projects include:

- **Brays Bayou** Federal Project (Project Brays). $85 million for 47 project elements (much of which will be eligible for future federal reimbursement).
- **Sims Bayou** Federal Project. $44 million for 12 project elements. This will complete the District's obligation for this "mega-project" over the next five years. Direct spending by the Corps of Engineers on the remaining construction of Sims Bayou will total about $52 million. The combined spending since inception of the total project will be about $345 million and the project reduces the threat of flood damages for 37,000 homes and businesses (1% or 100-year level of protection).

- **Berry Bayou** tributary of Sims Bayou (City of South Houston area). $12 million for 8 project elements.
- **Cypress Creek** watershed and flood plain acquisition. $11 million for 11 project elements.
- **Willow Creek** watershed (Tomball area). $14 million for 3 project elements.
- **White Oak Bayou** watershed and Federal Project. $38 million for 17 project elements.
- **Hunting Bayou** Federal Project. $33 million for 7 project elements.
- **Greens Bayou** watershed. $16 million for 17 project elements.
- **Halls Bayou** watershed. $25 million for 8 project elements.
- **FEMA grants** (county-wide). $27 million for 17 grants (14 existing, 3 anticipated).

Federal Partnerships as the CIP Foundation
The District's partnership with the federal government through the U.S. Army Corps of Engineers, and increasingly through FEMA, forms the foundation of the District's CIP for the next fifteen years or more.

That federal partnership was the basis for creating the District 70 years ago. The federal government was invited into this community to provide these types of projects, and as the local sponsor we need to live up to our commitment in order to maintain the federal interest in providing financial assistance.

Funding for projects that support federal partnerships with the Corps of Engineers and FEMA totaling $231 million (63%) are recommended from currently available funds. That investment leverages partnership funding of about $169 million in additional project funds (reimbursements, grants or direct federal spending). Details on the federal partnership projects are included in the attached report, including tables and maps in Appendix B.

The level of production on the District-led federal projects will reach a point in the next year or so where we will be earning more in reimbursements than Congress is likely to appropriate. This simply means Congress will owe us the reimbursements from future appropriations (without interest). We will monitor this issue and provide Commissioners Court with information and recommendations on how far we want to get out ahead of the reimbursement cash flow. The dilemma is that the projects are essential and it may still be appropriate that the District continues at a high rate of funding and accepts federal "IOUs."

FEMA grants continue to be a viable source of supplementary funding, bringing a federal match of up to 75%. There are several grant programs; some are annual competitive grants, while one is only available after a disaster (locally or in Texas). In the past several years, FEMA and the State have prioritized grant funding toward the

buyout of homes hopelessly deep in the flood plain. Recently, FEMA and the State are realizing that the buyout program has dealt significantly with their highest-loss properties, and they are beginning to fund small structural projects that deliver flood damage reduction without some of the negative consequences of buyouts. While we are not finished with the buyout tool, this source of funding may prove to be valuable in advancing some of the smaller tributary projects that may otherwise have a lower priority in the District's system of recommending projects.

Future Projects (Unfunded)
The District has identified future projects that total nearly $2.5 billion, with significantly more potential projects being defined through an ongoing Watershed Master Planning process. The future projects have been allocated to four future "funding blocks" of about $400-800 million each for consideration as future funding increments. A funding block will be more defined into a candidate project list when the amount of the next funding increment is established. The attached report has a section on future projects, including more detailed information in Appendix C.

Recommended Funding Level
Annual District CIP spending from all sources of about $200 million is recommended. This represents funding from District/County sources of about $170 million and $30 million from other sources (primarily federal). This recommendation is based on the following considerations:

- An aggressive CIP is appropriate for the next several decades to address the historic and natural threat of flooding.
- The foundation of District funding must be the federal projects which alone can demand about $100 million per year. These projects bring at least 50% and as much as 75% federal financial participation.
- At this funding level, measured progress can be made for all project categories (federal partnerships, District main channel projects, tributary projects, and auxiliary projects to support District infrastructure and local government projects).
- Even at this funding level, "capital rationing" is occurring because there are more projects (and the capability to produce them) than funding allows.
- There is an increased public awareness of the flooding threat and an expressed willingness to fund effective projects to reduce the threat.
- There is support for popular multi-use and quality-of-life initiatives on District property (by appropriate sponsors) that the CIP helps enable.
- There is support from watershed and neighborhood organizations, the Greater Houston Partnership, environmental organizations, and quality-of-life interests.

CIP Trends and Analysis

The CIP is essentially a continuation of programs and projects presented to Commissioners Court over the past several years. Adjustments have been made to reflect an increased level of sophistication in our budgeting and project management capabilities, and to reflect the most recent considerations.

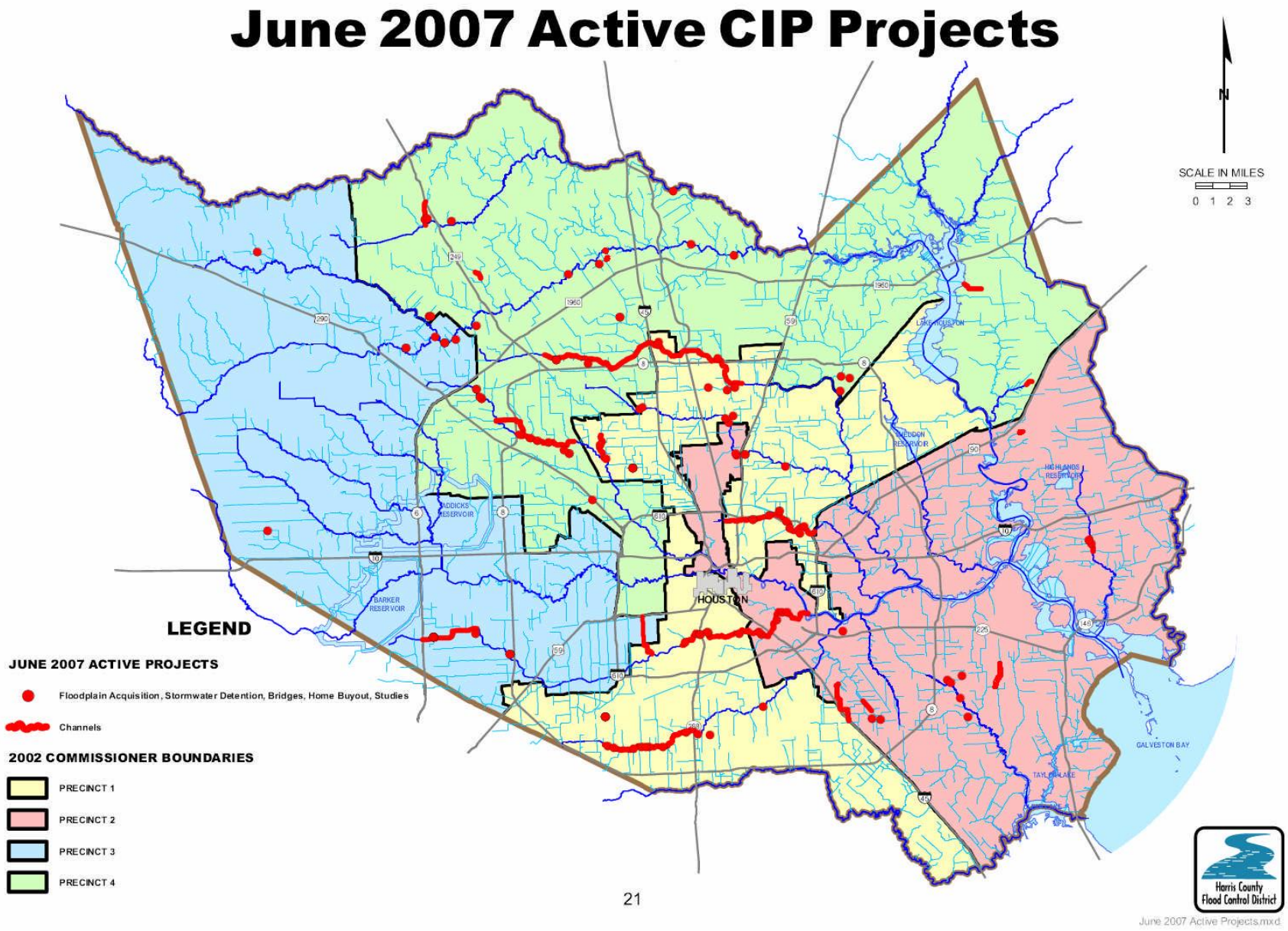
New projects continue to be defined through the District's Watershed Master Planning process that will influence the later years of the CIP. The multi-agency Urban Stormwater Management Study (*FloodWise*) will also help define consistent strategies for public and land development projects.

The District continues to refine its CIP project management capabilities, which enables the development of sophisticated project scheduling, status, and funding projections. Close work with the Auditor's office is also ensuring accurate representation of funding resources in IFAS.

The District is developing additional analyses of its CIP considering the nine funding categories, the project management capabilities, and the results of the large regional studies. The analysis will review the trends in proposed projects as the program matures and we move from federal and main channel projects to more tributary and local projects.

Attachment: June 2007 CIP Report

June 2007 CIP Transmittal.doc


June 2007 Active CIP Projects
N
SCALE IN MILES
0 1 2 3
LAKE HOUSTON
ADDICKS RESERVOIR
BARKER RESERVOIR
HOUSTON
GALVESTON BAY
LEGEND
JUNE 2007 ACTIVE PROJECTS
Floodplain Acquisition, Stormwater Detention, Bridges, Home Buyout, Studies
Channels
2002 COMMISSIONER BOUNDARIES
PRECINCT 1
PRECINCT 2
PRECINCT 3
PRECINCT 4
Harris County Flood Control District
June 2007 Active Projects.mxd

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
A - CLEAR CREEK WATERSHED							
A100-00-00-FP004	Clear Creek Flood Plain Management Plan	$ 102,703	$ 116,312	$ 30,984	$ -	$ -	$ 250,000
A100-00-00-Y004	Clear Creek Federal GRR	$ 46,099	$ 19,757	$ -	$ -	$ -	$ 65,855
A100-00-00-Y014	Clear Creek Flood Plain Management Plan	$ 70,000	$ 30,000	$ -	$ -	$ -	$ 100,000
	CLEAR CREEK TOTALS:	**$ 218,802**	**$ 166,069**	**$ 30,984**	**$ -**	**$ -**	**$ 415,855**
B - ARMAND BAYOU WATERSHED							
B100-00-00-H001	Interlocal Agreement with the City of Pasadena	$ 39,559	$ 16,954	$ -	$ -	$ -	$ 56,512
B100-00-00-H002	Interlocal Agreement with the City of Pasadena	$ 455,000	$ 195,000	$ -	$ -	$ -	$ 650,000
B109-00-00-C001	Conveyance and Basin Improvements	$ 1,000					
B500-02-00-E001	Basin Improvements, Phase 1	$ 1,077,848	$ 461,935	$ -	$ -	$ -	$ 1,539,782
B513-02-00-E001	Basin Improvements, Phase 1	$ 40,868	$ 17,515	$ -	$ -	$ -	$ 58,383
	ARMAND BAYOU TOTALS:	**$ 1,614,274**	**$ 691,403**	**$ -**	**$ -**	**$ -**	**$ 2,305,678**
C - SIMS BAYOU WATERSHED							
C100-00-00-B022	Almeda Road Bridge	$ 1,704,734	$ 726,315	$ -	$ -	$ -	$ 2,431,049
C100-00-00-B023	Buffalo Speedway Bridge	$ 2,693,165	$ 1,039,860	$ -	$ -	$ -	$ 3,733,024
C100-00-00-B024	Whiteheather Road Bridge	$ 825,948	$ 1,030,532	$ 294,146	$ -	$ -	$ 2,150,626
C100-00-00-B025	Hiram Clarke Street Bridges	$ 451,338	$ 1,558,475	$ 1,209,717	$ 267,728	$ -	$ 3,487,258
C100-00-00-B026	South Post Oak Bridges	$ 270,590	$ 1,727,470	$ 1,326,472	$ 272,497	$ -	$ 3,597,029
C100-00-00-B027	Heatherbrook Street Bridge	$ 312,145	$ 1,780,435	$ 1,756,907	$ 450,513	$ -	$ 4,300,000
C100-00-00-B039	Law Park Pedestrian Bridge	$ 455,000	$ 195,000	$ -	$ -	$ -	$ 650,000
C100-00-00-E011	SBFFDRP - LERRD	$ 223,214	$ 95,663	$ -	$ -	$ -	$ 318,877
C100-00-00-E012	SBFFDRP - LERRD	$ 267,067	$ 7,100,032	$ 3,191,533	$ 84,735	$ -	$ 10,643,366
C100-00-00-E013	SBFFDRP - LERRD	$ 169,076	$ 72,461	$ -	$ -	$ -	$ 241,537
C100-00-00-E014	SBFFDRP - LERRD	$ 1,046,184	$ 2,666,745	$ 2,369,140	$ 1,691,998	$ 464,618	$ 8,238,685
C100-00-00-Y018	SBFFDRP - Dredging Project	$ 1,699,457	$ 1,847,782	$ 479,761	$ -	$ -	$ 4,027,000
C106-03-00-C002	Conveyance Improvements, Phase 2	$ 82,317	$ 76,594	$ 17,706	$ -	$ -	$ 176,617
C106-03-00-C003	Conveyance Improvement, Phase 3	$ 165,563	$ 2,654,698	$ 1,673,038	$ 242,279	$ -	$ 4,735,578
C106-03-00-FP001	Mitigation Project	$ -	$ 970,168	$ 1,195,618	$ 334,214	$ -	$ 2,500,000
C106-03-08-FP001	Mitigation Project	$ -	$ 970,168	$ 1,195,618	$ 334,214	$ -	$ 2,500,000
C106-08-00-C003	Conveyance Improvements, Phase 2	$ 673,340	$ 717,734	$ 183,926	$ -	$ -	$ 1,575,000
C500-03-00-Y001	The Hill on Sims Bayou	$ 212,507	$ 91,074	$ -	$ -	$ -	$ 303,582
C506-01-00-E002	E & R Agreement McCollom Interest, LLC	$ 3,416	$ 1,618	$ 66	$ -	$ -	$ 5,100
C506-02-00-E002	E & R Agreement McCollom Interest, LLC	$ 13,849	$ 6,086	$ 65	$ -	$ -	$ 20,000
	SIMS BAYOU TOTALS:	**$ 11,268,910**	**$ 25,328,909**	**$ 14,893,713**	**$ 3,678,177**	**$ 464,618**	**$ 55,634,327**

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
D - BRAYS BAYOU WATERSHED							
D100-00-00-B006	South 75th Street Bridge	$ 90,822	$ 38,924	$ -	$ -	$ -	$ 129,745
D100-00-00-B007	Forest Hill Street Bridge	$ 1,231,528	$ 941,270	$ 177,202	$ -	$ -	$ 2,350,000
D100-00-00-B008	Lawndale Street Bridge	$ 127,180	$ 57,009	$ 1,073	$ -	$ -	$ 185,262
D100-00-00-B010	Old Spanish Trail Bridge	$ 1,500,445	$ 1,242,603	$ 256,952	$ -	$ -	$ 3,000,000
D100-00-00-B011	Calhoun Street Bridge	$ 74,897	$ 32,099	$ -	$ -	$ -	$ 106,996
D100-00-00-B013	Ardmore Street Bridge	$ 40,401	$ 61,204	$ 18,810	$ -	$ -	$ 120,415
D100-00-00-B014	State Highway 288 Bridge	$ 170,882	$ 73,235	$ -	$ -	$ -	$ 244,117
D100-00-00-B015	Almeda Road Bridge	$ 100,974	$ 43,274	$ -	$ -	$ -	$ 144,248
D100-00-00-B018	Holcombe Street Bridge	$ -	$ 48,370	$ 69,643	$ 55,392	$ 14,755	$ 188,160
D100-00-00-B038	Galveston Sub Railroad Bridge	$ 55,467	$ 84,729	$ 26,124	$ -	$ -	$ 166,320
D100-00-00-B040	Wheeler Street Bridge	$ 54,683	$ 85,931	$ 44,005	$ 7,380	$ -	$ 192,000
D100-00-00-E002	Conveyance Improvements, DS101	$ 3,466,849	$ 1,283,565	$ -	$ -	$ -	$ 4,750,414
D100-00-00-E003	Conveyance Improvements, DS102	$ 5,118,545	$ 3,346,898	$ 505,690	$ -	$ -	$ 8,971,133
D100-00-00-E004	Conveyance Improvements, DS103	$ 167,378	$ 263,023	$ 92,810	$ 4,641	$ -	$ 527,852
D100-00-00-E005	Conveyance Improvements, DS104	$ 4,207,727	$ 3,470,451	$ 714,488	$ -	$ -	$ 8,392,667
D100-00-00-E006	Conveyance Improvements, DS105	$ 3,695,068	$ 4,304,263	$ 1,168,268	$ -	$ -	$ 9,167,599
D100-00-00-E007	Conveyance Improvements, DS106	$ 115,825	$ 318,464	$ 115,211	$ -	$ -	$ 549,500
D100-00-00-E014	Conveyance Improvements, DS14	$ 81,728	$ 35,026	$ -	$ -	$ -	$ 116,754
D100-00-00-G002	BBFFDRP -	$ 101,101	$ 137,841	$ 135,018	$ 118,793	$ 33,552	$ 526,305
D100-00-00-G003	BBFFDRP - Bridge Survey	$ 25,210	$ 39,616	$ 41,159	$ 41,159	$ 36,294	$ 183,439
D100-00-00-G004	BBFFDRP - Utility Survey	$ -	$ -	$ -	$ 56,170	$ 24,073	$ 80,243
D100-00-00-G005	BBFFDRP - H & H Support	$ 32,837	$ 45,896	$ 47,684	$ 41,954	$ 11,850	$ 180,221
D100-00-00-G006	BBFFDRP - DDR Engineering	$ 24,308	$ 31,489	$ 32,716	$ 28,785	$ 8,130	$ 125,428
D100-00-00-G007	BBFFDRP - Control Survey	$ 136,126	$ 108,725	$ 112,962	$ 108,631	$ 77,234	$ 543,678
D100-00-00-G009	BBFFDRP - Architectural & Tree Survey	$ 29,136	$ 36,967	$ 38,407	$ 38,407	$ 25,727	$ 168,644
D100-00-00-G010	BBFFDRP - Upstream Element Master Plan	$ 19,155	$ 25,492	$ 7,407	$ -	$ -	$ 52,054
D100-00-00-G011	BBFFDRP - UPRR Engineering	$ 82,963	$ 72,481	$ 15,825	$ -	$ -	$ 171,268
D100-00-00-G012	BBFFDRP - Bridge Design Engineering	$ 182,806	$ 210,198	$ 56,508	$ -	$ -	$ 449,513
D100-00-00-G013	BBFFDRP - Evaluation of TxDot Bridges	$ 130,697	$ 171,492	$ 64,608	$ 4,781	$ -	$ 371,578
D100-00-00-G014	BBFFDRP - Evaluation of COH Bridges	$ 59,094	$ 92,862	$ 34,985	$ 2,589	$ -	$ 189,529
D100-00-00-G015	BBFFDRP - Public Awareness	$ 128,033	$ 49,151	$ -	$ -	$ -	$ 177,184
D100-00-00-Y005	Brays Bayou Federal Feasibility Study	$ 281,400	$ 120,600	$ -	$ -	$ -	$ 402,000
D111-00-00-FP000	Project Development Report for Poor Farm Ditch	$ 57,313	$ 24,563	$ -	$ -	$ -	$ 81,875
D500-01-00-E021	Basin Improvements, DS21	$ 536,813	$ 230,063	$ -	$ -	$ -	$ 766,876
D500-04-00-E013	Basin Improvements, DS13	$ 78,209	$ 29,577	$ -	$ -	$ -	$ 107,787
D500-04-00-E015	Basin Improvements, DS15	$ 147,515	$ 63,221	$ -	$ -	$ -	$ 210,736
D500-04-00-E016	Basin Improvements, DS16	$ 16,550	$ 2,342,601	$ 4,421,879	$ 1,477,905	$ 5,051	$ 8,263,986

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
D500-04-00-E017	Basin Improvements, DS17	$ 5,018,616	$ 6,041,470	$ 1,667,415	$ -	$ -	$ 12,727,500
D500-04-00-E020	Basin Improvements, DS20	$ 2,128,562	$ 912,241	$ -	$ -	$ -	$ 3,040,803
D500-06-00-E002	Basin Improvements, DS12	$ 274,789	$ 124,471	$ 11,445	$ 9,959	$ 2,797	$ 423,461
D500-06-00-E018	DS 18 (Comp 3 & 4, Unit D122, Phase 4)	$ 1,199	$ 514	$ -	$ -	$ -	$ 1,712
D500-06-00-E022	Basin Improvements, DS22	$ 996,266	$ 324,114	$ -	$ -	$ -	$ 1,320,381
D500-06-00-E024	Basin Improvements, DS24	$ 1,400,000	$ 600,000	$ -	$ -	$ -	$ 2,000,000
D512-01-00-E202	Basin Improvements, DS202	$ 86,394	$ 135,762	$ 74,185	$ 13,659	$ -	$ 310,000
D512-01-00-E203	Basin Improvements, DS203	$ 83,912	$ 35,962	$ -	$ -	$ -	$ 119,874
D512-01-00-E204	Basin Improvements, DS204	$ 56,000	$ 38,700	$ 6,300	$ -	$ -	$ 101,000
D512-01-00-E206	Basin Improvements, DS206	$ 100,149	$ 42,921	$ -	$ -	$ -	$ 143,070
D512-01-00-E209	Basin Improvements, DS209	$ 4,681,059	$ 6,060,763	$ 1,822,030	$ 36,148	$ -	$ 12,600,000
	BRAYS BAYOU TOTALS:	**$ 37,196,611**	**$ 33,880,090**	**$ 11,780,811**	**$ 2,046,355**	**$ 239,461**	**$ 85,143,326**
E - WHITE OAK BAYOU WATERSHED							
E100-00-00-E003	N Houston Rosalyn (E122) to Beltway	$ 34,172	$ 14,645	$ -	$ -	$ -	$ 48,817
E100-00-00-R005	Creekside Estates South Buyout	$ 364,947	$ 102,551	$ -	$ -	$ -	$ 467,498
E100-00-00-Y001	White Oak Bayou Federal Study Support	$ 252,029	$ 90,869	$ -	$ -	$ -	$ 342,898
E100-00-00-Y003	White Oak Bayou Federal Study	$ 267,964	$ 255,921	$ 79,441	$ -	$ -	$ 603,325
E121-00-00-E001	Vogel Creek Conveyance Improvement Project, Phase 1	$ 655,444	$ 277,760	$ 70,400	$ 33,468	$ 5,292	$ 1,042,364
E121-00-00-E003	Vogel Creek Conveyance Improvement Project, Phase 3	$ 4,504,274	$ 2,724,354	$ 445,203	$ -	$ -	$ 7,673,831
E200-00-00-E002	Bypass Regrading & Detention	$ 46,595	$ 19,969	$ -	$ -	$ -	$ 66,564
E200-00-00-E003	Jersey Village Channel Project, Phase 3	$ 74,826	$ 94,564	$ 5,105,195	$ 3,049,817	$ 374,830	$ 8,699,233
E500-00-00-E001	Proposed Improvements to Ranchstone/Fallbrook Basins	$ 11,472	$ 4,374	$ -	$ -	$ -	$ 15,846
E500-03-00-E001	Basin Improvements, Phase 3	$ 1,527,348	$ 2,804,610	$ 922,281	$ -	$ -	$ 5,254,239
E500-06-00-Y001	Basin Improvements	$ 20,568	$ 32,322	$ 15,703	$ 2,412	$ -	$ 71,005
E500-10-00-FP001	ROW Acquisition - Basin	$ 1,459,609	$ 2,665,937	$ 874,453	$ -	$ -	$ 5,000,000
E500-11-00-E001	Ranchstone Stormwater Detention Basin	$ 1,178,737	$ 2,056,436	$ 664,827	$ -	$ -	$ 3,900,000
E500-11-00-FP000	Ranchstone Stormwater Detention Basin	$ 151,120	$ 263,646	$ 85,234	$ -	$ -	$ 500,000
E500-12-00-E001	Fallbrook Stormwater Detention Basin	$ 1,020,142	$ 316,132	$ -	$ -	$ -	$ 1,336,274
E500-12-00-FP000	Fallbrook Stormwater Detention Basin	$ 151,120	$ 263,646	$ 85,234	$ -	$ -	$ 500,000
E515-01-00-E001	Brickhouse Gully Stormwater Detention Basin	$ 1,163,335	$ 1,144,194	$ 276,695	$ -	$ -	$ 2,584,224
	WHITE OAK BAYOU TOTALS:	**$ 12,883,703**	**$ 13,131,929**	**$ 8,624,666**	**$ 3,085,697**	**$ 380,122**	**$ 38,106,118**

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
G - SAN JACINTO RIVER WATERSHED							
G103-00-00-H002	Home Buyout	$ 51,321	$ 80,647	$ 83,789	$ 83,789	$ 83,952	$ 383,499
G103-05-02-R001	ROW Acquisition - Maintenance	$ 5,704	$ 2,444	$ -	$ -	$ -	$ 8,148
G103-27-00-E001	Proposed Improvements to Unit G103-27-00	$ 5,917	$ 2,536	$ -	$ -	$ -	$ 8,452
	SAN JACINTO RIVER TOTALS:	**$ 62,941**	**$ 85,627**	**$ 83,789**	**$ 83,789**	**$ 83,952**	**$ 400,100**
H - HUNTING BAYOU WATERSHED							
H100-00-00-B002	Terminal Subdivision Mainline Bridge Replacement	$ 1,505,000	$ 645,000	$ -	$ -	$ -	$ 2,150,000
H100-00-00-B003	Interlocal Agreement with TxDot for Bridge Replacement	$ 735,980	$ 979,440	$ 284,580	$ -	$ -	$ 2,000,000
H100-00-00-P003	Project Hunting - H&H Support	$ 140,000	$ 60,000	$ -	$ -	$ -	$ 200,000
H100-00-00-R001	ROW Acquisition - Channel	$ 7,000,000	$ 3,000,000	$ -	$ -	$ -	$ 10,000,000
H100-00-00-Y001	Hunting Bayou Federal Feasibility Study	$ 288,191	$ 427,370	$ 151,039	$ 8,813	$ -	$ 875,413
H500-01-00-E001	Basin Improvements, Phase 1	$ 329,347	$ 141,149	$ -	$ -	$ -	$ 470,496
H500-01-00-FP000	Basin Acquisition & Improvements	$ 2,712,693	$ 7,597,105	$ 6,210,437	$ 1,479,765	$ -	$ 18,000,000
	HUNTING BAYOU TOTALS:	**$ 12,711,213**	**$ 12,850,063**	**$ 6,646,056**	**$ 1,488,578**	**$ -**	**$ 33,695,909**
J - SPRING CREEK WATERSHED							
J100-00-00-R001	ROW Acquisition - Floodplain	$ 1,055,250	$ 452,250	$ -	$ -	$ -	$ 1,507,500
	SPRING CREEK TOTALS:	**$ 1,055,250**	**$ 452,250**	**$ -**	**$ -**	**$ -**	**$ 1,507,500**
K - CYPRESS CREEK WATERSHED							
K100-00-00-H013	FMA - 7	$ 1,493,152	$ 430,070	$ -	$ -	$ -	$ 1,923,222
K100-00-00-P003	Upper Cypress Creek Watershed Master Plan	$ 75,407	$ 14,190	$ -	$ -	$ -	$ 89,597
K100-00-00-R001	ROW Acquisition - Floodplain	$ 3,965,320	$ 1,603,423	$ -	$ -	$ -	$ 5,568,743
K100-00-00-R003	FMA - 6	$ 360,840	$ 139,451	$ -	$ -	$ -	$ 500,291
K140-00-00-E001	HCWID No 119 Joint Project	$ 365,815	$ 156,778	$ -	$ -	$ -	$ 522,593
K141-00-00-Y002	Westador MUD Interlocal - Conveyance Improvements	$ 607,250	$ 260,250	$ -	$ -	$ -	$ 867,500
K161-00-00-R001	ROW Acquisition - Channel	$ 246,085	$ 105,465	$ -	$ -	$ -	$ 351,550
K500-01-00-E001	E & R Contract - Sprint	$ 7,000	$ 3,000	$ -	$ -	$ -	$ 10,000
K500-01-00-FP	Basin Improvements	$ 329,277	$ 511,842	$ 158,881	$ -	$ -	$ 1,000,000
K500-01-00-Y001	Site Preparation Activity	$ 51,829	$ 22,212	$ -	$ -	$ -	$ 74,041
K500-01-00-Y002	Cypress Park Basin Interim Land Use Plan	$ 8,048	$ 3,449	$ -	$ -	$ -	$ 11,497
	CYPRESS CREEK TOTALS:	**$ 7,510,023**	**$ 3,250,130**	**$ 158,881**	**$ -**	**$ -**	**$ 10,919,034**
L - LITTLE CYPRESS CREEK WATERSHED							
L500-02-00-E001	Proposed Improvements to Kluge Road Basin	$ 47,795	$ 20,484	$ -	$ -	$ -	$ 68,279
L500-02-00-Y001	E&R Contract - Weatheford	$ 76,440	$ 52,147	$ 8,309	$ -	$ -	$ 136,896
L514-01-00-E001	E & R Contract - Weatherford	$ 3,500	$ 1,500	$ -	$ -	$ -	$ 5,000
	LITTLE CYPRESS CREEK TOTALS:	**$ 127,735**	**$ 74,131**	**$ 8,309**	**$ -**	**$ -**	**$ 210,175**

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
M - WILLOW CREEK WATERSHED							
M125-00-00-E001	Conveyance Improvements	$ 8,189,221	$ 4,834,641	$ 567,846	$ -	$ -	$ 13,591,708
M500-01-00-E001	E & R Contract - Morris Tractor	$ 3,095	$ 1,731	$ 174	$ -	$ -	$ 5,000
M525-01-00-E002	Excavation and Removal Agreement - Morris Tractor	$ 2,100	$ 900	$ -	$ -	$ -	$ 3,000
	WILLOW CREEK TOTALS:	**$ 8,194,417**	**$ 4,837,272**	**$ 568,020**	**$ -**	**$ -**	**$ 13,599,708**
O - GOOSE CREEK WATERSHED							
O100-00-00-E001	Goose Creek Flood Damage Reduction Project	$ 1,199,515	$ 2,221,220	$ 1,350,133	$ 265,072	$ -	$ 5,035,940
O500-02-00-E001	Basin Improvements	$ 26,995	$ 11,569	$ -	$ -	$ -	$ 38,565
	GOOSE CREEK TOTALS:	**$ 1,226,510**	**$ 2,232,789**	**$ 1,350,133**	**$ 265,072**	**$ -**	**$ 5,074,504**
P - GREENS BAYOU WATERSHED							
P100-00-00-FP005	USACE: Veterans Mem to Bammel N Houston	$ -	$ 379,521	$ 596,391	$ 422,628	$ 101,460	$ 1,500,000
P100-00-00-FP006	USACE: Bammel N Houston to Cutten Rd	$ -	$ 231,007	$ 632,096	$ 514,369	$ 122,529	$ 1,500,000
P100-00-00-P004	Greens Bayou Watershed Master Plan	$ 307,058	$ 117,530	$ -	$ -	$ -	$ 424,588
P100-00-00-Y018	Greens Bayou Mid Reach FDRP	$ 402,157	$ 154,137	$ -	$ -	$ -	$ 556,294
P500-02-00-E007	E & R Contract - W.M. Trucking	$ 2,304	$ 2,883	$ 813	$ -	$ -	$ 6,000
P500-02-00-E008	E & R Contract - Sprint	$ 1,113	$ 1,750	$ 1,659	$ 477	$ -	$ 5,000
P500-03-00-E001	Basin Improvements, Phase 1	$ 2,906,801	$ 1,126,037	$ -	$ -	$ -	$ 4,032,838
P500-03-00-E002	Basin Improvements, Phase 2	$ 22,676	$ 9,718	$ -	$ -	$ -	$ 32,394
P500-04-00-E002	E & R Contract - N Houston Trucking	$ 3,500	$ 1,500	$ -	$ -	$ -	$ 5,000
P500-05-00-FP000	USACE: Antoine Basin	$ -	$ 169,405	$ 463,537	$ 377,204	$ 89,854	$ 1,100,000
P500-06-00-E002	E & R Contract - McCollum Interests	$ 3,036	$ 1,765	$ 199	$ -	$ -	$ 5,000
P500-06-00-R002	Castlewood Buyout	$ 127,255	$ 54,538	$ -	$ -	$ -	$ 181,793
P500-08-00-E001	Basin Improvements, Phase 1	$ 88,979	$ 54,155	$ 6,866	$ -	$ -	$ 150,000
P500-08-00-R001	ROW Acquisition - Basin	$ 963,145	$ 1,351,923	$ 404,879	$ -	$ -	$ 2,719,947
P545-01-00-FP000	Kuykendahl Basin	$ 277,208	$ 758,515	$ 617,243	$ 147,035	$ -	$ 1,800,000
P545-01-00-Y008	E & R Contract - Weatherford	$ 1,532	$ 2,407	$ 1,038	$ 123	$ -	$ 5,100
P700-01-00-Y001	GB Wetlands Mitigation Project	$ 604,961	$ 769,939	$ 327,398	$ 37,464	$ -	$ 1,739,762
	GREENS BAYOU TOTALS:	**$ 5,711,724**	**$ 5,186,731**	**$ 3,052,118**	**$ 1,499,300**	**$ 313,843**	**$ 15,763,716**

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
P - HALLS BAYOU WATERSHED							
P118-00-00-FP000	Halls Baycu ROW	$ 71,063	$ 211,894	$ 175,257	$ 41,785	$ -	$ 500,000
P118-00-00-P003	Halls Baycu Federal Feasibility Study	$ 754,714	$ 1,130,979	$ 1,175,043	$ 1,186,925	$ 357,605	$ 4,605,266
P518-02-00-B001	Pedestrian Bridges at Keith-Weiss Park	$ 345,561	$ 205,212	$ 24,478	$ -	$ -	$ 575,250
P518-02-00-Y001	Stormwater Detention Basin Improvements at Keith-Weiss	$ 2,430,834	$ 2,826,538	$ 859,195	$ -	$ -	$ 6,116,567
P518-03-00-E001	Basin Improvements	$ 1,769,816	$ 2,878,431	$ 908,545	$ -	$ -	$ 5,556,792
P518-03-00-FP	Utility Adjustment/Street Closure	$ 246,407	$ 674,235	$ 548,660	$ 130,697	$ -	$ 1,600,000
P518-04-00-E001	Utility Adjustment/Street Closure	$ 20,480	$ 11,259	$ 1,064	$ -	$ -	$ 32,803
P518-04-00-E002	Basin Improvements, Phase 2	$ 2,105,896	$ 2,905,239	$ 858,305	$ -	$ -	$ 5,869,440
	HALLS BAYOU TOTALS:	**$ 7,744,771**	**$ 10,843,787**	**$ 4,550,546**	**$ 1,359,408**	**$ 357,605**	**$ 24,856,118**
R - JACKSON BAYOU WATERSHED							
R100-00-00-E003	Crosby Utility Relocations	$ 436,800	$ 187,200	$ -	$ -	$ -	$ 624,000
	JACKSON BAYOU TOTALS:	**$ 436,800**	**$ 187,200**	**$ -**	**$ -**	**$ -**	**$ 624,000**
T - BARKER RESERVOIR WATERSHED							
T100-00-00-P001	Barker Reservoir Watershed Master Plan	$ 163,251	$ 66,472	$ -	$ -	$ -	$ 229,723
T501-01-00-FP	Basin Master Plan	$ 49,392	$ 76,776	$ 23,832	$ -	$ -	$ 150,000
	BARKER RESERVOIR TOTALS:	**$ 212,643**	**$ 143,248**	**$ 23,832**	**$ -**	**$ -**	**$ 379,723**
U - ADDICKS RESERVOIR WATERSHED							
U100-00-00-P004	Upper Langham Creek Frontier Study	$ 8,367	$ 3,586	$ -	$ -	$ -	$ 11,953
U502-02-00-E001	Proposed Stormwater Detention Basin at John Paul's Land	$ 685,710	$ 927,079	$ 358,793	$ 58,884	$ 9,179	$ 2,039,645
U506-05-00-E001	E & R Contract - Sprint	$ 3,482	$ 5,010	$ 1,508	$ -	$ -	$ 10,000
	ADDICKS RESERVOIR TOTALS:	**$ 697,560**	**$ 935,675**	**$ 360,300**	**$ 58,884**	**$ 9,179**	**$ 2,061,598**
W - BUFFALO BAYOU WATERSHED							
W100-00-00-P006	Buffalo Bayou Federal Feasibility Study	$ 2,787,150	$ 1,194,493	$ 1,500,000	$ 1,097,042	$ -	$ 6,578,685
W129-00-00-FP00	Design Stage for Conveyance Improvements, Phase 2	$ 49,392	$ 76,776	$ 23,832	$ -	$ -	$ 150,000
	BUFFALO BAYOU TOTALS:	**$ 2,836,542**	**$ 1,271,269**	**$ 1,523,832**	**$ 1,097,042**	**$ -**	**$ 6,728,685**
Z - HARRIS COUNTY							
Z100-00-00-FP03	Category 2 - Future PDM	$ 284,254	$ 847,577	$ 701,030	$ 167,139	$ -	$ 2,000,000
Z100-00-00-FP04	Category 2 - Future HMGP	$ 284,254	$ 847,577	$ 701,030	$ 167,139	$ -	$ 2,000,000
Z100-00-00-FP05	Category 2 - Future FMA/pilot	$ 142,127	$ 423,789	$ 350,515	$ 83,570	$ -	$ 1,000,000
Z100-00-00-G100	Elevation Survey	$ 12,644	$ 19,869	$ 6,843	$ 279	$ -	$ 39,636
Z100-00-00-H006	TSA Contingency	$ 2,051,211	$ 927,879	$ 20,910	$ -	$ -	$ 3,000,000
Z100-00-00-H011	HMGP 1439 - RL	$ 457,108	$ 195,903	$ -	$ -	$ -	$ 653,011
Z100-00-00-H012	PDM-03-Z-02	$ 124,600	$ 53,400	$ -	$ -	$ -	$ 178,000
Z100-00-00-H014	PDM-03-G-01	$ 1,211,436	$ 519,187	$ -	$ -	$ -	$ 1,730,622
Z100-00-00-H015	PDM05-021	$ 921,872	$ 412,310	$ 8,948	$ -	$ -	$ 1,343,130
Z100-00-00-H016	PDM 2005 - 017	$ 904,271	$ 361,193	$ -	$ -	$ -	$ 1,265,463
Z100-00-00-H017	PDM 2005 - 019	$ 1,653,705	$ 647,898	$ -	$ -	$ -	$ 2,301,603

Project ID	Name	FY08	FY09	FY10	FY11	FY12	Totals
Z100-00-00-H018	PDM 2005 - 020	$ 1,710,117	$ 726,014	$ -	$ -	$ -	$ 2,436,131
Z100-00-00-H019	PDM 2005 - 025	$ 1,248,428	$ 528,427	$ -	$ -	$ -	$ 1,776,855
Z100-00-00-H020	PDM 2005 - 027	$ 1,060,607	$ 440,334	$ -	$ -	$ -	$ 1,500,941
Z100-00-00-H021	PDM 2005 - 028	$ 499,615	$ 194,463	$ -	$ -	$ -	$ 694,078
Z100-00-00-H022	PDM 2005 - 029	$ 1,082,224	$ 371,879	$ -	$ -	$ -	$ 1,454,103
Z100-00-00-H023	HMGP DR 1606 - Hurricane Rita	$ 2,934,459	$ 650,585	$ -	$ -	$ -	$ 3,585,044
Z100-00-00-P007	TSA Recovery Project	$ 54,600	$ 23,400	$ -	$ -	$ -	$ 78,000
Z100-00-00-P009	Watershed Master Plan	$ 1,237,177	$ 1,885,432	$ 588,771	$ -	$ -	$ 3,711,381
Z100-00-00-P010	TSARP Appeal Support Program	$ 1,194,760	$ 508,500	$ -	$ -	$ -	$ 1,703,260
Z100-00-00-R005	Property Donation Program	$ 24,826	$ 10,640	$ -	$ -	$ -	$ 35,466
Z100-00-00-Y019	Misc Environmental Assignments	$ 120,042	$ 188,637	$ 195,987	$ 195,987	$ 196,368	$ 897,021
Z100-00-00-Y054	Federal Feasibility Study Support	$ 22,475	$ 35,318	$ 31,643	$ 8,843	$ -	$ 98,279
Z100-00-00-Y055	Urban Stormwater Management Study	$ 421,917	$ 663,012	$ 385,064	$ 76,462	$ -	$ 1,546,455
Z100-00-00-Y997	Environmental Services - PID	$ 306	$ 131	$ -	$ -	$ -	$ 438
	Contingency & Escalation Funds	$ 8,223,221	$ 16,569,445	$ 12,924,664	$ 2,125,587	$ -	$ 39,842,917
	HARRIS COUNTY TOTALS:	**$ 27,882,255**	**$ 28,052,800**	**$ 15,915,404**	**$ 2,825,007**	**$ 196,368**	**$ 74,871,833**
	JUNE 2007 CIP GRAND TOTAL:	**$ 139,592,682**	**$ 143,601,371**	**$ 69,571,395**	**$ 17,487,308**	**$ 2,045,149**	**$ 372,297,906**

H C P I D

Architecture & Engineering
Precinct Roads

HARRIS COUNTY PUBLIC INFRASTRUCTURE DEPARTMENT
June 1, 2007

CAPITAL IMPROVEMENT PLAN - FUNDING SUMMARY
ROAD PROJECTS

PCT	DESCRIPTION	PLANNED EXPENDITURES ($ X 1,000) FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
1	**Road Bond Fund Balance as of 2/28/07**	67,547				
	Planned Project Expenditures	12,000	48,000	50,880	60,936	56,568
	Toll Road Connectivity	7,100	7,100	7,100	7,100	7,100
	Joint Participant Funding	0	21,272	1,258	8,359	6,730
	End of FY Road Bond Fund Balance	62,647	43,019	497	(44,980)	(87,718)
2	**Road Bond Fund Balance as of 2/28/07**	80,428				
	Planned Project Expenditures	54,000	68,040	48,480	27,600	12,000
	Toll Road Connectivity	7,100	7,100	7,100	7,100	7,100
	Joint Participant Funding	20,938	25,920	18,779	13,943	2,881
	End of FY Road Bond Fund Balance	54,466	19,446	(3,155)	(9,712)	(11,731)
3	**Road Bond Fund Balance as of 2/28/07**	22,145				
	Planned Project Expenditures	63,954	55,000	55,000	55,000	55,000
	Toll Road Connectivity	7,100	7,100	7,100	7,100	7,100
	Joint Participant Funding	26,301	8,000	10,807	9,428	7,665
	End of FY Road Bond Fund Balance	(8,408)	(48,308)	(85,401)	(123,873)	(164,108)
4	**Road Bond Fund Balance as of 2/28/07**	116,374				
	Planned Project Expenditures	81,752	54,960	63,120	30,000	67,800
	Toll Road Connectivity	7,100	7,100	7,100	7,100	7,100
	Joint Participant Funding	20,624	20,581	13,621	14,481	11,773
	End of FY Road Bond Fund Balance	62,346	35,067	(7,332)	(15,751)	(64,678)

HARRIS COUNTY PUBLIC INFRASTRUCTURE DEPARTMENT

June 1, 2007

CIP Road Projects FY 2007-08 - FY 2011-12

CIP No	PROJECT		ESTIMATED CONST COST
	PRECINCT 1		
	FY 2007-08		
B10401	El Dorado Blvd. - Beamer Rd. to Bougainvilla Ln.		5,000,000
B10201	Various Locations - Paving & Intersection Improvements		5,000,000
		Total FY 2007-08	10,000,000
	FY 2008-09		
B10501	Aldine Mail Route - Airline Dr. to Aldine Westfield Rd.		14,000,000
B10003	Beamer Rd. - Dixie Farm Rd. to W. Bay Area Blvd. (By TxDOT)		22,000,000
B10203	Hughes Rd. - Sageblossom Dr. to Barry Rose		6,000,000
B10607	Scott St. - BW 8 to Fuqua Rd.		6,000,000
B10201	Various Locations - Paving & Intersection Improvements		5,000,000
		Total FY 2008-09	53,000,000
	FY 2009-10		
B10602	C E King Pkwy. - Tidwell Rd to BW 8		18,800,000
B10701	Cullen Blvd. - BW 8 to Almeda Genoa		14,000,000
B10502	East Mount Houston Rd. - US 59 to BW 8		30,000,000
B10608	Riceville School Road - BW 8 to Fort Bend county line (By TxDOT)		500,000
B10201	Various Locations - Paving & Intersection Improvements		5,000,000
		Total FY 2009-10	68,300,000
	FY 2010-11		
B10301	Beamer Rd. - W. Bay Area Blvd. to FM 528		15,000,000
B10603	Chrisman Rd. - Aldine Maile to FM 525		9,200,000
B10606	Friendswood Link Rd. - West Bay Area to El Dorado Blvd.		3,680,000
B10702	Imperial Valley - Rankin Rd. to Briarwillow		2,000,000
B10604	West Montgomery Rd. - West Gulf Bank to West Mount Houston Rd.		9,200,000
B10201	Various Locations - Paving & Intersection Improvements		5,000,000
		Total FY 2010-11	44,080,000
	FY 2011-12		
B10603	Chrisman Rd. - Aldine Mail Route to FM 525		9,200,000
B10201	Various Locations - Paving & Intersection Improvements		5,000,000
		Total FY 2011-12	14,200,000

CIP Road Projects FY 2007-08 - FY 2011-12

CIP No	PROJECT		ESTIMATED CONST COST
	PRECINCT 2		
	FY 2007-08		
B20508	Burke Rd. - Red Bluff Rd. to Southmore St.		4,300,000
B20206	Crestlane Street (Barbours Cut) - SH 146 to Barbours Cut Terminal		13,200,000
B20401	Crestlane Street (Barbours Cut) Outfall - Unit F210-00-00		500,000
B20501	Dell Dale St. - Woodforest Blvd. to Wallisville Rd.		7,900,000
B20007	Genoa Red Bluff Rd. (Seg 1) - BW 8 to Baywood		12,000,000
B20205	Shaver St. - SH 225 to Southmore St.		7,100,000
		Total FY 2007-08	45,000,000
	FY 2008-09		
B20502	Crenshaw Rd. - BW 8 to Space Center Blvd.		4,800,000
B20203	Fairmont Pkwy. - SH 146 to 16th St.		3,700,000
B20207	Main St. - SH 225 to Southmore St.		6,900,000
B20405	Pansy St. - Crenshaw to Old Vista		5,500,000
B20507	Railroad Ave. - Center St. to SH 225		1,600,000
B20213	Repsdorph Rd. - NASA Rd. 1 to 1.2 miles north		8,100,000
B20214	Repsdorph Rd. - Repsdorph southeast to SH 146		2,600,000
B20504	Scarborough St. - Southmore St. to SH 225		2,300,000
B20212	Sens Rd. Seg 2 - North H St. to SH 225		2,800,000
B20505	Southmore St. (Seg 1) - Richey St. to 500' East of Johnson Rd.		6,800,000
B20403	Thompson Rd. - Ellis School Rd. to SH 330		7,200,000
B20404	Woodforest Blvd. - Freeport to Haymarket		4,400,000
		Total FY 2008-09	56,700,000
	FY 2009-10		
B20005	Gellhorn Dr. - Woodforest to McCarty Rd.		10,200,000
B20008	Genoa Red Bluff Rd. (Seg 2) - Baywood to Red Bluff Rd.		6,200,000
B20503	Genoa Red Bluff Rd. (Seg 3) - Red Bluff Rd. to Fairmont Pkwy.		5,600,000
B20211	Sens Rd. Seg 1 - Spencer Hwy. to North H St.		8,300,000
B20506	Southmore St. (Seg 2) - 500' east of Johnson Rd to Strawbery Rd.		5,100,000
B20202	Various Locations - Paving and Drainage Improvements		5,000,000
		Total FY 2009-10	40,400,000
	FY 2010-11		
B20701	Clinton Drive - North Wayside Drive to IH 610		18,000,000
B20202	Various Locations - Paving and Drainage Improvements		5,000,000
		Total FY 2010-11	18,000,000
	FY 2011-12		
B20202	Various Locations - Paving and Drainage Improvements		5,000,000
		Total FY 2011-12	5,000,000

CIP Road Projects FY 2007-08 - FY 2011-12

CIP No	PROJECT	ESTIMATED CONST COST
	PRECINCT 3	
	FY 2007-08	
B30413	Cypress N. Houston Rd. - Barker Cypress to Island Shore	990,000
B30103	Cypress N. Houston Rd. - Eldridge Pkwy. to Oak Plaza	3,800,000
B30306	Cypress Rose Hill Rd. (Seg 1) - US 290 to Cypress Mill Park Dr.	5,200,000
B30406	Cypress Rose Hill Rd. (Seg 2) - Cypress Mill Park Dr. to Manor Bend	5,700,000
B30020	Greenhouse Rd. / Park Row - IH 10 to Saums Rd.	10,000,000
B30027	Katy Fort Bend Rd. - IH 10 to Colonial Pkwy.	2,100,000
B30403	Kieth Harrow Blvd. - Fry Rd. to Mountain Forest	750,000
B30412	Kieth Harrow Blvd. - Tain to SH 6	1,300,000
B30104	Kingsland Blvd. - Katy Fort Bend Rd. to Grand Pkwy.	3,200,000
B30031	Morton Rd. - Mason Rd. to Raintree Village Dr.	3,200,000
B30415	Mueschke Rd. (Seg 1) - US 290 to 1 mi north	4,500,000
B30032	Park Row Blvd. - 4200 ft west of Barker Cypress to Barker Cypress	4,100,000
B30208	Skinner Rd. - Jarvis Rd. to Spring Cypress Rd.	2,000,000
B30212	Spring Cypress Rd. - Barker Cypress Rd. to Huffmeister	2,700,000
B30204	Spring Cypress Rd. - US 290 to Barker Cypress Rd.	8,600,000
	Total FY 2007-08	58,140,000
	FY 2008-09	
B30601	Cypress N. Houston Rd. - Huffmeister Rd. to Westgate	2,100,000
B30421	Cypress N. Houston Rd. - Oak Plaza to Jones Rd.	1,300,000
B30411	Cypress Rose Hill Rd. (Seg 3) - Manor Bend to Little Cypress Creek	5,200,000
B30308	Greenhouse Rd. - Rebel Yell Dr. to Caledonia	900,000
B30409	Katy Fort Bend Rd. - Franz to Morton	5,900,000
B30407	Mason Rd. - Maple Village Dr. to Schiel Rd.	2,800,000
B30312	Morton Rd. - Williamette to Mason	4,400,000
B30418	Mueschke Rd. (Seg 2) - 1 mi north of US 290 to Sandy Hill Circle	6,300,000
B30416	Park Row Blvd. - Westgreen Blvd. to Price Plaza	1,700,000
B30401	Queenston Blvd. - Langham Creek to FM 529	1,600,000
B30311	Skinner Rd. - Spring Cypress Rd. to Huffmeister	7,600,000
B30408	Spring Cypress Rd. - Hempstead Hwy. to US 290	1,300,000
B30209	Tuckerton Rd. (Seg A) - Telge Rd. to Huffmeister Rd.	1,200,000
B30504	Tuckerton Rd. (Seg B) - Point Park Dr. to Huffmeister Rd.	700,000
B30505	Tuckerton Rd. (Seg C) - Telge to HCFCD U106-09	1,400,000
B30105	Various Locations - Paving and Intersection Improvements	5,600,000
	Total FY 2008-09	50,000,000

CIP Road Projects FY 2007-08 - FY 2011-12

CIP No	PROJECT	ESTIMATED CONST COST
PRECINCT 3 (Cont'd)		
	FY 2009-10	
B30604	Bellaire Blvd. - Marchena Dr. to SH 6	1,200,000
B30511	Cypress Rose Hill Rd. (Seg 4) - Little Cypress Creek to Grant Rd.	4,300,000
B30417	Eldridge Pkwy. - Bissonnet to Harris/Ft. Bend county line	1,500,000
B30502	Howell-Sugarland Rd. - Bissonnet to Beechnut	2,300,000
B30602	Kluge Rd. (Seg 1) - Huffmeister to Little Cypress Creek	1,700,000
B30509	Mason Rd. - Chesterwick Dr. to Rock Canyon Dr.	1,200,000
B30515	Mason Rd. - County line to Chesterwick	600,000
B30420	Mason Rd. - Schiel Rd. to Schiel Rd.	3,600,000
B30507	Mueschke Rd. (Seg 3) - Sandy Hill Circle to Little Cypress Creek	7,000,000
B30402	N. Eldridge Pkwy. - Cypress Creek to Grant Rd.	2,900,000
B30307	N. Eldridge Pkwy. - Cypress N. Houston to Cypress Creek	2,300,000
B30405	Queenston Blvd. - Clay Rd. to Kieth Harrow	4,100,000
B30702	Queenston Blvd./Tuckerton Rd. - North of West Rd. to Tuckerton	3,300,000
B30503	Saums Rd. - HCFCD Unit U101-02-00 to CoH city limits	1,300,000
B30703	Tuckerton Rd. (Seg D) - HCFCD Unit U106-13 to west of Telge Rd.	900,000
B30704	Tuckerton Rd. (Seg E) - Copper Cove to HCFCD U106-13	2,100,000
B30705	Tuckerton Rd. (Seg F) - Oak Trace Island to Queenston	1,000,000
B30105	Various Locations - Paving and Intersection Improvements	8,700,000
	Total FY 2009-10	50,000,000
	FY 2010-11	
B30518	Becker Rd. - S of US 290 to S of Palo Dura	2,500,000
B30512	Cypress Rose Hill Rd. (Seg 6) - Lake Cypress Hill to Juergen Rd.	2,500,000
B30701	Cypress N. Houston Rd. - Westgate to N. Eldridge Pkwy.	3,000,000
B30510	Cypress Rose Hill Rd. (Seg 5) - Grant to Lake Cypress Hill	3,300,000
B30605	Kluge Rd. (Seg 2) - Little Cypress Creek to McSwain	3,600,000
B30520	Mueschke Rd. (Seg 4) - Little Cypress Creek to Wilks	3,900,000
B30105	Various Locations - Paving and Intersection Improvements	31,200,000
	Total FY 2010-11	50,000,000
	FY 2011-12	
B30009	Cypresswood Dr. - Grant Rd. to N. Eldridge Pkwy.	600,000
B30107	Grant Rd. - Lakewood Forest to Old Kluge Rd. (Malcomson Rd.)	3,300,000
B30035	South Fry Rd. - IH 10 to Kingsland Blvd.	600,000
B30105	Various Locations - Paving and Intersection Improvements	45,500,000
	Total FY 2011-12	50,000,000

CIP Road Projects FY 2007-08 - FY 2011-12

CIP No	PROJECT		ESTIMATED CONST COST
	PRECINCT 4		
	FY 2007-08		
B40010	Brittmoore Rd. (Seg A) - Clay Rd. to 1150' south of Tanner Rd.		5,100,000
B40509	Changeable Lane Assignment / Roadway Improvements		4,631,000
T40009	CMAQ II - West Rd. and Bammel N. Houston Corridors		9,600,000
B40410	Ella Blvd. - Louetta Rd. to Spring Cypress Rd.		1,500,000
B40513	Ella Blvd. - Spring Cypress Rd. to Falvel (Phase 2)		1,500,000
B40025	Gosling Rd. - Kuykendahl Rd. to FM 2920		1,800,000
B40027	Grant Rd. - Copeland Rd. to SH 249		7,100,000
B40029	Hollister Rd. (Seg 1) - BW 8 to West Greens Rd.		2,200,000
B40402	Hollister Rd. (Seg 2) - West Greens Rd. to Bourgeois Rd.		3,200,000
B40017	Kuykendahl Rd. at FM 1960 - Grade Separation (by TxDOT)		1,420,000
B40502	Perry Rd. (Seg A) - FM 1960 to Mills Rd.		4,700,000
B40503	Perry Rd. (Seg B) - Mills Rd. to SH 249		5,600,000
B40062	Precinct 4 Miscellaneaous Intersection Improvements		127,000
B40505	T.C. Jester Blvd. - Springton to Glenmere		349,000
B40407	T.C. Jester Blvd. (B) - Ivy Falls Dr. to Cypresswood Dr.		5,900,000
B40505	T.C. Jester Blvd. (C) - Center Court to Spring Cypress Rd.		4,000,000
B40510	T.C. Jester Blvd. (E) - Alvin Klein to FM 2920		1,300,000
B40508	Tomball Outfall - M125 Improvements		900,000
B40059	Will Clayton Pkwy. (Seg A) - US 59 to S Houston Avenue		2,800,000
B40060	Will Clayton Pkwy. (Seg B) - S Houston Ave to Wilson Rd.		3,900,000
		Total FY 2007-08	67,627,000
	FY 2008-09		
B40411	Falvel Rd. - Ella Blvd to FM 2920		1,600,000
B40403	East Richey Rd. - Hardy Rd. to Aldine Westfield Rd.		4,200,000
B40504	Kuykendahl Rd. (Seg C) - Augusta Pines Dr. to Spring Creek		4,400,000
B40406	Jones Rd. - FM 529 to US 290		4,600,000
B40404	Ella Blvd. - Gears Rd. to Rush Creek Dr.		6,900,000
B40054	West Greens Rd. (Seg B) - Cutten Rd. to Hollister Dr.		9,500,000
B40064	West Greens Rd. (Seg A) - SH 249 to Cutten Rd.		9,600,000
B40061	Various Locations - Paving and Drainage Improvements		5,000,000
		Total FY 2008-09	45,800,000

CIP Road Projects FY 2007-08 - FY 2011-12

CIP No	PROJECT		ESTIMATED CONST COST
PRECINCT 4 (Cont'd)			
	FY 2009-10		
B40302	Stuebner Airline Rd. (Seg B) - Thora Ln. to FM 2920		4,000,000
B40306	T.C. Jester Blvd. (A) - North of Spears Rd. to FM 1960		4,600,000
B40301	Stuebner Airline Rd. (Seg A) - Spring Cypress Rd. to Thora Ln.		4,700,000
B40401	Hollister/Duncan Rd. (Seg 3) - Bourgeois Rd. to FM 1960		4,900,000
B40305	Kuykendahl Rd. (Seg B) - Willow Creek to Augusta Pines Dr.		5,000,000
B40304	Kuykendahl Rd. (Seg A) - FM 2920 to Willow Creek		14,400,000
B40061	Various Locations - Paving and Drainage Improvements		15,000,000
		Total FY 2009-10	52,600,000
	FY 2010-11		
B40061	Various Locations - Paving and Drainage Improvements		25,000,000
		Total FY 2010-11	25,000,000
	FY 2011-12		
B40701	Holzwarth Rd. - Louetta Rd. to Spring Cypress Rd.		2,000,000
B40702	North Eldridge Pkwy. - West Little York to FM 529		2,000,000
B40501	Spring Cypress Rd. - Telge Rd. to SH 249 (FUTURE)		27,500,000
B40061	Various Locations - Paving and Drainage Improvements		25,000,000
		Total FY 2011-12	56,500,000

Harris County Public Infrastructure Department
METRO General Mobility Program Project Funding
May 3, 2007

PROJECT	Planned Expenditures (funds shown in thousands)									
	1999-2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TOTAL
Mar 2007 METRO Funding Forecast										
Pre-Agreement Designated Projects	68,017	751	7,440	0	0	0	0	0	0	76,208
Future Designated Projects	40,004	16,002	25,866	28,979	30,811	25,049	27,042	28,962	30,911	253,626
Total	108,021	16,753	33,306	28,979	30,811	25,049	27,042	28,962	30,911	329,834
Sum Mar 2007	108,021	124,774	158,080	187,059	217,870	242,919	269,961	298,923	329,834	
Pre-Agreement Designated Projects										
Aldine Westfield - Beltway 8 to FM 1960	16,090									16,090
County Infrastructure Program	25,225									25,225
Gessner Road - West Road to Beltway 8	0		7,440							7,440
Gosling Road - Bridge over Spring Creek	1,500									1,500
Huffmeister Road - US 290 to Cypress Creek	1,841	624								2,465
Orem - Almeda to Telephone	12,386									12,386
Pct. 3 Misc. Intersection Improvements	524									524
Pct. 4 Misc. Intersection Improvements	1,496	127								1,623
Townsen Blvd. - G/S & N. Houston Ave. (East)	3,147									3,147
Townsen Blvd. - US 59 to FM 1960 (West)	2,994									2,994
Treaschwig - Kingwood to Hardy Toll Road	(4)									(4)
W. Lake Houston Parkway (East Blvd.)	371									371
W. Lake Houston Parkway (West Blvd.)	2,698									2,698
West Road - Beltway 8 to Fairbanks N. Houston	1									1
Woodforest Blvd. - Maxey to Greens Bayou	(30)									(30)
Woodforest Blvd. Bridge	(222)									(222)
Pre-Agreement Designated Projects Total	68,017	751	7,440	0	0	0	0	0	0	76,208
Future Designated First Funding Period Projects										
Space Center/Genoa Red Bluff	5,000		2,000							7,000
Spring Cypress Road - SH 249 to FM 2920	9,000									9,000
Future Designated First Funding Total	14,000	0	2,000	0	0	0	0	0	0	16,000
Future Designated Second Funding Period Projects										
Castlebridge Drive - Crossing over Unit E135-01-00	131									131
Ella Blvd. - Louetta Road to Spring Cypress	1,100									1,100
Greenhouse Road - Morton to Clay	2,945									2,945
Kirby Drive - IH 610 to Brays Bayou	3,000									3,000
Theiss Mail Route - Louetta to Champions Forest	1,845									1,845
Future Designated Second Funding Total	9,021	0	0	0	0	0	0	0	0	9,021
Future Designated Third Funding Period Projects										
Industrial Road - Federal Road to Sheffield Road	2,800									2,800
Fry Road - North of Jazzy Cove to US 290	4,100									4,100
Tanner Road - Brittmoore Park Dr. to Brittmoore Rd.	1,116									1,116
Telge @ Spring Cypress Intersection	224									224
Future Designated Third Funding Total	8,240	0	0	0	0	0	0	0	0	8,240
Future Designated Fourth Funding Period Projects										
Cutten Road - Greens Bayou Bridge to FM 1960	4,000									4,000
Grant Road - Cypress Creek to Lakewood Forest	2,300									2,300
Greenhouse Road - Clay Road to Kieth Harrow	2,443									2,443
Future Designated Fourth Funding Total	8,743	0	0	0	0	0	0	0	0	8,743
Future Designated Fifth Funding Period Projects										
Grant Road - SH 249 to Copeland		6,000								6,000
Huffmeister Road - Ravensway to Telge Road		3,937								3,937
Jarvis Road - Skinner Road to Barker Cypress		3,500								3,500
Spring Cypress Road - US 290 to Barker Cypress		8,500								8,500
Future Designated Fifth Funding Total	0	21,937	0	0	0	0	0	0	0	21,937
Future Designated Projects Funds Available	0	0	17,931	28,979	30,811	25,049	27,042	28,962	30,911	189,685
Total General Mobility Estimated Expenditures	108,021	22,688	27,371	28,979	30,811	25,049	27,042	28,962	30,911	329,834

H C P I D

Architecture & Engineering
Precinct Parks

Harris County Public Infrastructure Department
Capital Improvement Plan - Funding Summary Park Projects
June 5, 2007

	PRECINCT				
	1	**2**	**3**	**4**	**Total**
			(dollars x 1,000)		
Park Bonds (Available Balance as of 3/1/07)	3,720	8,315	4,694	2,965	19,694
2001 Park Bond Balance to be issued	0	0	0	0	0
Total Funds Available	3,720	8,315	4,694	2,965	19,694
FY 2007-08					
Planned Capital Park Expenditures	5,561	11,600	8,323	2,900	28,384
Projected Park Bond Fund Balance (3/1/08)	(1,841)	(3,285)	(3,629)	65	(8,690)

Harris County Public Infrastructure Department
CIP Park Projects FY 2007-08
June 1, 2007

Pct.	PROJECT	Estimated Pjct Cost
3	Art Storey Park - bridge, pavilion, restrooms	550,000
4	Bane Park - park development	1,000,000
3	Bear Creek Pioneer Park Phase 1 - complex, pavilions, trails	3,473,000
3	Bill Archer Park - various improvements	3,550,000
2	Burnett Memorial Park	2,200,000
2	BW 8 Regional Sports Park Phase I	4,400,000
1	Challenger 7 Park - BBQ pavilion with restrooms	856,000
4	Crosby Park - Restroom/Concession Building	500,000
2	East Harris County Sports Complex Phase I	5,000,000
1	El Franco Lee Park - community building, park office & parking lot	3,500,000
1	El Franco Lee Park - Pressbox, concession & ballfield	825,000
3	George Bush Park - restrooms, playground	500,000
4	John Pundt Park - Park station & amenities	1,400,000
3	Katy Park - water well, lighting	250,000
1	Sheldon Park - ballfield lighting	180,000
1	Sheldon Park - basketball pavilion	100,000
1	Tom Bass Section 1 - dog park	100,000
	Total FY 2007-08	**28,384,000**

HARRIS COUNTY
PUBLIC INFRASTRUCTURE DEPARTMENT
County Parks - Total Acreage
June 1, 2007

Precinct One	Acreage
Alexander Deussen Park	309
Almeda Park	43
Barbara Jordan Park	6
Bill Crowley Park	39
Blueridge	296
Brays Bayou Hike and Bike Trail	0
Challenger Seven Memorial Park	326
Choate Park	41
Christia V. Adair	78
Dixie Farm Road Park	40
Dow One Park	9
Dow Two Park	9
Dwight D. Eisenhower Park	683
El Franco Lee Park	365
Ella Boulevard Hike and Bike Trail	0
Finnigan Park (joint City-County Pk.)	19
Frankie Carter Randolph Park	93
Gerber Park	2
Heritage Park Hike and Bike TRail	0
Hunting Bayou Hike & Bike Trail	0
Hutcheson Park	4
Kirkwood South Park	3
Lincoln Park	0
Mickey Leland Memorial Park	0
Norman Way Park	7
Oxnard Park	14
Pep Mueller Park	13
Quebedeaux Park	1
Reliant Park	263
Sagemeadow Park	3
Sheldon Sports Park	15
Sims Bayou Hike & Bike Trail 1	0
Sims Bayou Hike & Bike Trail 2	0
Sims Bayou Hike & Bike Trail 3	0
Southbelt Hike & Bike Trail	0
Street Olympics Complex	7
Tom Bass Regional Park Section I	292
Tom Bass Regional Park Section II Golf	50
Tom Bass Regional Park Section III	115
Sub-Total	**3,145**

HARRIS COUNTY
PUBLIC INFRASTRUCTURE DEPARTMENT
County Parks - Total Acreage
June 1, 2007

Precinct Two	Acreage
Allison Peirce Wetlands Sanctuary	6
Armand Bayou Park	2,500
Bay Area Park	64
Baytown Park (Seniors Sports Complex)	6
Beltway 8 Sports Park	173
Buffalo Bend	10
Burnett Park	10
Cedar Bayou Park	170
Cedar Grove Park	1
Channelview Sports Complex	31
Channelwood Park	6
Clear Lake Park North	43
Clear Lake Park South	16
Cloverleaf Park	1
Dads' Club Sports Park	34
East Harris County Soccer Complex	150
Edna Mae Washington Park	30
Grays Sports Complex	1
Highlands Park	16
Highlands Sports Complex	16
I-10 at Beltway 8	15
James Bute Park	5
James Driver Park	29
Jim and Joann Fonteno Family Park	37
Leon Grayson Community Center	2
Lynchburg Ferry Site	4
Meadowbrook Park	13
Moncrief Park	3
Northshore Park	46
Northshore Rotary Park	3
Riley Chambers Park	35
Rio Villa Park	215
River Terrace Park	14
Roy D. "Kipper" Mease Park	297
Seabrook Sports Complex	8
Space Center Blvd Wetlands	24
Space Center Mitigation Site 1	30
Space Center Mitigation Site 2	15
Stratford Park	13
Sylvan Beach Park	31
Sub-Total	**4,126**

HARRIS COUNTY
PUBLIC INFRASTRUCTURE DEPARTMENT
County Parks - Total Acreage
June 1, 2007

Precinct Three	Acreage
Alief Amity Park	11
Arthur Storey Park	175
Bauer Rd. Park	1
Bayland Park	68
Bear Creek Park	2,168
Beeler Memorial Park	1
Bishop Fiorenza Park	13
Brays Bayou Hike and Bike Trail	250
Bud Hadfield Park	53
Carol Tree Park	2
Congressman Bill Archer Park	927
Cypress Park	118
Cypress Top Park	2
Danny Jackson Family Bark Park	3
E. Shadow Lake Park	1
Flag Tree Park	2
Four Seasons Park	32
Fry Road Park	6
George Bush Park	7,800
Gessner Park	1
Hammerly Boulevard Park	2
Hockley Park	10
Housman Park	1
John Paul's Landing	865
Katy Park	100
Kimberley Park	1
Kleb Woods Nature Preserve	130
Langham Creek Park	190
Mary Jo Peckham Park For All Children	32
Molly Pryor Memorial Orchard	1
Monsignor Bill Pickard Park	8
Moritz Pech Family Park	0
New Kentucky Park	4
Nob Hill Park	13
Nottingham Park	23
Paul D. Rushing Park	216
Pitner Park	1
Ray Miller Park	15
Regency Park	0
Saums Park	1
Sport Park	3
Stein Family Park	4
Telge Park	111
Telge Road West	0
Terry Hershey Park	112
Zube Park	139
Sub-Total	**13,615**

HARRIS COUNTY
PUBLIC INFRASTRUCTURE DEPARTMENT
County Parks - Total Acreage
June 1, 2007

Precinct Four	Acreage
A. D. Dyess Park	114
Arthur Bayer Park	22
Bane Park	15
Bracher Park	0
Creek Drive Park	0
Crosby Park	46
Crosby Sports Complex	13
Cypress Creek Park Project Site 6	86
Cypress Creek Park Project Site 7	74
Cypress Creek Park Project Site 8	234
Cypresswood Golf Course	852
Don Collins Park	55
Elizabeth Kaiser Meyer Park	286
Fritsche Park	91
I. T. May Park	69
Independence Park	5
Jesse H. Jones Park and Nature Center	226
John Pundt Park	380
Klein Park	7
Kuykendahl Road Park	107
Lindsay/Lyons Sports Center	108
Little Cypress Preserve	58
Matzke Park	19
Mercer Arboretum & Botanical Gardens	249
Rice Tract	189
Richard P. Doss Park	33
Roy Campbell Burroughs Park	320
Samuel Matthews Park	6
Southwell Park	5
Spring Branch Park	1
Spring Creek Park	114
Sub-Total	**3,783**
Total County Acreage	**24,668**

H C P I D

Architecture & Engineering
Buildings

H A R R I S C O U N T Y

PUBLIC INFRASTRUCTURE DEPARTMENT

1001 Preston, 7th Floor
Houston, Texas 77002
(713) 755-4400

Architecture & Engineering

FY 2007-08 Proposed Capital Improvement Building Projects

June 1, 2007

JUVENILE JUSTICE FACILITIES

The Juvenile Justice Center (JJC) opened in Q2 of 2006 and has a maximum capacity of 250 juvenile detention beds. Occupancy has already exceeded existing bed capacity, and as a short-term solution, Commissioners Court authorized HCJPD to re-open the 45 bed Westside Command Center; located on Dairy Ashford. The estimated cost to allow HCJPD to reoccupy the facility is $500,000. Additionally, Court has requested a recommendation to address the long-term pre-adjudicated bed needs for HCJPD. Below is a listing of options for Court's consideration:

West Dallas Detention Center – Currently this 159-bed facility is vacant and requires approximately $17.7M to renovate the existing structure, which would extend the building life another 30 years. Reactivation of the West Dallas property is not staffing efficient since the building design is not based on the current staffing ratio of 1:12, but ranges from a low of 1:7 to a high of 1:10 ratio of staff to youth. According to HCJPD, this layout inefficiency would require an additional 62 personnel to operate the facility, which would increase the annual labor costs by an estimated $3.5M. From a financial standpoint, this additional labor cost precludes using this facility as a long-term solution for adding juvenile beds.

1301 Franklin - Because of its proximity to the downtown Juvenile Detention facility and Courts, the 1301 Franklin Jail is a viable candidate for providing needed additional detention bed space as a long-term solution. The 1301 Franklin building currently has four available floors (9-12) that could be converted to use for pre-adjudicated or post-adjudicated housing use, and the top floor (13th) is available for indoor and outdoor recreation space. A key premise for the use of the facility for juveniles is the acceptance by the Texas Juvenile Probation Commission of the housing areas access to natural light. Due to its original function as an adult detention facility, the structure has many of the support spaces needed for juvenile detention use, including a secure sallyport, available space for laundry and kitchen facilities, personal belongings storage and an intake area. An initial scenario proposed by HCJPD would utilize the following areas:

- **Basement** – Sallyport, Kitchen, Laundry, Staff Support, Property and Institutional Storage
- **First Floor** – Lobby and access to public elevators
- **Second Floor** – Intake, Admissions, Administration, Property Storage & Medical
- **Eleventh Floor** – Assessment Unit (72 beds), Mental Health Unit (64 beds)
- **Twelfth Floor** – Pre-adjudication Unit (168 beds)
- **Thirteenth Floor** – Recreation

The 2009 estimated project cost for the proposed initial HCJPD use outlined above is $75.7M. This cost estimate is based on providing the building with the appropriate infrastructure to support another 30 years of occupancy and to bring the building up to current local and state codes. In addition, the initial cost estimate includes necessary code improvements to the building that will allow the entire structure to be dedicated to HCJPD use or related functions.

Additionally, the facility would have two vacant floors that could house HCJPD's Juvenile Justice Alternative Education Program (JJAEP) students and Harris County's Texas Youth Commission (TYC) juvenile detainees. The estimated additional costs to renovate these two additional floors are $7.2M and $15.7M respectively, which would increase the total renovation costs to $98.6M.

Currently, the District Clerks Office (DCO) utilizes floors 5 thru 8 to house their digital imaging project. They are tentatively scheduled to finalize this project and move out of the facility in late 2009 or early 2010. Additionally, the Harris County Sheriffs Office (HCSO) occupies space on the first floor for administrative functions, as well as floors two and three for storage of seized eight-liner gambling machines. PID is currently working on a Master Plan proposal to move the HCSO operations out of the building. Once these two departments have relocated the entire 1301 Franklin structure can be dedicated for juvenile functions. The estimated cost to renovate each additional floor, which would provide 168 additional beds, is $16.4M per floor.

New Facility at 1301 Franklin- Another option available to the County would be to raze the existing 1301 structure, and design and construct a new facility on the site. A comparable base facility (excluding space for JJAEP and TYC operations) including the cost ($4.4M) to raze the existing structure is $114.1M. If space were provided to house the JJAEP and TYC operations the cost would increase to $139.0M.

New Facility at Other HCJPD Sites - Another option to consider involves building a new detention facility at either 3540 West Dallas or at Burnett Bayland. The cost to build a base facility (excluding space for JJAEP and TYC operations) including the cost ($765K) to raze the existing structure is $110.5M. If space were provided to house the JJAEP and TYC operations the cost would increase to $135.5M.

Juvenile Justice Center – The juvenile judges have requested authorization to work with Information Technology Center (ITC) personnel to develop a technology plan for their courtrooms. Once completed, a recommendation will be presented to Commissioners Court for consideration.

Additionally, the Director of HCJPD has submitted a list of requests that involve both capital and maintenance projects at various facilities. PID will work with HCJPD and bring the capital projects back for Court approval and funding.

Youth Village Soil Erosion Remediation - The existing wooden bulkhead on the eroding shoreline along the Harris County Youth Village is in need of repair. PID received authorization to negotiate the design and contract phase engineering services. Construction documents have been completed and this project is currently waiting for funding, and once received it will be placed out for bid. The estimated construction cost is $689,000.

CRIMINAL JUSTICE FACILITIES

Harris County Central Processing Facility – The program for the Central Processing Facility (CPF) has been updated to reflect current operating criteria. This update includes a formal population growth projections analysis for Harris County that is being used to help determine facility size through 2025. Additionally, bed space and associated functions are being requested to accommodate Medical, Mental Health and general inmate population.

The CPC project budget is $245M and provides beds for medical, mental health, short-term, workforce and general population inmates, a medical facility as well as razing an existing warehouse and converting it into a parking area.

The study to determine the inmate processing and housing rates to be used as a basis for the inter-local agreement between the County and the City of Houston, including a memorandum of understanding is nearing completion and will be presented for Court approval.

As part of the construction of a new CPF, PID has proposed building a new stand-alone central plant, which will support the entire Detention Zone as well as provide emergency back-up service to the Central Plant located at 1302 Preston. The estimated additional cost is $28.5M.

Atascocita Detention Facility – The HCSO is currently finalizing space requirements to construct a minimum security facility at the County's Atascocita location. The estimated cost is $32.7M. As part of this project, PID is negotiating a contract with a local Municipal Utility District (M.U.D.) to provide water and sewage services for the entire Atascocita complex. The additional estimated cost of this service is $6M.

Criminal Justice Center – The inmate processing function, currently located in the Wilson Building is reaching its maximum capacity. Although plans are being finalized to design and build a new Central Processing Facility (CPF), the Harris County Sheriff's Office will need interim space prior to the CPF's completion. Accordingly, plans call for HCSO to relocate the female IPC to the first floor space at the CJC. PID is currently working with the HCSO and the Texas Commission on Jail Standards to determine if any modifications are needed. The estimated cost for this study is $25,000, and once completed a recommendation will be brought back for Court approval.

Video Visitation – A Management Services Division study is proceeding to determine how to incorporate video conferencing and video visitation into both the 1200 Baker and 701 San Jacinto jails. The implementation of this program would eliminate the need for escorting visitors inside the jails and subsequently increase the overall safety of the Detention Zone. This program is also being studied by MSD to determine if the same technology could be used for video medical and psychiatric services, which has the potential of maximizing efficiency of the onsite medical and mental health staffing. Prior to a full-scale implementation, a pilot program will be modeled to test the logistics and hardware/software capabilities. The estimated project budget for both facilities, excluding technology and equipment is $438,000. If proven successful, this technology will be incorporated into the proposed Central Processing Facility.

Nance Street Warehouse -The Harris County Toll Road Authority (HCTRA) owns a warehouse located at 2202 Nance Street. Currently HCTRA officials are negotiating with the Texas Department of Transportation (TXDOT) to determine how much of the building will have to be removed to accommodate the adjacent toll road construction. As part of this project, PID has had preliminary discussions concerning a total renovation of the facility which could then be used to relocate the HCSO's Detective Bureau and Field Operations Support Bureau personnel (excluding the Communications Division) currently located at 601 Lockwood and 1301 Franklin. Once HCTRA finalizes discussions with TXDOT personnel, PID will coordinate a Master Plan study with HCSO personnel to develop a more definitive plan, which will be presented to Commissioners Court for approval. The estimated cost for this study is $25,000.

Transtar Facility – As part of the Homeland Security initiative, a request has been made to renovate the existing facility and construct an addition to the facility. The proposed project includes level 3 interior build out, construction of a second elevator, a new addition, new parking spaces, guard booths and security gates. Upon completion, the Harris County Sheriff's Office Communications/Dispatch Center will be relocated to the new addition. Currently, the estimated project budget is $35,000,000. Morris Architects has been contracted to provide further programming services.

Atascocita – The HCSO has been given permission by Commissioner Precinct 4 to use property located at the Atascocita complex. As part of the proposed Atascocita Detention facility, the existing bomb disarming range will need to be relocated. Additionally, HCSO would like to build a driving pursuit course, which has an estimated cost of $4,276,000, a canine facility as well as other training facilities. PID recommends that a master plan study be authorized to help plan and develop this land tract. The cost of this study is estimated to cost $25,000. Currently, the HCSO has approximately 10 acres of vacant land located at FM 2920 / 249 near Tomball. They propose to sell this property, and to use the proceeds to help finance the Atascocita expansion.

701 San Jacinto Jail – The majority of the building operations systems in this jail were installed in 1989, and some are coming to the end of their useful lives. As part of the maintenance program the following systems repairs are needed:

- Generators -- this facility currently contains two stand-alone generators, each providing emergency power for half the building. As part of the HCSO emergency plans, they are requesting a third generator be installed which would serve as a backup to both systems. The estimated project budget is $668,000.
- Security System – Carter & Burgess performed an assessment of the door control, intercom and closed circuit television system. The existing system is obsolete, with most repair parts either nonexistent or hard to find. This project will require the movement of inmates off one floor at a time while repairs are being made. The estimated project budget to replace the system is $5,500,000.

Criminal Justice Center – Criminal Justice Center – Criminal Justice Center – The District Attorney's Office (DAO) located on the 6th floor of the CJC has unfinished "shell" space that will be built-out to house the DAO's Post-Conviction Writs Division, Public Integrity Division, Environment Crimes Division (if area allows) and their in-house Information Systems Technology Division. This work will also involve renovation of approximately 13,000 square feet of space to provide offices for new personnel, and would re-allocate space utilization for the DAO Appellate Group.

Currently, the DAO is using this space to store records, and they will be relocated to the 13th floor of the CJC, once County Archives moves from the space. PID is requesting authorization to relocate Archives to the Coffee Pot Building at an estimated cost not to exceed $45,000. The estimated DAO project budget is $1,550,000, which includes $150,000 for furnishings.

5290 Griggs – Constable Precinct 7 has moved into this space and has requested that an emergency generator be installed in the event of loss of electrical power. The estimated cost of this project is $185,500.

COURTS

Family Law Center - The Downtown Master Plan recommended the consolidation of all Family Court functions into either a renovated or a new facility following move-in to the new Civil Courthouse and Juvenile Justice Center. This structure would accommodate all the Courts and related functions. There are three different possible scenarios to achieve a consolidated facility:

Option 1: Expand and Renovate Family Law Center – Family Court personnel contend that the Family Court's caseloads have been and will continue to grow and within five years, the existing facility will not have sufficient space to accommodate their needs. Accordingly, the estimated project budget to expand the existing facility, add 140,000 S.F. of shell space and a 70 car parking garage is $84.1M.

Option 2: New Building on the Family Law Center Block – the Family Law Center could be constructed on the existing site adjacent to the existing structure. This scenario would require that the old DA facility be demolished and that a protective barrier for the existing structure be erected prior to any construction. The proposed facility would be 358,500 square feet, and include 140,000 square feet of shell space. The 2009 estimated cost of this facility is $97.6M, which includes funding to raze the DA Building ($1.1M), install a protective barrier ($500K) and provide tunnel connectivity ($1.2M) to the new Jury Assembly Building.

This option would allow the existing Family Law Center occupants to remain in the current building during construction, and upon completion, the existing Family Law structure would be razed at an estimated additional cost ($1.7M).

In reviewing this option there are three major concerns: Although this option includes the construction of a protective barrier to minimize the dangers of erecting a new facility close to the existing building, it does not totally alleviate this safety hazard. Additionally, due to the proximity of the buildings, noise will also be a problem. The final issue is also a major safety concern of having visitors entering and leaving a building that is close to a major construction project.

Option 3: New Building on the Coffee Pot Block – Locating a new structure on the Coffee Pot Block would facilitate the construction, and allow the Courts to remain in their current location during construction thereby eliminating a double move. The 2009 estimated project budget to build a comparable 358,500 square foot structure is $94.4M which includes funding ($1.2M) to raze the Coffee Pot building and Gulf Station and provide tunnel connectivity ($2.0M) to the new Jury Assembly Building. This option is less expensive than building on the existing block, and minimizes the noise and safety issues.

In all instances, an environmental assessment will need to be performed prior to the beginning of any construction. Further, if Court authorizes the construction of a new Family Law Center, consideration should be given to reducing the amount of shell space in the facility, which would reduce the overall project cost.

Old 1910 Courthouse – Completion of the new Civil Courthouse building has allowed the historic Civil Courts building to be vacated and the facility is now available for restoration. In May 2004, the Texas Historical Commission awarded Harris County a planning grant for $500,000, and PID is researching other possible grant opportunities. A selective demolition package has been undertaken and should be completed by July 2007. Once completed, design work will be finalized to fit the 1st and 14th Courts of Appeal into this historic courthouse. The estimated project budget is $65,000,000.

New Plaza/Jury Assembly Facility - The Downtown Master Plan recommends that a new open public space be constructed at grade and the jury assembly function be located at the basement level on the block bounded by Franklin, Caroline, Congress and San Jacinto. The jury assembly function will then be relocated from Congress Plaza, and the new site will be tunnel connected to the Criminal Justice Center, the new Juvenile Justice Center, and the new Civil Courthouse. Construction is expected to start following the June 2007 completion of the phase II (800-vehicle expansion) of the 1401 Congress Garage. The estimated project budget is $19,300,000. The County will recover $2,811,600 in federal funding through TXDOT on a progress payment basis.

DOWNTOWN BUILDINGS

Administration Building – as part of the Court approved consolidation of Public Infrastructure and Facilities and Property Management, PID is utilizing the fifth floor of the Administration Building to consolidate into functional groupings. The estimated cost for this project is $2.1M.

Anderson Clayton – PID has a continuing project to address the structural and waterproofing needs of Annex 44, and all but the East side of the facility has been repaired. The estimated cost budget to finalize this project is $507,000.

Congress Plaza – The County Attorney Office (CAO) staff associated with the Children's Protective Division located on the fifth floor of the Old District Attorney's Building will have to be relocated in order to demolish that structure. In addition, the County Attorney has recently added a new Legislative Relations function. Plans call for both of these groups to be relocated to the 16th floor of Congress Plaza. This space was vacated by District Courts that moved into the new Civil Courthouse. The estimated cost for this project is $103,000.

MEDICAL EXAMINER'S OFFICE

Annex 28 – Medical Examiners Office – In June 2005, Crime Lab Design issued a report proposing a new MEO facility, that depending on options, cost $106-140 million to construct. Subsequently, Wilson Architectural Group analyzed the proposal and based on this analysis the following options are presented for Court review:

Option 1 – Renovate and Expand the Existing Structure – A Mechanical, Electrical and Plumbing (MEP) study as well as a structural assessment was done of the existing 74,000 square foot MEO facility. Based on this review an estimated $3.5M is needed to correct existing deficiencies, which would extend the useful life of the structure another thirty years. Additionally, a space needs assessment was performed to determine the needs of the MEO. Based on this review, an estimated 131,000 of additional space is needed. The estimated cost to provide this additional space is $118.1M, and would bring the project total to $121.6M. Based on The Medical Center's (TMC) mandated setbacks, sufficient space is not available on the existing property to build a large

enough footprint that would be needed for additional laboratories; thus, expanding the existing facility to meet the MEO's space needs is not a viable option.

Option 2 Renovate and Expand Existing Lab Space – Another option would involve correcting the existing MEP and structural problems and adding only the necessary space to increase laboratory capabilities. Again, sufficient space is not available in the existing structure to provide the needed laboratory space, nor is there adequate land to build a large enough footprint that could be used for laboratory expansion; thus, this is also not a viable option.

Option 3 New Facility at Harvin – Preliminary discussions have been held with members of The Medical Center (TMC) about building a new MEO facility on land located on Harvin Street, which is directly across the street from the existing Medical Center located on OST. As part of these discussions, Harris County would lease property from TMC at a cost of $1.00 per year for a term of 198 years. A 205K square foot facility would be built at this location at an estimated cost $114.3M, which includes $99.2M for construction costs and $15M for furnishings.

Further, one of the stipulations of occupying space in the Medical Center requires that any new development provide parking spaces on a 1.8 spaces per 1,000 square foot of new construction basis. Accordingly, this proposed new facility would require 369 new parking spaces, which could be provided by the County or by TMC.

If the Court elects to proceed with a new MEO facility at the Harvin location, PID may need to revisit the size and design of the facility depending on the amount of land made available by TMC. Additionally, construction on this site may require the County to provide water detention.

Option 4 New Facility at Holcombe – Another potential site to design and construct a new MEO facility is the Shamrock Hotel site located at Holcombe. TMC currently has an existing 5-story structure that will be expanded by adding three new floors of office space. Based on the projected space needs, a 205K square foot facility would cost an estimated $126.2M, which includes $111.2M for construction costs and $15M for furnishings. This option also requires the addition of 369 new parking spaces, which could be provided by the County or by TMC.

Annex 28 – Medical Examiners Office – The existing MEO facility has a backup generator that provides emergency power to certain life safety systems. MEO personnel feel that in case of a sustained power outage the entire facility needs backup power. The estimated cost for this emergency backup system is $668K.

OTHER BUILDING PROJECTS

Civil Building – currently the County Clerk's Office (CCO) is storing records in the Coffee Pot Building. If Court decides to expedite the demolition of the Coffee Pot Building, the CCO will temporarily relocate to the 16th floor of the new Civil Courthouse. The estimated cost for this interim move is $1.1M if new shelving is purchased ($400K if existing shelving is used). FPM would assist the CCO with this relocation.
Delta Building – Court authorized the purchase of this property located at 10555 Northwest Freeway last year and PID is in the process of renovating and remodeling the structure. The latest estimated cost for this build out is $3.0M. FPM construction is in progress and PID is currently finishing the design work.

Roof Replacement and Repairs for Various County Buildings – As a continuation of the annual roof maintenance program, PID will continue to work with outside consultants to determine building roof conditions and make recommendations regarding repair or replacement. The estimated project budget for this work is $1,750,000.

MASTER PLAN STUDIES

Currently the A&E Division of PID is charged with planning the departmental building needs for the County. In this regard, monies are budgeted and approved as part of the General Fund Budget process, which causes funding problems at the beginning and ending of each budget cycle. Accordingly, A&E is requesting that since these studies involve capital projects that they are funded as part of the capital budget. Accordingly, $750,000 is requested for FY 07-08 planning studies. The proposed FY 07-08 studies are:

Inmate Processing – study to relocate the HCSO female inmate processing function from the Wilson Building to the first floor of the CJC. The estimated cost is $25,000.

611 John Albers - Court recently authorized and ROW completed the purchase of a 4.35 acre tact of land located adjacent to the Animal Control facility on Canino. A&E is requesting Court approval to develop this property as a centralized warehouse location. The estimated cost to conduct this study is $25,000. Additionally, a portion of the space will be used to expand both Animal Control and the Election Services Division of the County Courts Office. The estimated cost to update the program plan for Animal Control ($25,000), and develop a program for CCO ($25,000) totals $50,000.

Detention Zone Parking – As part of the planning for the new Central Processing Facility, the Sheriffs Office has requested additional parking spaces within the Detention Zone. Accordingly, A&E requests Court approval to conduct a study to determine space needs as well as a solution to how best to meet these needs. The estimated cost is $25,000.

Wilson Building – Once the new Central Processing Facility is completed, plans call for the demolition of the Wilson Building. Currently both HCSO and CSCD personnel occupy this facility, and suitable housing will be needed to relocate CSCD personnel (HCSO personnel will relocate to the CPF). Further, the DAO has inquired about the possibility of using this site if they outgrow the space available to them in the CJC. The estimated cost to develop a program plan is $25,000.

ITC / Radio Shop – currently ITC has personnel housed in both Annex 44 and the Drug Building, and originally plans called for them to consolidate within the vacant space in Annex 44 and subsequently renovate the Drug Building. However, there is no longer sufficient space in Annex 44 to facilitate this move. Accordingly, A&E is requesting an update to the ITC Master Plan, which is estimated to cost $25,000.

During last year's CIP Budget hearing, a proposal to purchase property and renovate the existing buildings located at 2500 Texas was referred to OMS and PID for further action. Subsequently, it has been determined that the existing facility at 2500 Texas will not meet the requirements for the Radio Shop. Accordingly, A&E requests Court approval to develop program plans for a new facility and identify property to be purchased. Once the study has been completed, a recommendation will be presented for Court approval. The estimated cost for this study is $25,000.

Downtown Security Building – as part of the Downtown Courthouse study, A&E has proposed to purchase property within the downtown courthouse complex, whereby a building will be constructed to house a Security Storefront. If Court authorizes this land acquisition, A&E proposes to develop a program plan for this property. The estimated cost is $25,000.

Precinct 1 Constable / JP – currently Precinct 1 Constable and Justice of the Peace 1-2 are located in Annex 2 (Old Fire Station), which has been scheduled for demolition. Accordingly, A&E is requesting Court authorization to develop a Master Plan to identify their programming needs as well as potential sites where they can be relocated. The estimated cost of this study is $25,000.

PARKING

Parking lot at 2525 Murworth – The Director of Protective Services for Children and Adults has requested funding to affect design changes to the parking lot layout, repair potholes and correct the drainage problem at the parking facility at Murworth. The estimated project budget is $276,000.

Surface Parking at 1300 Baker – An interim surface parking lot has been constructed on the site of the former steel plant in order to provide employee and visitor parking for the Detention Zone. If this site is not used for the new Central Processing Facility, a more permanent lot, which will increase the number of spaces, will be constructed on this site. The estimated project budget is $477,000.

Annex 31 Parking Lot Drainage – The parking lot floods routinely during rainstorms due to its design. FPM obtained a recommendation for remediation for 2-3 year flood plain mitigation from Carter & Burgess. The estimated project budget is $188,000.

DEMOLITION PROJECTS

Currently there are facilities that no longer fit into the County's long-term plans; however, the land will be used as either a parking facility and/or a site for a new County building. The following are a listing of these properties and the estimated cost for demolition:

Iron Mountain Warehouse – is located on Baker Street and will be used for construction staging and/or interim parking during the HCSO's CPF project. The estimated cost for demolition and parking lot construction is $3.3M.

Coffee Pot / Gulf Station – are located on San Jacinto and will eventually be used either as an interim parking lot or as part of the Family Law Center project. The estimated cost for demolition and parking lot construction is $2.1M.

DA Building – is located on Congress and once the CAO moves out will be abandoned and subsequently demolished. The estimated cost for demolition is $1.1M.

Family Law Center – is located on Congress and will be demolished if the Court approves a new Family Law Center. The estimated cost for demolition is $1.7M.

PROPERTY ACQUISITION

Downtown Security Building – This proposed acquisition would include the balance of the block adjacent to the Central Plant. This block is planned for future support facilities, including a new Security "Storefront" Building. With Court approval, ROW would negotiate this land acquisition and bring a proposal back to Court for approval.

1307 Baker Street Jail – The County currently leases the 1307 Baker Street Jail from the State of Texas. The planned use for the building is to continue housing County inmates. This building has a bed capacity of 1,072 inmates or 11% of the Harris County total bed capacity. Acquisition of this facility would assure continued availability of this essential function and discussions should continue with the State of Texas to acquire this property. If the Court authorizes, ROW will begin negotiations.

707 Top Street Jail – In addition to purchasing the 1307 Baker Street facility, the County should seriously consider acquiring the State's Top Street Jail. With the purchase of these two facilities, the County would own all the property within the Adult Detention Zone, and could close public access to Baker Street and have total control of the Detention Zone traffic.

Property for Radio Shop – Currently, ITC's Radio Shop is leasing the facility located at 2500 Texas, and their long-term plans are to remain in close proximity to that location. Based on preliminary analysis, the County would be better off financially to purchase a property similar to this land and build a custom designed facility. If the Court approves, ROW will work with ITC to find a suitable property and bring it back for Court review.

HARRIS COUNTY PUBLIC INFRASTRUCTURE DEPARTMENT
2007 CIP Capital Facilities
June 1, 2007

DIV	PROJECT	Funding to Date	PLANNED EXPENDITURES					Project Cost
			FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	
A&E	HCJPD detention project @ 1301 Franklin	0	0	98,600,000	0	0	0	98,600,000
A&E	Youth Village soil erosion project	0	0	689,000	0	0	0	689,000
Const	Central Processing Facility (CPF)	0	0	245,000,000	0	0	0	245,000,000
Const	Detention Zone Central Plant	0	0	28,500,000	0	0	0	28,500,000
Const	New Facility (1129 bed jail) @ Atascocita	0	32,650,000	0	0	0	0	32,650,000
Const	Atascocita water/sewage svcs via MUD expansion	0	6,000,000	0	0	0	0	6,000,000
A&E	Female IPC Relocation Plan to the 1st floor CJC	0	0	0	0	0	0	0
A&E	Detention Complex video conference facilities	0	0	437,780	0	0	0	437,780
A&E	HCSO Relocation Master Plan to Nance Street facility	0	0	0	0	0	0	0
A&E	Transtar expansion & renovation	0	0	35,000,000	0	0	0	35,000,000
A&E	HCSO @ Atascocita driving training facility	0	0	0	4,275,298	0	0	4,275,298
A&E	HCSO Law Enforcement @ Atascocita design Master Plan		0	0	0	0	0	0
A&E	701 San Jacinto facility redundant generator system	0	0	667,800	0	0	0	667,800
A&E	701 San Jacinto facility Security System	880,000	0	4,620,000	0	0	0	5,500,000
A&E	Archive relocation to Coffee Pot Building	0	45,000	0	0	0	0	45,000
A&E	HCDA build-out of CJC 6th floor	0	1,550,000	0	0	0	0	1,550,000
A&E	Const Pct 7(leased facility) back-up generator	0	0	185,500	0	0	0	185,500
A&E	New Facility Family Law Center	0	0	94,365,440	0	0	0	94,365,440
A&E	1910 Civil Courthouse design & construction	8,529,795	0	56,464,297	0	0	0	56,464,297
A&E	Plaza / Jury Assembly design & construction	0	19,300,000	0	0	0	0	19,300,000
A&E	HCPID build-out of Admin Bldg 5th floor	0	2,100,000	0	0	0	0	2,100,000
A&E	Annex 44 structural & waterproofing repair	0	0	506,680	0	0	0	506,680
FPM	HCAO relocation from DA bldg to Congress Plaza 16th floor		103,000	0	0	0	0	103,000
A&E	New Facility HCMEO	0	0	114,210,760	0	0	0	114,210,760
A&E	HCMEO building back-up generator	0	0	667,800	0	0	0	667,800
FPM	HCCO file relocation from Coffee Pot Bldg	0	1,100,000	0	0	0	0	1,100,000
A&E	Delta Building renovation	960,000	2,040,000	0	0	0	0	2,040,000
A&E	Building roof repair program	0	1,750,000	0	0	0	0	1,750,000
A&E	Capital planning studies (transfer away from General Fund)		750,000	0	0	0	0	750,000
A&E	Master Plan study for warehouse space @ 611 John Albers		0	0	0	0	0	0
A&E	Program plans for Animal Control & Election Svcs facilities		0	0	0	0	0	0

DIV	PROJECT	Funding to Date	PLANNED EXPENDITURES					Project Cost
			FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	
A&E	Master Plan to determine parking needs in Detention Zone		0	0	0	0	0	0
A&E	Master Plan to relocate occupants of the Wilson Building		0	0	0	0	0	0
A&E	Master Plan study for new radio shop	0	0	0	0	0	0	0
A&E	Master Plan to determine ITC needs (other than Radio Shop)		0	0	0	0	0	0
A&E	Master Plan to design a downtown security building	0	0	0	0	0	0	0
A&E	Master Plan to relocate Const & JP Pct. 1 from Fire Station		0	0	0	0	0	0
A&E	Parking lot improvements at the 2525 Murworth facility	0	0	275,600	0	0	0	275,600
A&E	Parking lot improvements at 1300 Baker Street	0	0	477,000	0	0	0	477,000
A&E	Remediate the flooding problem at Annex 31 parking lot		0	187,620	0	0	0	187,620
Const	Demolish Iron Mountain bldg for parking/staging area	0	3,264,000	0	0	0	0	3,264,000
Const	Demolish Coffee Pot/Gulf Station & build surface parking		2,032,000	0	0	0	0	2,032,000
Const	Demolish the DA Building	0	1,045,000	0	0	0	0	1,045,000
Const	Demolish the Family Law Center	0	0	0	0	0	1,639,958	1,639,958
ROW	Purchase land for downtown security building	0	0	0	0	0	0	0
ROW	Purchase 1307 Baker from CSCD	0	0	0	0	0	0	0
ROW	Purchase 707 Top Street Jail	0	0	0	0	0	0	0
ROW	Purchase property to build a new Radio Shop	0	0	0	0	0	0	0
A&E	Purchase IT equip, generator & HVAC monitoring	0	898,000	0	0	0	0	898,000
A&E	Parker Williams Branch Library renovation - Pct 1	0	1,463,000	0	0	0	0	1,463,000
A&E	Evelyn Meador Library expansion in Seabrook - Pct 2	0	4,091,000	0	0	0	0	4,091,000
A&E	New library at Stratford - Pct 2	0	5,490,000	0	0	0	0	5,490,000
A&E	New library at Baldwin Boettcher - Pct 4	0	9,434,000	0	0	0	0	9,434,000
A&E	New library at Faribanks Branch - Pct 4	0	9,434,000	0	0	0	0	9,434,000
A&E	New library in Kingwood - Pct 4	0	9,014,000	0	0	0	0	9,014,000
	TOTAL	10,369,795	113,553,000	680,855,277	4,275,298	0	1,639,958	801,203,533
	Total Number of Projects		36	17	1	0	1	55
	Funding Sources:							
	Harris County Mgmt Services		113,553,000	680,855,277	4,275,298	0	1,639,958	801,203,533
	Other County Departments		0	0	0	0	0	0
	Other Agencies		0	0	0	0	0	0

HARRIS COUNTY PUBLIC LIBRARY
CAPITAL IMPROVEMENTS PROGRAM
FY 2007 - 2008
June 1, 2007

REQUESTS FOR FUNDING

IT Network & HVAC monitoring emergency backup Generator	$140,000
Replacement of 101 PCs 7 years old @ $1100 ea	$111,100
Replacement of 146 PCs 6 years old @ $1100 ea	$160,600
Replacement of 87 PCs 5 years old @ $1100 ea	$95,700
Replacement of 15 self-check out machines:	$244,890
Replace 2 routers 8 years old @ $2860 ea	$5,720
Replace 5 routers 6 years old @ $2860 ea	$14,300
Replace 20 switches 5 years old @ $3400 ea	$68,000
Replace 20 routers 5 years old @ $2860 ea	$57,200
Total Request for Funding:	**$897,510**

ESTIMATED LIBRARY BUILDING PROJECT COST:

Parker Williams	$1,463,000
Evelyn Meador	*$4,091,000
Stratford	$5,490,000
Baldwin Boettcher	**$9,434,270
Fairbanks	**$9,434,270
Kingwood	***$2,714,270
Total Estimated Project Cost:	**$32,626,810**

* Joint project with the City of Seabrook

** Possible joint project with North Harris Montgomery Community College District on the campuses of North Harris and the Cy-Fair College's Fairbanks Center

*** Joint project with the City of Houston.

PRECINCT ONE

Parker Williams Branch Renovation

Renovation Cost:	*$1,000,000
New Service Model:	$183,000
Furnishings:	$280,000
Total Estimated Project Cost:	$1,463,000

This 20,000 square foot library was opened in 1993. It is located in a shopping center in southeast Harris County in Annex 67. The library needs renovations including new carpet, paint, space redesign to allow for the new service model, and a redesign of the small meeting rooms and staff space.

PRECINCT TWO

Evelyn Meador Branch New Construction

Current Size: 7,217 square feet	
Recommended Size: 20,000 square feet	
Building Construction Cost:	**$3,840,000
Harris County: $2,541,000	
Opening Day Collection and Supplies	$850,000
Technology:	$300,000
Furnishings:	$400,000
Estimated Project Cost:	$5,390,000
Less City of Seabrook estimated contribution:	($1,299,000)
Total estimated Harris County Cost:	$4,091,000

The City of Seabrook passed a library referendum in November 2002 for $1,299,000 in funding for the expansion/renovation of the Evelyn Meador Branch Library.

Stratford Branch New Construction

Current Size: 2,700 square feet	
Recommended Size: 20,000 square feet	
Building Construction Cost:	**$3,840,000
Opening Day Collection and Supplies	$950,000
Technology:	$300,000
Furnishings:	$400,000
Total Cost of Project:	$5,490,000

Negotiations are currently being held with Goose Creek Independent School District to lease property to Harris County for the new library building.

PRECINCT THREE

No information at this time.

PRECINCT FOUR

Baldwin Boettcher Branch-New Construction

Current Size:	10,137 square feet	
Recommended Size:	70-78,000 square feet	
Building Construction Cost:		**$6,720,000
Opening Day Collection:		$1,500,000
Technology:		$514,270
Furnishings:		$700,000
Total Cost Of Project:		$9,434,270

A possible joint project between North Harris College and Harris County. Harris County would be responsible for approximately 35,000 square feet of building costs.

Fairbanks Branch-New Construction

Current Size:	7,247 square feet	
Recommended Size:	35,000 square feet	
Building Construction Cost:		**$6,720,000
Opening Day Collection:		$1,500,000
Technology:		$514,270
Furnishings:		$700,000
Total Cost Of Project:		$9,434,270

A possible joint project between Cy-Fair College and Harris County.

Kingwood Branch –New Construction

Current Size:	12,000 square feet	
Recommended Size:	35,000 square feet	
Opening Day Collection:		$1,500,000
Technology:		$514,270
Furnishings:		$700,000
Total Cost Of Project:		$2,714,270

A possible joint project between the City of Houston and Harris County.
No funding for construction is being requested

* $50.00 per square foot renovation cost

** $192.00 per square foot is based on $145.00 per square foot for new construction, architectural fees at 10% of construction cost, a contingency fund at 5% of the construction cost and testing fees of 2.5% of the construction cost. Also includes funding for a graphic/signage allowance, funding for the phone system and cabling and funds for 50 parking spaces at $2,400 per space.

HARRIS COUNTY FACILITIES AND PROPERTY MANAGEMENT'S BUILDING LIST

Prog.	Key Map#	FPM Reg.	Prct.	Building	Common Name	Address	City	Managed By	Approx. Sq.Ft.
				Owned Facilities					
30	532R	2	1	Astrodome/Reliant Center		Loop 610 @ Kirby	Houston	Sports Con	0
146	493S	3	1	Annex 1	Near Town	1413 Westheimer	Houston	FPM	2,102
629	493M	BS	2	New Baker St. Jail		1200 Baker Street	Houston	FPM	603,324
726	618J	2	2	Branch Library	Freeman Memorial (Vacant)	16602 Diana Lane	Clear Lake	FPM	10,253
727	447H	4	3	Branch Library	Katherine Tyra Branch	16719 Clay Road	Houston	FPM	12,900
729	369F	4	3	Branch Library	Northwest	11355 Regency Green Dr.	Cypress	FPM	12,000
730	297X	1	4	Branch Library	Kingwood	4102 Rustic Woods Dr.	Kingwood	FPM	12,000
731	333F	1	4	Branch Library	Baldwin Boettcher	22248 Aldine Westfield	Humble	FPM	10,729
732	412D	1	1	Branch Library	Aldine	11331 Airline Dr.	Houston	FPM	13,268
733	410S	4	4	Branch Library	Fairbanks	7122 N Gessner	Houston	FPM	7,151
734	490S	4	3	Branch Library	Spring Branch	930 Corbindale	Houston	FPM	11,124
737				Branch Library	Tomball College & Community Library	30555 Tomball Pkwy.	Tomball	FPM	
738	330R	4	4	Branch Library	Barbara Bush	6817 Cypresswood	Houston	FPM	32,000
739	414F	1	1	Branch Library	High Meadows	4500 Aldine Mail Route	Houston	FPM	9,175
740	335U	1	4	Branch Library	Octavia Fields	1503 S. Houston	Humble	FPM	15,500
743	419C	1	4	Branch Library	Crosby	135 Hare Road	Crosby	FPM	10,752
746	459Q	2	2	Branch Library	Stratford	509 Stratford	Highlands	FPM	3,161
749	620L	2	2	Branch Library	Evelyn Meador	2400 N Meyer Road	Seabrook	FPM	7,367
750	618U	2	2	Branch Library	Clear Lake City-County Freeman Branch	16616 Diana Ln.	Clear Lake	FPM	41,953
751	446W	4	3	Branch Library	Maud Smith Marks	1815 Westgreen Blvd.	Katy	FPM	14,160
752	458P	2	2	Branch Library	North Channel	15741 Wallisville Road	Houston	FPM	13,936
753	536X	2	2	Branch Library	South Houston	607 Avenue Road	S. Houston	FPM	6,085
755	576Z	3	1	Branch Library	Parker Williams	10851 Scarsdale Blvd.	Houston	FPM	19,658
756	337V	1	4	Branch Library	Atascocita	19520 Pinehurst Trails	Humble	FPM	12,872
800	493G	3	2	Annex 41		1225 Elder Street	Houston	FPM	13,749
802	493M	Z6	1	Annex 2	Fire Station	1302 Preston	Houston	FPM	63,197
804	536G	2	2	Annex 4		109 East Shaw	Pasadena	FPM	20,152
805	292Q	1	4	Annex 5	Spring Historical Museum	403 Main Street	Spring	FPM	2,710
806	412U	4	1	Annex 6	formerly 8111 lawn	818 Ringold	Houston	FPM	10,862
807	540Y	2	2	Annex 7		117 East Avenue A	LaPorte	FPM	3,904
808	501L	2	2	Annex 8	Baytown Courthouse	701 Baker Road	Baytown	FPM	20,724
809	494V	3	2	Annex 9	Raul C. Martinez Annex	1001 Marcario Garcia Dr.	Houston	FPM	14,893
810	618P	2	2	Annex 10	Bay Area Annex	16603 Buccaneer Lane	Houston	FPM	36,102
811	447H	4	3	Annex 11	West Side Annex	16715 Clay Road	Houston	FPM	19,350
812	532C	3	1	Annex 12	Children's Assessment Center	2501 Dunstan	Houston	FPM	57,600
813	487B	4	3	Annex 13		17423 Katy Freeway	Houston	FPM	33,162
814	533H	3	1	Annex 14	Southeast Annex	5737 Cullen Blvd.	Houston	FPM	17,505
815	493L	Z3	1	Annex 15	Sweeney Building	301 Main Street	Houston	FPM	8,243
816	493L	Z3	1	Annex 16	Pillot Building	1012 Congress	Houston	FPM	18,207
817	330R	4	4	Annex 17		6831 Cypresswood Drive	Spring	FPM	25,408
818	493M	Z3	1	Annex 18	Drug Building	406 Caroline	Houston	FPM	66,572
819	531B	3	3	Annex 19	Southwest Annex	6000 Chimney Rock	Houston	FPM	17,323
820	493M	Z2	1	Annex 20	Coffee Pot Building	102 San Jacinto	Houston	FPM	64,424
821	493M	Z2	2	Annex 21	Wilson Building	49 San Jacinto	Houston	FPM	157,062
822	493M	Z4	1	Annex 22	Central Jail	1301 Franklin	Houston	FPM	812,500
823	493M	Z4	1	Annex 23	Hogan Allnoch Building	1319 Texas	Houston	FPM	58,334
825	538X	2	2	Annex 25	W. Kyle Chapman Annex	7330 Spencer Highway	Pasadena	FPM	18,124
826	457S	2	2	Annex 26	Jim Fonteno Annex	14350 Wallisville	Houston	FPM	25,854
827	493M	Z2	2	Annex 27	Peden Building	600 North San Jacinto	Houston	FPM	64,200
828	532M	3	1	Annex 28	Forensic Center	1885 O.S.T..	Houston	FPM	74,072
829	448N	4	3	Annex 29	Agriculture Center	3033 Bear Creek Dr.	Houston	FPM	22,150
830	493M	3	2	Annex 30	Carpenter Shop	1505 Commerce	Houston	FPM	17,045
831	412V	4	1	Annex 31	Mickey Leland Annex	7300 North Shepherd	Houston	FPM	24,800
834	501X	2	2	Annex 33	Juvenile Probation Baytown	807 W. Sterling	Baytown	FPM	7,500
835	451S	4	4	Annex 35		1721 Pech Road	Houston	FPM	23,433
836	454X	1	1	Annex 36		3701 Cavalcade	Houston	FPM	4,750
837	413U	1	1	Annex 37	Animal Shelter	612 Canino Road	Houston	FPM	11,522
839	494P	2	2	Annex 39		333 Lockwood	Houston	FPM	7,500
843	536G	2	2	Annex 32	Pasadena Savings & Loan	101 South Main	Pasadena	FPM	10,988
844	493M	Z5	1	Annex 44	Anderson Clayton Building	1310 Prairie	Houston	FPM	222,420
845	493 M	Z4	2	Booking Center	Booking Center	700 N. San Jacinto	Houston	FPM	0
846	493M	Z3	1	Annex 46	Congress Plaza	1019 Congress	Houston	FPM	401,794
847	533N	3	1	Annex "N" Oilers Training	Pct.1 Street Olympics Headquarters	2727 El Camino	Houston	FPM	17,298
849	454A	1	2	Annex "S"	Social Services	9418 Jensen Drive	Houston	FPM	29,920
851	493M	Z3	1	1910 Historic Courthouse		301 Fannin	Houston	FPM	162,360

Rex Michels 6/20/2007

HARRIS COUNTY FACILITIES AND PROPERTY MANAGEMENT'S BUILDING LIST

Prog.	Key Map#	FPM Reg.	Prct.	Building	Common Name	Address	City	Managed By	Approx. Sq.Ft.
852	493M	Z4	1	Family Law Bldg		1115 Congress	Houston	FPM	114,378
853	493M	Z3	1	Admin. Bldg.		1001 Preston	Houston	FPM	277,341
854	493M	Z4	1	Dist. Atty. Bldg.		201 Fannin	Houston	FPM	87,128
860	414L	1	2	Annex 60		9111 Eastex Freeway	Houston	FPM	126,844
861	493M		1	**Parking Lot**		Austin @ Prairie	Houston	FPM	0
862	493M	Z4	1	Annex 34	Old Gulf Station	1117 Franklin	Houston	FPM	1,501
863	494P	2	2	Annex 40		601 Lockwood	Houston	FPM	193,902
864	493M	BS	2	Annex 42	New Jail	701 North San Jacinto	Houston	FPM	580,400
865	493M	Z2	1	Criminal Justice C.		1201 Franklin	Houston	FPM	753,000
866	493L	1	2	Annex 43	Thomas St. Clinic	2015 Thomas Street	Houston	Hosp. Dist.	191,072
867	616G	3	1	Annex 67		10851 Scarsdale Blvd.	Houston	FPM	41,644
868	493M	BS	2	Inmate Processing		1201 Commerce	Houston	FPM	52,650
870	493M	3	1	Vehicle Maint.	Leff Bros. Warehouse.	2505 Texas Avenue	Houston	FPM	40,600
871	493M	Z6	1	FPM Operations	Old VMC	426 Austin	Houston	FPM	19,400
872	493M	Z1	1	Central Plant		1303 Preston	Houston	FPM	18,360
873	493M	Z5	1	Civil Courthouse		201 Caroline	Houston	FPM	661,011
874	376K	1	4	Boot Camp		2310 1/2 Atascocita Road	Humble	Comm. Cor	45,000
877	376K	1	4	State Jail Facility		2350 Atascocita Road	Humble	State	0
878	492A	4	4	Transtar		6922 Katy Road	Houston	Var. Govt.	52,000
881	336W	1	4	Annex 81	Health Care Facility	1730 Humble Place	Humble	FPM	7,320
883	491V	4	3	Annex 83	RTC Building	2221-2223 W. Loop South	Houston	FPM	141,180
887	531F	3	3	Burnett-Bayland Reception		6500 Chimney rock	Houston	FPM	36,000
889	492M	4	1	Juvenile Probation		3540 West Dallas	Houston	FPM	26,550
890	492M	4	1	Juvenile Detention		3540 West Dallas	Houston	FPM	118,050
891	531F	3	3	Burnett-Bayland		6500 Chimney rock	Houston	FPM	64,387
892	619L	2	2	Youth Village		210 J.W. Mills	Seabrook	FPM	96,683
893	531F	3	3	Chimney Rock Center	New Youth Service Center @ 6300 C.R	6425 Chimney Rock	Houston	FPM	51,579
899	493M	Z6	1	Juvenile Justice Center		1200 Congress	Houston	FPM	343,031
900	413U	1	1	Voting Machine Wrhs.		606 Canino	Houston	FPM	0
904	404D	4	3	Katy Road Juvenile Fac		9114 Katy Hockley	Katy	FPM	50,000
912	375C	1	4	Annex 3	Humble Courthouse	7900 Will Clayton	Humble	FPM	25,865
913	493M	Z5	1	Old Palace Hotel		216 La Branch	Houston	FPM	8,064
916	494J	3	2	Nance Warehouse	**(OWNED BY TOLL ROAD)**	2202 Nance	Houston	Toll Road	127,568
917	571C	3	1	S. Post Oak Road	**(OWNED BY TOLL ROAD)**	11246 S. Post Oak Road	Houston	Toll Road	100,080
918	494P	2	2	Crites Warehouse		4625 Crites	Houston	FPM	54,605
922	451Q	4	4	Delta Building		10555 N.W. Freeway	Houston	FPM	96,069
924	329E	4	4	District V Patrol		23828 Tomball	Tomball	FPM	12,096
925	376K	1	4	Academy Building		2316 Atascocita Road	Humble	FPM	43,997
926	376K	1	4	Fire Investigation Building		2318 Atascocita Road	Humble	FPM	10,059
927	376K	1	4	Evidence Storage Building		2322 Atascocita Road	Humble	FPM	720
928	376K	1	4	Burn Building		2324 Atascocita Road	Humble	FPM	3,469
929	376K	1	4	Fire Station		2326 Atascocita Road	Humble	FPM	7,353
932	376K	1	4	Shooting Range		2326 Atascocita Road	Humble	FPM	28,902
954	493M	Z5	1	H.C. Parking Garage		1401 Congress	Houston	FPM	412,200
958			4		ANNEX A REPLACEMENT	5815 Antoine	Houston	FPM	28,915
				Lease / Purchase					8,720,156
801	541B	2	2	Annex "J"		1000 Robert E. Lee	Baytown	Lease/Pur.	19,688
859	529D	4	3	Annex "Q"	Community Supervision	10585 West Office	Houston	Leased	10,955
882	493V	3	1	Annex "B"	O.S.T. & 288	3330 O.S.T.	Houston	Lease/Pur.	60,000
920	532Q	3	1	Annex M	Murworth	2525 Murworth	Houston	Lease/Pur.	199,932
921	532Q	3	1	Annex M	Lantern Point-68,125 sf in murworth total	8410 Lantern Point Drive	Houston	Lease/Pur.	
				FPM's Leased Facilities					
562	451Q	4	4	Engineering Permit		10,000 N.W. Freeway	Houston	Leased	0
628	493 M	BS	2	Baker St. Jail		1307 Baker Street	Houston	Leased	109,457
735	444Y	4	3	Branch Library	Katy	5414 Franz	Houston	Leased	15,000
741	532E	3	3	Branch Library	West University	6108 AUDEN	Houston	Leased	5,200
742	580C	2	2	Branch Library	Edith Wilson	600 S. Broadway	La Porte	Leased	23,357
744	496J	2	2	Branch Library	Jacinto City	921 AKRON	Jacinto City	Leased	3,880
747	496S	2	2	Branch Library	Galena Park	1500 Keene St	Galena Park	Leased	5,800
824	493Q	3	1	Annex 24	Court of Appeals	1305 San Jacinto	Houston	Leased (2)	47,850
832	533N	3	1	Annex "C"	Co. Library Admin.	8080 El Rio	Houston	Leased	30,450
833	411Y	4	1	Annex "A"		5668 W. Little York	Houston	Leased	18,777
842	330R	4	4	Annex "O"		16000 Stuebner Airline	Houston	Leased	1,230
855	493R	3	1	Annex "Z"		714-720 Bastrop	Houston	Leased	27,338
858	376J	1	4	Sheriff Academy		3000 Wilson Rd.	Houston	Leased	9,818
876	534I	3	1	Annex "E"	Palm Center	5330 Griggs Road	Houston	Leased	20,000
879	493M	3	1	Annex "G"		2500 Texas Avenue	Houston	Leased	20,725
888	493E	4	1	CUPS 0		170 Heights	Houston	Leased	1,910
894	574A	3	1	CUPS 1		4605 Wilmington	Houston	Leased	1,586
896	494F	2	1	CUPS 2		4014 Market	Houston	Leased	1,824
897	488V	4	3	Juvenile Probation	W.Side Comnd Center	3203 So. Dairy Ashford	Houston	Leased	45,187
915	409K	4		Auto Theft Lease		17427 Village Green Dr.	Houston	Lease	2,744

Rex Michels 6/20/2007

LANDLORD MAINTAINED

Address	Lessor	Lessee	Department	Function	Sq Ft	Annual	Lease Term
Children's Protective Services							
2525 Murworth (Project I)	Murworth I	Harris County	CPS - State of Texas DFPRS	Family Services	94,000	$1,011,734	03/01/00 - 04/01/20
Commissioner Precinct 1							
7901 El Rio	HC Maintenance LLC	Harris County	Precinct 1	Maintenance Camp	98,694	$801,304	02/01/02 - 01/31/22
Constable Precinct 4							
4625 FM 1960-N.Oaks Shopping Ctr	Weingarten Realty	Harris County	Constable Precinct 4	Training Center	1,440	$684	Month to Month
16000 Stuebner Airline, Suite 210	Green Coast Enterprises	Harris County	Constable Precinct 4	Gang Intervention	783	$11,426	02/01/05 - 01/31/08
16000 Stuebner Airline, Suite 320	Green Coast Enterprises	Harris County	Constable Precinct 4	Victim's Assist & Dom. Violence	798	$11,426	02/01/05 - 01/31/08
23010 Northcrest	Northampton MUD	Harris County	Constable Precinct 4	Storefront	950	$12	04/01/03 - 03/31/06
Constable Precinct 6							
551 Gulfgate	Houston Gulfgate Partners	Harris County	Constable Precinct 6	Storefront	495	Donated	Month to Month
2375 Navigation	The Transamerica Group	Harris County	Constable Precinct 6	Law	800	Donated	11/01/99 - 10/31/09
County Clerk							
5757 Royalton - Iron Mountain	Iron Mountain	Harris County	County Clerk	Record Storage	N/A	$20,353	06/01/01 - Auto Ren
District Clerk							
5757 Royalton - Iron Mountain	Iron Mountain	Harris County	District Clerk	Record Storage	N/A	$4,346	06/01/05 - Auto Ren
Facilities & Property Mangement							
5668 W. Little York	Houston Inwood	Harris County	Health - WIC - Juvenile	Clinic - Reporting	19,577	$260,885	09/01/00 - 08/31/05
5668 W. Little York	Houston Inwood	Harris County	Health - WIC - Juvenile	Clinic - Reporting			09/01/00 - 08/31/05
5300 Griggs	Ho. Small Business Dev. Corp.	Harris County	Constable - JP -Tax	Law - Court - Tax	20,000	$269,918	04/01/96 - 10/31/06
2500 Texas	B. Mousa and Sons	Harris County	ITC	Radio Communications	20,725	$161,488	11/01/95 - 10/31/05
17427 Village Green	Carlyle/FR Houston Investors	Harris County	Sheriff	Auto Theft	2,744	$24,295	12/01/03 - 11/30/06
1000 Robert E. Lee	DLC Properties	Harris County	Health - Juv Probation	Clinic - Reporting	19,688	$173,710	12/01/99 - 11/30/07
10585 West Office Drive	DLC Properties	Harris County	Community Supervision	Admin - Reporting	10,955	$131,920	12/01/01 - 11/01/07
480 Sam Houston Pkwy, Suite 217	GAR	Harris County	Fire Marshal	Admin	1,046	$31,410	01/01/05 - 12/31/07
600 Crosstimbers	H C Dept. of Education	Harris County	FPM	Storage	N/A	$3,240	01/01/01 - Auto Ren
1307 Baker Street	State of Texas	Harris County	Sheriff	Kitchen - Jail Detention	109,457	$300,000	01/01/97 - 12/31/27
600 North San Jacinto	Harris County	State of Texas	Community Supervision	Admin - Reporting	64,200	$0	01/01/97 - 12/31/27
714 and 720 Bastrop	Cynthia, Stephanie, & Louis Macey	Harris County	Tax	License - Tax Storage	27,338	$114,257	04/01/03 - 03/31/08
2525 Murworth (Project II)	Murworth II	Harris County	CED-Co Atty-Juv Prob	Admin - Reporting	94,000	$784,093	04/01/00 - 03/31/20
1301 San Jacinto, 9th Floor	South Texas College of Law	Harris County	Court of Appeals	Courts	14,800	$29,599	05/01/01 - 04/30/82
3300 Old Spanish Trail	DSL	Harris County	Mosquito - Comm Sup & Corr	Labs - Reporting	60,000	$635,092	06/01/99 - 05/01/14
16000 Stuebner Airline, Suite 340	Green Coast Enterprises	Harris County	Constable Precinct 4	Writ Division	1,230	$16,605	06/01/05 - 05/31/08
480 Sam Houston Parkway, Suite 105	GAR	Harris County	Fire Marshal	Admin	7,169	$107,535	06/01/02 - 05/31/05
10000 Northwest Frwy	Joseph DiMare	Harris County	Public Infrastructure - Permits	Admin	22,994	$144,048	01/01/04 - 12/31/08
3000 Wilson Road, Humble	William & Betty Kindred	Harris County	Sheriff	Academy	9,818	$7,584	01/01/03 - 12/31/04
1301 San Jacinto, 10th & 11th Floors	South Texas College of Law	Harris County	Court of Appeals	Courts	29,000	$54,599	01/01/83 - 12/31/82
8080 El Rio	Western General Holding	Harris County	Library	Admin	30,450	$316,492	02/01/02 - 01/31/07

LANDLORD MAINTAINED

Address	Lessor	Lessee	Department	Function	Sq Ft	Annual	Lease Term
Fire & Emergency Services							
4000 Atascocita	Atascocita VFD	Harris County	Fire Marshal	Hazard Material Team	2,953	$15,986	12/01/03 - 11/30/05
H C Department of Education							
808-1/2 Magnolia - Riley Chambers	Harris County	Proj Head Start	H C Dept. of Education	School Program	N/A	$600	06/01/02 - Auto Ren
7613A Wade Road	Harris County	Proj Head Start	H C Dept. of Education	School Program	5,647	Donated	01/01/99 - Auto Ren
Information Technology Center							
315 Happy Hollow	American Tower	Harris County	ITC	Antenna Tower	N/A	$26,964	08/01/02 - 07/31/07
1153 Old Phelps Road - Huntsville	James G. Bergman	Harris County	ITC	Antenna Tower	N/A	$12,600	12/01/03 - 11/30/08
510 Mallet Lane, Liberty	American Tower	Harris County	ITC	Antenna Tower	N/A	$19,845	06/01/03 - 05/31/08
Taminia Tower - Woodlands	Pinnacle Tower	Harris County	ITC	Antenna Tower	N/A	$49,530	01/01/01 - 12/31/05
1000 Louisiana - Motorola Ant. Site	Pinnacle Tower	Harris County	ITC	Antenna Tower	N/A	$349,191	01/01/01 - 12/31/05
8696 Longmire Road, Conroe	American Tower	Harris County	ITC	Antenna Tower	N/A	$19,845	02/01/03 - 01/31/08
Justice of the Peace Courts					**Footage**	**Rental**	
6911 Louetta	Safeguard Storage	Harris County	J P, Precinct 4	Storage	N/A	$57,024	09/01/01 - Auto Ren
Juvenile Probation Department							
3203 S. Dairy Ashford - Westside	City of Houston	Harris County	Juvenile	Boot Camp	45,187	$12,000	Holding Over
170 Heights Blvd.-West End MSC	City of Houston	Harris County	Juvenile	Reporting	1,910	$15,960	Holding Over
4014 Market St.-Fifth Ward MSC	City of Houston	Harris County	Juvenile	Reporting	1,824	$15,322	Holding Over
4605 Wilmington-Sunnyside MSC	City of Houston	Harris County	Juvenile	Reporting	1,586	$13,322	Holding Over
MHMRA							
5518 Jackson Street	Harris County	MHMRA	MHMRA	Group Home	N/A	$50	05/01/98 - 04/30/08
Public Health & Env. Services							
4380 Highway 6 N	Bear Creek Village	Harris County	PH&ES	WIC Clinic	2,121	$21,420	10/01/02 - 09/30/06
524 Pasadena Blvd.	Carl Y. Thomas	Harris County	PH&ES	WIC Clinic	3,320	$55,080	10/01/03 - 09/30/13
3737 Red Bluff	3737 Red Bluff Associates	Harris County	PH&ES	Health - WIC Clinic	16,075	$304,308	04/01/02 - 03/31/07
830 F.M. 1960 W.	1960 Northwest Plaza	Harris County	PH&ES	WIC Clinic	3,000	$60,270	12/01/03 - 11/ 30/18
11509 Veterans Memorial	H N Property Investments	Harris County	PH&ES	WIC Clinic	3,075	$64,639	04/01/03 - 03/31/08
701 East Main, Building B	I.D.S.S.	Harris County	PH&ES	WIC Clinic	2,400	$45,807	06/01/03 - 05/31/23
1611-C Spencer	Fulton Shopping Center	Harris County	PH&ES	Health - WIC Clinic	3,280	$24,324	07/01/96 - 06/30/06
1007 South Broadway	Bayou Properties	Harris County	PH&ES	WIC Clinic	5,986	$94,699	04/01/99 - 03/31/09
311 Pennsylvania	City of Webster	Harris County	PH&ES	Health Clinic	778	$300	05/01/04 - 04/30/07
4204 Decker	Houston West Town	Harris County	PH&ES	Health - WIC Clinic	4,000	$37,952	04/01/97 - 03/31/07
5303 Glenmont	Exchange Business Center	Harris County	PH&ES	Storage	3,500	$16,200	02/01/05 - 01/31/08
Public Infrastructure							
10000 Northwest Frwy	Joseph DiMare	Harris County	P I D - Permits	Admin	22,994	$260,200	01/01/04 - 12/31/08
10555 Northwest Frwy, Suite 210	TCP Delta Partners	Harris County	P I D - Right of Way	Admin	7,745	$113,573	07/01/03 - 06/30/08

LANDLORD MAINTAINED

Address	Lessor	Lessee	Department	Function	Sq Ft	Annual	Lease Term
Sheriff's Department							
3403 Richardson	Halliburton	Harris County	Sheriff	Storefront	4,140	Donated	Holding Over
5925 Kirby	C.A.C.F. Holdings	Harris County	Sheriff	Storefront for CAC	2,594	$40,466	02/01/03 - 01/31/09
15311 W. Vantage Pkwy, Ste 200	Houston RE Income Prop	Harris County	Sheriff - HIDTA	Law	23,452	$386,958	04/01/03 - 03/31/10
7043 Highway 6 South	Pavilion Village	Harris County	Sheriff	Storefront	2,000	$1,200	02/01/05 - 01/31/08
7800 Fallbrook	HC Water Control/Imp. Dist #133	Harris County	Sheriff	Storefront	2,589	$100	12/01/04 - 11/30/09
Social Services							
4605 Wilmington	City of Houston	Harris County	Social Services	Reporting	96	$806	Holding Over
Tax Assessor - Collector							
101 S. Walnut	City of Tomball	Harris County	Tax Assessor - Collector	Admin	2,145	$7,800	12/01/01 - 11/30/16
				TOTAL ANNUAL RENTAL		**$7,572,393**	

PGAL

HARRIS COUNTY
JUVENILE PROBATION DEPARTMENT
MASTER PLAN OVERVIEW

June 2007

The recent move of the Harris County Juvenile Probation Department (HCJPD) into the Juvenile Justice Center (JJC) has created an opportunity for the department to reevaluate their short and long-term facilities needs. Accordingly, PGAL was authorized by Commissioners Court to prepare a comprehensive evaluation of the department's basic components in an effort to consolidate and maximize operations and efficiencies.

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Juvenile Detention Needs

The opening of the JJC provided the opportunity to co-locate all of the HCJPD pre-adjudicated detention bed space with the Juvenile Courts. This consolidation provides greater logistical efficiency relative to moving juveniles to and from court hearings and enables multiple juvenile resources to be centralized in one location. The JJC detention bed capacity is capped at 250 (210 individual and 40 multi-occupancy) and since the building's opening in April of 2006, the occupancy level has often been over capacity leading to formal citations by the Texas Juvenile Probation Commission related to overcrowding. As a result of this, expedited release measures have been implemented to transfer youth from detention to post adjudication placement facilities within two days of their hearing. This in turn has placed pressure on reducing lengths of stay at the post-adjudication facilities and has also required the addition of contract psychological and medical staff to comply with State testing requirements within the shortened timeframe.

In order to better assess future detention needs, the Budget Office prepared a Juvenile Probation Population Projection and Bed Needs model (copy attached) which projects pre-adjudication and post-adjudication needs over the next 20 years. This model assumes there will be no major judicial or legislative changes that would impact juvenile incarceration rates, and utilizes State demographic projections to extrapolate historical HCJPD juvenile trends. The figures for 2006 show a total daily average of 300 juveniles in pre-adjudication custody, exceeding by 20% the JJC bed capacity cap. Additionally, the numbers show a continuing trend line of increasing bed space needs, and based on this model, HCJPD will need 395 pre-adjudicated beds in 2025.

Short-Term Detention Options

3540 W. Dallas

Available options to provide short-term additional bed space include reactivating the recently vacated detention facility at 3540 W. Dallas or using the 48 beds available in the leased City of Houston Westside Patrol Station. A recently completed conditions assessment of the W. Dallas complex by Carter Burgess has found certain key building systems in need of repairs or replacement, and the estimated cost to affect such repair is $17.7M. Further, reactivation of the W. Dallas complex for sustained usage is not staffing efficient since the building design is not based on the current staffing ratio of 1:12; but ranges from a low of 1:7 to a high of 1:10 ratio of staff to youth.

Commissioners Court tentatively agreed to coordinate the sale of this property with adjacent land owned by the City of Houston. However, the City has since changed their mind concerning the sale, and thus the W. Dallas property should be re-evaluated to determine its best use to the County. HCJPD should consider using some portions of the facility if it can be done without incurring major capital outlays. Possible uses would be to open a CUPS (Community Unit Probation Services) office and/or a JJAEP campus. Another potential use would be to raze the existing structure and build a new juvenile detention facility.

Westside Patrol Station

The Westside Patrol Station has recently undergone an $8.3M renovation by the City of Houston, and its mechanical, electrical and plumbing systems are functionally sound. HCJPD used the Westside facility as recently as April 2006 and the available space is leased to the County for $12K annually. Although the layout of the building dictates a staffing ratio of 1:10 versus the more efficient 1:12 now permitted, the Westside facility can be reactivated for short-term detention needs and would provide an additional 48 preadjudicated beds. In order to re-open the Westside facility, minor repairs and deferred maintenance will be necessary including work on the control/security system. The estimated cost to affect these repairs is $500,000. Reoccupying Westside would involve hiring a full complement of staff, including administrative and support personnel.

Because of the need to transport pre-adjudicated youths to and from the Juvenile Justice Center Courts for adjudication and disposition hearings, the Westside Patrol Station is not an ideal long-term solution, however it could be used to house youths who have already had their initial detention hearing. All subsequent detention hearings could be held via teleconference. With the continued projected growth of the juvenile population in HCJPD custody, the department needs to have access to additional detention beds in the immediate future. **Based on the cost and short amount of time needed to re-open the facility, HCJPD should utilize this facility in the short term to help alleviate their need for additional detention beds**.

Long-Term Detention Options

1301 Franklin Jail

Because of its proximity and availability, the 1301 Franklin Jail initially appears to be a viable candidate for providing needed additional detention bed space as a long-term solution. The 1301 Franklin building currently has four available floors (9-12) that could be converted for pre-adjudicated or post-adjudicated housing use and the top floor (13th) is available for indoor and outdoor recreation space. A key premise for the use of the facility for juveniles is the acceptance by the Texas Juvenile Probation Commission of the housing areas access to natural light. Due to its original function as an adult detention facility, the structure has many of the support spaces that would be needed for juvenile detention use, including a secure sallyport, available space for laundry and kitchen facilities, personal belongings storage and an intake area. Based on the floor layout, each floor could accommodate 168 detention beds. Our study of the facility has developed a scenario in which the department would utilize the following areas:

- Basement – Sallyport, Kitchen, Laundry, Staff Support, Property and Institutional Storage
- First Floor – access to public elevators
- Second Floor – Intake, Admissions, Administration, Property Storage & Medical
- Eleventh Floor – Assessment Unit (72 beds), Mental Health Unit (64 beds)
- Twelfth Floor – Pre-adjudication Unit (168 beds)
- Thirteenth Floor – Recreation

The estimated fiscal year 2009 project cost for the proposed initial HCJPD use outlined above is $75.8M. This cost estimate is based on providing the building with the appropriate infrastructure to support another 30 years of occupancy and to bring the building up to current local and State codes. Additionally, the initial construction

numbers include necessary code improvements to the building that will allow the entire structure to be dedicated to HCJPD use or related functions. For these reasons, the majority of the estimated cost is in the mechanical, electrical and plumbing costs (including the smoke evacuation and air handling systems) which make up 55% of the project cost.

The Juvenile Probation Department has noted that the configuration of the building, with rooms around the perimeter, does not facilitate the "levels of supervision and lines of sight" that they prefer. Accordingly, these issues will need to be addressed prior to any construction.

Due to its location, our study focused on utilizing 1301 Franklin for pre-adjudication needs. The structure currently has two other floors that could be used for post-adjudication housing, which could be structured similar to pre-adjudication housing or employ more dorm type settings. The HCJPD Executive Director and staff have expressed concerns about the appropriateness of this facility with respect to post-adjudication use. Currently all of the HCJPD's post-adjudication facilities are configured in low-density environments, utilizing campus type settings.

In addition to post-adjudication housing, the 1301 Franklin facility has ample room to accommodate other related juveniles needs such as State juvenile detention or Houston Police Department Juvenile Division (HPDJD). In preliminary discussions, HPDJD has expressed an interest in co-locating their Juvenile Intake group at 1301 Franklin as well as their juvenile staff and related support groups. The HPDJD functions could require an entire floor of 1301 Franklin. If the County decides to renovate 1301 Franklin for HCJPD use, we recommend that the County further study other compatible uses such as the HPD Juvenile Division or State juvenile detention programs (TYC) for other available floors in the building.

Another alternative available for a downtown detention facility would be to raze the existing 1301 Franklin structure and design and build a new facility on that site. The estimated cost for a new comparably built facility at 1301 Franklin is $114.1M, which includes $4.4M to demolish the existing structure.

<u>3540 West Dallas / Burnett Bayland</u>

A third option would be to build a new facility at an existing HCJPD site, ideally at 3540 West Dallas or at Burnett Bayland. The estimated cost to build a comparably sized 336 bed facility is $110.5M., which includes $765K to demolish the existing structure. Additionally, if either site were selected additional monies would be needed to provide either on grade or garage parking.

Based on costs, logistics and the potential for future expansion; renovation of the existing 1301 Franklin structure is the preferred choice to satisfy the long term HCJPD detention bed needs.

Mental Health Detention

At this time the HCJPD does not have sufficient in-house facilities or resources for detention of juveniles requiring mental health treatment. As with the adult population, the mental health needs of the juvenile population continue to grow exponentially. The HCJPD currently out-sources 16 mental health needs beds to the UT Psychiatric Center located on S. MacGregor Way at the annual cost of $2.1M. HCJPD also has another 12 bed psychiatric unit at Burnett-Bayland Reception Center. In addition to the 28 mental health treatment beds now in use, HCJPD personnel indicate that additional mental health beds are needed. The proposed HCJPD program for 1301 Franklin includes a 64 bed mental health unit. This unit could be operated by in-house HCJPD staff, out-sourced to a private provider or be managed by a combination of both. **Further analysis is needed to determine the best approach to handling the ever increasing mental health challenge.**

Post-Adjudication Options

Burnett-Bayland Home

The HCJPD presently operates post-adjudication programs at Burnett-Bayland Home (BBH) and an assessment program at Burnett-Bayland Reception Center (BBRC), which are located on Chimney Rock Road in Precinct 3. The BBH cottages have been in place for over 40 years and some of the cottages have recently been renovated. The BBH can provide housing in cottages, and is currently being transitioned from male to female occupancy. Assuming additional staffing and concurrence from the City of Houston, the facility can house up to 96 juveniles. The BBRC facility is approximately 10 years old and serves as the location for the HCJPD assessment function for 144 youth.

In addition to the HCJPD facilities, Children's Protective Services (CPS) currently has six cottages and two small administration buildings onsite that are not currently being used, but may be reactivated in the near future. CPS operates a program to provide transitional services for youth aging out of the foster care system, called the Houston Alumni & Youth Center (HAY) Program. Currently HAY operates at 2103 N. Main Street, but a recent cut in funding from the Department of Labor has placed the program in jeopardy. CPS is currently evaluating options, including the relocation of the HAY program to the Clarewood location, adjacent to BBH. .

If the HCJPD assessment function is relocated to 1301 Franklin or another facility, then the BBRC facility could be redeployed for other post-adjudication housing. Both the BBRC and a portion of the BBH are located on property that was conveyed to the County with restrictions of use subject to a reversionary clause and a change in use could be challenged, according to the County Attorney. The BBH site has sufficient site area that could be used for the relocation of other HCJPD programs or for another County function. Additionally, the BBH area has sufficient land to construct a central administrative, laundry and food service facility.

Youth Village

The HCJPD also operates a post-adjudication program at Youth Village (YV), located on a 91.25 acre site adjacent to Clear Lake Park on NASA Road 1. This HCJPD program serves up to 110 youth and has a strong vocational component. An additional 70 boys will be housed in the newly remodeled suites once staffing is approved. Construction should be finalized June 2007.

The current facilities range between 20 – 30 years in age and are in generally good condition. A large portion of the property is undeveloped and not used for any program activity. Due to its location on Mud Lake, which connects to Clear Lake on the south and Armand Bayou Park on the north, the YV property has greatly appreciated in value. Recent property sales in the area have realized between $200,000 - $1M/acre.

The Precinct 2 Clear Lake Park, which occupies 59.25 acres, is adjacent to YV and according to Precinct personnel is undersized for the growing Clear Lake/Seabrook population. Previous development in the park utilized federal funds which restricts the park acreage to recreation use. Additionally, a protected Indian burial ground borders the edge of the park and a portion of YV along Mud Lake to the east. Precinct 2 has indicated their preference for the County to retain ownership of the entire YV site in order to retain the greenspace, and have proposed contracting with an outside entity to facilitate building a revenue generating development. The YV juvenile programs do not appear to be the highest and best use of this prime real estate. **We recommend the County consider all revenue generating development options to include contracting with an outside entity, and/or selling all or a portion of the HCJPD YV property.**

Atascocita Location

The Sheriff's Office has recently completed a study for a site located in Precinct 4 at Ygnacio Loop Road to add up to 2,500 beds of low-risk adult detention. This study also estimated that an adjoining 4 acre site could be used for a HCJPD facility for approximately 336 youth. The Atascocita site is bordered by other adult detention uses and a trash dump and therefore would not encounter any neighborhood opposition by HCJPD use. However, specific precautions would be required to meet "sight and sound" separation from adults. Due to its distance from the JJC, the Atascocita site would not be suitable for pre-adjudication detention, but could be used for post-adjudication needs. Because of the need for families to have frequent interaction with their children, ideally juvenile facilities should be centrally located and accessible via established bus lines. A post-adjudication facility in Atascocita could serve as replacement facilities for Youth Village or Burnett-Bayland Home. Further study would be required to develop the appropriate program and cost for a replacement facility.

If the County decides to relocate post-adjudication facilities from Youth Village and/or Burnett-Bayland Home, the Atascocita site would be a suitable alternative location.

Education Services Needs

All juveniles placed in either JP detention or post-adjudication facilities are provided educational services under a comprehensive academic program which is called the Harris County Juvenile Justice Charter School. These programs are housed within the facilities covered above, and accordingly those program needs were addressed as part of the study of each individual program. As the population increases at the Harris County Youth Village, expansion of classroom area needs to be explored.

The JP Education Services also includes the Juvenile Justice Alternative Education Program (JJAEP) which provides services for students who have been expelled from one of 22 local school districts for serious criminal activity or misconduct while at school. JJAEP also provides academic transition services for juveniles moving out of JP facilities. Due to the nature of the population demographics, the program typically begins each school year at a reduced size but grows steadily during the year to peak in the spring semester. The JJAEP programs currently reside in two locations, JJAEP Excel Academy North at 11947 North Freeway and JJAEP Excel Academy South at 2525 Murworth.

The North Campus is currently located in leased facilities, occupying approximately 26,000 SF providing a school capacity of 400 students. The existing facility is functional, but lacks indoor recreation space and a lunch room. JP is currently working with the landlord to add a soccer field west of the building to provide outdoor recreation space. The County currently pays $575,419 annually to lease the space for the North Campus. Relocating the north school to a County owned facility would provide short payback and long term savings. A “big box” conversion would be ideal for this type of use as it would provide the structural clearance necessary to support a gymnasium space and other large assembly spaces to support the program. The JJAEP school could co-locate with a CUPS unit or other County services groups.

The South Campus occupies approximately 13,000 SF to provide school for a maximum of 250 students. The south location has an outdoor basketball court and a small lunch

room which also serves as flex space for other school programs. This facility is also lacking indoor recreation space and overall is undersized for the student population being served. Other County departments located at 2525 Murworth include Children's Protective Services, (3) CUPS units, Community Development and the County Attorney's Office. Relocation of the JJAEP south campus to another facility would provide additional growth space for these departments. One possible option would be to relocate this operation into the 1301 Franklin facility. The estimated cost to facilitate this move is $7.1M.

Due to the size and scope of the juveniles enrolled in the JJAEP program, the two locations serve to cut down on overly long transportation times during the school day. Long term, the program would like to expand to a location in each quadrant of the County with priority given to a third location in the west portion of the County to better serve the Alief and Cy-Fair area populations. Multiple locations would reduce burdensome commute times and also facilitate school culture by maintaining smaller campuses.

Probation Services Needs

Probation supervision and related services are provided from nine sites located throughout the County referred to as CUPS (community unit probation services). Six of the CUPS units are based on geographic regions served and the remaining three units provide specialized services. The typical time period for probation supervision is one year. While under probation supervision, the juvenile must visit his/her assigned CUPS location a minimum of once a month for a face to face meeting. Additionally, the CUPS locations provide educational workshops, counseling and prevention programs to the youths and their families. Youths under JP supervision typically visit their CUPS office 2-3 times/month. The typical office hours are 8AM – 8PM, Mon – Fri. and 8AM – 4PM, Sat. The typical CUPS office utilizes approximately 7,000 – 8,000 SF. The current CUPS locations are as follows:

CUPS 1 – 4605 Wilmington (COH facility)
CUPS 2 – 4014 Market (COH facility, pending relocation to 9111 Eastex Freeway)
CUPS 3 – 302 E. Shaw (pending relocation in 2008 to Pct. 2 Pasadena Courthouse Annex)
CUPS 4 – 5668 W. Little York (pending relocation July 07 to Antoine @ Tidwell)
CUPS 5 – 6000 Chimney Rock (pending relocation to Pct 3 Courthouse Annex @ Boone Road)
CUPS 6 – 9111 Eastex Freeway, Intensive Supervision Program (ISP)
CUPS 7 – 2525 Murworth, Intensive Aftercare Program (IAP) & Specialized Program Unit (SPU) & Mental Health Service Units
CUPS 8 – 1721 Pech Road

The most pressing facility needs are to move the CUPS 1 and 2 units out of City facilities and into County owned facilities. CUPS 2 is proposed to relocate to 9111 Eastex Freeway (US 59 North). The CUPS 1 unit currently has two officers located in a satellite office in addition to the existing facility. Additionally, CUPS 8 has a very heavy load and is located at the geographical edge of the area it serves. An additional site further

northwest, such as the District 5 Patrol Station, would provide additional facilities in a part of the County that has seen tremendous growth in the last decade. The SPU program currently consists of 15 officers and is projected to grow to 20. This program provides gang and sex offense related services and would greatly benefit from a more centralized location. A previous location in the Heights worked well for family access. All facilities must have access to mass transportation and free parking.

Projection of 2006-2025 Bed Needs

In order to better assess detention needs for the future, the Budget Office has prepared a Juvenile Probation Population Projection and Bed Needs model (copy attached) which projects pre-adjudication and post-adjudication needs for the next 20 years. This model assumes there will be no major judicial or legislative changes that would impact juvenile incarceration rates, and utilizes State demographic projections to extrapolate historical HCJPD juvenile trends. The figures for 2006 show a total daily average of 300 juveniles in pre-adjudication custody, exceeding by 20% the JJC bed capacity cap. In addition, the numbers show a continuing trend line of increasing bed space needs. Based on this model, HCJPD will need 395 pre-adjudicated beds in 2025.

Projection of 2006-2025 Bed Needs[1]

SCENARIO #1 *: Based on 2006-2025 State Demographer Population Projections & Incarceration Rates for* ***2003-2006***

Pre-Adjudication

	Baseline Projection			Baseline Projection + 10% Contingency		
	Male	**Female**	**Total**	**Male**	**Female**	**Total**
Actual 2006 Averages[2]	*220*	*46*	*266*			
2006	250	50	300	275	55	330
2007	253	51	303	278	56	333
2008	253	50	303	278	55	333
2009	252	50	302	277	55	332
2010	249	49	299	274	54	328
2015	254	50	304	279	55	334
2020	280	55	335	308	60	369
2025	286	55	342	315	61	376

Post-Adjudication

	Male	**Female**[3]	**Total**	**Male**	**Female**[3]	**Total**
Actual 2006 Averages[2]	*441*	*0*	*441*			
2006	502	0	502	552	0	552
2007	511	0	511	562	0	562
2008	512	0	512	563	0	563
2009	512	0	512	563	0	563
2010	508	0	508	558	0	558
2015	518	0	518	570	0	570
2020	576	0	576	634	0	634
2025	591	0	591	650	0	650

Private Facilities

	Male	**Female**[3]	**Total**	**Male**	**Female**[3]	**Total**
Actual 2006 Averages[2]	*34*	*113*	*147*			
2006	30	120	150	33	132	165
2007	30	121	151	33	134	166
2008	30	121	151	33	133	166
2009	30	120	150	33	132	165
2010	29	119	148	32	130	163
2015	29	119	149	32	131	164
2020	32	131	162	35	144	179
2025	32	132	164	35	145	180

Note (1) A contingency is shown and should be considered to account for Hurricane Katrina impacts and future unknowns.

Note (2) Actual average bed days don't show the additional beds needed to handle peak days

Note (3) All Post-Adjudication Females are included in the Private Facilities figures.

7/5/2007

Projection of 2006-2025 Bed Needs[1]

SCENARIO #2 *: Based on 2006-2025 State Demographer Population Projections & Incarceration Rates for* ***2005-2006***

Pre-Adjudication

	Baseline Projection			Baseline Projection + 10% Contingency		
	Male	**Female**	**Total**	**Male**	**Female**	**Total**
Actual 2006 Averages[2]	*220*	*46*	*266*			
2006	265	56	321	291	61	353
2007	267	56	323	294	62	356
2008	267	56	323	294	61	355
2009	266	55	322	293	61	354
2010	263	54	318	289	60	349
2015	266	55	321	293	61	354
2020	293	60	353	322	66	388
2025	299	60	359	328	66	395

Post-Adjudication

	Male	**Female**[3]	**Total**	**Male**	**Female**[3]	**Total**
Actual 2006 Averages[2]	*441*	*0*	*441*			
2006	506	0	506	557	0	557
2007	514	0	514	565	0	565
2008	515	0	515	566	0	566
2009	514	0	514	565	0	565
2010	509	0	509	560	0	560
2015	517	0	517	569	0	569
2020	573	0	573	630	0	630
2025	586	0	586	644	0	644

Private Facilities

	Male	**Female**[3]	**Total**	**Male**	**Female**[3]	**Total**
Actual 2006 Averages[2]	*34*	*113*	*147*			
2006	32	133	165	35	146	181
2007	32	134	167	36	148	183
2008	32	134	166	35	148	183
2009	32	133	165	35	147	182
2010	32	131	163	35	145	180
2015	32	132	164	35	145	180
2020	35	144	179	38	159	197
2025	35	145	180	38	160	198

Note (1) A contingency is shown and should be considered to account for Hurricane Katrina impacts and future unknowns.

Note (2) Actual average bed days don't show the additional beds needed to handle peak days

Note (3) All Post-Adjudication Females are included in the Private Facilities figures.

7/5/2007

NEW FAMILY LAW CENTER SPACE SUMMARY

2/5/2007

Department Name	Existing Location	Existing Area (S.F.) w/ 1.4 Add-on Factor	Proposed Area (S.F.) w/ 1.4 Add-on Factor	Proposed Location
Family Courts	Family Law Center			**New Family Law Center**
245th District Court	3rd Floor	4,222	6,600*	
246th District Court	3rd Floor	3,779	6,600*	
247th District Court	2nd Floor	4,164	6,600*	
257th District Court	6th Floor	4,473	6,600*	
308th District Court	7th Floor	4,577	6,600*	
309th District Court	7th Floor	3,976	6,600*	
310th District Court	3rd Floor	4,396	6,600*	
311th District Court	7th Floor	4,574	6,600*	
312th District Court	2nd Floor	4,018	6,600*	
Subtotal		38,178	59,400	
Court Support Spaces		2,773	21,800**	
Building support Spaces			4,000***	
(3) Future Court Suites			19,800*	
Total Family Court		**40,951**	**105,000**	
IV-D Master Courts	Family Law Center			
Court No. 1	5th Floor	3,827	4,000****	
Court No. 2	4th Floor	3,432	4,000****	
Court No. 3	6th Floor	1,866	4,000****	
Court No. 4	4th Floor	446	4,000****	
Subtotal		13,724		
Attorney General Offices	4,5 & 6	1,850	2,600	
District Clerk	5th Floor	3,760	1,700	
Court Support Spaces		1,565	5,700*****	
(1) Future Court Suite			4,000****	
Total IV-D Master Courts		**20,899**	**30,000**	
Domestic Relations	Anderson Clayton			
	6th Floor	6,381		
	7th Floor	8,302		
Total Domestic Relations		**14,683**	**20,000**	
District Clerk	Family Law Center			
Family Court	2nd Floor	329		
Family Intake	Basement	2,036		
Child Support	Basement	3,138		
Total District Clerk		**5,503**	**15,000**	
Misc. to be Determined	N/A		**48,500**	
Subtotal		**82,036**	**218,500**	
Shell Space		**40,000**	**258,500**	
Shell Space		**80,000**	**298,500**	
Shell Space		**120,000**	**338,500**	
TOTAL S.F.			**338,500**	

* Court Suite Included:
Assistant Clerk, Associate Judge Chamber, Associate Judge Chamber Restroom, Bailiff, Chief Clerk, Copy/ Fax/ Print, Court Coordinator, Court Reporter, Court Room, District Court Administrator Assistant, Judge Chamber, Judge Chamber Restroom, Judge Conference Area, Jury Deliberation, Jury Room Restroom, Large Hearing Room, Staff Break Area & Staff Restroom.

** Court Support Spaces Included:
Adult Holding Area, Attorney Business Center, Child Play/Day Care Area, Court Reporter Pool Office, CPS Conference Room, CPS Representative, Family Court Services Work Area, Family Drug Court Testing Area, HACDA Conference Room, Houston Area Council on Drug Use, Mailroom & Public Conference Room.

*** Building Support Spaces Included:
Building Food Service Area & FPM Space.

**** Court Suite Included:
Bailiff, Clerk, Coordinator, Court Room, Judge Chamber & Judge Toilet

***** Court Support Spaces Included:
Break room, Copy Room, Files, Holding Room & Supplies.

Prepared by: PGAL

HARRIS COUNTY PUBLIC LIBRARY
ESTIMATED OPERATING COSTS PER GROUP OF BRANCHES FOR FY2007

VERY LARGE BRANCHES - $1,000,000 - $2,600,000

Barbara Bush
Clear Lake/Freeman
Cy-Fair College
Katherine Tyra
Maud Smith Marks
Tomball

LARGE BRANCHES - $799,000 - $940,000

Aldine
Atascocita
Kingwood
LaPorte
North Channel
Northwest
Octavia Fields
Parker Williams

MEDIUM BRANCHES - $423,000 - $766,000

Baldwin Boettcher
Crosby
Evelyn Meador
Fairbanks
High Meadows
Katy
Spring Branch
West University

SMALL BRANCHES - $227,000 - $335,000

Galena Park
Jacinto City
South Houston
Stratford

OASIS BRANCH - $5,000

Finnegan Park (Precinct One)
Lincoln Park (Precinct One)

HARRIS COUNTY PUBLIC LIBRARY
Operating Costs Per Branch Library
FY 2007

BRANCH	SQ. FT	TOTAL EXPENSE
Clear Lake City-County Freeman Memorial	42,000	$ 2,590,013
Barbara Bush Branch	32,000	$ 2,332,711
Tomball	72,000	$ 2,237,597
Cy-Fair	78,000	$ 1,796,390
Katherine Tyra	12,000	$ 1,217,140
Maud Marks	12,300	$ 1,123,315
Northwest	12,000	$ 937,978
Atascocita	12,000	$ 922,419
Parker Williams	20,000	$ 913,205
Kingwood	12,000	$ 876,940
Octavia Fields	15,000	$ 854,645
LaPorte	23,357	$ 853,073
North Channel	14,000	$ 837,584
Aldine	13,268	$ 799,771
Baldwin Boettcher	10,137	$ 765,463
Katy	15,000	$ 698,443
Spring Branch	10,532	$ 663,225
High Meadows	9,500	$ 544,574
Fairbanks	7,247	$ 522,492
Crosby	10,500	$ 441,559
West University	5,200	$ 435,658
Evelyn Meador	7,217	$ 423,672
South Houston	5,800	$ 334,945
Galena Park	5,800	$ 320,069
Jacinto City	3,800	$ 294,604
Stratford	2,700	$ 227,008

HARRIS COUNTY
SPORTS & CONVENTION
CORPORATION

07 JUN -7 PM 1:15
MANAGEMENT SERVICES

June 6, 2007

Harris County
Sports & Convention
Corporation

One Reliant Park
Houston, TX
77054

832.667.1841
Fax 832.667.1410

The Honorable Ed Emmett and
Commissioners Eversole, Garcia, Lee and Radack
Administration Building
1001 Preston, 9th Floor
Houston, Texas 77002

Re: Harris County Sports & Convention Corporation
Fiscal Year 2007-2008
Capital Improvement Program

Dear Members of the Court:

Transmitted herewith is a copy of the report which describes the Corporation's Fiscal Year 2007-2008 Capital Improvement Program.

Please call me at 832.667.1841 if you have any questions.

Sincerely,

Willie P. Loston
Executive Director

Enclosure

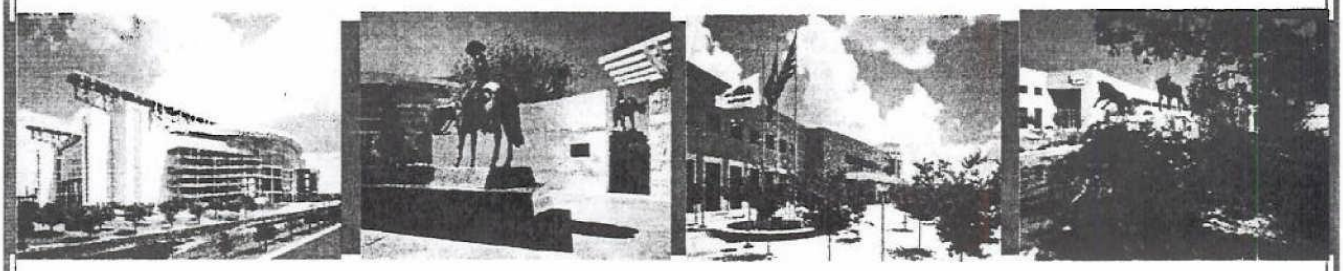
cc:

Michael Surface	- HCSCC Chairman
Charles Sowell	- HCSCC Vice Chairman
John Montalbano	- HCSCC Secretary/Treasurer
Felix Cook	- HCSCC Director
Bill T. Teague	- HCSCC Director
Richard L. Raycraft	- Harris County – Director of Management Services/Budget Officer
Barbara Schott	- Harris County Auditor
Michael Stafford	- Harris County Attorney
Arthur L. Storey	- Harris County – Office of Public Infrastructure
Kevin Hoffman	- Harris County - Facilities & Property Management

Reliant Park

CAPITAL IMPROVEMENT PROGRAM FUNDING REQUEST

FISCAL YEAR 2007-2008



PRESENTED TO:

HARRIS COUNTY COMMISSIONERS COURT

ED EMMETT, HARRIS COUNTY JUDGE
EL FRANCO LEE, COMMISSIONER, PRECINCT 1
SYLVIA R. GARCIA, COMMISSIONER, PRECINCT 2
STEVE RADACK, COMMISSIONER, PRECINCT 3
JERRY EVERSOLE, COMMISSIONER, PRECINCT 4

JUNE 19, 2007

Executive Summary

This report addresses the immediate and long-term Capital Improvement (CIP) and capital Repair and Replacement (R&R) needs for Reliant Park as identified by Harris County Sports & Convention Corporation (HCSCC). Over the past 6 years Reliant Park has been successfully developed into one of the premiere sports, entertainment and exhibition venues in the United States of America.

SMG, Reliant Park's operations group has made significant contributions to this 2007-2008 Reliant Park CIP/R&R request report. Their participation has helped HCSCC to better understand the overall needs of Reliant Park as we endeavor to meet our objective of maintaining a safe and efficient complex that is patron friendly and meets the needs of our tenants, major exhibitors, contract service providers and park visitors.

During this past year, the Astrodome Redevelopment Corporation (ARC) has continued to pursue their goal to convert the Reliant Astrodome into a convention center hotel. A letter of intent was executed between ARC, HCSCC and Harris County's Commissioners Court and several milestones have been attained to move this project forward. More tasks must be performed and completed before this project will move to any approval process.

HCSCC continues to pursue funding sources other than from Harris County to enhance the Reliant Park complex. During our current year, HCSCC has received approximately $1.2 million from Houston Grand Prix and $200,000 from the Houston Texans for equipment and other capital improvements.

The Utility Management team continues to conduct regular monthly meetings to review Reliant Park's utility costs with the specific goal of obtaining the most savings through utilizing best practices. Utility usage at Reliant Park appears to have leveled off during

2006 and the Utility Management team will continue to review additional ways to improve the utility usage and savings potential at Reliant Park.

This is the seventh year of Reliant Park's 30-year comprehensive Capital Repair and Replacement program. As stated before, the goal is designed to efficiently maintain Harris County's investment in Reliant Park and it's facilities. This program is crucial to the long-term success of Reliant Park and HCSCC again respectfully requests that Harris County Commissioners Court provide full funding this year.

In summary, HCSCC's fiscal year 2007-2008 funding requests totals $9,983,325. Of the total funding request, $4,272,300 is essential to the operational efficiency and sustained commercial marketability of Reliant Park. This value combines current year CIP funding of $3,722,800 and R&R funding of $549,500.

Reliant Park Fiscal Year 2006-2007 Review of Operations

For the fiscal year ending February 2007 the total events held at Reliant Park increased by 10% from the previous fiscal year. There were 563 events held, which resulted in an increase in visitor attendance of 74,692 from fiscal year ending February 2006. However, gross revenues decreased 6% to $34,999,843, while expenses only increased 1% to $33,629,160. As a result, net operating income (before utility costs) decreased from $3,310,550 in fiscal year ending February 2006, to $1,713,779 this fiscal year.

Event Activity and Attendance
Fiscal Year 2006-2007 versus 2005-2006

	FY 2006-2007		FY 2005-2006	
	Events	Attendance	Events	Attendance
Rodeo	24	1,127,453	25	1,122,828
Entertainment	65	447,627	56	347,512
NFL Games	10	568,096	10	552,272
Amateur Sports	18	161,220	17	339,178
Motor Sports	9	273,313	5	171,550
Convention	7	64,621	9	75,320
Consumer Show	86	384,282	98	426,462
Trade Show	37	57,387	15	16,108
Meetings/Seminar	95	31,053	101	37,158
Food & Beverage	57	23,057	36	31,506
Comm/Religion	72	177,490	56	189,994
Other Events	83	166,565	88	97,584
TOTAL	**563**	**3,482,164**	**516**	**3,407,472**

Financial Overview of Previously Approved Major Capital Improvement Projects

The establishment of project budgets and reliance on a purchase order system for each major category of projects has accomplished budget control of capital projects at Reliant Park. HCSCC's Board of Directors approves all invoices submitted for funding from Harris County Capital Project funds and approved invoices are recapped by project and forwarded to Harris County's Office of Financial Services for review and funding.

Reliant Park's facilities improvements and repairs are recorded on Harris County's fixed asset ledger and Harris County retains ultimate ownership of all equipment purchased by HCSCC with County funding. Additionally, all fixed assets at Reliant Park are owned by Harris County.

Significant Issues Related to Certain Capital Facilities During Fiscal Year 2006-2007

Reliant Stadium

Tray Warning Track Reseal

Due to normal wear, the warning track tray modules were resealed during July 2006, at a cost of $25,100.

Bar Stool Purchase

An additional 100 bar stools were purchased to match the existing inventory used in the Cantina. The new bar stools will be used in the North and South Terraces. This equipment was purchased at a cost of $9,774 and delivery occurred in time for the 2007 Houston Livestock Show and Rodeo performances.

WOW Wall Maintenance

General maintenance was performed on the Stadium's "WOW" walls at a cost of $11,533.

Video Board Tile Replacement

Both video boards in Reliant Stadium had broken video tiles repaired and/or replaced prior to the 2006 Houston Texans football season at an expense of $14,292.

StageRight Replacement Decks

During the summer of 2006, Reliant Stadium's north StageRight seating risers were restored or replaced at a cost of $12,713.

Digital Video Recorder Refurbishment

Hard drives for the 24-Hour Security Surveillance systems' digital video recorders in Reliant Stadium were replaced due to age. This equipment was over 4-years old and began to exceed its useful operation.

Stadium Floor Pit Covers

Due to the varied nature of the events hosted on Reliant Stadium's floor, it became necessary to install solid case iron pit covers. These pit covers were installed during dirt shows to help prevent material from entering the pits. The pit covers were purchased in August 2006 at a cost of $21,959.

Stadium Command Center Expansion

Reliant Stadium's command center was expanded to help accommodate the number of people working in this area. This project was completed prior to football season in August 2006 at a project cost of $10,400.

Field Tray Sides

Additional sides were purchased for the field tray system. The new sides have an additional punched tab, which will allow the sides to hold in place better when the trays are moved. The cost for purchasing the additional sides was $37,000.

Stadium Carpet Replacement Levels 4 and 8

The carpet for the Level 4 (Upper Suites) and Level 8 (East Sky Box Suites) was replaced with carpet tiles. The new carpet tiles will allow for easier maintenance and replacement. The carpet in these areas was replaced prior to the start of the Texans season at a project cost of $165,859.

Reliant Center

Lighting Control Computers

To increase operational efficiencies and help improve energy management, the lighting control computers for the Reliant Center were replaced at a cost of $5,886.

Restroom Sink Faucet Replacement

The sink faucets in the Reliant Center restrooms were replaced with a newer more efficient unit, which will improve water conservation. The project was completed during Fall 2006 for $41,610.

Auto Flush Valves for Urinal's and Water Closets

The flush valves in the Reliant Center restrooms were replaced with automatic flush valves at a cost of $29,800. The new valves will improve water conservation and reduce maintenance expenses.

Reliant Astrodome

Asbestos Encapsulation

The outer shell of the boiler in Reliant Astrodome's Plant 1 became compromised and a new encapsulation of this unit was required. This project was completed during April 2007 at a cost of $10,000.

Reliant Arena

Arena Door Replacement

Due to Fire Code violations, exterior doors for the Reliant Arena were replaced during Fall 2006 at a cost of $279,001.

Arena Roof Replacement

Reliant Arena's roof renovation work was completed on September 26, 2006, at a total cost of $1,880,174.

Reliant Park Site Improvements

Stadium Security Cameras

Due to equipment failure, thirty-one 24-hour security surveillance cameras were replaced throughout the site during August 2006 for $48,625.

Outdoor Trash Receptacle Locking Mechanisms

To help prevent the outdoor trash receptacles from having their lids blown open during high winds and prevent replacement cost due to breakage, locking mechanisms were purchased from Rubbermaid during Fall 2006 at a cost of $4,230.

Pipe and Drape Purchase

Approximately 2,000 linear feet of 6' to 10' adjustable black pipe and drape was purchased. Reliant Park utilizes this material continually and the rental savings will more than pay for the purchase cost of $20,837.

Metro Trolleys

Ten Chance 29 Metro Trolleys were purchased for $49,990 to be used within Reliant Park. These trolleys will provide visitors transportation assistance between all parking lots and Reliant Park's facilities. The Trolley's were delivered to Reliant Park in March 2007 and are presently receiving final inspection prior to their use.

Reliant Center **Total: $2,847,200**

Add Fiber, Telephone and Data Cable to Areas in the Main and Mezzanine Lobbies Currently Without Service (Cost: $20,000)

Many shows are requiring phone and wired internet service in the larger lobby areas for exhibit booths and registration. This request eliminates the need for unsightly temporary cable runs taped to the floor, across the entire width of the lobby walk paths and dropped from the ceiling.

Add Skirt Brushes to Escalators (Cost: $25,000)

Add all skirt brushes to escalators as required by the City of Houston Building Code.

Control Center Monitor Upgrade, Includes DVR Upgrade (Cost: $25,000)

Replace all Security Control Room monitors in Reliant Center with flat screen monitors and modify rack mounting to fit new monitors. Current monitors are failing and have reached their normal life expectancy.

Install Protective Devices for Fiber Terminations in Lobby and Meeting Room (Cost: $8,000)

Fiber terminations in the meeting rooms and lobby are frequently damaged resulting in installation delays during events and expensive repairs. The installation of covers will better protect the equipment, reduce maintenance expense and provide better reliability.

Intercom System Upgrade (Cost: $10,000)

Upgrade the Intercom system to improve functionality and performance.

Interior Surveillance Cameras for Exhibit Halls (Cost: $235,000)

For safety/security reasons, HCSCC is requesting additional interior surveillance cameras for the Exhibit Hall areas.

Lobby Level Seating & Tables (Cost: $63,900)

Install additional seating to accommodate guests for events. An increase in seating capacity will reduce operating expenses.

Mezzanine Level Seating (Cost: $97,800)

Install additional seating to accommodate guests for events. An increase in seating capacity will reduce operating expenses.

Modify Exhibit Hall and Meeting Room Doors to Eliminate Removable Mullions (Cost: $250,000)

Currently removable mullions for meeting rooms and exhibit halls are frequently damaged during move-in and move-out of events. These mullions need to be removed and new door hardware that does not require mullions needs to be installed.

Outdoor Seating & Tables (Cost: $50,000)

Outdoor seating and tables are needed, which will reduce our rental expense for outdoor events.

Remove Phone Enclosures and Install Laptop Stations (Cost: $40,500)

The current empty payphone stations are a nonfunctioning space, which will provide a much-needed place for clients and patrons to work on their "laptop" computers utilizing the wireless system.

Replace Carpet and Repaint Mezzanine Level (Cost: $1,697,000)

Replacement of carpet in needed because the current carpet is severely stained and damaged. A new efficient method of carpeting and fresh paint will keep the Mezzanine up to date for clients and exhibit events.

Sales, Marketing, Human Resources, and Event Services Office Build Out (Cost: $260,000)

Build out new office space for marketing, promotions, guest services, Human Resources, J&S Audio Visual, Smart City, and a new production office in Hall E.

Security System Software Upgrades (Cost: $50,000)

Current systems are at capacity with 256 cameras. Upgraded system would allow an increase in the number of cameras, amount of storage, and memory space.

Tie Center Fire Alarm System into Access Control System (Cost: $15,000)

Tie Reliant Center fire alarm system into access control system to improve monitoring of alarms and allow operator to view alarms via the access system.

Reliant Astrodome — Total: $550,000

Code Required Elevator Upgrades (Cost: $150,000)

The City of Houston Fire Marshall has requested elevator upgrades required to maintain equipment to current safety code.

Fire Alarm System Upgrade/Replacement (Cost: $150,000)

Upgrade/replace fire alarm system in Reliant Astrodome to allow monitoring from remote locations and improve functionality.

Fire Marshal Requested Improvements (Cost: $100,000)

Allowance for potential improvements that may be necessitated by annual fire inspections.

Installation of Security Iron Swing Gates (Cost: $150,000)

These lockable swing gates will improve perimeter security and safety in Reliant Astrodome.

Reliant Arena **Total: $1,360,625**

Augment Existing Sound with Speaker Cabinets in Approximately 8 Locations (Cost: $32,000)

Eight areas have been identified as having deficient coverage of house paging. The additional speakers will eliminate these "dead zones".

Building Automation System (BAS) Replacement (Cost: $250,000)

The BAS is outdated and should be replaced to improve energy consumption and operational efficiency.

Code Required Elevator Upgrades (Cost: $50,000)

The City of Houston Fire Marshal has requested code required elevator upgrades.

Construct Ticket Windows at West Entry (Cost: $84,000)

Ticket Windows are needed on the West side to properly service existing and future events. There are currently no permanent tickets windows on the West side.

Dressing Room Improvements (Cost: $20,000)

Dressing Room Improvements are needed to properly service existing and future events.

Exterior Door Replacement, Required by City of Houston Fire Marshall (Cost: $279,000)

The City if Houston Fire Marshall required these doors to meet code.

Fire Alarm System Upgrades (Cost: $25,000)

The City of Houston Fire Marshal has requested fire alarm system upgrades.

Paint Exhibit Halls (Cost: $65,000)

A fresh coat of paint is needed on the exhibit halls to provide an acceptable event space for existing and future events.

Plastic Bollard Sleeves (Cost: $6,000)

Add plastic bollard sleeves to bollards to increase safety and reduce annual painting expense.

Replace Amplifiers Through-out Arena (Cost: $24,000)

Amplifiers for all but the Arena Proper are approximately 15 years old and periodically failing causing down time for certain areas of the system. Replacements include related patch bays for signal routing to the amplifiers, which will replace the original equipment installed in the Arena (circa 1970's). The age of these patch bays are the cause for intermittence and inconsistent patching creating audio issues during events on a more frequent basis.

Replace Temporary Intercom Cable with Permanent Cable in Approximately 6 Locations (Cost: $6,000)

These six locations are most commonly used for spotlights for concerts and/or live events. Current cable runs are temporary and as such are unsightly and prone to problems since they are not in a protected environment. Interruption of service causes delays in the show presentation and dissatisfaction of our clients.

Replace Temporary Show Power with Permanent (Cost: $50,000)

Replace all temporary show power wiring with permanent as requested by the City of Houston Fire Marshal.

Signage and Graphics (Cost: $50,000)

Increase safety signage and improve security and guest service throughout the facility.

Southeast Landscape Bed Fill and Sod (Cost: $10,000)

Raise existing landscape bed to meet the existing sidewalk level and add sod to prevent erosion and improve visitor safety.

Telescopic Seating Refurbishment (Cost: $175,000)

Refurbish telescoping seating to replace structural and mechanical problems with the seating system.

Traffic Topping Arena Concourse (Cost: $141,625)

Current topping is compromised and new topping is needed to improve the presentation for current and future events.

West Entry Access Control Bollards (Cost: $24,000)

West entry access control bollards are requested to equidistantly restrict vehicular access to main entry.

West Entry Asphalt Paving Resurfacing (Cost: $50,000)

Reliant Arena's west entrance asphalt continues to fail resulting in potholes and tripping hazards. Construction advisors recommend removal of the existing asphalt surface, repairing the sub-base and installation of a new asphalt overlay.

Wheelchair Lift Replacement (Cost: $19,000)

Wheelchair lift needs to be replaced as required by ADA code.

Parking and Traffic Improvements **Total: $216,100**

Life Guard Chairs for Outside Police (Cost: $10,800)

Lifeguard chairs for outside police are requested to improve safety and improve traffic observation posts.

Meter Loop Replacement (Cost: $20,000)

Replacement meter loops are needed to monitor ingress/egress of vehicle traffic and verify cashier ticket count to vehicle count in order to prevent loss due to theft.

Mobile Camera (Cost: $10,000)

Mobile camera is requested to increase security with cash handling operations.

Parking Vault Cabinets (Cost: $2,500)

Parking vault cabinets are needed to improve security and cash handling in parking vault.

Parking Vault Counting Tables & Chairs (Cost: $6,500)

Parking vault tables & chairs are needed to improve security and cash handling in parking vault.

Parking Vault Safe Cabinet (Cost: $2,300)

Parking vault safe cabinet is needed to improve security and cash handling in parking vault.

Portable Light Towers (Cost: $37,000)

Portable light towers are requested to allow flexibility for parking operations when preparing for events in the parking lots, to provide additional lighting for security, and to save funds by eliminating rental expense.

Portable Sign Trailers (Cost: $15,000)

Portable sign trailers are requested to increase efficiency of operations and reduce rental costs.

Portable Toll Booths (Cost: $90,000)

Additional portable tollbooths are requested to allow flexibility for operations during events.

Traffic Cone Trailers (Cost: $22,000)

Traffic cone trailers are needed to improve efficiency and to reduce labor costs needed for parking lot set-up.

Central Plant and Plant 2 Total: $360,000

Central Plant – Arch Flash Study for 4160v Switch Gear (Cost: $25,000)

Siemens has recommended that we perform this study, as it is required by current code.

Central Plant – Coordination Study for 4160v Switch Gear (Cost: $65,000)

Siemens has recommended that we verify the relay settings match the load requirements for all electronic relays.

Central Plant – Refrigerant Storage For Central Plant (Cost: $58,000)

Provide a required vessel, which meets code, to store refrigerant when chillers are being serviced.

Plant 2 – Automatic Control Upgrades (Cost: $34,000)

Plant 2 automatic controls were previously fed from Plant 1 in the Reliant Astrodome control center. The connection to Plant 1 was interrupted following the demolition of the old Astrohall. Since that time, Plant 2 has operated on manual controls. In order to increase operating and energy efficiencies, automatic controls need to be installed in Plant 2 and tied to the central Building Automation System.

Plant 2 – Cooling Tower Refurbishment (Cost: $178,000)

The condition of the Plant 2 wood-cooling tower has deteriorated to the point that extensive renovation is required. Replacement of structural wood members, slats and decking is required to restore the tower to proper operational condition.

Food Service and Merchandise **Total: $851,000**

Café on the Park (Center), Kitchen Upgrades (Cost: $10,000)

Upgrades to the kitchen are needed to sustain and improve the overall operational efficiency for service events, specifically the catering portion.

Concession Refreshment (Arena) (Cost: $25,000)

Current equipment is outdated and inefficient. The upgraded concessions will improve the Arena's refreshment operations.

Graphics and Menu Board Enhancements (Center) (Cost: $40,000)

Currently using an antiquated banner system and permanent and engaging signage is needed.

Hot Dog Grill Carts for Outdoor Events (Cost: $24,000)

Concession carts are needed for multiple outdoor events in order to properly service current and future events.

Pantry Build-Out, Reliant Center (4 Locations) (Cost: $500,000)

Pantry build out in Reliant Center is requested to properly service conventions and other events on the floor of the exhibit halls. Current facilities are insufficient to service major events such as the Offshore Technology Conference.

Portable Bars (Cost: $27,000)

Portable bars need to be repaired and replaced to properly service existing and future events.

Portable Steam Tables (Cost: $20,000)

Portable concession carts with steam capability to properly service current and future outdoor events.

Remote Starbucks (Cost: $175,000)

New remote location needed to enhance the guest experience and public demand.

Replacement Kitchen Equipment (Arena) (Cost: $30,000)

Current kitchen equipment is outdated and inefficient and new replacement equipment is needed.

Reliant Park Site Improvements **Total: $2,263,900**

Add Card Reader to Gate Arms at Day Lot (Cost: $15,000)

Add card reader to gate arms at day lot to provide monitored access control from the Day Lot to other areas of Reliant Park.

Add Ladder to Marquee (Cost: $20,000)

Install a permanent ladder to the marquee to provide service access and eliminate the cost to rent a boom lift.

Additional Pathways and Sidewalks (Cost: $70,000)

Add pathways and sidewalks in areas with worn landscaping beds to provide safe access to facilities.

Blue Parking Lot Reseal (Cost: $160,000)

Seal coating and crack repair to extend the lifespan of the asphalt surface and avoiding more expensive resealing. Typical maintenance schedule for this type of work is every five years and every tenth year to re-mill asphalt.

Bury Above Ground PVC Water Pipe in Yellow Lot Hedge Row (Cost: $3,000)

This PVC was temporarily installed to provide drinking and misting water for life safety needs for patrons attending events in the Yellow Lot. The PVC is currently lying on top of the ground in the edge of the hedgerow and has been damaged by lawn equipment. The UV rays of the sun cause additional deterioration. Burying the PVC will extend the useful life of this pipe.

Conduit under Lantern Point and under Two Entry Gates to Yellow Lot at Lantern Point and McNee (Cost: $6,400)

Many shows are requesting phone and wired Internet service to the Yellow lot. This service is provided via the Maintenance building at the Texans practice facility. The current path across Lantern Point is through storm sewer lines. Additionally, crossing the two entry gates creates tripping hazards for guests and cable destruction caused by vehicle traffic entering the gates. This installation will insure uninterrupted service for our clients, safety for our guests and savings in installation expenses.

Install Security Cameras for Parking Lots and Toll Plazas (Cost: $75,000)

Installation of security cameras for parking lots and toll plazas is requested to provide supplemental security to cashiers and added security measures for cash control.

New Kirby Drive and Fannin Street Irrigation (Cost: $80,000)

Required to improve the irrigation and ground keeping outside Reliant Parks' perimeter fence lines on Kirby Drive and Fannin Street.

North Stadium Dock Fencing (Cost: $18,500)

Installation of permanent fencing would reduce annual rental expenses for bike rack that is currently being utilized.

Pyramid Portable Bollards w/Protective Bases (Cost: $20,000)

Purchase pyramid portable bollards to add to existing inventory and replace damaged equipment stock.

Site Graphics-Phase I (Cost: $750,000)

Replacing existing signage inside Reliant Park's perimeter with an improved and more extensive guidance program will improve safety for employees and guests. Also, new signage will significantly improve guest experience for all events. Installation of security cameras for parking lots and toll plazas will provide additional security to cashiers and an added security measure for cash control.

Site Graphics-Phase II (Cost: $750,000)

Replacing existing signage inside Reliant Park's perimeter with an improved and more extensive guidance program will improve safety for employees and guests. Also, new signage will significantly improve guest experience for all events. Installation of security cameras for parking lots and toll plazas will provide additional security to cashiers and an added security measure for cash control.

Site Irrigation Control (Cost: $96,000)

Add campus wide electronic irrigation monitoring system to better control irrigation frequencies and reduce water consumption.

Site Utilities (Cost: $200,000)

Install permanent site utilities to provide appropriate power service to outdoor events such as Houston Livestock Show & Rodeo, Grand Prix of Houston and Offshore Technology Conference.

Furnishings, Fixtures and Equipment **Total: $1,534,500**

Bicycle Barricades (Cost: $48,000)

Replacement bicycle barricades to replace damaged and/or broken inventory throughout Reliant Park.

Bicycle Rack Covers (Cost: $15,000)

Install rack covers to protect equipment will increase the longevity of the Bicycle Barricades, thereby reducing expenses. Additionally, these covers will improve the property presentation to our visitors.

Event Rigging Points, Under low Ceiling (Cost: $150,000)

Installation of new rigging points for the low ceiling in Reliant Center. Events frequently require rigging in the area, which cannot be accommodated without damaging the fireproofing on the structural members. This project will install rigging points at key locations to allow rigging without damaging the fireproofing.

Exchange Server Upgrade (Cost: $20,000)

The Reliant Park Exchange Server is near capacity and has not been upgraded since 2003. The current release of Exchange has greater storage capacity, security

enhancements, updated web interface and support for cell phones with Microsoft Office connectivity. Reliant Park's Exchange Server is one of our most critical systems because it is used 24/7 for communication with clients, vendors and tenants.

High Capacity Laser Printer (Cost: $9,000)

Replacement of two high capacity laser printers in Event Services and Sales / Marketing departments. Existing printers have over 100,000 cycles and Hewlett Packard will no longer have repair or replacement parts after 2007.

Large Format Plotter (Cost: $7,500)

The majority of Reliant Stadium's and Reliant Center's drawings are electronic Auto-CAD format. Currently when a copy is needed (full size D plot) we have to pay an off-site vendor to print them. Purchasing a large format plotter would allow maintenance, engineering and executive management the ability to print any CAD file without the need for expedited printing from an off-site facility, thereby reducing expenses.

Maintenance Carts (Cost: $48,000)

Maintenance carts are custom carts outfitted with toolboxes, ladder storage, pipe racks, parts storage, to facilitate the improvement of maintenance efforts and efficiency throughout Reliant Park.

Maintenance Shop, Break Room, Warehouse Build Out (Cost: $200,000)

Consolidate all maintenance shops, office areas, and break room into the warehouse. This action will consolidate all maintenance shops and equipment storage to maximize efficiency and effectiveness of maintenance activity.

Network Switches (Cost: $25,000)

Existing Cisco switches are approaching end of life/support and require replacement. New switches will support gigabit connectivity between buildings and greater security and manageability.

Portable Fencing (Cost: $15,000)

Necessary in order to build more secure storage areas, minimize usage of bicycle racks and provide more operations flexibility concerning barricades.

Pressure Washing Equipment (Cost: $18,000)

Portable pressure washing equipment mounted on a trailer for general site cleaning.

Rectangular Tables and Carts (Cost: $125,000)

Portable rectangular tables and carts to replace damaged and worn-out equipment in current inventory. This equipment is used throughout Reliant Park for meetings, dinners and other events.

Replacement Voicemail System (Cost: $50,000)

Replace voice mail to add essential features and increase functionality. The Houston Livestock Show & Rodeo will fund 33% of this expense.

Replacement Computers (Cost: $37,500)

To replace computers throughout Reliant Park as needed when they reach the end of their useful life.

Replacement Golf Carts (Cost: $200,000)

Purchase new golf carts because current repair costs of existing golf carts exceed replacement costs.

Replacement Radios (Cost: $53,000)

Provide radios for various departments to replace older units, which are at the end of their expected life. This purchase eliminates the need for SMG to rent radios and accommodates additional staff requirements.

Round Tables and Carts (Cost: $70,000)

Purchase additional portable round tables and carts to replace damaged and worn-out equipment. This equipment is used throughout Reliant Park for meetings, banquets and other events.

Sign Plotter (Cost: $25,000)

Sign plotter is requested to increase capacity of sign operations to maximize efficiency and signage production.

Skirting (Cost: $15,000)

Skirting is necessary to replace torn or damaged materials due to extensive and constant usage.

Stacking Chairs & Chair Carts (Cost: $160,000)

Portable stacking chairs & chair carts to replace damaged and worn-out equipment in current inventory. This equipment is used throughout Reliant Park for meetings, dinners and other events.

Transports for Decks and Handrails Seating Riser (Cost: $12,500)

Improve efficiency and safety of transporting equipment and storage of operations equipment that is used on a continual basis throughout the year.

Trunk Radio Upgrade (Cost: $87,000)

There are too many radios on our current system, which results in poor quality and service. This upgrade will remedy these concerns.

Two File Servers and Direct Attached Storage (Cost: $44,000)

Replace two file servers to increase speed, enhance security, accommodate a growing number of users, add storage capacity, add memory and hardware support. Existing servers are at 90% capacity and over 5-years old.

Warehouse Shelving and Pallet Racks (Cost: $100,000)

Add pallet storage racks and parts shelving to warehouse in association with relocation of all maintenance shops to the warehouse.

Capital Repair & Replacement Funding Request Narrative

As reported before, HCSCC identified annual R&R items to include, but not limited to facilities, parking lots, fixtures, furnishings, equipment and other miscellaneous items as necessary and required.

HCSCC developed a 30-year R&R funding plan including an annual R&R project schedule. These schedules are based on overall Reliant Park R&R requirements exclusive of Reliant Stadium. The funding plan includes the annual funding from Harris County, an annual 3% inflation factor, interest earnings, routine annual R&R costs, as well as limited major R&R costs.

The schedule also assumes providing R&R for the Reliant Astrodome in its current condition for 5 years and the Reliant Arena for 10 years. However, the schedules do not take into account unforeseen major structural replacements or repairs that may occur with the facilities and/or parking lots.

Reliant Park Capital Projects Recommendations - FY 2007/2008

Project Description	Need Assesment	Year of First Request	Unit Cost	Quantity	Total * = Essential Item
Reliant Center					
Add fiber, telephone and data cable to areas in the Main and Mezzanine Lobbies currently without service	Client Expectations	07-08	20,000	1	20,000
Add Skirt Brushes to Escalators	Code Requirement	07-08	25,000	1	* 25,000
Control Center Monitor Upgrade, Includes DVR upgrade (Center Only)	Repair & Replacement	07-08	25,000	1	25,000
Install protective devices to fiber terminations in Lobby and Meeting Rooms	Expense Reduction	07-08	8,000	1	* 8,000
Intercom System Upgrade	Safety & Security	07-08	10,000	1	10,000
Interior Surveillance Cameras for Exhibit Halls	Safety & Security	06-07	235,000	1	* 235,000
Lobby Level Seating & Tables	Client Expectations	07-08	63,900	1	63,900
Mezzanine Level Seating	Client Expectations	07-08	97,800	1	97,800
Modify Exhibit Hall and Meeting Room Doors to Eliminate Removable Mullions	Sustain & Improve Operations	06-07	250,000	1	* 250,000
Outdoor Seating & Tables	Client Expectations	07-08	50,000	1	50,000
Remove Phone Enclosures and Install Laptop Stations	Client Expectations	07-08	4,500	9	40,500
Replace Carpet and Repaint Mezzanine Level	Client Expectations	06-07	1,697,000	1	1,697,000
Sales, Marketing, HR and Event Services Office Build Out	Sustain & Improve Operations	06-07	65	4000	* 260,000
Security System Software Upgrades	Safety & Security	07-08	50,000	1	* 50,000
Tie Center Fire Alarm System into Access Control System	Safety & Security	07-08	15,000	1	15,000
Sub-Total Reliant Center					$ 2,847,200
Sub-Total Reliant Center - Essential Items					$ 828,000

Reliant Astrodome					
Code Required Elevator Upgrades	Code Requirement	06-07	150,000	1	* 150,000
Fire Alarm System Upgrade/Replacement	Safety & Security	06-07	150,000	1	* 150,000
Fire Marshall Requested Improvements (Allowance)	Code Requirement	06-07	100,000	1	* 100,000
Installation of Iron Swing Gates w/ Locks for Reliant Astrodome	Safety & Security	06-07	150,000	1	150,000
Sub-Total Reliant Astrodome					$ 550,000
Sub-Total Reliant Astrodome - Essential Items					$ 400,000

Reliant Park Capital Projects Recommendations - FY 2007/2008

Project Description	Need Assesment	Year of First Request	Unit Cost	Quantity	Total * = Essential Item
Reliant Arena					
Augment existing sound with speaker cabinets in approximately 8 locations	Client Expectations	07-08	4,000	8	32,000
Building Automation System Replacement (Energy Savings)	Expense Reduction	07-08	250,000	1	250,000
Code Required Elevator Upgrades	Code Requirement	06-07	50,000	1	* 50,000
Construct Ticket Windows at West Entry	Client Expectations	07-08	84,000	1	84,000
Dressing Room Improvements	Client Expectations	07-08	20,000	1	20,000
Exterior Door Replacement, required by City if Houston Fire Marshall	Code Requirement	07-08	279,000	1	* 279,000
Fire Alarm System Upgrades	Safety & Security	06-07	25,000	1	* 25,000
Paint Exhibit Halls	Repair & Replacement	07-08	65,000	1	65,000
Plastic Bollard Sleeves	Expense Reduction	07-08	30	200	6,000
Replace amplifiers thru-out Arena	Repair & Replacement	07-08	2,000	12	24,000
Replace temporary intercom cable with permanent cable in approximately six locations	Sustain & Improve Operations	07-08	6,000	1	6,000
Replace Temporary Show Power with Permanent	Code Requirement	06-07	50,000	1	* 50,000
Signage and Graphics	Client Expectations	07-08	50,000	1	50,000
Southeast Landscape Bed Fill and Sod	Safety & Security	07-08	10,000	1	* 10,000
Telescopic Seating Refurbishment	Repair & Replacement	07-08	175,000	1	* 175,000
Traffic Topping Arena Concourse	Client Expectations	07-08	6	25750	141,625
West Entry Access Control (Bollards)	Safety & Security	07-08	24,000	1	24,000
West Entry Asphalt Paving Resurfacing	Repair & Replacement	07-08	50,000	1	* 50,000
Wheel Chair Lift Replacement	Code Requirement	07-08	19,000	1	* 19,000
Sub-Total Reliant Arena					$ 1,360,625
Sub-Total Reliant Arena - Essential Items					$ 658,000

Reliant Park Capital Projects Recommendations - FY 2007/2008						
Project Description	Need Assesment	Year of First Request	Unit Cost	Quantity	Total * = Essential Item	
Parking and Traffic Improvements						
Life Guard Chairs for Outside Police	Client Expectations	07-08	1,200	9		10,800
Meter Loop Replacement	Expense Reduction	07-08	20,000	1	*	20,000
Mobile Camera	Safety & Security	07-08	10,000	1		10,000
Parking Vault Cabinets	Safety & Security	07-08	500	5	*	2,500
Parking Vault Counting Tables & Chairs	Safety & Security	07-08	6,500	1	*	6,500
Parking Vault Safe Cabinet	Safety & Security	07-08	2,300	1	*	2,300
Portable Light Towers	Expense Reduction	06-07	9,250	4		37,000
Portable Sign Trailers	Sustain & Improve Operations	07-08	5,000	3	*	15,000
Portable Toll Booths	Sustain & Improve Operations	06-07	15,000	6		90,000
Traffic Cone Trailers	Sustain & Improve Operations	07-08	5,500	4	*	22,000
Sub-Total Parking and Traffic Improvements					$	216,100
Sub-Total Parking and Traffic Improvements - Essential Items					$	68,300

Central Plant and Plant II						
Central Plant - Arch Flash Study For 4160v Switch Gear	Safety & Security	07-08	25,000	1	*	25,000
Central Plant - Coordination Study for 4160v Switch Gear	Safety & Security	07-08	65,000	1	*	65,000
Central Plant - Refrigerant Storage For Central Plant	Code Requirement	07-08	58,000	1	*	58,000
Plant II - Automatic Control Upgrades	Repair & Replacement	07-08	34,000	1	*	34,000
Plant II - Cooling Tower Refurbishment	Repair & Replacement	07-08	178,000	1	*	178,000
Sub-Total Central Plant and Plant II					$	360,000
Sub-Total Central Plant and Plant II - Essential Items					$	360,000

Reliant Park Capital Projects Recommendations - FY 2007/2008					
Project Description	Need Assesment	Year of First Request	Unit Cost	Quantity	Total * = *Essential Item*
Food Service and Merchandise					
Café on the Park, Kitchen Upgrades	Sustain & Improve Operations	07-08	10,000	1	10,000
Concession Refreshment (Arena)	Increase Earnings	07-08	25,000	1	* 25,000
Graphics and Menu Board Enhancements (Center)	Client Expectations	07-08	40,000	1	40,000
Hot Dog Grille Carts (Outdoor Events)	Increase Earnings	07-08	8,000	3	* 24,000
Pantry Build-Out, Reliant Center (4 Locations)	Sustain & Improve Operations	07-08	125,000	4	* 500,000
Portable Bars	Repair & Replacement	07-08	4,500	6	27,000
Portable Steam Tables	Increase Earnings	07-08	2,500	8	* 20,000
Remote Starbucks	Increase Earnings	07-08	175,000	1	175,000
Replacement Kitchen Equipment (Arena)	Repair & Replacement	07-08	30,000	1	* 30,000
Sub-Total Food Service and Merchandise					$ 851,000
Sub-Total Food Service and Merchandise - Essential Items					$ 599,000

Reliant Park Capital Projects Recommendations - FY 2007/2008					
Project Description	Need Assesment	Year of First Request	Unit Cost	Quantity	Total * = Essential Item
Reliant Park Site Improvements					
Add Card Reader to Gate Arms at Day Lot	Safety & Security	06-07	15,000	1	15,000
Add Ladder to Marquee	Expense Reduction	06-07	20,000	1	* 20,000
Additional Pathways and Sidewalks	Safety & Security	06-07	70,000	1	70,000
Blue Parking Lot Reseal	Repair & Replacement	07-08	160,000	1	160,000
Bury above ground PVC water pipe in Yellow Lot Hedge Row	Sustain & Improve Operations	07-08	3,000	1	3,000
Conduit under Lantern Point [130 ft] and under (2) entry gates to the Yellow Lot-Lantern Point [120 ft] and McNee [70 ft]	Sustain & Improve Operations	07-08	20	320	6,400
Install Security Cameras for Parking Lots and Toll Plazas	Safety & Security	06-07	75,000	1	* 75,000
New Kirby and Fannin Irrigation	Repair & Replacement	07-08	80,000	1	80,000
North Stadium Dock Fencing	Expense Reduction	07-08	18,500	1	18,500
Pyramid Portable Bollards w/ Protective Bases	Safety & Security	07-08	200	100	20,000
Site Graphics - Phase I	Client Expectations	03-04	750,000	1	750,000
Site Graphics - Phase II	Client Expectations	03-04	750,000	1	750,000
Site Irrigation Control	Expense Reduction	07-08	96,000	1	96,000
Site Utilities	Safety & Security	06-07	200,000	1	* 200,000
Sub-Total Reliant Park Site Improvements					$ 2,263,900
Sub-Total Reliant Park Site Improvements - Essential Items					$ 295,000

Reliant Park Capital Projects Recommendations - FY 2007/2008					
Project Description	Need Assesment	Year of First Request	Unit Cost	Quantity	Total * = *Essential Item*
Furnishings, Fixtures and Equipment					
Bicycle Barricade	Sustain & Improve Operations	07-08	160	300	* 48,000
Bicycle Rack Covers	Sustain & Improve Operations	07-08	150	100	15,000
Event Rigging Points, Under Low Ceiling, Reliant Center	Client Expectations	07-08	150,000	1	* 150,000
Exchange Server Upgrade	Repair & Replacement	07-08	20,000	1	* 20,000
High Capacity Laser Printer	Sustain & Improve Operations	07-08	4,500	2	* 9,000
Large Format Plotter	Sustain & Improve Operations	07-08	7,500	1	* 7,500
Maintenance Carts	Repair & Replacement	07-08	12,000	4	48,000
Maintenance Shop, Break room and Office Build Out In Warehouse	Sustain & Improve Operations	07-08	200,000	1	* 200,000
Network Switches	Repair & Replacement	07-08	25,000	1	* 25,000
Portable Fencing	Sustain & Improve Operations	07-08	15,000	1	15,000
Pressure Washing Equipment	Sustain & Improve Operations	07-08	18,000	1	* 18,000
Rectangular Tables and Table Carts	Client Expectations	07-08	125,000	1	* 125,000
Replace Voicemail System [33% funded by HLS&R]	Sustain & Improve Operations	07-08	50,000	1	* 50,000
Replacement Computers	Repair & Replacement	07-08	2,500	15	* 37,500
Replacement Golf Carts	Repair & Replacement	07-08	5,000	40	200,000
Replacement Radios	Repair & Replacement	07-08	53,000	1	53,000
Round Tables & Table Carts	Client Expectations	07-08	70,000	1	* 70,000
Sign Plotter	Sustain & Improve Operations	07-08	25,000	1	25,000
Skirting	Client Expectations	07-08	15,000	1	15,000
Stacking Chairs & Chair Carts	Client Expectations	07-08	160,000	1	* 160,000
Transports for Decks and Handrails Seating Riser	Sustain & Improve Operations	07-08	12,500	1	12,500
Trunk Radio Upgrade	Sustain & Improve Operations	07-08	87,000	1	* 87,000
Two File Servers and Direct Attached Storage	Sustain & Improve Operations	07-08	22,000	2	* 44,000
Warehouse Shelving and Pallet Racks	Sustain & Improve Operations	07-08	100,000	1	* 100,000
Sub-Total Furnishings, Fixtures and Equipment					$ 1,534,500
Sub-Total Furnishings, Fixtures and Equipment - Essential Items					$ 1,064,000
Total CIP Request					$ 9,983,325
Total CIP Request - Essential Items					$ 4,272,300

Reliant Park Utility Management Update

Reliant Park's Energy Management Team includes representatives from Reliant Energy, SMG, the Houston Texans, the Houston Livestock Show & Rodeo, Aramark and HCSCC. The Energy Management Team meets regularly to monitor utility (electricity, water and natural gas) usage/cost and identify effective energy conservation opportunities for Reliant Park.

Currently the Energy Management Team is evaluating numerous energy saving initiatives, including but not limited to the following:

- Evaluating the potential cost savings of eliminating Plant 2, which currently services the Reliant Astrodome and Reliant Arena, and providing chilled water for these facilities from Reliant Park's Central Plant
- Installing compact fluorescent lamps in-lieu-of incandescent lamps wherever possible to reduce energy and labor costs
- Evaluating the potential cost savings of installing stand alone air handling units in Reliant Stadium in areas with 24-hour service requirements
- Re-evaluating operating procedures related to Reliant Park's Central Plant chiller operations and peak demand management

SMG has developed and implemented an energy conservation program for all Reliant Park operations. Reliant Energy is assisting as well, and has provided a detailed analysis of current Reliant Park electricity rates as well as market trends and has made recommendations to HCSCC to adjust accordingly.

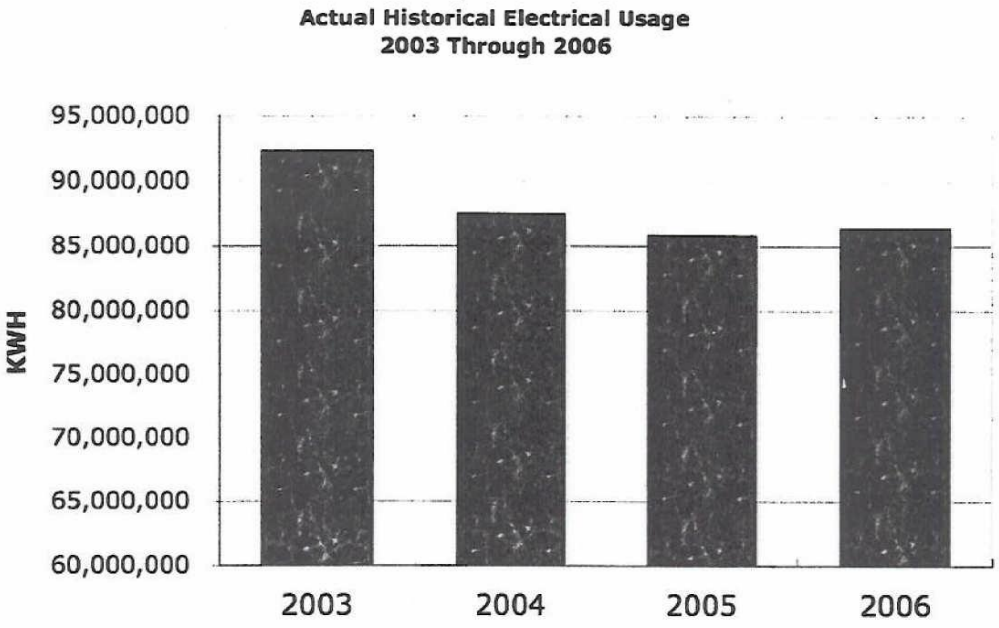
In November 2005 HCSCC entered into an interlocal agreement with the Texas CUC Aggregation Project, Inc., (Public Power Pool) to assist HCSCC in negotiating for a new electricity agreement. On October 25, 2006, HCSCC's Board of Directors amended the Electric Energy Sales Agreement, including a term extension through December 31, 2008. Also, effective November 2, 2006, HCSCC's Board of Directors entered into a

Natural Gas Sales contract with CenterPoint Energy Services, Inc., which extended the agreement through October 31, 2006.

For the twelve months ending with the December 2006 billing period, metered electrical usage increased 0.62% with a total of 86,358,197 kilowatt hours (kWhs) consumed compared to 85,826,467 kWhs in 2005, metered natural gas usage decreased 14.23% with a total of 57,070 million cubic feet (Mcf) consumed compared to 66,539 Mcf in 2005 and metered water usage decreased 3.76% with a total of 160,263,000 consumed compared to 166,519,000 gallons in 2005.

The overall utility expense for the calendar year ending in December 2006 increased 55.07% over the prior year primarily due to the increased cost for electricity. Actual expenditures for electricity increased 71.61% with a total of $10,933,001 paid compared to $6,370,800 paid in 2005, actual expenditures for gas decreased 30.92% with a total of $422,559 paid compared to $611,670 paid in 2005 and actual expenditures for water increased 2.04% with a total of $1,015,972 paid compared to $995,620 in 2005.

The graphs on the following pages provide a summary of the utility usage in all categories (electricity, water and natural gas) from 2003-2006.

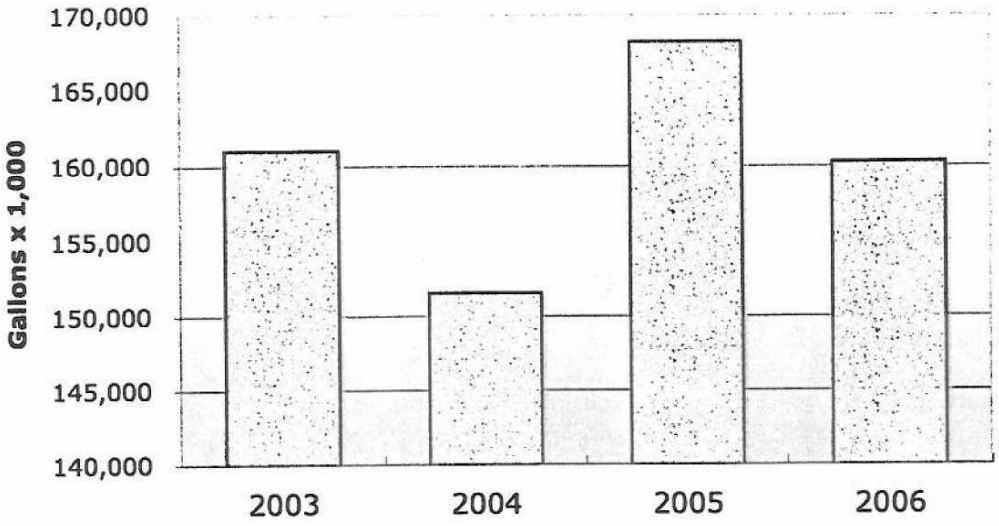


Electricity usage at Reliant Park for 2006 was up slightly over 2005.

Year	KWH Usage
2003	92,313,950
2004	87,493,659
2005	85,826,374
2006	86,358,197

This is an overall reduction of 5,955,753 kWhs in three years and a 1.07% reduction from program inception.

Actual Historical Water Usage
2003 Through 2006

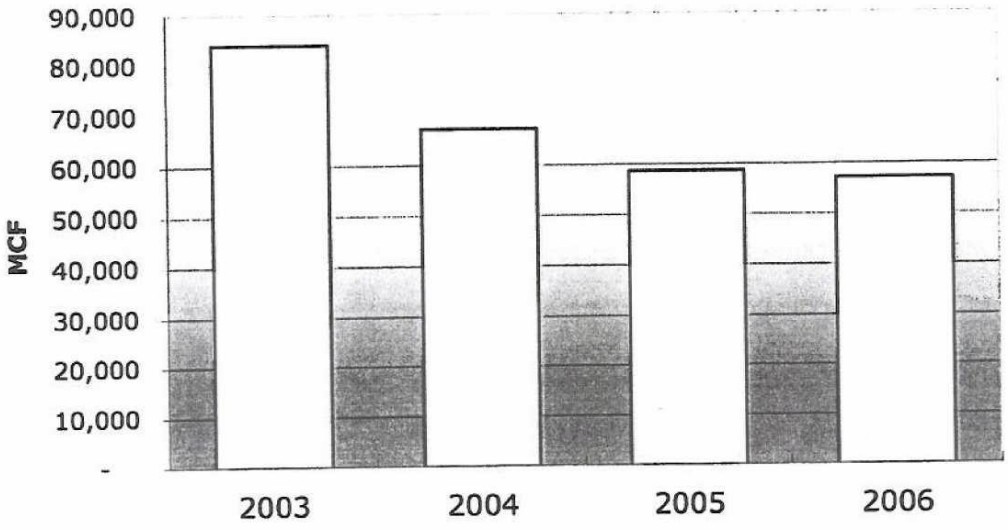


The 2006 consumption water usage at Reliant Park decreased 7,949 gallons, or 4.73%, from 2005 numbers. The 2005 consumption reflected necessary water usage to address the Katrina hurricane evacuees and the associated clean-up efforts.

Year	Gallons Usage
2003	161,027
2004	151,531
2005	168,212
2006	160,263

This represents an overall decrease of 1% since program inception in 2003.

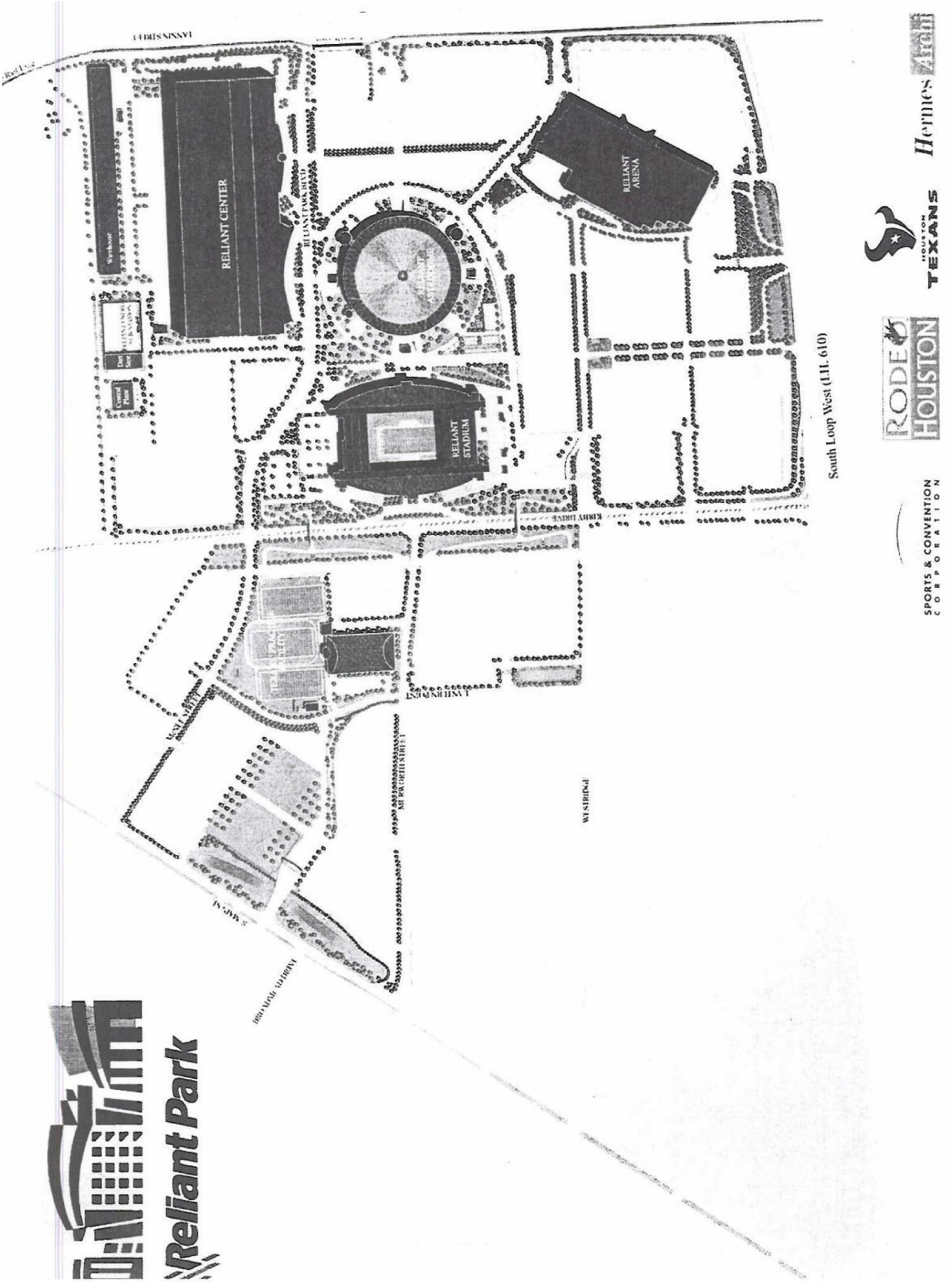
Actual Historical Natural Gas Usage
2003 Through 2006



For the third consecutive year natural gas usage at Reliant Park has declined.

Year	Mcf Natural Gas
2003	83,980
2004	67,011
2005	58,613
2006	57,070

This is an overall reduction of 26,910 Mcf over the past three years or a total of 32.04%.


RELIANT CENTER
RELIANT ARENA
RELIANT STADIUM
South Loop West (I.H. 610)
Hermes Archi
HOUSTON TEXANS
RODEO HOUSTON
SPORTS & CONVENTION CORPORATION
Reliant Park

Option A

Tax Rates

HARRIS COUNTY, TEXAS
SUMMARY OF TOTAL PROPOSED CAPITAL PROJECTS - PROPOSED ELECTION - OPTION A
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

	PROPOSED ELECTION							PROPOSED ELECTION - ESTIMATED TAX RATES						
FISCAL YEAR	ROAD $200 M	PARK $200 M	JUVENILE FACILITIES $92 M	ADULT DETENTION $285 M	FORENSIC CENTER $100 M	FAMILY LAW CENTER $85 M	TOTAL $962 M	ROAD $200 M	PARK $200 M	JUVENILE FACILITIES $92 M	ADULT DETENTION $285 M	FORENSIC CENTER $100 M	FAMILY LAW CENTER $85 M	TOTAL $962 M
2009	$ 0	0	0	0	0	0	$ 0	$0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	$ 0.00000
2010	0	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
2011	0	0	2,857,000	4,470,000	2,235,000	0	9,562,000	0.00000	0.00000	0.00119	0.00186	0.00093	0.00000	0.00398
2012	9,700,000	4,850,000	8,217,360	12,051,480	8,963,240	3,165,000	46,947,080	0.00385	0.00193	0.00312	0.00457	0.00345	0.00126	0.01818
2013	19,272,000	9,636,000	8,043,720	18,646,650	8,773,980	7,663,310	72,035,660	0.00687	0.00344	0.00269	0.00654	0.00293	0.00276	0.02523
2014	18,812,000	14,356,000	7,870,080	25,171,820	8,584,720	7,500,050	82,294,670	0.00623	0.00498	0.00262	0.00867	0.00286	0.00248	0.02784
2015	18,352,000	19,008,000	7,696,440	24,624,490	8,395,460	7,336,790	85,413,180	0.00605	0.00647	0.00253	0.00810	0.00277	0.00242	0.02834
2016	17,892,000	18,540,000	7,522,800	24,077,160	8,206,200	7,173,530	83,411,690	0.00586	0.00605	0.00247	0.00788	0.00269	0.00235	0.02730
2017	17,432,000	18,072,000	7,349,160	23,529,830	8,016,940	7,010,270	81,410,200	0.00565	0.00586	0.00238	0.00763	0.00260	0.00227	0.02639
2018	16,972,000	17,604,000	7,175,520	22,982,500	7,827,680	6,847,010	79,408,710	0.00544	0.00566	0.00230	0.00737	0.00251	0.00220	0.02548
2019	16,512,000	17,136,000	7,001,880	22,435,170	7,638,420	6,683,750	77,407,220	0.00524	0.00545	0.00223	0.00713	0.00243	0.00213	0.02461
2020	16,052,000	16,668,000	6,828,240	21,887,840	7,449,160	6,520,490	75,405,730	0.00510	0.00530	0.00217	0.00695	0.00237	0.00208	0.02397
2021	15,592,000	16,200,000	6,654,600	21,340,510	7,259,900	6,357,230	73,404,240	0.00495	0.00514	0.00212	0.00678	0.00230	0.00201	0.02330
2022	15,132,000	15,732,000	6,480,960	20,793,180	7,070,640	6,193,970	71,402,750	0.00481	0.00499	0.00206	0.00661	0.00225	0.00196	0.02268
2023	14,672,000	15,264,000	6,307,320	20,245,850	6,881,380	6,030,710	69,401,260	0.00465	0.00484	0.00200	0.00643	0.00218	0.00191	0.02201
2024	14,212,000	14,796,000	6,133,680	19,698,520	6,692,120	5,867,450	67,399,770	0.00451	0.00470	0.00195	0.00625	0.00213	0.00186	0.02140
2025	13,752,000	14,328,000	5,960,040	19,151,190	6,502,860	5,704,190	65,398,280	0.00437	0.00455	0.00189	0.00607	0.00206	0.00181	0.02075
2026	13,292,000	13,860,000	5,786,400	18,603,860	6,313,600	5,540,930	63,396,790	0.00422	0.00440	0.00183	0.00591	0.00201	0.00176	0.02013
2027	12,832,000	13,392,000	5,612,760	18,056,530	6,124,340	5,377,670	61,395,300	0.00407	0.00425	0.00178	0.00573	0.00194	0.00171	0.01948
2028	12,372,000	12,924,000	5,439,120	17,509,200	5,935,080	5,214,410	59,393,810	0.00393	0.00410	0.00173	0.00555	0.00189	0.00166	0.01886
2029	11,912,000	12,456,000	5,265,480	16,961,870	5,745,820	5,051,150	57,392,320	0.00378	0.00395	0.00168	0.00539	0.00182	0.00160	0.01822
2030	11,452,000	11,988,000	5,091,840	16,414,540	5,556,560	4,887,890	55,390,830	0.00363	0.00381	0.00162	0.00520	0.00177	0.00155	0.01758
2031	10,992,000	11,520,000	4,918,200	15,867,210	5,367,300	4,724,630	53,389,340	0.00348	0.00365	0.00156	0.00503	0.00170	0.00150	0.01692
2032	10,532,000	11,052,000	4,744,560	15,319,880	5,178,040	4,561,370	51,387,850	0.00334	0.00350	0.00151	0.00487	0.00165	0.00145	0.01632
2033	10,072,000	10,584,000	4,570,920	14,772,550	4,988,780	4,398,110	49,386,360	0.00320	0.00336	0.00145	0.00469	0.00158	0.00140	0.01568
2034	9,612,000	10,116,000	4,397,280	14,225,220	4,799,520	4,234,850	47,384,870	0.00304	0.00316	0.00139	0.00452	0.00152	0.00134	0.01497
2035	9,152,000	9,648,000	4,223,640	13,677,890	4,610,260	4,071,590	45,383,380	0.00290	0.00306	0.00134	0.00434	0.00146	0.00129	0.01439
2036	8,692,000	9,180,000	4,050,000	13,130,560	4,421,000	3,908,330	43,381,890	0.00275	0.00292	0.00128	0.00417	0.00140	0.00124	0.01376
2037	4,232,000	6,712,000	3,876,360	12,583,230	4,231,740	3,745,070	35,380,400	0.00134	0.00213	0.00122	0.00399	0.00134	0.00118	0.01120
2038	0	4,358,000	3,702,720	12,035,900	4,042,480	3,581,810	27,720,910	0.00000	0.00138	0.00118	0.00381	0.00128	0.00113	0.00878
2039	0	2,120,000	3,529,080	11,488,570	3,853,220	3,418,550	24,409,420	0.00000	0.00067	0.00112	0.00365	0.00122	0.00108	0.00774
2040	0	0	3,405,440	10,841,240	3,613,960	3,255,290	21,115,930	0.00000	0.00000	0.00108	0.00343	0.00114	0.00103	0.00668
2041	0	0	2,114,000	8,829,510	2,642,500	2,992,030	16,578,040	0.00000	0.00000	0.00067	0.00279	0.00084	0.00094	0.00524
2042	0	0	0	5,440,000	0	1,814,470	7,254,470	0.00000	0.00000	0.00000	0.00173	0.00000	0.00058	0.00231
2043	0	0	0	2,647,500	0	0	2,647,500	0.00000	0.00000	0.00000	0.00084	0.00000	0.00000	0.00084
2044	0	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	$349,500,000	352,100,000	172,826,600	539,511,450	187,921,900	160,831,900	$1,762,691,850							
						TERM AVERAGE TAX RATE		$0.00436	0.00406	0.00181	0.00529	0.00197	0.00168	$ 0.01729

HARRIS COUNTY, TEXAS
SUMMARY OF PERMANENT IMPROVEMENT PROPOSED CAPITAL PROJECTS - PROPOSED ELECTION - OPTION A
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	PARK $200 M	JUVENILE FACILITIES $92 M	ADULT DETENTION $285 M	FORENSIC CENTER $100 M	FAMILY LAW CENTER $85 M	TOTAL $762 M	PARK $200 M	JUVENILE FACILITIES $92 M	ADULT DETENTION $285 M	FORENSIC CENTER $100 M	FAMILY LAW CENTER $85 M	TOTAL $762 M
2009	$ 0	0	0	0	0	$ 0	$ 0.00000	0.00000	0.00000	0.00000	0.00000	$ 0.00000
2010	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
2011	0	2,857,000	4,470,000	2,235,000	0	9,562,000	0.00000	0.00119	0.00186	0.00093	0.00000	0.00398
2012	4,850,000	8,217,360	12,051,480	8,963,240	3,165,000	37,247,080	0.00193	0.00312	0.00457	0.00345	0.00126	0.01433
2013	9,636,000	8,043,720	18,646,650	8,773,980	7,663,310	52,763,660	0.00344	0.00269	0.00654	0.00293	0.00276	0.01836
2014	14,356,000	7,870,080	25,171,820	8,584,720	7,500,050	63,482,670	0.00498	0.00262	0.00867	0.00286	0.00248	0.02161
2015	19,008,000	7,696,440	24,624,490	8,395,460	7,336,790	67,061,180	0.00647	0.00253	0.00810	0.00277	0.00242	0.02229
2016	18,540,000	7,522,800	24,077,160	8,206,200	7,173,530	65,519,690	0.00605	0.00247	0.00788	0.00269	0.00235	0.02144
2017	18,072,000	7,349,160	23,529,830	8,016,940	7,010,270	63,978,200	0.00586	0.00238	0.00763	0.00260	0.00227	0.02074
2018	17,604,000	7,175,520	22,982,500	7,827,680	6,847,010	62,436,710	0.00566	0.00230	0.00737	0.00251	0.00220	0.02004
2019	17,136,000	7,001,880	22,435,170	7,638,420	6,683,750	60,895,220	0.00545	0.00223	0.00713	0.00243	0.00213	0.01937
2020	16,668,000	6,828,240	21,887,840	7,449,160	6,520,490	59,353,730	0.00530	0.00217	0.00695	0.00237	0.00208	0.01887
2021	16,200,000	6,654,600	21,340,510	7,259,900	6,357,230	57,812,240	0.00514	0.00212	0.00678	0.00230	0.00201	0.01835
2022	15,732,000	6,480,960	20,793,180	7,070,640	6,193,970	56,270,750	0.00499	0.00206	0.00661	0.00225	0.00196	0.01787
2023	15,264,000	6,307,320	20,245,850	6,881,380	6,030,710	54,729,260	0.00484	0.00200	0.00643	0.00218	0.00191	0.01736
2024	14,796,000	6,133,680	19,698,520	6,692,120	5,867,450	53,187,770	0.00470	0.00195	0.00625	0.00213	0.00186	0.01689
2025	14,328,000	5,960,040	19,151,190	6,502,860	5,704,190	51,646,280	0.00455	0.00189	0.00607	0.00206	0.00181	0.01638
2026	13,860,000	5,786,400	18,603,860	6,313,600	5,540,930	50,104,790	0.00440	0.00183	0.00591	0.00201	0.00176	0.01591
2027	13,392,000	5,612,760	18,056,530	6,124,340	5,377,670	48,563,300	0.00425	0.00178	0.00573	0.00194	0.00171	0.01541
2028	12,924,000	5,439,120	17,509,200	5,935,080	5,214,410	47,021,810	0.00410	0.00173	0.00555	0.00189	0.00166	0.01493
2029	12,456,000	5,265,480	16,961,870	5,745,820	5,051,150	45,480,320	0.00395	0.00168	0.00539	0.00182	0.00160	0.01444
2030	11,988,000	5,091,840	16,414,540	5,556,560	4,887,890	43,938,830	0.00381	0.00162	0.00520	0.00177	0.00155	0.01395
2031	11,520,000	4,918,200	15,867,210	5,367,300	4,724,630	42,397,340	0.00365	0.00156	0.00503	0.00170	0.00150	0.01344
2032	11,052,000	4,744,560	15,319,880	5,178,040	4,561,370	40,855,850	0.00350	0.00151	0.00487	0.00165	0.00145	0.01298
2033	10,584,000	4,570,920	14,772,550	4,988,780	4,398,110	39,314,360	0.00336	0.00145	0.00469	0.00158	0.00140	0.01248
2034	10,116,000	4,397,280	14,225,220	4,799,520	4,234,850	37,772,870	0.00316	0.00139	0.00452	0.00152	0.00134	0.01193
2035	9,648,000	4,223,640	13,677,890	4,610,260	4,071,590	36,231,380	0.00306	0.00134	0.00434	0.00146	0.00129	0.01149
2036	9,180,000	4,050,000	13,130,560	4,421,000	3,908,330	34,689,890	0.00292	0.00128	0.00417	0.00140	0.00124	0.01101
2037	6,712,000	3,876,360	12,583,230	4,231,740	3,745,070	31,148,400	0.00213	0.00122	0.00399	0.00134	0.00118	0.00986
2038	4,358,000	3,702,720	12,035,900	4,042,480	3,581,810	27,720,910	0.00138	0.00118	0.00381	0.00128	0.00113	0.00878
2039	2,120,000	3,529,080	11,488,570	3,853,220	3,418,550	24,409,420	0.00067	0.00112	0.00365	0.00122	0.00108	0.00774
2040	0	3,405,440	10,841,240	3,613,960	3,255,290	21,115,930	0.00000	0.00108	0.00343	0.00114	0.00103	0.00668
2041	0	2,114,000	8,829,510	2,642,500	2,992,030	16,578,040	0.00000	0.00067	0.00279	0.00084	0.00094	0.00524
2042	0	0	5,440,000	0	1,814,470	7,254,470	0.00000	0.00000	0.00173	0.00000	0.00058	0.00231
2043	0	0	2,647,500	0	0	2,647,500	0.00000	0.00000	0.00084	0.00000	0.00000	0.00084
	352,100,000	172,826,600	539,511,450	187,921,900	160,831,900	$ 1,413,191,850						
					TERM AVERAGE TAX RATE		0.00406	0.00181	0.00529	0.00197	0.00168	$ 0.01386

OFFICE OF FINANCIAL PLANNING

06/12/2007 3:15 P.M.

ROAD BONDS - PROPOSED ELECTION

ROAD PROJECTS 2007 - LEVEL PRINCIPAL - OPTION A

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$100.0 M ROAD SERIES 2009	$100.0 M ROAD SERIES 2010	$200.0 M TOTAL PROPOSED ELECTION	TOTAL ROAD ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	0	0	0	0.00000
2012	9,700,000	0	9,700,000	0.00385
2013	9,472,000	9,800,000	19,272,000	0.00687
2014	9,244,000	9,568,000	18,812,000	0.00623
2015	9,016,000	9,336,000	18,352,000	0.00605
2016	8,788,000	9,104,000	17,892,000	0.00586
2017	8,560,000	8,872,000	17,432,000	0.00565
2018	8,332,000	8,640,000	16,972,000	0.00544
2019	8,104,000	8,408,000	16,512,000	0.00524
2020	7,876,000	8,176,000	16,052,000	0.00510
2021	7,648,000	7,944,000	15,592,000	0.00495
2022	7,420,000	7,712,000	15,132,000	0.00481
2023	7,192,000	7,480,000	14,672,000	0.00465
2024	6,964,000	7,248,000	14,212,000	0.00451
2025	6,736,000	7,016,000	13,752,000	0.00437
2026	6,508,000	6,784,000	13,292,000	0.00422
2027	6,280,000	6,552,000	12,832,000	0.00407
2028	6,052,000	6,320,000	12,372,000	0.00393
2029	5,824,000	6,088,000	11,912,000	0.00378
2030	5,596,000	5,856,000	11,452,000	0.00363
2031	5,368,000	5,624,000	10,992,000	0.00348
2032	5,140,000	5,392,000	10,532,000	0.00334
2033	4,912,000	5,160,000	10,072,000	0.00320
2034	4,684,000	4,928,000	9,612,000	0.00304
2035	4,456,000	4,696,000	9,152,000	0.00290
2036	4,228,000	4,464,000	8,692,000	0.00275
2037	0	4,232,000	4,232,000	0.00134
	$ 174,100,000	175,400,000	$ 349,500,000	
		TERM AVERAGE TAX RATE		$ 0.00436

OFFICE OF FINANCIAL PLANNING 06/13/2007 2:47 P.M.

PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

PARK PROJECTS 2007 - LEVEL PRINCIPAL - OPTION A

TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$50.0 M PARK SERIES 2010	$50.0 M PARK SERIES 2011	$50.0 M PARK SERIES 2012	$50.0 M PARK SERIES 2013	$200.0 M TOTAL PROPOSED ELECTION	TAX RATE ESTIMATE
2009	$ 0	0	0	0	$ 0	$ 0
2010	0	0	0	0	0	0.00000
2011	0	0	0	0	0	0.00000
2012	4,850,000	0	0	0	4,850,000	0.00193
2013	4,736,000	4,900,000	0	0	9,636,000	0.00344
2014	4,622,000	4,784,000	4,950,000	0	14,356,000	0.00498
2015	4,508,000	4,668,000	4,832,000	5,000,000	19,008,000	0.00647
2016	4,394,000	4,552,000	4,714,000	4,880,000	18,540,000	0.00605
2017	4,280,000	4,436,000	4,596,000	4,760,000	18,072,000	0.00586
2018	4,166,000	4,320,000	4,478,000	4,640,000	17,604,000	0.00566
2019	4,052,000	4,204,000	4,360,000	4,520,000	17,136,000	0.00545
2020	3,938,000	4,088,000	4,242,000	4,400,000	16,668,000	0.00530
2021	3,824,000	3,972,000	4,124,000	4,280,000	16,200,000	0.00514
2022	3,710,000	3,856,000	4,006,000	4,160,000	15,732,000	0.00499
2023	3,596,000	3,740,000	3,888,000	4,040,000	15,264,000	0.00484
2024	3,482,000	3,624,000	3,770,000	3,920,000	14,796,000	0.00470
2025	3,368,000	3,508,000	3,652,000	3,800,000	14,328,000	0.00455
2026	3,254,000	3,392,000	3,534,000	3,680,000	13,860,000	0.00440
2027	3,140,000	3,276,000	3,416,000	3,560,000	13,392,000	0.00425
2028	3,026,000	3,160,000	3,298,000	3,440,000	12,924,000	0.00410
2029	2,912,000	3,044,000	3,180,000	3,320,000	12,456,000	0.00395
2030	2,798,000	2,928,000	3,062,000	3,200,000	11,988,000	0.00381
2031	2,684,000	2,812,000	2,944,000	3,080,000	11,520,000	0.00365
2032	2,570,000	2,696,000	2,826,000	2,960,000	11,052,000	0.00350
2033	2,456,000	2,580,000	2,708,000	2,840,000	10,584,000	0.00336
2034	2,342,000	2,464,000	2,590,000	2,720,000	10,116,000	0.00316
2035	2,228,000	2,348,000	2,472,000	2,600,000	9,648,000	0.00306
2036	2,114,000	2,232,000	2,354,000	2,480,000	9,180,000	0.00292
2037		2,116,000	2,236,000	2,360,000	6,712,000	0.00213
2038			2,118,000	2,240,000	4,358,000	0.00138
2039				2,120,000	2,120,000	0.00067
2040						
	$ 87,050,000	87,700,000	88,350,000	89,000,000	$ 352,100,000	

TERM AVERAGE TAX REQUIRED $ 0.00406

OFFICE OF FINANCIAL PLANNING 6/20/2007 1:30 PM

PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

JUVENILE FACILITIES 2007 - LEVEL PRINCIPAL - OPTION A

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$25.0 M JUVENILE FAC. SERIES 2009	$75.0 M JUVENILE FAC. SERIES 2010	$100.0 M TOTAL PROPOSED ELECTION	TOTAL JUVENILE FAC. ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	2,857,000	0	2,857,000	0.00119
2012	2,797,360	5,420,000	8,217,360	0.00312
2013	2,737,720	5,306,000	8,043,720	0.00269
2014	2,678,080	5,192,000	7,870,080	0.00262
2015	2,618,440	5,078,000	7,696,440	0.00253
2016	2,558,800	4,964,000	7,522,800	0.00247
2017	2,499,160	4,850,000	7,349,160	0.00238
2018	2,439,520	4,736,000	7,175,520	0.00230
2019	2,379,880	4,622,000	7,001,880	0.00223
2020	2,320,240	4,508,000	6,828,240	0.00217
2021	2,260,600	4,394,000	6,654,600	0.00212
2022	2,200,960	4,280,000	6,480,960	0.00206
2023	2,141,320	4,166,000	6,307,320	0.00200
2024	2,081,680	4,052,000	6,133,680	0.00195
2025	2,022,040	3,938,000	5,960,040	0.00189
2026	1,962,400	3,824,000	5,786,400	0.00183
2027	1,902,760	3,710,000	5,612,760	0.00178
2028	1,843,120	3,596,000	5,439,120	0.00173
2029	1,783,480	3,482,000	5,265,480	0.00168
2030	1,723,840	3,368,000	5,091,840	0.00162
2031	1,664,200	3,254,000	4,918,200	0.00156
2032	1,604,560	3,140,000	4,744,560	0.00151
2033	1,544,920	3,026,000	4,570,920	0.00145
2034	1,485,280	2,912,000	4,397,280	0.00139
2035	1,425,640	2,798,000	4,223,640	0.00134
2036	1,366,000	2,684,000	4,050,000	0.00128
2037	1,306,360	2,570,000	3,876,360	0.00122
2038	1,246,720	2,456,000	3,702,720	0.00118
2039	1,187,080	2,342,000	3,529,080	0.00112
2040	1,177,440	2,228,000	3,405,440	0.00108
2041	0	2,114,000	2,114,000	0.00067
2042	0	0	0	0.00000
2043	0	0	0	0.00000
	$ 59,816,600	113,010,000	$ 172,826,600	
		TERM AVERAGE TAX RATE		$ 0.00181

OFFICE OF FINANCIAL PLANNING 06/12/2007 2:20 P.M.

PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

ADULT DETENTION 2007 - LEVEL PRINCIPAL - OPTION A

TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$50.0 M ADULT DET. SERIES 2009	$85.0 M ADULT DET. SERIES 2010	$75.0 M ADULT DET. SERIES 2011	$75.0 M ADULT DET. SERIES 2012	$285.0 M TOTAL PROPOSED ELECTION	TOTAL ADULT DET. ESTIMATED TAX RATE
2009	$ 0	0	0	0	$ 0	$ 0.00000
2010	0	0	0	0	0	0.00000
2011	4,470,000	0	0	0	4,470,000	0.00186
2012	4,376,480	7,675,000	0	0	12,051,480	0.00457
2013	4,282,960	7,513,690	6,850,000	0	18,646,650	0.00654
2014	4,189,440	7,352,380	6,705,000	6,925,000	25,171,820	0.00867
2015	4,095,920	7,191,070	6,560,000	6,777,500	24,624,490	0.00810
2016	4,002,400	7,029,760	6,415,000	6,630,000	24,077,160	0.00788
2017	3,908,880	6,868,450	6,270,000	6,482,500	23,529,830	0.00763
2018	3,815,360	6,707,140	6,125,000	6,335,000	22,982,500	0.00737
2019	3,721,840	6,545,830	5,980,000	6,187,500	22,435,170	0.00713
2020	3,628,320	6,384,520	5,835,000	6,040,000	21,887,840	0.00695
2021	3,534,800	6,223,210	5,690,000	5,892,500	21,340,510	0.00678
2022	3,441,280	6,061,900	5,545,000	5,745,000	20,793,180	0.00661
2023	3,347,760	5,900,590	5,400,000	5,597,500	20,245,850	0.00643
2024	3,254,240	5,739,280	5,255,000	5,450,000	19,698,520	0.00625
2025	3,160,720	5,577,970	5,110,000	5,302,500	19,151,190	0.00607
2026	3,067,200	5,416,660	4,965,000	5,155,000	18,603,860	0.00591
2027	2,973,680	5,255,350	4,820,000	5,007,500	18,056,530	0.00573
2028	2,880,160	5,094,040	4,675,000	4,860,000	17,509,200	0.00555
2029	2,786,640	4,932,730	4,530,000	4,712,500	16,961,870	0.00539
2030	2,693,120	4,771,420	4,385,000	4,565,000	16,414,540	0.00520
2031	2,599,600	4,610,110	4,240,000	4,417,500	15,867,210	0.00503
2032	2,506,080	4,448,800	4,095,000	4,270,000	15,319,880	0.00487
2033	2,412,560	4,287,490	3,950,000	4,122,500	14,772,550	0.00469
2034	2,319,040	4,126,180	3,805,000	3,975,000	14,225,220	0.00452
2035	2,225,520	3,964,870	3,660,000	3,827,500	13,677,890	0.00434
2036	2,132,000	3,803,560	3,515,000	3,680,000	13,130,560	0.00417
2037	2,038,480	3,642,250	3,370,000	3,532,500	12,583,230	0.00399
2038	1,944,960	3,480,940	3,225,000	3,385,000	12,035,900	0.00381
2039	1,851,440	3,319,630	3,080,000	3,237,500	11,488,570	0.00365
2040	1,657,920	3,158,320	2,935,000	3,090,000	10,841,240	0.00343
2041	0	3,097,010	2,790,000	2,942,500	8,829,510	0.00279
2042	0	0	2,645,000	2,795,000	5,440,000	0.00173
2043	0	0	0	2,647,500	2,647,500	0.00084
	$ 93,318,800	160,180,150	142,425,000	143,587,500	$ 539,511,450	

TERM AVERAGE TAX REQUIRED $ 0.00529

OFFICE OF FINANCIAL PLANNING 06/12/2007 2:00 P.M.

PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

FORENSIC CENTER 2007 - LEVEL PRINCIPAL - OPTION A

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$25.0 M FORENSIC CTR. SERIES 2009	$75.0 M FORENSIC CTR. SERIES 2010	$100.0 M TOTAL PROPOSED ELECTION	TOTAL FORENSIC CTR. ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	2,235,000	0	2,235,000	0.00093
2012	2,188,240	6,775,000	8,963,240	0.00345
2013	2,141,480	6,632,500	8,773,980	0.00293
2014	2,094,720	6,490,000	8,584,720	0.00286
2015	2,047,960	6,347,500	8,395,460	0.00277
2016	2,001,200	6,205,000	8,206,200	0.00269
2017	1,954,440	6,062,500	8,016,940	0.00260
2018	1,907,680	5,920,000	7,827,680	0.00251
2019	1,860,920	5,777,500	7,638,420	0.00243
2020	1,814,160	5,635,000	7,449,160	0.00237
2021	1,767,400	5,492,500	7,259,900	0.00230
2022	1,720,640	5,350,000	7,070,640	0.00225
2023	1,673,880	5,207,500	6,881,380	0.00218
2024	1,627,120	5,065,000	6,692,120	0.00213
2025	1,580,360	4,922,500	6,502,860	0.00206
2026	1,533,600	4,780,000	6,313,600	0.00201
2027	1,486,840	4,637,500	6,124,340	0.00194
2028	1,440,080	4,495,000	5,935,080	0.00189
2029	1,393,320	4,352,500	5,745,820	0.00182
2030	1,346,560	4,210,000	5,556,560	0.00177
2031	1,299,800	4,067,500	5,367,300	0.00170
2032	1,253,040	3,925,000	5,178,040	0.00165
2033	1,206,280	3,782,500	4,988,780	0.00158
2034	1,159,520	3,640,000	4,799,520	0.00152
2035	1,112,760	3,497,500	4,610,260	0.00146
2036	1,066,000	3,355,000	4,421,000	0.00140
2037	1,019,240	3,212,500	4,231,740	0.00134
2038	972,480	3,070,000	4,042,480	0.00128
2039	925,720	2,927,500	3,853,220	0.00122
2040	828,960	2,785,000	3,613,960	0.00114
2041	0	2,642,500	2,642,500	0.00084
2042	0	0	0	0.00000
2043	0	0	0	0.00000
	$ 46,659,400	141,262,500	$ 187,921,900	
		TERM AVERAGE TAX RATE		$ 0.00197

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PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

FAMILY LAW CENTER 2007 - LEVEL PRINCIPAL - OPTION A

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$35.0 M FAMILY LAW SERIES 2010	$50.0 M FAMILY LAW SERIES 2011	$85.0 M TOTAL PROPOSED ELECTION	TOTAL FAMILY LAW ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	0	0	0	0.00000
2012	3,165,000	0	3,165,000	0.00126
2013	3,098,310	4,565,000	7,663,310	0.00276
2014	3,031,620	4,468,430	7,500,050	0.00248
2015	2,964,930	4,371,860	7,336,790	0.00242
2016	2,898,240	4,275,290	7,173,530	0.00235
2017	2,831,550	4,178,720	7,010,270	0.00227
2018	2,764,860	4,082,150	6,847,010	0.00220
2019	2,698,170	3,985,580	6,683,750	0.00213
2020	2,631,480	3,889,010	6,520,490	0.00208
2021	2,564,790	3,792,440	6,357,230	0.00201
2022	2,498,100	3,695,870	6,193,970	0.00196
2023	2,431,410	3,599,300	6,030,710	0.00191
2024	2,364,720	3,502,730	5,867,450	0.00186
2025	2,298,030	3,406,160	5,704,190	0.00181
2026	2,231,340	3,309,590	5,540,930	0.00176
2027	2,164,650	3,213,020	5,377,670	0.00171
2028	2,097,960	3,116,450	5,214,410	0.00166
2029	2,031,270	3,019,880	5,051,150	0.00160
2030	1,964,580	2,923,310	4,887,890	0.00155
2031	1,897,890	2,826,740	4,724,630	0.00150
2032	1,831,200	2,730,170	4,561,370	0.00145
2033	1,764,510	2,633,600	4,398,110	0.00140
2034	1,697,820	2,537,030	4,234,850	0.00134
2035	1,631,130	2,440,460	4,071,590	0.00129
2036	1,564,440	2,343,890	3,908,330	0.00124
2037	1,497,750	2,247,320	3,745,070	0.00118
2038	1,431,060	2,150,750	3,581,810	0.00113
2039	1,364,370	2,054,180	3,418,550	0.00108
2040	1,297,680	1,957,610	3,255,290	0.00103
2041	1,130,990	1,861,040	2,992,030	0.00094
2042	0	1,814,470	1,814,470	0.00058
2043	0	0	0	0.00000
	$ 65,839,850	94,992,050	$ 160,831,900	
		TERM AVERAGE TAX RATE		$ 0.00168

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HARRIS COUNTY, TEXAS
ROAD SUMMARY OF EXISTING, RUNOUT APPROVED AND PROPOSED ELECTION BONDS - OPTION A
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	RUNOUT DEBT	PROPOSED ELECTION ISSUE YEAR 2010 $100.0 M	PROPOSED ELECTION ISSUE YEAR 2011 $100.0 M	TOTAL $200.0 M	TOTAL REVISED DEBT	ESTIMATED CURRENT RUNOUT RATE	PROPOSED ELECTION ISSUE YEAR 2010 $100.0 M	PROPOSED ELECTION ISSUE YEAR 2011 $100.0 M	TOTAL $200.0 M	TOTAL ESTIMATED RATE
2009	$ 64,602,941	0	0	$ 0	$ 64,602,941	$ 0.02621	0.00000	0.00000	0.00000	$ 0.02621
2010	74,823,291	0	0	0	74,823,291	0.03166	0.00000	0.00000	0.00000	0.03166
2011	89,885,876	0	0	0	89,885,876	0.03607	0.00000	0.00000	0.00000	0.03607
2012	83,784,114	9,700,000	0	9,700,000	93,484,114	0.03132	0.00385	0.00000	0.00385	0.03517
2013	79,072,014	9,472,000	9,800,000	19,272,000	98,344,014	0.02857	0.00315	0.00372	0.00687	0.03544
2014	81,434,164	9,244,000	9,568,000	18,812,000	100,246,164	0.02711	0.00308	0.00315	0.00623	0.03334
2015	79,236,664	9,016,000	9,336,000	18,352,000	97,588,664	0.02612	0.00297	0.00308	0.00605	0.03217
2016	78,165,826	8,788,000	9,104,000	17,892,000	96,057,826	0.02567	0.00288	0.00298	0.00586	0.03153
2017	76,646,676	8,560,000	8,872,000	17,432,000	94,078,676	0.02496	0.00277	0.00288	0.00565	0.03061
2018	76,147,039	8,332,000	8,640,000	16,972,000	93,119,039	0.02450	0.00267	0.00277	0.00544	0.02994
2019	75,660,914	8,104,000	8,408,000	16,512,000	92,172,914	0.02506	0.00257	0.00267	0.00524	0.03030
2020	75,166,757	7,876,000	8,176,000	16,052,000	91,218,757	0.02387	0.00250	0.00260	0.00510	0.02897
2021	74,674,632	7,648,000	7,944,000	15,592,000	90,266,632	0.02380	0.00243	0.00252	0.00495	0.02875
2022	74,187,895	7,420,000	7,712,000	15,132,000	89,319,895	0.02373	0.00236	0.00245	0.00481	0.02854
2023	73,687,000	7,192,000	7,480,000	14,672,000	88,359,000	0.02336	0.00228	0.00237	0.00465	0.02801
2024	73,207,610	6,964,000	7,248,000	14,212,000	87,419,610	0.02354	0.00221	0.00230	0.00451	0.02805
2025	72,716,510	6,736,000	7,016,000	13,752,000	86,468,510	0.02411	0.00214	0.00223	0.00437	0.02848
2026	64,421,160	6,508,000	6,784,000	13,292,000	77,713,160	0.02201	0.00207	0.00215	0.00422	0.02623
2027	62,021,560	6,280,000	6,552,000	12,832,000	74,853,560	0.01955	0.00199	0.00208	0.00407	0.02362
2028	59,621,960	6,052,000	6,320,000	12,372,000	71,993,960	0.01892	0.00192	0.00201	0.00393	0.02285
2029	57,342,360	5,824,000	6,088,000	11,912,000	69,254,360	0.01820	0.00185	0.00193	0.00378	0.02198
2030	55,068,010	5,596,000	5,856,000	11,452,000	66,520,010	0.01747	0.00177	0.00186	0.00363	0.02110
2031	52,793,660	5,368,000	5,624,000	10,992,000	63,785,660	0.01674	0.00170	0.00178	0.00348	0.02022
2032	50,519,310	5,140,000	5,392,000	10,532,000	61,051,310	0.01601	0.00163	0.00171	0.00334	0.01935
2033	10,109,960	4,912,000	5,160,000	10,072,000	20,181,960	0.00321	0.00156	0.00164	0.00320	0.00641
2034	9,617,360	4,684,000	4,928,000	9,612,000	19,229,360	0.00305	0.00148	0.00156	0.00304	0.00609
2035	4,709,760	4,456,000	4,696,000	9,152,000	13,861,760	0.00149	0.00141	0.00149	0.00290	0.00439
2036	0	4,228,000	4,464,000	8,692,000	8,692,000	0.00000	0.00134	0.00141	0.00275	0.00275
2037	0	0	4,232,000	4,232,000	4,232,000	0.00000	0.00000	0.00134	0.00134	0.00134
	$1,729,325,023	174,100,000	175,400,000	$ 349,500,000	$ 2,078,825,023					
				TERM AVERAGE TAX RATE		$ 0.02172	0.00226	0.00227	0.00436	$ 0.02412

HARRIS COUNTY, TEXAS
ROAD SUMMARY OF CURRENT AND RUNOUT APPROVED BONDS - OPTION A
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	EXISTING DEBT	RUNOUT APPROVED BONDS ISSUE YEAR 2008 $110.0 M	RUNOUT APPROVED BONDS ISSUE YEAR 2009 $111.86 M	RUNOUT APPROVED BONDS TOTAL $221.86 M	TOTAL REVISED DEBT	ESTIMATED EXISTING RATE	RUNOUT APPROVED BONDS ISSUE YEAR 2008 $100.0 M	RUNOUT APPROVED BONDS ISSUE YEAR 2009 $111.86 M	RUNOUT APPROVED BONDS TOTAL $211.86 M	TOTAL ESTIMATED RATE
2009	$ 64,602,941	0	0	$ 0	$ 64,602,941	$ 0.02621	0.00000	0.00000	0.00000	$ 0.02621
2010	64,373,291	10,450,000	0	10,450,000	74,823,291	0.02713	0.00453	0.00000	0.00453	0.03166
2011	68,938,716	10,208,000	10,739,160	20,947,160	89,885,876	0.02790	0.00371	0.00446	0.00817	0.03607
2012	63,329,554	9,966,000	10,488,560	20,454,560	83,784,114	0.02416	0.00351	0.00365	0.00716	0.03132
2013	59,110,054	9,724,000	10,237,960	19,961,960	79,072,014	0.02185	0.00327	0.00345	0.00672	0.02857
2014	61,964,804	9,482,000	9,987,360	19,469,360	81,434,164	0.02062	0.00316	0.00333	0.00649	0.02711
2015	60,259,904	9,240,000	9,736,760	18,976,760	79,236,664	0.01986	0.00305	0.00321	0.00626	0.02612
2016	59,681,666	8,998,000	9,486,160	18,484,160	78,165,826	0.01961	0.00295	0.00311	0.00606	0.02567
2017	58,655,116	8,756,000	9,235,560	17,991,560	76,646,676	0.01913	0.00284	0.00299	0.00583	0.02496
2018	58,648,079	8,514,000	8,984,960	17,498,960	76,147,039	0.01889	0.00273	0.00288	0.00561	0.02450
2019	58,654,554	8,272,000	8,734,360	17,006,360	75,660,914	0.01966	0.00263	0.00277	0.00540	0.02506
2020	58,652,997	8,030,000	8,483,760	16,513,760	75,166,757	0.01863	0.00255	0.00269	0.00524	0.02387
2021	58,653,472	7,788,000	8,233,160	16,021,160	74,674,632	0.01872	0.00247	0.00261	0.00508	0.02380
2022	58,659,335	7,546,000	7,982,560	15,528,560	74,187,895	0.01880	0.00240	0.00253	0.00493	0.02373
2023	58,651,040	7,304,000	7,731,960	15,035,960	73,687,000	0.01859	0.00232	0.00245	0.00477	0.02336
2024	58,664,250	7,062,000	7,481,360	14,543,360	73,207,610	0.01893	0.00224	0.00237	0.00461	0.02354
2025	58,665,750	6,820,000	7,230,760	14,050,760	72,716,510	0.01966	0.00216	0.00229	0.00445	0.02411
2026	50,863,000	6,578,000	6,980,160	13,558,160	64,421,160	0.01771	0.00209	0.00221	0.00430	0.02201
2027	48,956,000	6,336,000	6,729,560	13,065,560	62,021,560	0.01540	0.00201	0.00214	0.00415	0.01955
2028	47,049,000	6,094,000	6,478,960	12,572,960	59,621,960	0.01493	0.00193	0.00206	0.00399	0.01892
2029	45,262,000	5,852,000	6,228,360	12,080,360	57,342,360	0.01436	0.00186	0.00198	0.00384	0.01820
2030	43,480,250	5,610,000	5,977,760	11,587,760	55,068,010	0.01379	0.00178	0.00190	0.00368	0.01747
2031	41,698,500	5,368,000	5,727,160	11,095,160	52,793,660	0.01322	0.00170	0.00182	0.00352	0.01674
2032	39,916,750	5,126,000	5,476,560	10,602,560	50,519,310	0.01265	0.00162	0.00174	0.00336	0.01601
2033	0	4,884,000	5,225,960	10,109,960	10,109,960	0.00000	0.00155	0.00166	0.00321	0.00321
2034	0	4,642,000	4,975,360	9,617,360	9,617,360	0.00000	0.00147	0.00158	0.00305	0.00305
2035	0	0	4,709,760	4,709,760	4,709,760	0.00000	0.00000	0.00149	0.00149	0.00149
2036	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000
2037	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000
	$1,347,391,023	188,650,000	193,284,000	$381,934,000	$ 1,729,325,023					
				TERM AVERAGE TAX RATE		$ 0.01918	0.00250	0.00253	0.00484	$ 0.02172

OFFICE OF FINANCIAL PLANNING

06/12/07 5:10 P.M.

HARRIS COUNTY, TEXAS
PERMANENT IMPROVEMENT SUMMARY OF CURRENT, RUNOUT APPROVED BONDS AND PROPOSED ELECTION - OPTION A
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	EXISTING DEBT	RUNOUT APPROVED 2009 $55.0 M	PROPOSED 2007 ELECTION $762 M	TOTAL REVISED DEBT	ESTIMATED EXISTING RATE	RUNOUT APPROVED 2009 $55.0 M	PROPOSED 2007 ELECTION $762 M	TOTAL ESTIMATED RATE
2009	$ 60,970,619	0	0	$ 60,970,619	$ 0.03170	0.00000	0.00000	$ 0.03170
2010	60,629,662	0	0	60,629,662	0.03170	0.00000	0.00000	0.03170
2011	55,266,067	5,280,000	9,562,000	70,108,067	0.02980	0.00219	0.00398	0.03597
2012	60,357,847	5,156,800	37,247,080	102,761,727	0.03063	0.00179	0.01433	0.04675
2013	62,840,798	5,033,600	52,763,660	120,638,058	0.03001	0.00169	0.01836	0.05006
2014	61,876,997	4,910,400	63,482,670	130,270,067	0.02922	0.00164	0.02161	0.05247
2015	61,032,792	4,787,200	67,061,180	132,881,172	0.02886	0.00158	0.02229	0.05273
2016	61,602,125	4,664,000	65,519,690	131,785,815	0.02926	0.00153	0.02144	0.05223
2017	62,477,375	4,540,800	63,978,200	130,996,375	0.02927	0.00147	0.02074	0.05148
2018	62,096,225	4,417,600	62,436,710	128,950,535	0.02852	0.00142	0.02001	0.04995
2019	45,719,725	4,294,400	60,895,220	110,909,345	0.02814	0.00136	0.01937	0.04887
2020	30,892,875	4,171,200	59,353,730	94,417,805	0.02792	0.00132	0.01887	0.04811
2021	30,866,238	4,048,000	57,812,240	92,726,478	0.02800	0.00129	0.01835	0.04764
2022	29,247,475	3,924,800	56,270,750	89,443,025	0.02799	0.00125	0.01787	0.04711
2023	29,179,550	3,801,600	54,729,260	87,710,410	0.02798	0.00121	0.01736	0.04655
2024	29,196,300	3,678,400	53,187,770	86,062,470	0.02810	0.00117	0.01689	0.04616
2025	70,760,837	3,555,200	51,646,280	125,962,317	0.02989	0.00113	0.01638	0.04740
2026	17,717,413	3,432,000	50,104,790	71,254,203	0.01224	0.00109	0.01591	0.02924
2027	17,439,312	3,308,800	48,563,300	69,311,412	0.01116	0.00105	0.01541	0.02762
2028	17,155,600	3,185,600	47,021,810	67,363,010	0.01091	0.00101	0.01493	0.02685
2029	13,061,163	3,062,400	45,480,320	61,603,883	0.00931	0.00097	0.01444	0.02472
2030	6,289,462	2,939,200	43,938,830	53,167,492	0.00698	0.00093	0.01395	0.02186
2031	6,027,975	2,816,000	42,397,340	51,241,315	0.00667	0.00089	0.01344	0.02100
2032	5,766,488	2,692,800	40,855,850	49,315,138	0.00637	0.00085	0.01298	0.02020
2033	0	2,569,600	39,314,360	41,883,960	0.00000	0.00081	0.01248	0.01329
2034	0	2,446,400	37,772,870	40,219,270	0.00000	0.00078	0.01193	0.01271
2035	0	2,323,200	36,231,380	38,554,580	0.00000	0.00074	0.01149	0.01223
2036	0	0	34,689,890	34,689,890	0.00000	0.00000	0.01101	0.01101
2037	0	0	31,148,400	31,148,400	0.00000	0.00000	0.00986	0.00986
2038	0	0	27,720,910	27,720,910	0.00000	0.00000	0.00878	0.00878
2039	0	0	24,409,420	24,409,420	0.00000	0.00000	0.00774	0.00774
2040	0	0	21,115,930	21,115,930	0.00000	0.00000	0.00668	0.00668
2041	0	0	16,578,040	16,578,040	0.00000	0.00000	0.00524	0.00524
2042	0	0	7,254,470	7,254,470	0.00000	0.00000	0.00231	0.00231
2043	0	0	2,647,500	2,647,500	0.00000	0.00000	0.00084	0.00084
	$ 958,470,920	95,040,000	1,413,191,850	$ 2,466,702,770				
			TERM AVERAGE TAX RATE		$ 0.02336	0.00125	0.01386	$ 0.02907

HARRIS COUNTY, TEXAS
PERMANENT IMPROVEMENT SUMMARY OF CURRENT AND RUNOUT APPROVED BONDS - OPTION A
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	EXISTING DEBT	RUNOUT APPROVED 2009 $55.0 M	TOTAL REVISED DEBT	ESTIMATED EXISTING RATE	RUNOUT APPROVED 2009 $55.0 M	TOTAL ESTIMATED RATE
2009	$ 60,970,619	0	$ 60,970,619	$ 0.03170	0.00000	$ 0.03170
2010	60,629,662	0	60,629,662	0.03170	0.00000	0.03170
2011	55,266,067	5,280,000	60,546,067	0.02980	0.00219	0.03199
2012	60,357,847	5,156,800	65,514,647	0.03063	0.00179	0.03242
2013	62,840,798	5,033,600	67,874,398	0.03001	0.00169	0.03170
2014	61,876,997	4,910,400	66,787,397	0.02922	0.00164	0.03086
2015	61,032,792	4,787,200	65,819,992	0.02886	0.00158	0.03044
2016	61,602,125	4,664,000	66,266,125	0.02926	0.00153	0.03079
2017	62,477,375	4,540,800	67,018,175	0.02927	0.00147	0.03074
2018	62,096,225	4,417,600	66,513,825	0.02852	0.00142	0.02994
2019	45,719,725	4,294,400	50,014,125	0.02814	0.00136	0.02950
2020	30,892,875	4,171,200	35,064,075	0.02792	0.00132	0.02924
2021	30,866,238	4,048,000	34,914,238	0.02800	0.00129	0.02929
2022	29,247,475	3,924,800	33,172,275	0.02799	0.00125	0.02924
2023	29,179,550	3,801,600	32,981,150	0.02798	0.00121	0.02919
2024	29,196,300	3,678,400	32,874,700	0.02810	0.00117	0.02927
2025	70,760,837	3,555,200	74,316,037	0.02989	0.00113	0.03102
2026	17,717,413	3,432,000	21,149,413	0.01224	0.00109	0.01333
2027	17,439,312	3,308,800	20,748,112	0.01116	0.00105	0.01221
2028	17,155,600	3,185,600	20,341,200	0.01091	0.00101	0.01192
2029	13,061,163	3,062,400	16,123,563	0.00931	0.00097	0.01028
2030	6,289,462	2,939,200	9,228,662	0.00698	0.00093	0.00791
2031	6,027,975	2,816,000	8,843,975	0.00667	0.00089	0.00756
2032	5,766,488	2,692,800	8,459,288	0.00637	0.00085	0.00722
2033	0	2,569,600	2,569,600	0.00000	0.00081	0.00081
2034	0	2,446,400	2,446,400	0.00000	0.00078	0.00078
2035	0	2,323,200	2,323,200	0.00000	0.00074	0.00074
2036	0	0	0	0.00000	0.00000	0.00000
2037	0	0	0	0.00000	0.00000	0.00000
2038	0	0	0	0.00000	0.00000	0.00000
2039	0	0	0	0.00000	0.00000	0.00000
2040	0	0	0	0.00000	0.00000	0.00000
2041	0	0	0	0.00000	0.00000	0.00000
2042	0	0	0	0.00000	0.00000	0.00000
	$ 958,470,920	95,040,000	$ 1,053,510,920			
		TERM AVERAGE TAX RATE		$ 0.02336	0.00125	$ 0.02192

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Option B

Tax Rates

HARRIS COUNTY, TEXAS
SUMMARY OF TOTAL PROPOSED CAPITAL PROJECTS - PROPOSED ELECTION - OPTION B
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

	PROPOSED ELECTION							PROPOSED ELECTION - ESTIMATED TAX RATES						
FISCAL YEAR	ROAD $180.0 M	PARK $125.0 M	JUVENILE FACILITIES $115.0 M	ADULT DETENTION $215.0 M	FORENSIC CENTER $100.0 M	FAMILY LAW CENTER $85.0 M	TOTAL $820.0 M	ROAD $180.0 M	PARK $125.0 M	JUVENILE FACILITIES $115.0 M	ADULT DETENTION $215.0 M	FORENSIC CENTER $100.0 M	FAMILY LAW CENTER $85.0 M	TOTAL $820.0 M
2009	$ 0	0	0	0	0	0	$ 0	$0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	$ 0.00000
2010	0	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
2011	8,730,000	0	3,125,000	2,680,000	0	0	14,535,000	0.00347	0.00000	0.00130	0.00111	0.00093	0.00000	0.00681
2012	17,344,800	3,007,000	10,284,760	8,494,000	2,235,000	0	41,365,560	0.00619	0.00119	0.00393	0.00324	0.00345	0.00126	0.01926
2013	16,930,800	5,974,320	10,067,615	13,794,595	8,963,240	3,165,000	58,895,570	0.00561	0.00213	0.00336	0.00485	0.00293	0.00276	0.02164
2014	16,516,800	8,900,720	9,850,470	19,039,190	8,773,980	7,663,310	70,744,470	0.00545	0.00309	0.00329	0.00657	0.00286	0.00248	0.02374
2015	16,102,800	11,884,960	9,633,325	18,625,785	8,584,720	7,500,050	72,331,640	0.00527	0.00405	0.00317	0.00612	0.00277	0.00242	0.02380
2016	15,688,800	11,592,400	9,416,180	18,212,380	8,395,460	7,336,790	70,642,010	0.00509	0.00378	0.00309	0.00597	0.00269	0.00235	0.02297
2017	15,274,800	11,299,840	9,199,035	17,798,975	8,206,200	7,173,530	68,952,380	0.00490	0.00366	0.00299	0.00577	0.00260	0.00227	0.02219
2018	14,860,800	11,007,280	8,981,890	17,385,570	8,016,940	7,010,270	67,262,750	0.00472	0.00353	0.00289	0.00558	0.00251	0.00220	0.02143
2019	14,446,800	10,714,720	8,764,745	16,972,165	7,827,680	6,847,010	65,573,120	0.00459	0.00341	0.00279	0.00539	0.00243	0.00213	0.02074
2020	14,032,800	10,422,160	8,547,600	16,558,760	7,638,420	6,683,750	63,883,490	0.00446	0.00331	0.00272	0.00526	0.00237	0.00208	0.02020
2021	13,618,800	10,129,600	8,330,455	16,145,355	7,449,160	6,520,490	62,193,860	0.00432	0.00321	0.00265	0.00513	0.00230	0.00201	0.01962
2022	13,204,800	9,837,040	8,113,310	15,731,950	7,259,900	6,357,230	60,504,230	0.00419	0.00313	0.00257	0.00500	0.00225	0.00196	0.01910
2023	12,790,800	9,544,480	7,896,165	15,318,545	7,070,640	6,193,970	58,814,600	0.00406	0.00304	0.00250	0.00486	0.00218	0.00191	0.01855
2024	12,376,800	9,251,920	7,679,020	14,905,140	6,881,380	6,030,710	57,124,970	0.00392	0.00294	0.00244	0.00473	0.00213	0.00186	0.01802
2025	11,962,800	8,959,360	7,461,875	14,491,735	6,692,120	5,867,450	55,435,340	0.00380	0.00284	0.00237	0.00460	0.00206	0.00181	0.01748
2026	11,548,800	8,666,800	7,244,730	14,078,330	6,502,860	5,704,190	53,745,710	0.00366	0.00276	0.00230	0.00447	0.00201	0.00176	0.01696
2027	11,134,800	8,374,240	7,027,585	13,664,925	6,313,600	5,540,930	52,056,080	0.00353	0.00265	0.00223	0.00434	0.00194	0.00171	0.01640
2028	10,720,800	8,081,680	6,810,440	13,251,520	6,124,340	5,377,670	50,366,450	0.00340	0.00257	0.00216	0.00421	0.00189	0.00166	0.01589
2029	10,306,800	7,789,120	6,593,295	12,838,115	5,935,080	5,214,410	48,676,820	0.00327	0.00247	0.00209	0.00408	0.00182	0.00160	0.01533
2030	9,892,800	7,496,560	6,376,150	12,424,710	5,745,820	5,051,150	46,987,190	0.00314	0.00238	0.00203	0.00394	0.00177	0.00155	0.01481
2031	9,478,800	7,204,000	6,209,005	12,011,305	5,556,560	4,887,890	45,347,560	0.00301	0.00229	0.00196	0.00382	0.00170	0.00150	0.01428
2032	9,064,800	6,911,440	5,941,860	11,597,900	5,367,300	4,724,630	43,607,930	0.00287	0.00220	0.00189	0.00368	0.00165	0.00145	0.01374
2033	8,650,800	6,618,880	5,724,715	11,184,495	5,178,040	4,561,370	41,918,300	0.00275	0.00210	0.00182	0.00355	0.00158	0.00140	0.01320
2034	8,236,800	6,326,320	5,507,570	10,771,090	4,988,780	4,398,110	40,228,670	0.00261	0.00200	0.00175	0.00342	0.00152	0.00134	0.01264
2035	7,822,800	6,033,760	5,290,425	10,357,685	4,799,520	4,234,850	38,539,040	0.00247	0.00192	0.00167	0.00328	0.00146	0.00129	0.01209
2036	3,808,800	5,741,200	5,073,280	9,944,280	4,610,260	4,071,590	33,249,410	0.00121	0.00182	0.00160	0.00315	0.00140	0.00124	0.01042
2037	0	4,208,640	4,856,135	9,530,875	4,421,000	3,908,330	26,924,980	0.00000	0.00134	0.00154	0.00302	0.00134	0.00118	0.00842
2038	0	2,746,760	4,638,990	9,117,470	4,231,740	3,745,070	24,480,030	0.00000	0.00087	0.00153	0.00298	0.00128	0.00113	0.00779
2039	0	1,356,800	4,421,845	8,704,065	4,042,480	3,581,810	22,107,000	0.00000	0.00045	0.00140	0.00275	0.00122	0.00108	0.00690
2040	0	0	4,254,700	8,290,660	3,853,220	3,418,550	19,817,130	0.00000	0.00000	0.00135	0.00262	0.00114	0.00103	0.00614
2041	0	0	2,869,755	6,927,255	3,613,960	3,255,290	16,666,260	0.00000	0.00000	0.00091	0.00223	0.00084	0.00094	0.00492
2042	0	0	0	4,352,000	2,642,500	2,992,030	9,986,530	0.00000	0.00000	0.00000	0.00141	0.00000	0.00058	0.00199
2043	0	0	0	2,118,000	0	1,814,470	3,932,470	0.00000	0.00000	0.00000	0.00067	0.00000	0.00000	0.00067
2044	0	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	$ 314,550,000	220,082,000	216,191,925	407,318,825	187,921,900	160,831,900	$ 1,506,896,550							
TERM AVERAGE TAX RATE								$0.00392	0.00254	0.00227	0.00399	0.00197	0.00168	$ 0.01479

HARRIS COUNTY, TEXAS
SUMMARY OF PERMANENT IMPROVEMENT PROPOSED CAPITAL PROJECTS - PROPOSED ELECTION - OPTION B
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	PARK $125.0 M	JUVENILE FACILITIES $115.0 M	ADULT DETENTION $215.0 M	FORENSIC CENTER $100.0 M	FAMILY LAW CENTER $85.0 M	TOTAL $640.0 M	PARK $125.0 M	JUVENILE FACILITIES $115.0 M	ADULT DETENTION $215.0 M	FORENSIC CENTER $100.0 M	FAMILY LAW CENTER $85.0 M	TOTAL $640.0 M
2009	$ 0	0	0	0	0	$ 0	$ 0.00000	0.00000	0.00000	0.00000	0.00000	$ 0.00000
2010	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
2011	0	3,125,000	2,680,000	2,235,000	0	8,040,000	0.00000	0.00130	0.00111	0.00093	0.00000	0.00334
2012	3,007,000	10,284,760	8,494,000	8,963,240	3,165,000	33,914,000	0.00119	0.00393	0.00324	0.00345	0.00126	0.01307
2013	5,974,320	10,067,615	13,794,595	8,773,980	7,663,310	46,273,820	0.00213	0.00336	0.00485	0.00293	0.00276	0.01603
2014	8,900,720	9,850,470	19,039,190	8,584,720	7,500,050	53,875,150	0.00309	0.00329	0.00657	0.00286	0.00248	0.01829
2015	11,884,960	9,633,325	18,625,785	8,395,460	7,336,790	55,876,320	0.00405	0.00317	0.00612	0.00277	0.00242	0.01853
2016	11,592,400	9,416,180	18,212,380	8,206,200	7,173,530	54,600,690	0.00378	0.00309	0.00597	0.00269	0.00235	0.01788
2017	11,299,840	9,199,035	17,798,975	8,016,940	7,010,270	53,325,060	0.00366	0.00299	0.00577	0.00260	0.00227	0.01729
2018	11,007,280	8,981,890	17,385,570	7,827,680	6,847,010	52,049,430	0.00353	0.00289	0.00558	0.00251	0.00220	0.01671
2019	10,714,720	8,764,745	16,972,165	7,638,420	6,683,750	50,773,800	0.00341	0.00279	0.00539	0.00243	0.00213	0.01615
2020	10,422,160	8,547,600	16,558,760	7,449,160	6,520,490	49,498,170	0.00331	0.00272	0.00526	0.00237	0.00208	0.01574
2021	10,129,600	8,330,455	16,145,355	7,259,900	6,357,230	48,222,540	0.00321	0.00265	0.00513	0.00230	0.00201	0.01530
2022	9,837,040	8,113,310	15,731,950	7,070,640	6,193,970	46,946,910	0.00313	0.00257	0.00500	0.00225	0.00196	0.01491
2023	9,544,480	7,896,165	15,318,545	6,881,380	6,030,710	45,671,280	0.00304	0.00250	0.00486	0.00218	0.00191	0.01449
2024	9,251,920	7,679,020	14,905,140	6,692,120	5,867,450	44,395,650	0.00294	0.00244	0.00473	0.00213	0.00186	0.01410
2025	8,959,360	7,461,875	14,491,735	6,502,860	5,704,190	43,120,020	0.00284	0.00237	0.00460	0.00206	0.00181	0.01368
2026	8,666,800	7,244,730	14,078,330	6,313,600	5,540,930	41,844,390	0.00276	0.00230	0.00447	0.00201	0.00176	0.01330
2027	8,374,240	7,027,585	13,664,925	6,124,340	5,377,670	40,568,760	0.00265	0.00223	0.00434	0.00194	0.00171	0.01287
2028	8,081,680	6,810,440	13,251,520	5,935,080	5,214,410	39,293,130	0.00257	0.00216	0.00421	0.00189	0.00166	0.01249
2029	7,789,120	6,593,295	12,838,115	5,745,820	5,051,150	38,017,500	0.00247	0.00209	0.00408	0.00182	0.00160	0.01206
2030	7,496,560	6,376,150	12,424,710	5,556,560	4,887,890	36,741,870	0.00238	0.00203	0.00394	0.00177	0.00155	0.01167
2031	7,204,000	6,209,005	12,011,305	5,367,300	4,724,630	35,516,240	0.00229	0.00196	0.00382	0.00170	0.00150	0.01127
2032	6,911,440	5,941,860	11,597,900	5,178,040	4,561,370	34,190,610	0.00220	0.00189	0.00368	0.00165	0.00145	0.01087
2033	6,618,880	5,724,715	11,184,495	4,988,780	4,398,110	32,914,980	0.00210	0.00182	0.00355	0.00158	0.00140	0.01045
2034	6,326,320	5,507,570	10,771,090	4,799,520	4,234,850	31,639,350	0.00200	0.00175	0.00342	0.00152	0.00134	0.01003
2035	6,033,760	5,290,425	10,357,685	4,610,260	4,071,590	30,363,720	0.00192	0.00167	0.00328	0.00146	0.00129	0.00962
2036	5,741,200	5,073,280	9,944,280	4,421,000	3,908,330	29,088,090	0.00182	0.00160	0.00315	0.00140	0.00124	0.00921
2037	4,208,640	4,856,135	9,530,875	4,231,740	3,745,070	26,572,460	0.00134	0.00154	0.00302	0.00134	0.00118	0.00842
2038	2,746,760	4,638,990	9,117,470	4,042,480	3,581,810	24,127,510	0.00087	0.00153	0.00298	0.00128	0.00113	0.00779
2039	1,356,800	4,421,845	8,704,065	3,853,220	3,418,550	21,754,480	0.00045	0.00140	0.00275	0.00122	0.00108	0.00690
2040	0	4,254,700	8,290,660	3,613,960	3,255,290	19,414,610	0.00000	0.00135	0.00262	0.00114	0.00103	0.00614
2041	0	2,869,755	6,927,255	2,642,500	2,992,030	15,431,540	0.00000	0.00091	0.00223	0.00084	0.00094	0.00492
2042	0	0	4,352,000	0	1,814,470	6,166,470	0.00000	0.00000	0.00141	0.00000	0.00058	0.00199
2043	0	0	2,118,000	0	0	2,118,000	0.00000	0.00000	0.00067	0.00000	0.00000	0.00067
2044	0	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	220,082,000	216,191,925	407,318,825	187,921,900	160,831,900	$ 1,192,346,550						
					TERM AVERAGE TAX RATE		0.00254	0.00227	0.00399	0.00197	0.00168	$ 0.01170

ROAD BONDS - PROPOSED ELECTION

ROAD PROJECTS 2007 - LEVEL PRINCIPAL - OPTION B

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$90.0 M ROAD SERIES 2009	$90.0 M ROAD SERIES 2010	$180.0 M TOTAL PROPOSED ELECTION	TOTAL ROAD ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	0	0	0	0.00000
2012	8,730,000	0	8,730,000	0.00347
2013	8,524,800	8,820,000	17,344,800	0.00619
2014	8,319,600	8,611,200	16,930,800	0.00561
2015	8,114,400	8,402,400	16,516,800	0.00545
2016	7,909,200	8,193,600	16,102,800	0.00527
2017	7,704,000	7,984,800	15,688,800	0.00509
2018	7,498,800	7,776,000	15,274,800	0.00490
2019	7,293,600	7,567,200	14,860,800	0.00472
2020	7,088,400	7,358,400	14,446,800	0.00459
2021	6,883,200	7,149,600	14,032,800	0.00446
2022	6,678,000	6,940,800	13,618,800	0.00432
2023	6,472,800	6,732,000	13,204,800	0.00419
2024	6,267,600	6,523,200	12,790,800	0.00406
2025	6,062,400	6,314,400	12,376,800	0.00392
2026	5,857,200	6,105,600	11,962,800	0.00380
2027	5,652,000	5,896,800	11,548,800	0.00366
2028	5,446,800	5,688,000	11,134,800	0.00353
2029	5,241,600	5,479,200	10,720,800	0.00340
2030	5,036,400	5,270,400	10,306,800	0.00327
2031	4,831,200	5,061,600	9,892,800	0.00314
2032	4,626,000	4,852,800	9,478,800	0.00301
2033	4,420,800	4,644,000	9,064,800	0.00287
2034	4,215,600	4,435,200	8,650,800	0.00275
2035	4,010,400	4,226,400	8,236,800	0.00261
2036	3,805,200	4,017,600	7,822,800	0.00247
2037	0	3,808,800	3,808,800	0.00121
	$ 156,690,000	157,860,000	$ 314,550,000	
		TERM AVERAGE TAX RATE		$ 0.00392

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PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

PARK PROJECTS 2007 - LEVEL PRINCIPAL - OPTION B

TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$31.0 M PARK SERIES 2010	$31.0 M PARK SERIES 2011	$31.0 M PARK SERIES 2012	$32.0 M PARK SERIES 2013	$125.0 M TOTAL PROPOSED ELECTION	TAX RATE ESTIMATE
2009	$ 0	0	0	0	$ 0	$ 0
2010	0	0	0	0	0	0.00000
2011	0	0	0	0	0	0.00000
2012	3,007,000	0	0	0	3,007,000	0.00119
2013	2,936,320	3,038,000	0	0	5,974,320	0.00213
2014	2,865,640	2,966,080	3,069,000	0	8,900,720	0.00309
2015	2,794,960	2,894,160	2,995,840	3,200,000	11,884,960	0.00405
2016	2,724,280	2,822,240	2,922,680	3,123,200	11,592,400	0.00378
2017	2,653,600	2,750,320	2,849,520	3,046,400	11,299,840	0.00366
2018	2,582,920	2,678,400	2,776,360	2,969,600	11,007,280	0.00353
2019	2,512,240	2,606,480	2,703,200	2,892,800	10,714,720	0.00341
2020	2,441,560	2,534,560	2,630,040	2,816,000	10,422,160	0.00331
2021	2,370,880	2,462,640	2,556,880	2,739,200	10,129,600	0.00321
2022	2,300,200	2,390,720	2,483,720	2,662,400	9,837,040	0.00313
2023	2,229,520	2,318,800	2,410,560	2,585,600	9,544,480	0.00304
2024	2,158,840	2,246,880	2,337,400	2,508,800	9,251,920	0.00294
2025	2,088,160	2,174,960	2,264,240	2,432,000	8,959,360	0.00284
2026	2,017,480	2,103,040	2,191,080	2,355,200	8,666,800	0.00276
2027	1,946,800	2,031,120	2,117,920	2,278,400	8,374,240	0.00265
2028	1,876,120	1,959,200	2,044,760	2,201,600	8,081,680	0.00257
2029	1,805,440	1,887,280	1,971,600	2,124,800	7,789,120	0.00247
2030	1,734,760	1,815,360	1,898,440	2,048,000	7,496,560	0.00238
2031	1,664,080	1,743,440	1,825,280	1,971,200	7,204,000	0.00229
2032	1,593,400	1,671,520	1,752,120	1,894,400	6,911,440	0.00220
2033	1,522,720	1,599,600	1,678,960	1,817,600	6,618,880	0.00210
2034	1,452,040	1,527,680	1,605,800	1,740,800	6,326,320	0.00200
2035	1,381,360	1,455,760	1,532,640	1,664,000	6,033,760	0.00192
2036	1,310,680	1,383,840	1,459,480	1,587,200	5,741,200	0.00182
2037	0	1,311,920	1,386,320	1,510,400	4,208,640	0.00134
2038	0	0	1,313,160	1,433,600	2,746,760	0.00087
2039	0	0	0	1,356,800	1,356,800	0.00045
2040	0	0	0	0	0	
	$ 53,971,000	54,374,000	54,777,000	56,960,000	$ 220,082,000	

TERM AVERAGE TAX REQUIRED $ 0.00254

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PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

JUVENILE FACILITIES 2007 - LEVEL PRINCIPAL - OPTION B

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$35.0 M JUVENILE FAC. SERIES 2009	$80.0 M JUVENILE FAC. SERIES 2010	$115.0 M TOTAL PROPOSED ELECTION	TOTAL JUVENILE FAC. ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	3,125,000	0	3,125,000	0.00130
2012	3,059,760	7,225,000	10,284,760	0.00393
2013	2,994,520	7,073,095	10,067,615	0.00336
2014	2,929,280	6,921,190	9,850,470	0.00329
2015	2,864,040	6,769,285	9,633,325	0.00317
2016	2,798,800	6,617,380	9,416,180	0.00309
2017	2,733,560	6,465,475	9,199,035	0.00299
2018	2,668,320	6,313,570	8,981,890	0.00289
2019	2,603,080	6,161,665	8,764,745	0.00279
2020	2,537,840	6,009,760	8,547,600	0.00272
2021	2,472,600	5,857,855	8,330,455	0.00265
2022	2,407,360	5,705,950	8,113,310	0.00257
2023	2,342,120	5,554,045	7,896,165	0.00250
2024	2,276,880	5,402,140	7,679,020	0.00244
2025	2,211,640	5,250,235	7,461,875	0.00237
2026	2,146,400	5,098,330	7,244,730	0.00230
2027	2,081,160	4,946,425	7,027,585	0.00223
2028	2,015,920	4,794,520	6,810,440	0.00216
2029	1,950,680	4,642,615	6,593,295	0.00209
2030	1,885,440	4,490,710	6,376,150	0.00203
2031	1,820,200	4,388,805	6,209,005	0.00196
2032	1,754,960	4,186,900	5,941,860	0.00189
2033	1,689,720	4,034,995	5,724,715	0.00182
2034	1,624,480	3,883,090	5,507,570	0.00175
2035	1,559,240	3,731,185	5,290,425	0.00167
2036	1,494,000	3,579,280	5,073,280	0.00160
2037	1,428,760	3,427,375	4,856,135	0.00154
2038	1,363,520	3,275,470	4,638,990	0.00153
2039	1,298,280	3,123,565	4,421,845	0.00140
2040	1,283,040	2,971,660	4,254,700	0.00135
2041	0	2,869,755	2,869,755	0.00091
2042	0	0	0	0.00000
2043	0	0	0	0.00000
	$ 65,420,600	150,771,325	$ 216,191,925	
		TERM AVERAGE TAX RATE		$ 0.00227

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PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

ADULT DETENTION 2007 - LEVEL PRINCIPAL - OPTION B

TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$30.0 M ADULT DET. SERIES 2009	$65.0 M ADULT DET. SERIES 2010	$60.0 M ADULT DET. SERIES 2011	$60.0 M ADULT DET. SERIES 2012	$215.0 M TOTAL PROPOSED ELECTION	TOTAL ADULT DET. ESTIMATED TAX RATE
2009	$ 0	0	0	0	$ 0	$ 0.00000
2010	0	0	0	0	0	0.00000
2011	2,680,000	0	0	0	2,680,000	0.00111
2012	2,624,000	5,870,000	0	0	8,494,000	0.00324
2013	2,568,000	5,746,595	5,480,000	0	13,794,595	0.00485
2014	2,512,000	5,623,190	5,364,000	5,540,000	19,039,190	0.00657
2015	2,456,000	5,499,785	5,248,000	5,422,000	18,625,785	0.00612
2016	2,400,000	5,376,380	5,132,000	5,304,000	18,212,380	0.00597
2017	2,344,000	5,252,975	5,016,000	5,186,000	17,798,975	0.00577
2018	2,288,000	5,129,570	4,900,000	5,068,000	17,385,570	0.00558
2019	2,232,000	5,006,165	4,784,000	4,950,000	16,972,165	0.00539
2020	2,176,000	4,882,760	4,668,000	4,832,000	16,558,760	0.00526
2021	2,120,000	4,759,355	4,552,000	4,714,000	16,145,355	0.00513
2022	2,064,000	4,635,950	4,436,000	4,596,000	15,731,950	0.00500
2023	2,008,000	4,512,545	4,320,000	4,478,000	15,318,545	0.00486
2024	1,952,000	4,389,140	4,204,000	4,360,000	14,905,140	0.00473
2025	1,896,000	4,265,735	4,088,000	4,242,000	14,491,735	0.00460
2026	1,840,000	4,142,330	3,972,000	4,124,000	14,078,330	0.00447
2027	1,784,000	4,018,925	3,856,000	4,006,000	13,664,925	0.00434
2028	1,728,000	3,895,520	3,740,000	3,888,000	13,251,520	0.00421
2029	1,672,000	3,772,115	3,624,000	3,770,000	12,838,115	0.00408
2030	1,616,000	3,648,710	3,508,000	3,652,000	12,424,710	0.00394
2031	1,560,000	3,525,305	3,392,000	3,534,000	12,011,305	0.00382
2032	1,504,000	3,401,900	3,276,000	3,416,000	11,597,900	0.00368
2033	1,448,000	3,278,495	3,160,000	3,298,000	11,184,495	0.00355
2034	1,392,000	3,155,090	3,044,000	3,180,000	10,771,090	0.00342
2035	1,336,000	3,031,685	2,928,000	3,062,000	10,357,685	0.00328
2036	1,280,000	2,908,280	2,812,000	2,944,000	9,944,280	0.00315
2037	1,224,000	2,784,875	2,696,000	2,826,000	9,530,875	0.00302
2038	1,168,000	2,661,470	2,580,000	2,708,000	9,117,470	0.00298
2039	1,112,000	2,538,065	2,464,000	2,590,000	8,704,065	0.00275
2040	1,056,000	2,414,660	2,348,000	2,472,000	8,290,660	0.00262
2041	0	2,341,255	2,232,000	2,354,000	6,927,255	0.00223
2042	0	0	2,116,000	2,236,000	4,352,000	0.00141
2043	0	0	0	2,118,000	2,118,000	0.00067
	$ 56,040,000	122,468,825	113,940,000	114,870,000	$ 407,318,825	

TERM AVERAGE TAX REQUIRED $ 0.00399

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PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

FORENSIC CENTER 2007 - LEVEL PRINCIPAL - OPTION B

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$25.0 M FORENSIC CTR. SERIES 2009	$75.0 M FORENSIC CTR. SERIES 2010	$100.0 M TOTAL PROPOSED ELECTION	TOTAL FORENSIC CTR. ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	2,235,000	0	2,235,000	0.00093
2012	2,188,240	6,775,000	8,963,240	0.00345
2013	2,141,480	6,632,500	8,773,980	0.00293
2014	2,094,720	6,490,000	8,584,720	0.00286
2015	2,047,960	6,347,500	8,395,460	0.00277
2016	2,001,200	6,205,000	8,206,200	0.00269
2017	1,954,440	6,062,500	8,016,940	0.00260
2018	1,907,680	5,920,000	7,827,680	0.00251
2019	1,860,920	5,777,500	7,638,420	0.00243
2020	1,814,160	5,635,000	7,449,160	0.00237
2021	1,767,400	5,492,500	7,259,900	0.00230
2022	1,720,640	5,350,000	7,070,640	0.00225
2023	1,673,880	5,207,500	6,881,380	0.00218
2024	1,627,120	5,065,000	6,692,120	0.00213
2025	1,580,360	4,922,500	6,502,860	0.00206
2026	1,533,600	4,780,000	6,313,600	0.00201
2027	1,486,840	4,637,500	6,124,340	0.00194
2028	1,440,080	4,495,000	5,935,080	0.00189
2029	1,393,320	4,352,500	5,745,820	0.00182
2030	1,346,560	4,210,000	5,556,560	0.00177
2031	1,299,800	4,067,500	5,367,300	0.00170
2032	1,253,040	3,925,000	5,178,040	0.00165
2033	1,206,280	3,782,500	4,988,780	0.00158
2034	1,159,520	3,640,000	4,799,520	0.00152
2035	1,112,760	3,497,500	4,610,260	0.00146
2036	1,066,000	3,355,000	4,421,000	0.00140
2037	1,019,240	3,212,500	4,231,740	0.00134
2038	972,480	3,070,000	4,042,480	0.00128
2039	925,720	2,927,500	3,853,220	0.00122
2040	828,960	2,785,000	3,613,960	0.00114
2041	0	2,642,500	2,642,500	0.00084
2042	0	0	0	0.00000
2043	0	0	0	0.00000
	$ 46,659,400	141,262,500	$ 187,921,900	
		TERM AVERAGE TAX RATE		$ 0.00197

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PERMANENT IMPROVEMENT BONDS - PROPOSED ELECTION

FAMILY LAW CENTER 2007 - LEVEL PRINCIPAL - OPTION B

CALCULATE ESTIMATE TAX RATES

AS OF JUNE 19, 2007

FISCAL YEAR	$35.0 M FAMILY LAW SERIES 2010	$50.0 M FAMILY LAW SERIES 2011	$85.0 M TOTAL PROPOSED ELECTION	TOTAL FAMILY LAW ESTIMATED TAX RATE
2009	$ 0	0	$ 0	$ 0.00000
2010	0	0	0	0.00000
2011	0	0	0	0.00000
2012	3,165,000	0	3,165,000	0.00126
2013	3,098,310	4,565,000	7,663,310	0.00276
2014	3,031,620	4,468,430	7,500,050	0.00248
2015	2,964,930	4,371,860	7,336,790	0.00242
2016	2,898,240	4,275,290	7,173,530	0.00235
2017	2,831,550	4,178,720	7,010,270	0.00227
2018	2,764,860	4,082,150	6,847,010	0.00220
2019	2,698,170	3,985,580	6,683,750	0.00213
2020	2,631,480	3,889,010	6,520,490	0.00208
2021	2,564,790	3,792,440	6,357,230	0.00201
2022	2,498,100	3,695,870	6,193,970	0.00196
2023	2,431,410	3,599,300	6,030,710	0.00191
2024	2,364,720	3,502,730	5,867,450	0.00186
2025	2,298,030	3,406,160	5,704,190	0.00181
2026	2,231,340	3,309,590	5,540,930	0.00176
2027	2,164,650	3,213,020	5,377,670	0.00171
2028	2,097,960	3,116,450	5,214,410	0.00166
2029	2,031,270	3,019,880	5,051,150	0.00160
2030	1,964,580	2,923,310	4,887,890	0.00155
2031	1,897,890	2,826,740	4,724,630	0.00150
2032	1,831,200	2,730,170	4,561,370	0.00145
2033	1,764,510	2,633,600	4,398,110	0.00140
2034	1,697,820	2,537,030	4,234,850	0.00134
2035	1,631,130	2,440,460	4,071,590	0.00129
2036	1,564,440	2,343,890	3,908,330	0.00124
2037	1,497,750	2,247,320	3,745,070	0.00118
2038	1,431,060	2,150,750	3,581,810	0.00113
2039	1,364,370	2,054,180	3,418,550	0.00108
2040	1,297,680	1,957,610	3,255,290	0.00103
2041	1,130,990	1,861,040	2,992,030	0.00094
2042	0	1,814,470	1,814,470	0.00058
2043	0	0	0	0.00000
	$ 65,839,850	94,992,050	$ 160,831,900	
		TERM AVERAGE TAX RATE		$ 0.00168

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HARRIS COUNTY, TEXAS
ROAD SUMMARY OF EXISTING, RUNOUT APPROVED AND PROPOSED ELECTION BONDS - OPTION B
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	RUNOUT DEBT	PROPOSED ELECTION ISSUE YEAR 2010 $90.0 M	PROPOSED ELECTION ISSUE YEAR 2011 $90.0 M	TOTAL $180.0 M	TOTAL REVISED DEBT	ESTIMATED CURRENT RUNOUT RATE	PROPOSED ELECTION ISSUE YEAR 2010 $90.0 M	PROPOSED ELECTION ISSUE YEAR 2011 $90.0 M	TOTAL $180.0 M	TOTAL ESTIMATED RATE
2009	$ 64,602,941	0	0	$ 0	$ 64,602,941	$ 0.02621	0.00000	0.00000	0.00000	$ 0.02621
2010	74,823,291	0	0	0	74,823,291	0.03166	0.00000	0.00000	0.00000	0.03166
2011	89,885,876	0	0	0	89,885,876	0.03607	0.00000	0.00000	0.00000	0.03607
2012	83,784,114	8,730,000	0	8,730,000	92,514,114	0.03132	0.00347	0.00000	0.00347	0.03479
2013	79,072,014	8,524,800	8,820,000	17,344,800	96,416,814	0.02857	0.00284	0.00335	0.00619	0.03476
2014	81,434,164	8,319,600	8,611,200	16,930,800	98,364,964	0.02711	0.00277	0.00284	0.00561	0.03272
2015	79,236,664	8,114,400	8,402,400	16,516,800	95,753,464	0.02612	0.00268	0.00277	0.00545	0.03157
2016	78,165,826	7,909,200	8,193,600	16,102,800	94,268,626	0.02567	0.00259	0.00268	0.00527	0.03094
2017	76,646,676	7,704,000	7,984,800	15,688,800	92,335,476	0.02496	0.00250	0.00259	0.00509	0.03005
2018	76,147,039	7,498,800	7,776,000	15,274,800	91,421,839	0.02450	0.00241	0.00249	0.00490	0.02940
2019	75,660,914	7,293,600	7,567,200	14,860,800	90,521,714	0.02506	0.00232	0.00240	0.00472	0.02978
2020	75,166,757	7,088,400	7,358,400	14,446,800	89,613,557	0.02387	0.00225	0.00234	0.00459	0.02846
2021	74,674,632	6,883,200	7,149,600	14,032,800	88,707,432	0.02380	0.00219	0.00227	0.00446	0.02826
2022	74,187,895	6,678,000	6,940,800	13,618,800	87,806,695	0.02373	0.00212	0.00220	0.00432	0.02805
2023	73,687,000	6,472,800	6,732,000	13,204,800	86,891,800	0.02336	0.00205	0.00214	0.00419	0.02755
2024	73,207,610	6,267,600	6,523,200	12,790,800	85,998,410	0.02354	0.00199	0.00207	0.00406	0.02760
2025	72,716,510	6,062,400	6,314,400	12,376,800	85,093,310	0.02411	0.00192	0.00200	0.00392	0.02803
2026	64,421,160	5,857,200	6,105,600	11,962,800	76,383,960	0.02201	0.00186	0.00194	0.00380	0.02581
2027	62,021,560	5,652,000	5,896,800	11,548,800	73,570,360	0.01955	0.00179	0.00187	0.00366	0.02321
2028	59,621,960	5,446,800	5,688,000	11,134,800	70,756,760	0.01892	0.00173	0.00180	0.00353	0.02245
2029	57,342,360	5,241,600	5,479,200	10,720,800	68,063,160	0.01820	0.00166	0.00174	0.00340	0.02160
2030	55,068,010	5,036,400	5,270,400	10,306,800	65,374,810	0.01747	0.00160	0.00167	0.00327	0.02074
2031	52,793,660	4,831,200	5,061,600	9,892,800	62,686,460	0.01674	0.00153	0.00161	0.00314	0.01988
2032	50,519,310	4,626,000	4,852,800	9,478,800	59,998,110	0.01601	0.00147	0.00154	0.00301	0.01902
2033	10,109,960	4,420,800	4,644,000	9,064,800	19,174,760	0.00321	0.00140	0.00147	0.00287	0.00608
2034	9,617,360	4,215,600	4,435,200	8,650,800	18,268,160	0.00305	0.00134	0.00141	0.00275	0.00580
2035	4,709,760	4,010,400	4,226,400	8,236,800	12,946,560	0.00149	0.00127	0.00134	0.00261	0.00410
2036	0	3,805,200	4,017,600	7,822,800	7,822,800	0.00000	0.00120	0.00127	0.00247	0.00247
2037	0	0	3,808,800	3,808,800	3,808,800	0.00000	0.00000	0.00121	0.00121	0.00121
	$1,729,325,023	156,690,000	157,860,000	$314,550,000	$ 2,043,875,023					
				TERM AVERAGE TAX RATE		$ 0.02172	0.00204	0.00204	0.00392	$ 0.02373

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HARRIS COUNTY, TEXAS
ROAD SUMMARY OF CURRENT AND RUNOUT APPROVED BONDS - OPTION B
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	EXISTING DEBT	RUNOUT APPROVED BONDS ISSUE YEAR 2008 $110.0 M	2009 $111.86 M	TOTAL $221.86 M	TOTAL REVISED DEBT	ESTIMATED EXISTING RATE	RUNOUT APPROVED BONDS ISSUE YEAR 2008 $100.0 M	2009 $111.86 M	TOTAL $211.86 M	TOTAL ESTIMATED RATE
2009	$ 64,602,941	0	0	$ 0	$ 64,602,941	$ 0.02621	0.00000	0.00000	0.00000	$ 0.02621
2010	64,373,291	10,450,000	0	10,450,000	74,823,291	0.02713	0.00453	0.00000	0.00453	0.03166
2011	68,938,716	10,208,000	10,739,160	20,947,160	89,885,876	0.02790	0.00371	0.00446	0.00817	0.03607
2012	63,329,554	9,966,000	10,488,560	20,454,560	83,784,114	0.02416	0.00351	0.00365	0.00716	0.03132
2013	59,110,054	9,724,000	10,237,960	19,961,960	79,072,014	0.02185	0.00327	0.00345	0.00672	0.02857
2014	61,964,804	9,482,000	9,987,360	19,469,360	81,434,164	0.02062	0.00316	0.00333	0.00649	0.02711
2015	60,259,904	9,240,000	9,736,760	18,976,760	79,236,664	0.01986	0.00305	0.00321	0.00626	0.02612
2016	59,681,666	8,998,000	9,486,160	18,484,160	78,165,826	0.01961	0.00295	0.00311	0.00606	0.02567
2017	58,655,116	8,756,000	9,235,560	17,991,560	76,646,676	0.01913	0.00284	0.00299	0.00583	0.02496
2018	58,648,079	8,514,000	8,984,960	17,498,960	76,147,039	0.01889	0.00273	0.00288	0.00561	0.02450
2019	58,654,554	8,272,000	8,734,360	17,006,360	75,660,914	0.01966	0.00263	0.00277	0.00540	0.02506
2020	58,652,997	8,030,000	8,483,760	16,513,760	75,166,757	0.01863	0.00255	0.00269	0.00524	0.02387
2021	58,653,472	7,788,000	8,233,160	16,021,160	74,674,632	0.01872	0.00247	0.00261	0.00508	0.02380
2022	58,659,335	7,546,000	7,982,560	15,528,560	74,187,895	0.01880	0.00240	0.00253	0.00493	0.02373
2023	58,651,040	7,304,000	7,731,960	15,035,960	73,687,000	0.01859	0.00232	0.00245	0.00477	0.02336
2024	58,664,250	7,062,000	7,481,360	14,543,360	73,207,610	0.01893	0.00224	0.00237	0.00461	0.02354
2025	58,665,750	6,820,000	7,230,760	14,050,760	72,716,510	0.01966	0.00216	0.00229	0.00445	0.02411
2026	50,863,000	6,578,000	6,980,160	13,558,160	64,421,160	0.01771	0.00209	0.00221	0.00430	0.02201
2027	48,956,000	6,336,000	6,729,560	13,065,560	62,021,560	0.01540	0.00201	0.00214	0.00415	0.01955
2028	47,049,000	6,094,000	6,478,960	12,572,960	59,621,960	0.01493	0.00193	0.00206	0.00399	0.01892
2029	45,262,000	5,852,000	6,228,360	12,080,360	57,342,360	0.01436	0.00186	0.00198	0.00384	0.01820
2030	43,480,250	5,610,000	5,977,760	11,587,760	55,068,010	0.01379	0.00178	0.00190	0.00368	0.01747
2031	41,698,500	5,368,000	5,727,160	11,095,160	52,793,660	0.01322	0.00170	0.00182	0.00352	0.01674
2032	39,916,750	5,126,000	5,476,560	10,602,560	50,519,310	0.01265	0.00162	0.00174	0.00336	0.01601
2033	0	4,884,000	5,225,960	10,109,960	10,109,960	0.00000	0.00155	0.00166	0.00321	0.00321
2034	0	4,642,000	4,975,360	9,617,360	9,617,360	0.00000	0.00147	0.00158	0.00305	0.00305
2035	0	0	4,709,760	4,709,760	4,709,760	0.00000	0.00000	0.00149	0.00149	0.00149
2036	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000
2037	0	0	0	0	0	0.00000	0.00000	0.00000	0.00000	0.00000
	$1,347,391,023	188,650,000	193,284,000	$381,934,000	$ 1,729,325,023					
				TERM AVERAGE TAX RATE		$ 0.01918	0.00250	0.00253	0.00484	$ 0.02172

HARRIS COUNTY, TEXAS
PERMANENT IMPROVEMENT SUMMARY OF CURRENT, RUNOUT APPROVED BONDS AND PROPOSED ELECTION - OPTION B
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	EXISTING DEBT	RUNOUT APPROVED 2009 $55.0 M	PROPOSED 2007 ELECTION $640.0 M	TOTAL REVISED DEBT	ESTIMATED EXISTING RATE	RUNOUT APPROVED 2009 $55.0 M	PROPOSED 2007 ELECTION $640.0 M	TOTAL ESTIMATED RATE
2009	$ 60,970,619	0	0	$ 60,970,619	$ 0.03170	0.00000	0.00000	$ 0.03170
2010	60,629,662	0	0	60,629,662	0.03170	0.00000	0.00000	0.03170
2011	55,266,067	5,280,000	8,040,000	68,586,067	0.02980	0.00219	0.00334	0.03533
2012	60,357,847	5,156,800	33,914,000	99,428,647	0.03063	0.00179	0.01307	0.04549
2013	62,840,798	5,033,600	46,273,820	114,148,218	0.03001	0.00169	0.01603	0.04773
2014	61,876,997	4,910,400	53,875,150	120,662,547	0.02922	0.00164	0.01829	0.04915
2015	61,032,792	4,787,200	55,876,320	121,696,312	0.02886	0.00158	0.01853	0.04897
2016	61,602,125	4,664,000	54,600,690	120,866,815	0.02926	0.00153	0.01788	0.04867
2017	62,477,375	4,540,800	53,325,060	120,343,235	0.02927	0.00147	0.01729	0.04803
2018	62,096,225	4,417,600	52,049,430	118,563,255	0.02852	0.00142	0.01671	0.04665
2019	45,719,725	4,294,400	50,773,800	100,787,925	0.02814	0.00136	0.01615	0.04565
2020	30,892,875	4,171,200	49,498,170	84,562,245	0.02792	0.00132	0.01574	0.04498
2021	30,866,238	4,048,000	48,222,540	83,136,778	0.02800	0.00129	0.01530	0.04459
2022	29,247,475	3,924,800	46,946,910	80,119,185	0.02799	0.00125	0.01491	0.04415
2023	29,179,550	3,801,600	45,671,280	78,652,430	0.02798	0.00121	0.01449	0.04368
2024	29,196,300	3,678,400	44,395,650	77,270,350	0.02810	0.00117	0.01410	0.04337
2025	70,760,837	3,555,200	43,120,020	117,436,057	0.02989	0.00113	0.01368	0.04470
2026	17,717,413	3,432,000	41,844,390	62,993,803	0.01224	0.00109	0.01330	0.02663
2027	17,439,312	3,308,800	40,568,760	61,316,872	0.01116	0.00105	0.01287	0.02508
2028	17,155,600	3,185,600	39,293,130	59,634,330	0.01091	0.00101	0.01249	0.02441
2029	13,061,163	3,062,400	38,017,500	54,141,063	0.00931	0.00097	0.01206	0.02234
2030	6,289,462	2,939,200	36,741,870	45,970,532	0.00698	0.00093	0.01167	0.01958
2031	6,027,975	2,816,000	35,516,240	44,360,215	0.00667	0.00089	0.01127	0.01883
2032	5,766,488	2,692,800	34,190,610	42,649,898	0.00637	0.00085	0.01087	0.01809
2033	0	2,569,600	32,914,980	35,484,580	0.00000	0.00081	0.01045	0.01126
2034	0	2,446,400	31,639,350	34,085,750	0.00000	0.00078	0.01003	0.01081
2035	0	2,323,200	30,363,720	32,686,920	0.00000	0.00074	0.00962	0.01036
2036	0	0	29,088,090	29,088,090	0.00000	0.00000	0.00921	0.00921
2037	0	0	26,572,460	26,572,460	0.00000	0.00000	0.00842	0.00842
2038	0	0	24,127,510	24,127,510	0.00000	0.00000	0.00779	0.00779
2039	0	0	21,754,480	21,754,480	0.00000	0.00000	0.00690	0.00690
2040	0	0	19,414,610	19,414,610	0.00000	0.00000	0.00614	0.00614
2041	0	0	15,431,540	15,431,540	0.00000	0.00000	0.00492	0.00492
2042	0	0	6,166,470	6,166,470	0.00000	0.00000	0.00199	0.00199
2043	0	0	2,118,000	2,118,000	0.00000	0.00000	0.00067	0.00067
	$ 958,470,920	95,040,000	1,192,346,550	$ 2,245,857,470				
			TERM AVERAGE TAX RATE		$ 0.02336	0.00125	0.01170	$ 0.02713

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HARRIS COUNTY, TEXAS
PERMANENT IMPROVEMENT SUMMARY OF CURRENT AND RUNOUT APPROVED BONDS - OPTION B
CAPITAL IMPROVEMENT BUDGET
JUNE 19, 2007

FISCAL YEAR	EXISTING DEBT	RUNOUT APPROVED 2009 $55.0 M	TOTAL REVISED DEBT	ESTIMATED EXISTING RATE	RUNOUT APPROVED 2009 $55.0 M	TOTAL ESTIMATED RATE
2009	$ 60,970,619	0	$ 60,970,619	$ 0.03170	0.00000	$ 0.03170
2010	60,629,662	0	60,629,662	0.03170	0.00000	0.03170
2011	55,266,067	5,280,000	60,546,067	0.02980	0.00219	0.03199
2012	60,357,847	5,156,800	65,514,647	0.03063	0.00179	0.03242
2013	62,840,798	5,033,600	67,874,398	0.03001	0.00169	0.03170
2014	61,876,997	4,910,400	66,787,397	0.02922	0.00164	0.03086
2015	61,032,792	4,787,200	65,819,992	0.02886	0.00158	0.03044
2016	61,602,125	4,664,000	66,266,125	0.02926	0.00153	0.03079
2017	62,477,375	4,540,800	67,018,175	0.02927	0.00147	0.03074
2018	62,096,225	4,417,600	66,513,825	0.02852	0.00142	0.02994
2019	45,719,725	4,294,400	50,014,125	0.02814	0.00136	0.02950
2020	30,892,875	4,171,200	35,064,075	0.02792	0.00132	0.02924
2021	30,866,238	4,048,000	34,914,238	0.02800	0.00129	0.02929
2022	29,247,475	3,924,800	33,172,275	0.02799	0.00125	0.02924
2023	29,179,550	3,801,600	32,981,150	0.02798	0.00121	0.02919
2024	29,196,300	3,678,400	32,874,700	0.02810	0.00117	0.02927
2025	70,760,837	3,555,200	74,316,037	0.02989	0.00113	0.03102
2026	17,717,413	3,432,000	21,149,413	0.01224	0.00109	0.01333
2027	17,439,312	3,308,800	20,748,112	0.01116	0.00105	0.01221
2028	17,155,600	3,185,600	20,341,200	0.01091	0.00101	0.01192
2029	13,061,163	3,062,400	16,123,563	0.00931	0.00097	0.01028
2030	6,289,462	2,939,200	9,228,662	0.00698	0.00093	0.00791
2031	6,027,975	2,816,000	8,843,975	0.00667	0.00089	0.00756
2032	5,766,488	2,692,800	8,459,288	0.00637	0.00085	0.00722
2033	0	2,569,600	2,569,600	0.00000	0.00081	0.00081
2034	0	2,446,400	2,446,400	0.00000	0.00078	0.00078
2035	0	2,323,200	2,323,200	0.00000	0.00074	0.00074
2036	0	0	0	0.00000	0.00000	0.00000
2037	0	0	0	0.00000	0.00000	0.00000
2038	0	0	0	0.00000	0.00000	0.00000
2039	0	0	0	0.00000	0.00000	0.00000
2040	0	0	0	0.00000	0.00000	0.00000
2041	0	0	0	0.00000	0.00000	0.00000
2042	0	0	0	0.00000	0.00000	0.00000
2043	0	0	0	0.00000	0.00000	0.00000
	$ 958,470,920	95,040,000	$ 1,053,510,920			
		TERM AVERAGE TAX RATE		$ 0.02336	0.00125	$ 0.02192

HARRIS COUNTY, TEXAS
TOTAL TAX AND REVENUE PRINCIPAL REQUIREMENTS
JUNE 19, 2007

FISCAL YEAR END FEBRUARY	COUNTY LIMITED TAX BONDS	COUNTY UNLIMITED TAX BONDS	TOLL ROAD UNLIMITED TAX BONDS	FLOOD CONTROL LIMITED TAX BONDS	PORT OF HOUSTON UNLIMITED TAX BONDS	TOTAL TAX PRINCIPAL REQUIREMENTS	TOLL ROAD REVENUE BONDS	HOTEL OCCUPANCY BONDS	TOTAL REVENUE PRINCIPAL REQUIREMENTS	TOTAL PRINCIPAL REQUIREMENTS
2009	$ 31,460,000	23,842,422	10,675,665	7,908,864	15,580,000	$ 89,466,951	$ 26,460,000	6,315,000	$ 32,775,000	$ 122,241,951
2010	32,545,000	26,244,593	41,540,000	8,667,889	15,600,000	124,597,482	28,120,000	7,825,000	35,945,000	160,542,482
2011	28,650,000	34,630,000	43,285,000	8,318,921	13,635,000	128,518,921	34,460,000	9,350,000	43,810,000	172,328,921
2012	35,025,000	30,690,000	44,970,000	8,124,024	12,790,000	131,599,024	37,140,000	10,485,000	47,625,000	179,224,024
2013	39,160,000	28,005,000	47,210,000	9,435,000	13,775,000	137,585,000	40,590,000	12,940,000	53,530,000	191,115,000
2014	34,025,584	18,502,902	57,225,000	9,715,000	14,440,000	133,908,486	43,615,000	6,464,438	50,079,438	183,987,924
2015	34,506,960	19,933,384	63,695,000	8,685,000	15,150,000	141,970,344	47,185,000	7,495,500	54,680,500	196,650,844
2016	36,460,277	19,647,743	42,015,000	7,945,000	15,905,000	121,973,020	50,770,000	7,036,510	57,806,510	179,779,530
2017	38,868,848	18,988,742	27,735,000	7,170,000	16,705,000	109,467,590	54,555,000	6,592,866	61,147,866	170,615,456
2018	40,167,915	19,357,229	28,515,000	7,545,000	19,735,000	115,320,144	58,635,000	6,633,370	65,268,370	180,588,514
2019	32,520,000	32,515,000	29,330,000	22,925,000	20,740,000	138,030,000	57,665,000	7,506,338	65,171,338	203,201,338
2020	19,300,000	34,190,000	30,170,000	39,325,000	22,495,000	145,480,000	60,590,000	7,195,898	67,785,898	213,265,898
2021	20,205,000	35,940,000	31,060,000	41,385,000	23,595,000	152,185,000	63,275,000	15,950,000	79,225,000	231,410,000
2022	19,540,000	37,785,000	20,680,000	45,175,000	24,745,000	147,925,000	65,945,000	16,525,000	82,470,000	230,395,000
2023	20,390,000	39,670,000	21,085,000	47,465,000	25,260,000	153,870,000	28,310,000	17,150,000	45,460,000	199,330,000
2024	21,410,000	41,670,000	21,525,000	49,845,000	17,455,000	151,905,000	32,335,000	6,150,806	38,485,806	190,390,806
2025	63,995,000	43,755,000	21,975,000	10,795,000	10,180,000	150,700,000	33,860,000	5,882,279	39,742,279	190,442,279
2026	14,280,000	38,140,000	12,860,000	26,255,000	10,680,000	102,215,000	36,350,000	5,659,303	42,009,303	144,224,303
2027	14,705,000	38,140,000	12,860,000	26,255,000	11,205,000	103,165,000	39,665,000	17,925,000	57,590,000	160,755,000
2028	15,145,000	38,140,000	12,860,000	26,255,000	5,295,000	97,695,000	43,085,000	18,600,000	61,685,000	159,380,000
2029	11,720,000	38,135,000	12,860,000	26,255,000	4,405,000	93,375,000	46,685,000	4,979,736	51,664,736	145,039,736
2030	5,505,000	38,135,000	12,860,000	26,255,000	4,630,000	87,385,000	50,450,000	19,325,000	69,775,000	157,160,000
2031	5,505,000	38,135,000	12,860,000	26,255,000	4,860,000	87,615,000	54,380,000	20,025,000	74,405,000	162,020,000
2032	5,505,000	38,135,000	12,860,000	26,255,000	5,105,000	87,860,000	57,295,000	20,775,000	78,070,000	165,930,000
2033	0	0	12,860,000	0	0	12,860,000	61,515,000	21,550,000	83,065,000	95,925,000
2034	0	0	12,860,000	0	0	12,860,000	66,960,000	0	66,960,000	79,820,000
2035	0	0	0	0	0	0	82,215,000	0	82,215,000	82,215,000
2036	0	0	0	0	0	0	86,700,000	0	86,700,000	86,700,000
2037	0	0	0	0	0	0	12,480,000	0	12,480,000	12,480,000
TOTAL	$ 620,594,584	772,327,015	698,430,665	524,214,698	343,965,000	$ 2,959,531,962	$ 1,401,290,000	286,337,044	$ 1,687,627,044	$ 4,647,159,006

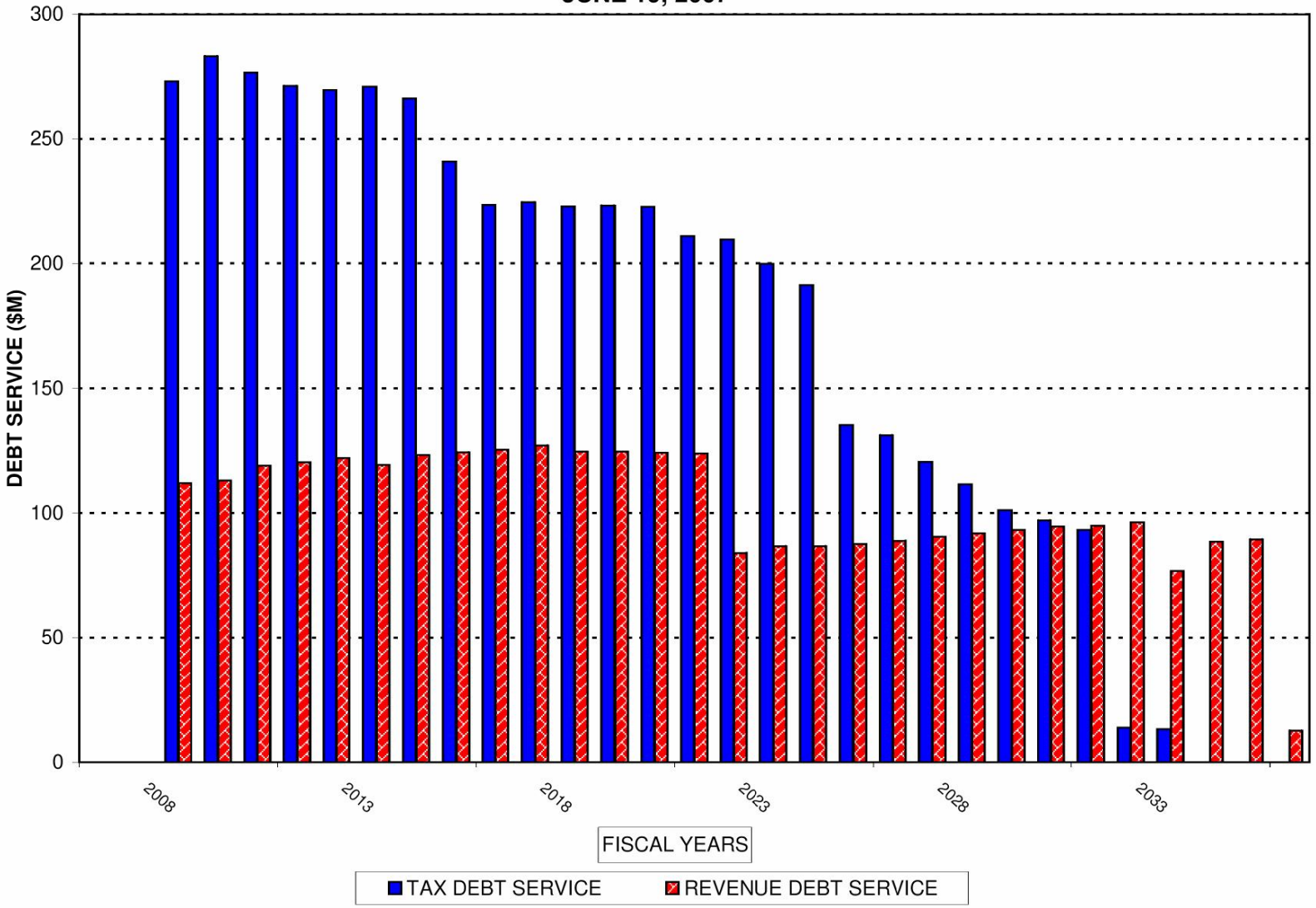
(A) It is anticipated that Toll Road revenue will continue to be sufficient to meet debt requirements for both the revenue and tax bonds.

HARRIS COUNTY, TEXAS
TOTAL TAX AND REVENUE DEBT SERVICE REQUIREMENTS
JUNE 19, 2007

FISCAL YEAR END FEBRUARY	COUNTY LIMITED TAX BONDS	COUNTY UNLIMITED TAX BONDS	TOLL ROAD UNLIMITED TAX BONDS	FLOOD CONTROL LIMITED TAX BONDS	PORT OF HOUSTON UNLIMITED TAX BONDS	TOTAL TAX DEBT SERVICE REQUIREMENTS	TOLL ROAD REVENUE BONDS	HOTEL OCCUPANCY BONDS	TOTAL REVENUE DEBT SERVICE REQUIREMENTS	TOTAL DEBT SERVICE REQUIREMENTS
2009	$ 60,970,619	64,602,941	74,988,031	39,939,494	32,467,592	$ 272,968,677	$ 94,219,825	17,565,465	$ 111,785,290	$ 384,753,967
2010	60,629,662	64,373,291	87,220,694	39,223,394	31,725,183	283,172,224	94,409,101	18,689,639	113,098,740	396,270,964
2011	55,266,067	68,938,716	86,496,694	36,821,881	29,029,339	276,552,697	99,055,898	19,749,229	118,805,127	395,357,824
2012	60,357,847	63,329,554	85,577,444	34,511,506	27,537,670	271,314,021	99,888,748	20,340,457	120,229,205	391,543,226
2013	62,840,798	59,110,054	85,312,031	34,299,956	27,912,670	269,475,509	101,331,692	20,673,957	122,005,649	391,481,158
2014	61,876,997	61,964,804	85,105,612	34,108,231	27,915,390	270,971,034	102,186,926	17,120,120	119,307,046	390,278,080
2015	61,032,792	60,259,904	84,494,981	32,590,894	27,921,975	266,300,546	103,436,170	19,730,120	123,166,290	389,466,836
2016	61,602,125	59,681,666	60,148,275	31,421,525	27,923,605	240,777,196	104,533,033	19,730,120	124,263,153	365,040,349
2017	62,477,375	58,655,116	44,204,397	30,240,762	27,927,418	223,505,068	105,661,208	19,730,120	125,391,328	348,896,396
2018	62,096,225	58,648,079	43,639,441	30,239,338	30,114,267	224,737,350	106,913,444	20,172,605	127,086,049	351,823,399
2019	45,719,725	58,651,554	43,062,831	45,223,225	30,192,830	222,850,165	103,053,906	21,411,282	124,465,188	347,315,353
2020	30,892,875	58,652,997	42,471,594	60,419,662	30,898,633	223,335,761	103,051,954	21,427,415	124,479,369	347,815,130
2021	30,866,238	58,653,472	41,871,031	60,415,100	30,865,870	222,671,711	102,723,314	21,455,990	124,179,304	346,851,015
2022	29,247,475	58,659,335	30,229,681	62,032,388	30,844,680	211,013,559	102,291,647	21,488,658	123,780,305	334,793,864
2023	29,179,550	58,651,040	29,601,491	62,040,487	30,128,555	209,601,123	62,418,037	21,551,285	83,969,322	293,570,445
2024	29,196,300	58,664,250	28,965,684	62,022,875	21,087,730	199,936,839	65,036,444	21,578,588	86,615,032	286,551,871
2025	70,760,837	58,665,750	28,317,072	20,454,988	13,006,685	191,205,332	65,031,325	21,585,168	86,616,493	277,821,825
2026	17,717,413	50,863,000	18,325,500	35,348,250	12,998,535	135,252,698	65,835,438	21,590,077	87,425,515	222,678,213
2027	17,439,312	48,956,000	17,682,500	34,035,500	12,984,895	131,098,207	67,258,537	21,607,768	88,866,305	219,964,512
2028	17,155,600	47,049,000	17,039,500	32,722,750	6,509,750	120,476,600	68,625,788	21,672,800	90,298,588	210,775,188
2029	13,061,163	45,262,000	16,396,500	31,442,000	5,355,000	111,516,663	69,999,797	21,685,063	91,684,860	203,201,523
2030	6,289,462	43,480,250	15,753,500	30,161,250	5,359,750	101,044,212	71,390,922	21,730,217	93,121,139	194,165,351
2031	6,027,975	41,698,500	15,110,500	28,880,500	5,358,250	97,075,725	72,772,222	21,773,072	94,545,294	191,621,019
2032	5,766,488	39,916,750	14,467,500	27,567,750	5,360,250	93,078,738	72,966,732	21,841,712	94,808,444	187,887,182
2033	0	0	13,824,500	0	0	13,824,500	74,311,294	21,909,885	96,221,179	110,045,679
2034	0	0	13,181,500	0	0	13,181,500	76,621,031	0	76,621,031	89,802,531
2035	0	0	0	0	0	0	88,415,567	0	88,415,567	88,415,567
2036	0	0	0	0	0	0	89,305,806	0	89,305,806	89,305,806
2037	0	0	0	0	0	0	12,760,800	0	12,760,800	12,760,800
TOTAL	$ 958,470,920	1,347,388,023	1,123,488,484	936,163,706	531,426,522	$ 4,896,937,655	$ 2,445,506,606	517,810,812	$ 2,963,317,418	$ 7,860,255,073

(A) It is anticipated that Toll Road revenue will continue to be sufficient to meet debt requirements for both the revenue and tax bonds.

HARRIS COUNTY, TEXAS
TOTAL TAX AND REVENUE DEBT SERVICE REQUIREMENTS
JUNE 19, 2007



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HARRIS COUNTY, TEXAS
TOTAL TAX AND REVENUE DEBT SERVICE REQUIREMENTS - EXCLUDES TOLL ROAD DEBT SERVICE
JUNE 19, 2007

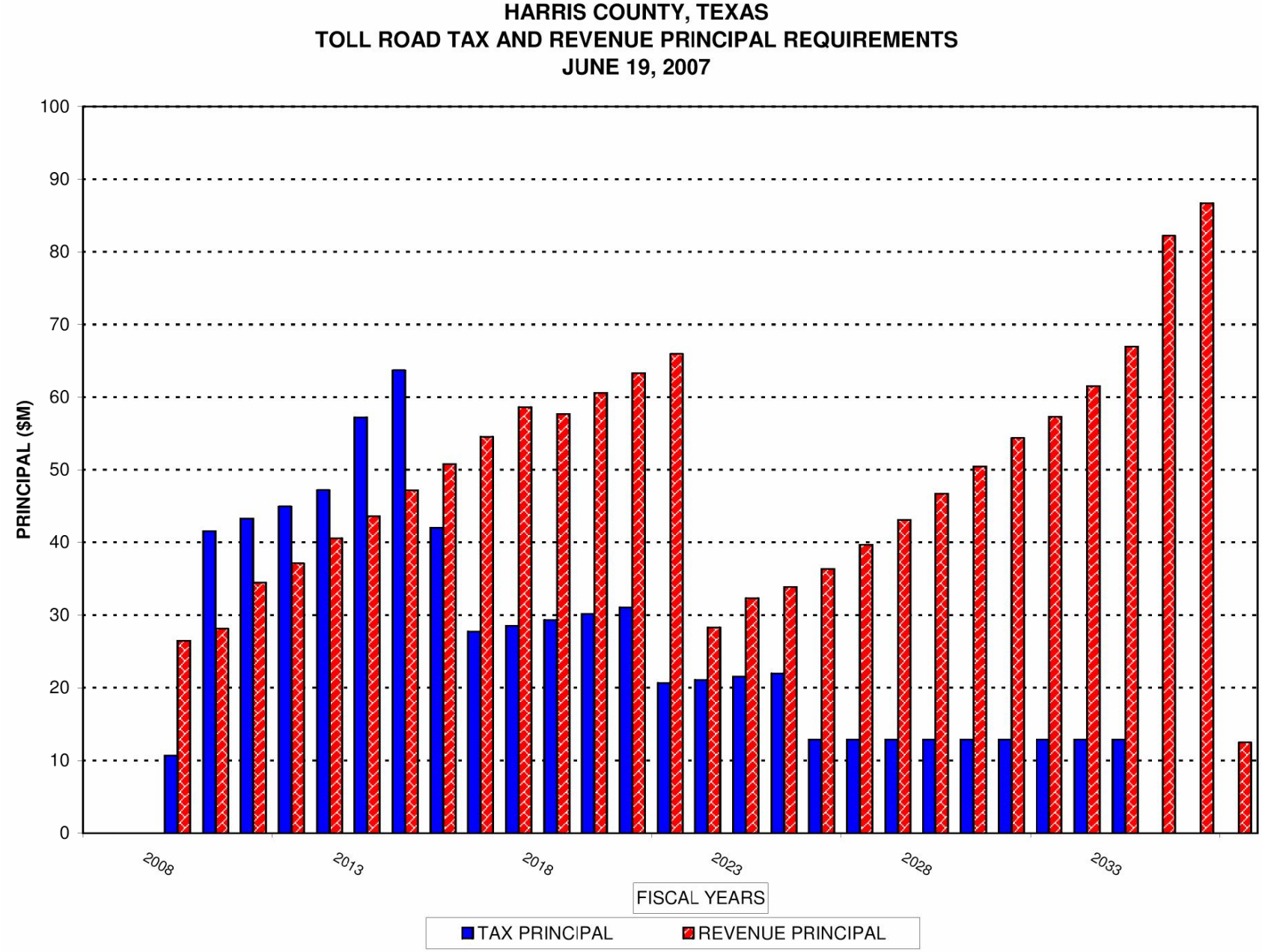
FISCAL YEAR END FEBRUARY	COUNTY LIMITED TAX BONDS	COUNTY UNLIMITED TAX BONDS	FLOOD CONTROL LIMITED TAX BONDS	PORT OF HOUSTON UNLIMITED TAX BONDS	TOTAL TAX DEBT SERVICE REQUIREMENTS	HOTEL OCCUPANCY BONDS	TOTAL REVENUE DEBT SERVICE REQUIREMENTS	TOTAL DEBT SERVICE REQUIREMENTS
2009	$ 60,970,619	64,602,941	39,939,494	32,467,592	$ 197,980,646	17,565,465	$ 17,565,465	$ 215,546,111
2010	60,629,662	64,373,291	39,223,394	31,725,183	195,951,530	18,689,639	18,689,639	214,641,169
2011	55,266,067	68,938,716	36,821,881	29,029,339	190,056,003	19,749,229	19,749,229	209,805,232
2012	60,357,847	63,329,554	34,511,506	27,537,670	185,736,577	20,340,457	20,340,457	206,077,034
2013	62,840,798	59,110,054	34,299,956	27,912,670	184,163,478	20,673,957	20,673,957	204,837,435
2014	61,876,997	61,964,804	34,108,231	27,915,390	185,865,422	17,120,120	17,120,120	202,985,542
2015	61,032,792	60,259,904	32,590,894	27,921,975	181,805,565	19,730,120	19,730,120	201,535,685
2016	61,602,125	59,681,666	31,421,525	27,923,605	180,628,921	19,730,120	19,730,120	200,359,041
2017	62,477,375	58,655,116	30,240,762	27,927,418	179,300,671	19,730,120	19,730,120	199,030,791
2018	62,096,225	58,648,079	30,239,338	30,114,267	181,097,909	20,172,605	20,172,605	201,270,514
2019	45,719,725	58,651,554	45,223,225	30,192,830	179,787,334	21,411,282	21,411,282	201,198,616
2020	30,892,875	58,652,997	60,419,662	30,898,633	180,864,167	21,427,415	21,427,415	202,291,582
2021	30,866,238	58,653,472	60,415,100	30,865,870	180,800,680	21,455,990	21,455,990	202,256,670
2022	29,247,475	58,659,335	62,032,388	30,844,680	180,783,878	21,488,658	21,488,658	202,272,536
2023	29,179,550	58,651,040	62,040,487	30,128,555	179,999,632	21,551,285	21,551,285	201,550,917
2024	29,196,300	58,664,250	62,022,875	21,087,730	170,971,155	21,578,588	21,578,588	192,549,743
2025	70,760,837	58,665,750	20,454,988	13,006,685	162,888,260	21,585,168	21,585,168	184,473,428
2026	17,717,413	50,863,000	35,348,250	12,998,535	116,927,198	21,590,077	21,590,077	138,517,275
2027	17,439,312	48,956,000	34,035,500	12,984,895	113,415,707	21,607,768	21,607,768	135,023,475
2028	17,155,600	47,049,000	32,722,750	6,509,750	103,437,100	21,672,800	21,672,800	125,109,900
2029	13,061,163	45,262,000	31,442,000	5,355,000	95,120,163	21,685,063	21,685,063	116,805,226
2030	6,289,462	43,480,250	30,161,250	5,359,750	85,290,712	21,730,217	21,730,217	107,020,929
2031	6,027,975	41,698,500	28,880,500	5,358,250	81,965,225	21,773,072	21,773,072	103,738,297
2032	5,766,488	39,916,750	27,567,750	5,360,250	78,611,238	21,841,712	21,841,712	100,452,950
2033	0	0	0	0	0	21,909,885	21,909,885	21,909,885
2034	0	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0	0
2036	0	0	0	0	0	0	0	0
2037	0	0	0	0	0	0	0	0
TOTAL	$ 958,470,920	1,347,388,023	936,163,706	531,426,522	$ 3,773,449,171	517,810,812	$ 517,810,812	$ 4,291,259,983

HARRIS COUNTY, TEXAS
TOLL ROAD TAX AND REVENUE DEBT SERVICE REQUIREMENTS
JUNE 19, 2007

FISCAL YEAR ENDING FEBRUARY	TOLL ROAD UNLIMITED TAX BONDS	TOLL ROAD UNLIMITED REVENUE BONDS (B)	TOTAL TOLL ROAD DEBT SERVICE REQUIREMENTS
2009	$ 74,988,031	94,219,825	$ 169,207,856
2010	87,220,694	94,409,101	181,629,795
2011	86,496,694	99,055,898	185,552,592
2012	85,577,444	99,888,748	185,466,192
2013	85,312,031	101,331,692	186,643,723
2014	85,105,612	102,186,926	187,292,538
2015	84,494,981	103,436,170	187,931,151
2016	60,148,275	104,533,033	164,681,308
2017	44,204,397	105,661,208	149,865,605
2018	43,639,441	106,913,444	150,552,885
2019	43,062,831	103,053,906	146,116,737
2020	42,471,594	103,051,954	145,523,548
2021	41,871,031	102,723,314	144,594,345
2022	30,229,681	102,291,647	132,521,328
2023	29,601,491	62,418,037	92,019,528
2024	28,965,684	65,036,444	94,002,128
2025	28,317,072	65,031,325	93,348,397
2026	18,325,500	65,835,438	84,160,938
2027	17,682,500	67,258,537	84,941,037
2028	17,039,500	68,625,788	85,665,288
2029	16,396,500	69,999,797	86,396,297
2030	15,753,500	71,390,922	87,144,422
2031	15,110,500	72,772,222	87,882,722
2032	14,467,500	72,966,732	87,434,232
2033	13,824,500	74,311,294	88,135,794
2034	13,181,500	76,621,031	89,802,531
2035	0	88,415,567	88,415,567
2036	0	89,305,806	89,305,806
2037	0	12,760,800	12,760,800
TOTAL	$ 1,123,488,484	2,445,506,606	$ 3,568,995,090

(A) It is anticipated that Toll Road revenue will continue to be sufficient to meet the debt requirements for both the revenue and tax bonds.

(B) The Toll Road Revenue Bonds Series 2004-B-2 are included above from the mandatory tender date of August 15, 2009 at an estimated interest rate of 4.91%.



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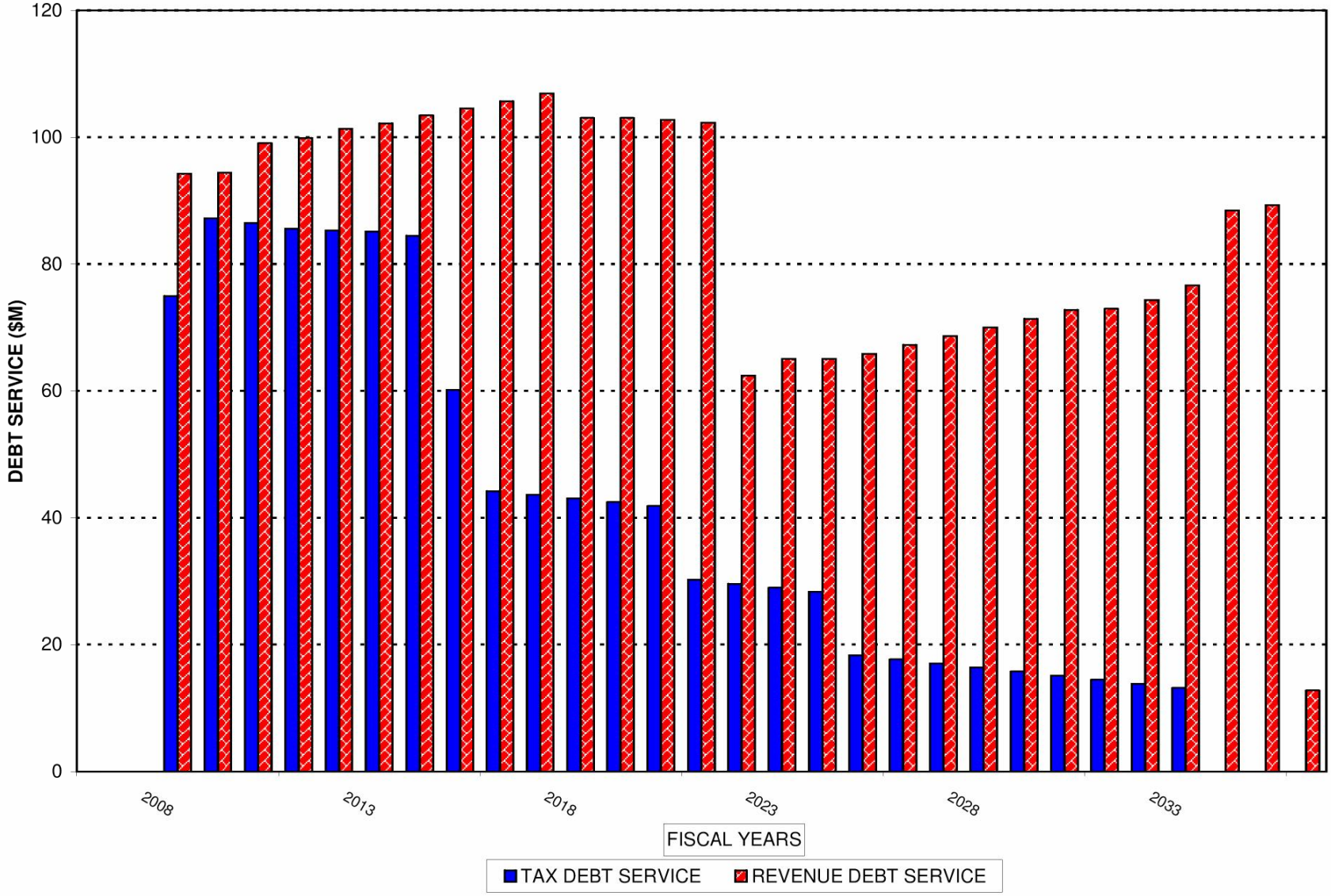
HARRIS COUNTY, TEXAS
TOLL ROAD TAX AND REVENUE DEBT SERVICE REQUIREMENTS
JUNE 19, 2007



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HARRIS COUNTY, TEXAS

COUNTY LIMITED

CURRENT DEBT SERVICE REQUIREMENTS

JUNE 19, 2007

FISCAL YEAR END FEBRUARY	TOTAL GENERAL OBLIGATION DEBT	COMMERCIAL PAPER REFUNDED DEBT (A)	COUNTY LIMITED TAX BONDS	CERTIFICATES OF OBLIGATION	TOTAL COUNTY AD VALOREM LIMITED TAX DEBT
2009	$ 39,239,388	16,469,103	$ 55,708,491	5,262,128	$ 60,970,619
2010	41,460,035	16,380,352	57,840,387	2,789,275	60,629,662
2011	41,189,314	11,288,603	52,477,917	2,788,150	55,266,067
2012	43,099,595	14,468,602	57,568,197	2,789,650	60,357,847
2013	38,734,545	21,317,603	60,052,148	2,788,650	62,840,798
2014	37,823,607	21,264,053	59,087,660	2,789,337	61,876,997
2015	38,227,385	21,144,257	59,371,642	1,661,150	61,032,792
2016	38,180,337	21,760,638	59,940,975	1,661,150	61,602,125
2017	30,031,263	30,784,962	60,816,225	1,661,150	62,477,375
2018	37,986,762	22,448,313	60,435,075	1,661,150	62,096,225
2019	21,938,763	18,289,812	40,228,575	5,491,150	45,719,725
2020	17,806,762	7,597,313	25,404,075	5,488,800	30,892,875
2021	17,798,125	7,579,313	25,377,438	5,488,800	30,866,238
2022	16,214,463	7,542,312	23,756,775	5,490,700	29,247,475
2023	16,213,438	7,477,062	23,690,500	5,489,050	29,179,550
2024	13,253,362	8,674,813	21,928,175	7,268,125	29,196,300
2025	6,513,525	61,972,312	68,485,837	2,275,000	70,760,837
2026	6,513,188	8,927,225	15,440,413	2,277,000	17,717,413
2027	6,511,212	8,649,225	15,160,437	2,278,875	17,439,312
2028	6,512,125	8,367,975	14,880,100	2,275,500	17,155,600
2029	6,510,213	6,550,950	13,061,163	0	13,061,163
2030	0	6,289,462	6,289,462	0	6,289,462
2031	0	6,027,975	6,027,975	0	6,027,975
2032	0	5,766,488	5,766,488	0	5,766,488
2033	0	0	0	0	0
2034	0	0	0	0	0
	$ 521,757,407	367,038,723	$ 888,796,130	69,674,790	$ 958,470,920

(A) The debt service shown is the County Limited Tax Commercial Paper Refunding Series 2003-B, 2004-A and 2006-A. These three refundings restored the County Limited Commercial Paper Program to its original capacity. The County is required to levy an annaual ad valorem tax for these bonds within its statutory limited tax rate maximum.

HARRIS COUNTY, TEXAS
TOTAL COUNTY TAX AND REVENUE PRINCIPAL REQUIREMENTS
RELIANT PARK COMPLEX SUMMARY
JUNE 15, 2007

FISCAL YEAR END FEBRUARY	GENERAL OBLIGATION AND REVENUE 2002 REFUNDING BONDS	GENERAL OBLIGATION AND REVENUE 2002 CERT OF OBLIGATION	TAX & SUB LIEN REVENUE REFUNDING 2004 - B BONDS	TOTAL RELIANT PARK COMPLEX PRINCIPAL
2008	0	1,160,000	0	$ 1,160,000
2009	0	1,765,000	0	1,765,000
2010	0	2,435,000	0	2,435,000
2011	0	3,335,000	0	3,335,000
2012	0	4,130,000	0	4,130,000
2013	0	6,015,000	0	6,015,000
2014	6,464,438	0	0	6,464,438
2015	7,495,500	0	0	7,495,500
2016	7,036,510	0	0	7,036,510
2017	6,592,866	0	0	6,592,866
2018	6,183,370	0	450,000	6,633,370
2019	5,781,338	0	1,725,000	7,506,338
2020	5,395,898	0	1,800,000	7,195,898
2021	0	0	15,950,000	15,950,000
2022	0	0	16,525,000	16,525,000
2023	0	0	17,150,000	17,150,000
2024	4,875,806	0	1,275,000	6,150,806
2025	4,557,279	0	1,325,000	5,882,279
2026	4,284,303	0	1,375,000	5,659,303
2027	0	0	17,925,000	17,925,000
2028	0	0	18,600,000	18,600,000
2029	3,954,736	0	1,025,000	4,979,736
2030	0	0	19,325,000	19,325,000
2031	0	0	20,025,000	20,025,000
2032	0	0	20,775,000	20,775,000
2033	0	0	21,550,000	21,550,000
2034	0	0	0	0
2035	0	0	0	0
2036	0	0	0	0
2037	0	0	0	0
TOTAL	62,622,044	18,840,000	176,800,000	$ 258,262,044

HARRIS COUNTY, TEXAS
TOTAL COUNTY TAX AND REVENUE DEBT SERVICE REQUIREMENTS
RELIANT PARK COMPLEX SUMMARY
JUNE 15, 2007

	HOTEL OCCUPANCY TAX DEBT SERVICE			
FISCAL YEAR END FEBRUARY	GENERAL OBLIGATION AND REVENUE 2002 REFUNDING BONDS	GENERAL OBLIGATION AND REVENUE 2002 CERT OF OBLIGATION	TAX & SUB LIEN REVENUE REFUNDING 2004 - B BONDS	TOTAL RELIANT PARK COMPLEX DEBT SERVICE
2008	$ 0	2,138,150	8,840,000	$ 10,978,150
2009	0	2,670,025	8,840,000	11,510,025
2010	0	3,231,981	8,840,000	12,071,981
2011	0	3,980,519	8,840,000	12,820,519
2012	0	4,574,400	8,840,000	13,414,400
2013	0	6,180,413	7,372,560	13,552,973
2014	11,215,000	0	5,905,120	17,120,120
2015	13,825,000	0	5,905,120	19,730,120
2016	13,825,000	0	5,905,120	19,730,120
2017	13,825,000	0	5,905,120	19,730,120
2018	13,825,000	0	6,347,605	20,172,605
2019	13,825,000	0	7,586,282	21,411,282
2020	13,825,000	0	7,602,415	21,427,415
2021	0	0	21,455,990	21,455,990
2022	0	0	21,488,658	21,488,658
2023	0	0	21,551,285	21,551,285
2024	16,210,000	0	5,368,588	21,578,588
2025	16,210,000	0	5,375,168	21,585,168
2026	16,210,000	0	5,380,078	21,590,078
2027	0	0	21,607,768	21,607,768
2028	0	0	21,672,800	21,672,800
2029	17,915,000	0	3,770,063	21,685,063
2030	0	0	21,730,217	21,730,217
2031	0	0	21,773,072	21,773,072
2032	0	0	21,841,712	21,841,712
2033	0	0	21,909,885	21,909,885
2034	0	0	0	0
2035	0	0	0	0
2036	0	0	0	0
TOTAL	$ 160,710,000	22,775,488	311,654,625	$ 495,140,112

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HARRIS COUNTY, TEXAS
TOTAL COUNTY TAX AND REVENUE PRINCIPAL REQUIREMENTS
DOMED STADIUM COMPLEX SUMMARY
JUNE 15, 2007

	HOTEL OCCUPANCY TAX		
FISCAL YEAR END FEBRUARY	TAX & SUB LIEN REVENUE FORWARD REF 1998 (AMT) TAX BONDS	TAX & SUB LIEN REVENUE REFUNDING 2004 - A (AMT) BONDS	TOTAL DOMED STADIUM COMPLEX PRINCIPAL
2008	$ 4,300,000	0	$ 4,300,000
2009	4,550,000	0	4,550,000
2010	4,810,000	580,000	5,390,000
2011	5,090,000	925,000	6,015,000
2012	5,390,000	965,000	6,355,000
2013	5,715,000	1,210,000	6,925,000
2014	0	0	0
2015	0	0	0
2016	0	0	0
2017	0	0	0
2018	0	0	0
2019	0	0	0
2020	0	0	0
2021	0	0	0
2022	0	0	0
2023	0	0	0
2024	0	0	0
2025	0	0	0
2026	0	0	0
2027	0	0	0
2028	0	0	0
2029	0	0	0
2030	0	0	0
2031	0	0	0
2032	0	0	0
2033	0	0	0
TOTAL	$ 29,855,000	3,680,000	$ 33,535,000

HARRIS COUNTY, TEXAS
TOTAL COUNTY TAX AND REVENUE DEBT SERVICE REQUIREMENTS
DOMED STADIUM COMPLEX SUMMARY
JUNE 15, 2007

	HOTEL OCCUPANCY TAX DEBT SERVICE		
FISCAL YEAR END FEBRUARY	TAX & SUB LIEN REVENUE FORWARD REF 1998 (AMT) BONDS	TAX & SUB LIEN REVENUE REFUNDING 2004 - A (AMT) BONDS	TOTAL DOMED STADIUM COMPLEX DEBT SERVICE
2008	$ 5,877,415	174,750	$ 6,052,165
2009	5,880,690	174,750	6,055,440
2010	5,877,408	740,250	6,617,658
2011	5,876,460	1,052,250	6,928,710
2012	5,876,433	1,049,625	6,926,058
2013	5,880,735	1,240,250	7,120,985
2014	0	0	0
2015	0	0	0
2016	0	0	0
2017	0	0	0
2018	0	0	0
2019	0	0	0
2020	0	0	0
2021	0	0	0
2022	0	0	0
2023	0	0	0
2024	0	0	0
2025	0	0	0
2026	0	0	0
2027	0	0	0
2028	0	0	0
2029	0	0	0
2030	0	0	0
2031	0	0	0
2032	0	0	0
2033	0	0	0
TOTAL	$ 35,269,140	4,431,875	$ 39,701,015

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HARRIS COUNTY, TEXAS

COUNTY

UNLIMITED ROAD CURRENT DEBT SERVICE REQUIREMENTS

AS OF JUNE 19, 2007

FISCAL YEAR END FEBRUARY	TOTAL UNLIMITED (ROAD) GENERAL OBLIGATION TAX BONDS	COMMERCIAL PAPER REFUNDED UNLIMITED (ROAD) TAX BONDS (A)	COUNTY UNLIMITED (ROAD) TOTAL TAX BOND DEBT SERVICE
2009	$ 40,717,966	23,884,975	$ 64,602,941
2010	40,488,316	23,884,975	64,373,291
2011	45,053,741	23,884,975	68,938,716
2012	39,444,579	23,884,975	63,329,554
2013	35,225,079	23,884,975	59,110,054
2014	38,079,829	23,884,975	61,964,804
2015	36,374,929	23,884,975	60,259,904
2016	35,296,691	24,384,975	59,681,666
2017	33,408,891	25,246,225	58,655,116
2018	33,395,854	25,252,225	58,648,079
2019	9,367,079	49,284,475	58,651,554
2020	9,364,297	49,288,700	58,652,997
2021	9,363,222	49,290,250	58,653,472
2022	9,372,835	49,286,500	58,659,335
2023	9,364,290	49,286,750	58,651,040
2024	9,376,500	49,287,750	58,664,250
2025	0	58,665,750	58,665,750
2026	0	50,863,000	50,863,000
2027	0	48,956,000	48,956,000
2028	0	47,049,000	47,049,000
2029	0	45,262,000	45,262,000
2030	0	43,480,250	43,480,250
2031	0	41,698,500	41,698,500
2032	0	39,916,750	39,916,750
	$ 433,694,098	913,693,925	$ 1,347,388,023

(A) The debt service shown is the County Unlimited Road Commercial Paper Refunding, Series 2003-B, 2004-B and 2006-B. These three refundings restored the Unlimited Road Commercial Paper Program to its original capacity. The County is required to levy an annual ad valorem tax for these bonds within its statutory unlimited tax rate maximum.

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HARRIS COUNTY, TEXAS

FLOOD CONTROL DISTRICT

DEBT SERVICE REQUIREMENTS

AS OF JUNE 19, 2007

FISCAL YEAR END FEBRUARY	TOTAL GENERAL OBLIGATION DEBT	COMMERCIAL PAPER REFUNDED DEBT (A)	FLOOD CONTROL DISTRICT TOTAL DEBT SERVICE
2009	$ 14,083,906	25,855,588	$ 39,939,494
2010	13,365,806	25,857,588	39,223,394
2011	10,966,094	25,855,787	36,821,881
2012	8,654,469	25,857,037	34,511,506
2013	8,443,169	25,856,787	34,299,956
2014	8,250,694	25,857,537	34,108,231
2015	6,737,356	25,853,538	32,590,894
2016	5,567,238	25,854,287	31,421,525
2017	4,384,000	25,856,762	30,240,762
2018	4,384,000	25,855,338	30,239,338
2019	4,384,000	40,839,225	45,223,225
2020	4,384,000	56,035,662	60,419,662
2021	4,384,000	56,031,100	60,415,100
2022	4,384,000	57,648,388	62,032,388
2023	4,384,000	57,656,487	62,040,487
2024	4,384,000	57,638,875	62,022,875
2025	4,384,000	16,070,988	20,454,988
2026	17,184,000	18,164,250	35,348,250
2027	16,544,000	17,491,500	34,035,500
2028	15,904,000	16,818,750	32,722,750
2029	15,296,000	16,146,000	31,442,000
2030	14,688,000	15,473,250	30,161,250
2031	14,080,000	14,800,500	28,880,500
2032	13,440,000	14,127,750	27,567,750
	$ 222,660,732	713,502,974	$ 936,163,706

(A) The debt service shown is the Flood Control District Commercial Paper Refunding Series 2003-B, 2004-A, 2006-A and 2007-A. These four refundings restored the Flood Control District Commercial Paper Program to its original capacity. The County is required to levy an annual ad valorem tax for these bonds within its statutory limited tax rate maximum. An annual transfer is made from the County established debt service fund for the levied tax collections to the Flood Control District debt service fund which processes the actual payments.

OFFICE OF FINANCIAL PLANNING 06/07/07 4:10 P.M.

HARRIS COUNTY, TEXAS
PORT OF HOUSTON AUTHORITY BOND ANALYSIS
JUNE 19, 2007

	SERIES	APPROVED 1989 (NON-AMT) PROGRAM WIDENING CHANNEL	APPROVED 1993 PROGRAM PORT IMPROVEMENTS	APPROVED 1999 (AMT) PROGRAM PORT IMPROVEMENTS	TOTAL APPROVED PROGRAMS UNISSUED
ORIGINAL APPROVAL		$ 130,000,000	150,000,000	387,000,000	$ 667,000,000
DECEMBER 15, 1994	1994		(15,000,000)		(15,000,000)
DECEMBER 5, 1995	1995		(12,000,000)		(12,000,000)
MAY 14, 1996	1996-A	(10,000,000)			(10,000,000)
MAY 14, 1996	1996-B		(42,000,000)		(42,000,000)
JULY 9, 1997	1997	(28,000,000)			(28,000,000)
NOVEMBER 17, 1998	1998-A		(81,000,000)		(81,000,000)
NOVEMBER 17, 1998	1998-B	(7,000,000)			(7,000,000)
SEPTEMBER 28, 1999	1999-A	(14,000,000)			(14,000,000)
NOVEMBER 29, 2000	2000-A	(12,000,000)			(12,000,000)
NOVEMBER 29, 2001	2001-A	(17,300,000)			(17,300,000)
NOVEMBER 29, 2001	2001-B			(70,000,000)	(70,000,000)
DECEMBER 12, 2002	2002-A	(16,000,000)			(16,000,000)
SEPTEMBER 8, 2005	2005-A			(29,540,000)	(29,540,000)
SEPTEMBER 8, 2005	2005-B	(16,507,000)			(16,507,000)
OCTOBER 18, 2006	2006-B			(47,085,000)	(47,085,000)
OCTOBER 18, 2006	2006-C	(9,160,000)			(9,160,000)
UNISSUED AS OF JUNE 19, 2007		$ 33,000	0	240,375,000	$ 240,408,000

The Series 2005-A & B AND THE 2006-B & C refunded the Port Commercial Paper outstanding at that time.

OFFICE OF FINANCIAL PLANNING

06/08/2007 11:45 A.M.

HARRIS COUNTY, TEXAS

PORT OF HOUSTON AUTHORITY

DEBT SERVICE REQUIREMENTS

AS OF JUNE 19, 2007

FISCAL YEAR END FEBRUARY	TOTAL GENERAL OBLIGATION DEBT	COMMERCIAL PAPER REFUNDED DEBT (A)	PORT OF HOUSTON AUTHORITY TOTAL DEBT SERVICE
2009	$ 27,515,861	4,951,731	$ 32,467,592
2010	26,773,452	4,951,731	31,725,183
2011	24,077,608	4,951,731	29,029,339
2012	22,585,939	4,951,731	27,537,670
2013	22,505,938	5,406,732	27,912,670
2014	22,391,409	5,523,981	27,915,390
2015	19,867,744	8,054,231	27,921,975
2016	19,542,124	8,381,481	27,923,605
2017	19,222,937	8,704,481	27,927,418
2018	18,362,035	11,752,232	30,114,267
2019	16,052,949	14,139,881	30,192,830
2020	18,783,752	12,114,881	30,898,633
2021	20,707,989	10,157,881	30,865,870
2022	20,712,049	10,132,631	30,844,680
2023	20,208,049	9,920,506	30,128,555
2024	12,495,561	8,592,169	21,087,730
2025	7,492,935	5,513,750	13,006,685
2026	7,513,035	5,485,500	12,998,535
2027	7,535,645	5,449,250	12,984,895
2028	1,149,750	5,360,000	6,509,750
2029	0	5,355,000	5,355,000
2030	0	5,359,750	5,359,750
2031	0	5,358,250	5,358,250
2032	0	5,360,250	5,360,250
	$ 355,496,761	175,929,761	$ 531,426,522

(A) The debt service shown is the Port of Houston Authority Commercial Paper Refunding Series 2005-A, 2005-B, 2006-B and 2006-C. These four refundings restored the Port of Houston Authority Commercial Paper Program to its original capacity. The County is required to levy an annual ad valorem tax for these bonds within its statutory limited tax rate maximum.

OFFICE OF FINANCIAL PLANNING 06/08/2007 7:04 A.M.

HARRIS COUNTY, TEXAS

CAPITAL PROGRAM BUDGET

JUNE 19, 2007

Tax Rates for
Port of Houston Authority

Tax Year	Tax Rate
1984	$ 0.00939
1985	0.00765
1986	0.00798
1987	0.00715
1988	0.01091
1989	0.01267
1990	0.01327
1991	0.01531
1992	0.01496
1993	0.01222
1994	0.01316
1995	0.01285
1996	0.01600
1997	0.01959
1998	0.02132
1999	0.02040
2000	0.01830
2001	0.01826
2002	0.01989
2003	0.02000
2004	0.01673
2005	0.01474
2006	$ 0.01302

HARRIS COUNTY, TEXAS
HARRIS COUNTY HOSPITAL DISTRICT
FIVE-YEAR PROJECTION AT 19.216¢
JUNE 19, 2007

	FISCAL YEAR						
	2008	2009	2010	2011	2012	2013	2014
	TAX YEAR						
	2007	2008	2009	2010	2011	2012	2013
HOSPITAL DISTRICT TOTAL	0.19216	0.19216	0.19216	0.19216	0.19216	0.19216	0.19216

	FISCAL YEAR						
	2008	2009	2010	2011	2012	2013	2014
HOSPITAL DISTRICT TOTAL	462,415,792	467,634,362	485,892,101	504,274,986	522,614,535	525,522,416	530,779,641

	TAX YEAR						
	2007	2008	2009	2010	2011	2012	2013
TAXABLE VALUE PER $100	2,384,629,703	2,479,968,171	2,576,604,404	2,673,848,680	2,770,793,220	2,779,288,493	2,808,713,288
TAX RATE	0.19216	0.19216	0.19216	0.19216	0.19216	0.19216	0.19216
OPERATING FUND							
CURRENT TAXES	415,925,464	432,554,333	449,409,558	466,370,838	483,279,837	484,761,577	489,893,829
LYL TAXES	33,353,754	21,890,814	22,766,018	23,653,135	24,545,834	25,435,781	25,513,767
CURRENT P&I	2,668,300	1,751,265	1,821,281	1,892,251	1,963,667	2,034,862	2,041,101
P&I DELINQUENT	2,846,653	3,169,456	3,296,172	3,424,613	3,553,862	3,682,713	3,694,004
DELINQUENT	7,621,621	8,268,494	8,599,072	8,934,150	9,271,336	9,607,482	9,636,939
	462,415,792	467,634,362	485,892,101	504,274,986	522,614,535	525,522,416	530,779,641

A) Tax Year 2007 is the Harris County Appraisal District (HCAD) valuation from the June 4, 2007 letter reduced by the estimated Freeport Exemption loss, which became effective January 1, 2005.
B) Tax Years 2008-2013 are the HCAD mid-range value from the June 4, 2007 and assumes an annual estimated increasing Freeport Exemption loss.

HARRIS COUNTY, TEXAS
BONDS AUTHORIZED BUT UNISSUED (MILLIONS)
AS OF JUNE 19, 2007

BOND SCHEDULE VOTED NOVEMBER 1983			
DESCRIPTION	VOTED	SOLD	UNSOLD
1983 TOLL ROAD	$ 900.000	882.327	$ 17.673
TOTAL	$ 900.000	882.327	$ 17.673

BOND SCHEDULE VOTED NOVEMBER 1987			
DESCRIPTION	VOTED	SOLD	UNSOLD
1987 ROAD	$ 255.000	255.000	$ 0.000
1987 PARKS	13.000	13.000	0.000
1987 PARKING FACILITIES	5.000	5.000	0.000
1987 LIBRARY	3.500	3.500	0.000
1987 FLOOD CONTROL	250.000	244.600	5.400
1987 PORT OF HOUSTON	100.000	100.000	0.000
TOTAL	$ 626.500	621.10	$ 5.400

BOND SCHEDULE VOTED NOVEMBER 1989			
DESCRIPTION	VOTED	SOLD	UNSOLD
1989 FIRE TRAINING SITE	$ 5.000	0.000	$ 5.000
1989 PORT OF HOUSTON	130.000	129.967	0.033
TOTAL	$ 135.000	129.967	$ 5.033

BOND SCHEDULE VOTED NOVEMBER 1993			
DESCRIPTION	VOTED	SOLD	UNSOLD
1993 CRIMINAL JUSTICE CENTER	$ 85.000	85.000	$ 0.000
1993 PORT OF HOUSTON	150.000	150.000	0.000
TOTAL	$ 235.000	235.000	$ 0.000

BOND SCHEDULE VOTED NOVEMBER 1997			
DESCRIPTION	VOTED	SOLD	UNSOLD
1997 ROADS	$ 356.000	356.000	$ 0.000
1997 LIBRARY	15.000	15.000	0.000
1997 PARKS	7.000	7.000	0.000
TOTAL	$ 378.000	378.000	$ 0.000

BOND SCHEDULE VOTED NOVEMBER 1999			
DESCRIPTION	VOTED	SOLD	UNSOLD
1999 CIVIL JUSTICE CENTER	$ 119.000	95.000	$ 24.000
1999 PORT OF HOUSTON	387.000	146.625	240.375
TOTAL	$ 506.000	241.625	$ 264.375

BOND SCHEDULE VOTED NOVEMBER 2001			
DESCRIPTION	VOTED	SOLD	UNSOLD
2001 ROADS	$ 475.000	253.140	$ 221.860
2001 PARKS	60.000	34.129	25.871
TOTAL	$ 535.000	287.269	$ 247.731

TOTAL	$ 3,315.500	2,775.288	$ 540.212

Harris County, Texas

Schedule of Bonds Authorized

but not issued as of June 19, 2007

Balance of authorized but unsold bonds:

	County and Flood Control	
1987	Flood Control	$ 5,400,000
1989	Fire Fighting Facilities	5,000,000
1997	Roads	0
1997	Library	0
1999	Civil Justice Center	24,000,000
2001	Roads	221,860,000
2001	Parks	25,871,000
	Subtotal - County and Flood Control	$ 282,131,000
1983	Toll Road	$ 17,673,000
	Subtotal - Toll Road Authority	$ 17,673,000
	Port of Houston	
1989	Deepening and Widening of Ship Channel	$ 33,000
1999	Port Improvements	240,375,000
	Subtotal - Port of Houston	$ 240,408,000
Total Bonds Authorized but unissued as of June 19, 2007		$ 540,212,000

OFFICE OF FINANCIAL PLANNING 06/11/2007 3:03 P.M.

HARRIS COUNTY, TEXAS
ESTIMATED TAXABLE VALUATION BY ENTITY - LOW RANGE
JUNE 19, 2007

TAX YEAR	COUNTY	FLOOD	PORT	HOSPITAL DISTRICT
2006	226,326,170,428	221,618,635,186	221,636,006,664	221,633,770,021
2007	239,451,804,702	233,577,039,517	233,577,039,517	233,577,039,517
2008	250,225,524,702	242,891,019,397	242,891,019,397	242,891,019,397
2009	261,484,062,102	252,324,881,826	252,324,881,826	252,324,881,826
2010	273,249,233,685	261,809,209,291	261,809,209,291	261,809,209,291
2011	285,543,837,989	271,252,758,672	271,252,758,672	271,252,758,672
2012	288,398,918,322	272,044,020,351	272,044,020,351	272,044,020,351
2013	291,282,549,458	274,927,651,487	274,927,651,487	274,927,651,487
2014	294,195,016,906	277,840,118,935	277,840,118,935	277,840,118,935
2015	297,136,609,028	280,781,711,057	280,781,711,057	280,781,711,057
2016	300,107,617,071	283,752,719,100	283,752,719,100	283,752,719,100
2017	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2018	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2019	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2020	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2021	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2022	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2023	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2024	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2025	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2026	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2027	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2028	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2029	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2030	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2031	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2032	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2033	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2034	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2035	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2036	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2037	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2038	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224
2039	303,108,335,195	286,753,437,224	286,753,437,224	286,753,437,224

(A) The Taxable value for the Tax Year 2006 is from the HCAD updated certified valuation report dated May 18, 2007, plus the State Rolling Stock for the County of $35,804,702.

(B) The County Tax Year 2007 is calculated from the HCAD letter dated June 4, 2007 low-range, plus the 2006 State Rolling Stock of $35,804,702.

(C) The County Tax Years 2008 through 2011 are the base Tax Year 2007 HCAD low-range values from the June 4, 2007 letter increased by 4.5% annually, plus the Tax Year 2006 State Rolling Stock of $35,804,702.

(D) The Flood Control, Port and Hospital District Tax Year 2006 are from the HCAD updated certified valuation report dated May 18, 2007 reduced by the actual Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.

(E) The Flood Control, Port and Hospital District Tax Years 2008 through 2011 are the base Tax Year 2007 HCAD low-range value for the County from the June 4, 2007 letter and increased by 4.5% annually and are reduced by an estimated increasing annual Freeport Exemption loss.

(F) Tax Years 2012 through 2017 increase the revised 2011 forecast low-range value by 1.0% per year.

(G) Tax Years 2018 through 2039 are the revised low-range values adjusted for the 1.0% annual increase and remain constant from the base year 2017.

OFFICE OF FINANCIAL PLANNING 06/08/2007 9:40 A.M.

HARRIS COUNTY
NET TAX REVENUE GENERATED
BY ONE CENT PER $100 VALUATION - LOW RANGE
JUNE 19, 2007

COUNTY

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR 2.0% FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 226,326,170,428	22,632,617	678,979	439,073	**21,514,566**	**20,438,837**	**1,075,728**
2007	239,451,804,702	23,945,180	718,355	464,537	**22,762,289**	**21,624,174**	**1,138,114**
2008	250,225,524,702	25,022,552	750,677	485,438	**23,786,438**	**22,597,116**	**1,189,322**
2009	261,484,062,102	26,148,406	784,452	507,279	**24,856,675**	**23,613,841**	**1,242,834**
2010	273,249,233,685	27,324,923	819,748	530,104	**25,975,072**	**24,676,319**	**1,298,754**
2011	285,543,837,989	28,554,384	856,632	553,955	**27,143,797**	**25,786,607**	**1,357,190**

The Taxable value for Tax Year 2006 is from the HCAD updated certified valuation report dated May 18, 2007, plus State Rolling Stock of $35,804,702.
The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 low-range, plus the State Rolling Stock of $35,804,702.
Tax Year 2008-2011 values shown are theTax Year 2007 low-range from the HCAD letter dated June 4, 2007 and increased by 4.5% annually, plus the Tax Year 2006 State Rolling Stock of $35,804,702.

FLOOD CONTROL

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR 2.0% FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 221,618,635,186	22,161,864	664,856	429,940	**21,067,067**	**20,013,714**	**1,053,353**
2007	233,577,039,517	23,357,704	700,731	453,139	**22,203,833**	**21,093,642**	**1,110,192**
2008	242,891,019,397	24,289,102	728,673	471,209	**23,089,220**	**21,934,759**	**1,154,461**
2009	252,324,881,826	25,232,488	756,975	489,510	**23,986,003**	**22,786,703**	**1,199,300**
2010	261,809,209,291	26,180,921	785,428	507,910	**24,887,583**	**23,643,204**	**1,244,379**
2011	271,252,758,672	27,125,276	813,758	526,230	**25,785,287**	**24,496,023**	**1,289,264**

The Taxable value for the Tax Year 2006 is the HCAD updated certified valuation dated May 18, 2007 reduced by the Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.
The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 low-range reduced by an estimated Freeport Exemption loss.
Tax Year 2008-2011 values shown are the Tax Year 2007 low-range from the HCAD June 4, 2007 letter increased by 4.5% annually and reduced by an annual estimated increasing Freeport Exemption loss.

HARRIS COUNTY
NET TAX REVENUE GENERATED
BY ONE CENT PER $100 VALUATION - LOW RANGE
JUNE 19, 2007

HOSPITAL DISTRICT

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR 1.5% FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 221,633,770,021	22,163,377	664,901	322,477	**21,175,999**	**20,117,199**	**1,058,800**
2007	233,577,039,517	23,357,704	700,731	339,855	**22,317,118**	**21,201,262**	**1,115,856**
2008	242,891,019,397	24,289,102	728,673	353,406	**23,207,022**	**22,046,671**	**1,160,351**
2009	252,324,881,826	25,232,488	756,975	367,133	**24,108,381**	**22,902,962**	**1,205,419**
2010	261,809,209,291	26,180,921	785,428	380,932	**25,014,561**	**23,763,833**	**1,250,728**
2011	271,252,758,672	27,125,276	813,758	394,673	**25,916,845**	**24,621,003**	**1,295,842**

The Taxable value for the Tax Year 2006 is the HCAD updated certified valuation dated May 18, 2007 reduced by the Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.
The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 low-range reduced by an estimated Freeport Exemption Loss.
Tax Year 2008-2011 values shown are the Tax Year 2007 low-range from the HCAD June 4, 2007 letter increased by 4.5% annually and reduced by an annual estimated increasing Freeport Exemption loss.

PORT OF HOUSTON AUTHORITY

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 221,636,006,664	22,163,601	664,908	587,124	**20,911,569**	**19,865,990**	**1,045,578**
2007	233,577,039,517	23,357,704	700,731	587,124	**22,069,849**	**20,966,356**	**1,103,492**
2008	242,891,019,397	24,289,102	728,673	587,124	**22,973,305**	**21,824,640**	**1,148,665**
2009	252,324,881,826	25,232,488	756,975	587,124	**23,888,390**	**22,693,970**	**1,194,419**
2010	261,809,209,291	26,180,921	785,428	587,124	**24,808,369**	**23,567,951**	**1,240,418**
2011	271,252,758,672	27,125,276	813,758	587,124	**25,724,394**	**24,438,174**	**1,286,220**

The Taxable value for the Tax Year 2006 is the HCAD updated certified valuation dated May 18, 2007 reduced by the Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.
The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 low-range reduced by an estimated Freeport Exemption Loss.
Tax Year 2008-2011 values shown are the Tax Year 2007 low-range from the HCAD June 4, 2007 letter increased by 4.5% annually and reduced by an annual estimated increasing Freeport Exemption loss.

HARRIS COUNTY, TEXAS
ESTIMATED TAXABLE VALUATION BY ENTITY - MID RANGE
JUNE 19, 2007

TAX YEAR	COUNTY	FLOOD	PORT	HOSPITAL DISTRICT
2006	226,326,170,428	221,618,635,186	221,636,006,664	221,633,770,021
2007	244,337,735,496	238,462,970,311	238,462,970,311	238,462,970,311
2008	255,331,322,382	247,996,817,077	247,996,817,077	247,996,817,077
2009	266,819,620,678	257,660,440,402	257,660,440,402	257,660,440,402
2010	278,824,892,397	267,384,868,003	267,384,868,003	267,384,868,003
2011	291,370,401,343	277,079,322,026	277,079,322,026	277,079,322,026
2012	294,283,747,309	277,928,849,338	277,928,849,338	277,928,849,338
2013	297,226,226,735	280,871,328,764	280,871,328,764	280,871,328,764
2014	300,198,130,955	283,843,232,984	283,843,232,984	283,843,232,984
2015	303,199,754,218	286,844,856,247	286,844,856,247	286,844,856,247
2016	306,231,393,713	289,876,495,742	289,876,495,742	289,876,495,742
2017	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2018	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2019	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2020	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2021	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2022	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2023	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2024	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2025	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2026	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2027	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2028	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2029	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2030	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2031	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2032	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2033	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2034	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2035	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2036	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2037	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2038	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632
2039	309,293,349,603	292,938,451,632	292,938,451,632	292,938,451,632

(A) The Taxable value for the Tax Year 2006 is from the HCAD updated certified valuation report dated May 18, 2007, plus the State Rolling Stock for the County of $35,804,702.

(B) The County Tax Year 2007 is calculated from the HCAD letter dated June 4, 2007 mid-range, plus the 2006 State Rolling Stock of $35,804,702.

(C) The County Tax Years 2008 through 2011 are the base Tax Year 2007 HCAD mid-range values from the June 4, 2007 letter increased by 4.5% annually, plus the Tax Year 2006 State Rolling Stock of $35,804,702.

(D) The Flood Control, Port and Hospital District Tax Year 2006 are from the HCAD updated certified valuation report dated May 18, 2007 reduced by the actual Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.

(E) The Flood Control, Port and Hospital District Tax Years 2008 through 2011 are the base Tax Year 2007 HCAD mid-range value for the County from the June 4, 2007 letter and increased by 4.5% annually and are reduced by an estimated increasing annual Freeport Exemption loss.

(F) Tax Years 2012 through 2017 increase the revised 2011 forecast mid-range value by 1.0% per year.

(G) Tax Years 2018 through 2039 are the revised mid-range values adjusted for the 1.0% annual increase and remain constant from the base year 2017.

OFFICE OF FINANCIAL PLANNING 06/08/07 10:00 A.M.

HARRIS COUNTY
NET TAX REVENUE GENERATED
BY ONE CENT PER $100 VALUATION - MID RANGE
JUNE 19, 2007

COUNTY

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR 2.0% FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 226,326,170,428	22,632,617	678,979	439,073	**21,514,566**	**20,438,837**	**1,075,728**
2007	244,337,735,496	24,433,774	733,013	474,015	**23,226,745**	**22,065,408**	**1,161,337**
2008	255,331,322,382	25,533,132	765,994	495,343	**24,271,796**	**23,058,206**	**1,213,590**
2009	266,819,620,678	26,681,962	800,459	517,630	**25,363,873**	**24,095,679**	**1,268,194**
2010	278,824,892,397	27,882,489	836,475	540,920	**26,505,094**	**25,179,840**	**1,325,255**
2011	291,370,401,343	29,137,040	874,111	565,259	**27,697,670**	**26,312,787**	**1,384,884**

The Taxable value for Tax Year 2006 is from the HCAD updated certified valuation report dated May 18, 2007, plus State Rolling Stock of $35,804,702.
The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 mid-range, plus the State Rolling Stock of $35,804,702.
Tax Year 2008-2011 values shown are theTax Year 2007 mid-range from the HCAD letter dated June 4, 2007 and increased by 4.5% annually, plus the Tax Year 2006 State Rolling Stock of $35,804,702.

FLOOD CONTROL

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR 2.0% FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 221,618,635,186	22,161,864	664,856	429,940	**21,067,067**	**20,013,714**	**1,053,353**
2007	238,462,970,311	23,846,297	715,389	462,618	**22,668,290**	**21,534,875**	**1,133,414**
2008	247,996,817,077	24,799,682	743,990	481,114	**23,574,577**	**22,395,849**	**1,178,729**
2009	257,660,440,402	25,766,044	772,981	499,861	**24,493,201**	**23,268,541**	**1,224,660**
2010	267,384,868,003	26,738,487	802,155	518,727	**25,417,606**	**24,146,725**	**1,270,880**
2011	277,079,322,026	27,707,932	831,238	537,534	**26,339,160**	**25,022,202**	**1,316,958**

The Taxable value for the Tax Year 2006 is the HCAD updated certified valuation dated May 18, 2007 reduced by the Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.
The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 mid-range reduced by an estimated Freeport Exemption Loss.
Tax Year 2008-2011 values shown are the Tax Year 2007 mid-range from the HCAD June 4, 2007 letter increased by 4.5% annually and reduced by an annual estimated increasing Freeport Exemption loss.

HARRIS COUNTY
NET TAX REVENUE GENERATED
BY ONE CENT PER $100 VALUATION - MID RANGE
JUNE 19, 2007

HOSPITAL DISTRICT

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR 1.5% FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 221,633,770,021	22,163,377	664,901	322,477	**21,175,999**	**20,117,199**	**1,058,800**
2007	238,462,970,311	23,846,297	715,389	346,964	**22,783,944**	**21,644,747**	**1,139,197**
2008	247,996,817,077	24,799,682	743,990	360,835	**23,694,856**	**22,510,113**	**1,184,743**
2009	257,660,440,402	25,766,044	772,981	374,896	**24,618,167**	**23,387,258**	**1,230,908**
2010	267,384,868,003	26,738,487	802,155	389,045	**25,547,287**	**24,269,923**	**1,277,364**
2011	277,079,322,026	27,707,932	831,238	403,150	**26,473,544**	**25,149,867**	**1,323,677**

The Taxable value for the Tax Year 2006 is the HCAD updated certified valuation dated May 18, 2007 reduced by the Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.

The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 mid-range reduced by an estimated Freeport Exemption Loss.

Tax Year 2008-2011 values shown are the Tax Year 2007 mid-range from the HCAD June 4, 2007 letter increased by 4.5% annually and reduced by an annual estimated increasing Freeport Exemption loss.

PORT OF HOUSTON AUTHORITY

TAX YEAR	TAXABLE VALUE BASE	GROSS TAX REVENUE .01 RATE PER $100 VALUE	ANNUAL 3.0% LOSS FACTOR	ASSESSOR COLLECTOR FEE	MAXIMUM NET TAX REVENUE	TAX REVENUE YEAR 1 95.0%	TAX REVENUE YEAR 2 5.0%
2006	$ 221,636,006,664	22,163,601	664,908	587,124	**20,911,569**	**19,865,990**	**1,045,578**
2007	238,462,970,311	23,846,297	715,389	587,124	**22,543,784**	**21,416,595**	**1,127,189**
2008	247,996,817,077	24,799,682	743,990	587,124	**23,468,567**	**22,295,139**	**1,173,428**
2009	257,660,440,402	25,766,044	772,981	587,124	**24,405,939**	**23,185,642**	**1,220,297**
2010	267,384,868,003	26,738,487	802,155	587,124	**25,349,208**	**24,081,748**	**1,267,460**
2011	277,079,322,026	27,707,932	831,238	587,124	**26,289,570**	**24,975,092**	**1,314,479**

The Taxable value for the Tax Year 2006 is the HCAD updated certified valuation dated May 18, 2007 reduced by the Freeport Exemption loss of $4,671,168,386, which became effective January 1, 2005.

The Taxable value for Tax Year 2007 is from the HCAD letter dated June 4, 2007 mid-range reduced by an estimated Freeport Exemption Loss.

Tax Year 2008-2011 values shown are the Tax Year 2007 mid-range from the HCAD June 4, 2007 letter increased by 4.5% annually and reduced by an annual estimated increasing Freeport Exemption loss.

Harris County, Texas
CIP - Roads
FY 2007-08 Appropriations Budget
As of 5/31/07

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Precinct One--101					
Fund 3120, Metro Street Improvement	1,868,199	-	-	1,124,825	743,374
Fund 3600, Road Capital Projects	768,838	431,002	74,708	263,128	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	13,088,471	-	2,681,605	-	10,406,866
Fund 3740, Roads 2006B Construction	52,637,845	-	-	-	52,637,845
Fund 3860, 1987 Road/Refunding '96	1,108,790	203,743	610,165	294,882	-
Fund 3940, 1997/2001 Road - CP Series C	12,253,159	873,382	10,008,384	-	1,371,394
Precinct 1 Total	81,725,302	1,508,127	13,374,862	1,682,835	65,159,479
Precinct Two--102					
Fund 3120, Metro Street Improvement	247,215	176,629	69,766	-	820
Fund 3500, 1975 Road Bond	4,425	4,425	-	-	-
Fund 3600, Road Capital Projects	15,236,985	5,273,125	5,105,486	4,858,374	-
Fund 3610, Metro Designated Projects	2,212,607	1,660,884	551,723	-	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	12,057,676	408,746	3,111,207	7,918,945	618,778
Fund 3740, Roads 2006B Construction	50,983,016	-	-	-	50,983,016
Fund 3860, 1987 Road/Refunding '96	73,843	60,932	11,429	-	1,482
Fund 3940, 1997/2001 Road - CP Series C	28,790,763	4,976,433	9,601,853	13,321,412	891,066
Precinct 2 Total	109,606,529	12,561,173	18,451,464	26,098,731	52,495,162
Precinct Three--103					
Fund 3120, Metro Street Improvement	60,848	6,575	54,096	177	-
Fund 3500, 1975 Road Bond	676	-	-	676	-
Fund 3600, Road Capital Projects	7,128,519	280,234	5,317,917	1,529,788	580
Fund 3610, Metro Designated Projects	8,198,997	628,441	6,418,075	1,152,480	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	11,225,337	3,359,024	7,822,543	40,902	2,868
Fund 3830, 1987 Road '93	8,543	-	-	8,543	-
Fund 3860, 1987 Road/Refunding '96	20,897	6,699	12,530	1,668	-
Fund 3940, 1997/2001 Road - CP Series C	49,816,826	9,604,460	29,097,041	2,466,268	8,649,057
Precinct 3 Total	76,460,643	13,885,433	48,722,203	5,200,502	8,652,504
Precinct Four--104					
Fund 3600, Road Capital Projects	2,207,923	258,464	1,515,418	434,041	-
Fund 3610, Metro Designated Projects	2,570,542	555,875	775,522	1,239,145	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	33,609,328	1,626,160	8,550,865	4,626,985	18,805,318
Fund 3830, 1987 Road '93	91,350	5,215	74,830	11,306	-
Fund 3860, 1987 Road/Refunding '96	529,645	78,789	324,256	126,599	-
Fund 3940, 1997/2001 Road - CP Series C	104,794,658	2,020,736	15,090,225	3,621,393	84,062,304
Precinct 4 Total	143,803,446	4,545,239	26,331,116	10,059,469	102,867,622
All Precincts---101-104					
Fund 3120, Metro Street Improvement	2,176,262	183,204	123,861	1,125,002	744,194
Fund 3500, 1975 Road Bond	5,101	4,425	-	676	-
Fund 3600, Road Capital Projects	25,342,265	6,242,825	12,013,529	7,085,331	580
Fund 3610, Metro Designated Projects	12,982,146	2,845,200	7,745,321	2,391,625	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	69,980,812	5,393,929	22,166,221	12,586,832	29,833,829
Fund 3740, Roads 2006B Construction	103,620,860	-	-	-	103,620,860
Fund 3830, 1987 Road '93	99,893	5,215	74,830	19,849	-
Fund 3860, 1987 Road/Refunding '96	1,733,175	350,164	958,380	423,149	1,482
Fund 3940, 1997/2001 Road - CP Series C	195,655,407	17,475,011	63,797,503	19,409,073	94,973,820
All Precincts Totals	411,595,920	32,499,973	106,879,645	43,041,537	229,174,766

Harris County, Texas
CIP - Roads
FY 2007-08 Appropriations Budget
As of 5/31/07

Organization / Fund	Adjusted Budget		FY 2007-08 Expenditures		Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
PID-Right of Way---040							
Fund 3940, 1997/2001 Road - CP Series C	1,611,122		583,953		-	1,027,169	-
Public Infrastructure R.O.W. Total	1,611,122		583,953		-	1,027,169	-
Tunnel & Ferry Precinct 2---105							
Fund 3600, Road Capital Projects	382,720		-		382,720	-	-
Tunnel & Ferry Precinct 2 Total	382,720		-		382,720	-	-
Misc. General Admin.---203							
Fund 3120, Metro Street Improvement--Exp	4,224,189		-		-	50,090	4,174,099
Fund 3120, Metro Street Improvement--Debt Serv Trn-Out	308,311		-		-	308,311	-
Fund 3120, Metro Street Improvement Total	4,532,500		-		-	358,401	4,174,099
Fund 3500, 1975 Road Bond--Exp	575,668		-		-	575,668	-
Fund 3500, 1975 Road Bond--Debt Serv Trn-Out	1,624		1,624		-	-	-
Fund 3500, 1975 Road Bond Total	577,292		1,624		-	575,668	-
Fund 3600, Road Capital Projects--Exp	11,810,110		-		-	11,810,110	-
Fund 3600, Road Capital Projects--Debt Serv Trn-Out	9,381,500		7,197,530		-	2,183,970	-
Fund 3600, Road Capital Projects Total	21,191,610		7,197,530		-	13,994,080	-
Fund 3610, Metro Designated Projects--Exp	10,267,922		-		-	10,267,922	-
Fund 3730, Road Ref '04B - 2001 Road/Constr--Exp	49,709		-		-	49,709	-
Fund 3730, Road Ref '04B - 2001 Road/Constr--Debt Serv Trn-Out	371,123		371,123		-	-	-
Fund 3730, Road Ref '04B - 2001 Road/Constr Total	420,832		371,123		-	49,709	-
Fund 3740, Roads 2006B Construction--Exp	10,711,716		-		-	10,711,716	-
Fund 3740, Roads 2006B Construction--Debt Serv Trn-Out	1,000,000		184,607		-	815,393	-
Fund 3740, Roads 2006B Construction	11,711,716		184,607		-	11,527,109	-
Fund 3830, 1987 Road '93--Exp	27,686		-		-	27,686	-
Fund 3830, 1987 Road '93--Debt Serv Trn-Out	882		882		-	-	-
Fund 3830, 1987 Road '93 Total	28,568		882		-	27,686	-
Fund 3860, 1987 Road/Refunding '96--Exp	102,790		-		-	102,790	-
Fund 3860, 1987 Road/Refunding '96--Debt Serv Trn-Out	12,557		12,557		-	-	-
Fund 3860, 1987 Road/Refunding '96 Total	115,348		12,557		-	102,790	-
Fund 3940, 1997/2001 Road-CP Ser C - Debt Serv Trn-Out	11,949		11,949		-	-	-
Fund 3940, 1997/2001 Road-CP Ser C - Reserve	38,020,623		-		-	-	38,020,623
Fund 3940, 1997/2001 Road-CP Ser C - St ROW	516,976		-		-	516,976	-
Fund 3940, 1997/2001 Road-CP Ser C Total	38,549,548		11,949		-	516,976	38,020,623
Misc. General Admin. Total	87,395,337		7,780,273		-	37,420,341	42,194,722
Fund Totals--Roads							
Fund 3120, Metro Street Improvement	6,708,762	*	183,204		123,861	1,483,403	4,918,294
Fund 3500, 1975 Road Bond	582,393	*	6,049	**	-	576,344	-
Fund 3600, Road Capital Projects	46,916,595	*	13,440,356	**	12,396,249	21,079,411	580
Fund 3610, Metro Designated Projects	23,250,068		2,845,200		7,745,321	12,659,547	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	70,401,644	*	5,765,052	**	22,166,221	12,636,541	29,833,829
Fund 3740, Roads 2006B Construction	115,332,577	*	184,607	**	-	11,527,109	103,620,860
Fund 3830, 1987 Road '93	128,461	*	6,097	**	74,830	47,535	-
Fund 3860, 1987 Road/Refunding '96	1,848,522	*	362,721	**	958,380	525,939	1,482
Fund 3940, 1997/2001 Road - CP Series C	235,816,076	*	18,070,913	**	63,797,503	20,953,218	132,994,443
Fund Totals	500,985,099		40,864,199		107,262,365	81,489,047	271,369,488

* Includes Budget for transfers-out allocated for required debt service.
** Includes Actual transfers-out for required debt service.

Harris County, Texas
CIP - Parks
FY 2007-08 Appropriations Budget
As of 5/31/07

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Precinct One--101					
Fund 3670 Capital Projects	3,337,966	43,605	3,258,520	35,840	-
Fund 3690 1982 Park Bond S '82	333,548	-	-	236,551	96,997
Fund 3850 1987 Park Bond S '94	80,543	-	-	80,543	-
Fund 3890 Cert of Obg. Series 1994	135,697	-	-	135,697	-
Fund 3930 P/I(Comm Paper) Series B-2001 Park	11,004,840	201,141	7,714,403	2,170,631	918,665
Precinct One Total	14,892,594	244,746	10,972,923	2,659,262	1,015,663
Precinct Two--102					
Fund 3670 Capital Projects	110,984	-	-	110,984	-
Fund 3890 Cert of Obg. Series 1994	22,262	-	22,262	-	-
Fund 3930 P/I(Comm Paper) Series B-2001 Park	9,971,843	30,282	4,986,348	4,953,667	1,546
Precinct Two Total	10,105,089	30,282	5,008,611	5,064,651	1,546
Precinct Three --103					
Fund 3930 P/I(Comm Paper) Series B-2001 Park	6,156,418	345,584	1,166,702	4,644,132	-
Precinct Three Total	6,156,418	345,584	1,166,702	4,644,132	-
Precinct Four --104					
Fund 3670 Capital Projects	180,811	38,465	197	116,721	25,428
Fund 3890 Cert of Obg. Series 1994	61,383	17,419	43,964	1	-
Fund 3930 P/I(Comm Paper) Series B-2001 Park	4,958,939	1,119,248	1,669,198	1,346,147	824,345
Precinct Four Total	5,201,133	1,175,131	1,713,360	1,462,869	849,773
All Precincts					
Fund 3670 Capital Projects	3,629,760	82,070	3,258,718	263,545	25,428
Fund 3690 1982 Park Bond S '82	333,548	-	-	236,551	96,997
Fund 3850 1987 Park Bond S '94	80,543	-	-	80,543	-
Fund 3890 Cert of Obg. Series 1994	219,342	17,419	66,226	135,698	-
Fund 3930 P/I(Comm Paper) Series B-2001 Park	32,092,040	1,696,254	15,536,652	13,114,577	1,744,557
All Precincts Totals	36,355,234	1,795,743	18,861,596	13,830,914	1,866,982

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Right of Way--040					
Fund 3850 1987 Park Bond S '94	22,813	7,500	6,000	9,313	-
Right of Way Total	22,813	7,500	6,000	9,313	
Misc. General Admin.--203					
Fund 3690 1982 Park Bond S '82--Exp	165,736	-	-	165,736	-
Fund 3690 1982 Park Bond S '82--Debt Serv Trn-Out	721,750	721,750	-	-	-
Fund 3690 1982 Park Bond S '82 Total	887,486	721,750	-	165,736	-
Fund 3850 1987 Park Bond S '94--Exp	1,200,492	-	-	1,200,492	-
Misc. General Admin. Total	2,087,978	721,750	-	1,366,228	-

Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Fund Totals--Parks					
Fund 3670 Capital Projects	3,629,760	82,070	3,258,718	263,545	25,428
Fund 3690 1982 Park Bond S '82	1,221,035 *	721,750 **	-	402,287	96,997
Fund 3850 1987 Park Bond S '94	1,303,848	7,500	6,000	1,290,348	-
Fund 3890 Cert of Obg. Series 1994	219,342	17,419	66,226	135,698	-
Fund 3930 P/I(Comm Paper) Series B-2001 Park	32,092,040	1,696,254	15,536,652	8,470,445	6,388,689
Fund Totals	38,466,025	2,524,993	18,867,596	10,562,323	6,511,114

* Includes Budget for transfers-out allocated for required debt service.
** Includes Actual transfers-out for required debt service.

Harris County, Texas
CIP - Libraries
FY 2007-08 Appropriations Budget
As of 5/31/07

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Precinct One--101					
Fund 3930 Comm Paper S' B - P/I - Libraries					
Aldine Library	13,298	-	-	13,298	-
Stella Link Library	132,485	-	132,485	-	-
Fund 3930 Comm Paper S' B - P/I - Libraries - Total	145,783	-	132,485	13,298	-
Precinct Three --103					
Fund 3930 Comm Paper S' B - P/I - Libraries	49,550	-	-	49,550	-
Management Services--203					
Fund 3930 Comm Paper S' B - P/I - Libraries--Exp	16,037,482	-	-	15,000,000	1,037,482
Fund 3930 Comm Paper S' B - P/I - Libraries--Debt Serv Trn-Ou	25,412	25,412	-	-	-
Fund 3930 Comm Paper S' B - P/I - Libraries Total	16,062,894	25,412	-	15,000,000	1,037,482
County Engineer--208					
Fund 3670 Capital Projects - Libraries					
Clear Lake/Freeman Library	70,335	-	-	70,335	-
Fund 3670 Capital Projects - Libraries - Total	70,335	-	-	70,335	-
Library--285					
Fund 3670 Capital Projects - Libraries					
Clear Lake/Freeman Library	3,689	-	420	3,269	-
Fund 3670 Capital Projects - Libraries - Total	3,689	-	420	3,269	-
Fund 3930 Comm Paper S ' B - P/I - Libraries					
Clear Lake/Freeman Library	72,873	4,669	78,394	(10,190)	-
Balwin Boettcher Library	312	-	-	312	-
Tomball Library	33,953	67	3,681	30,205	-
High Meadows Library	3,327	-	-	3,327	-
Cy-Fair Library	514	-	513	1	-
New Service Model	3,066	-	-	3,066	-
Fund 3930 Comm Paper S ' B - P/I - Libraries - Total	114,044	4,736	82,588	26,721	-
Fund 3960 P/I(Comm Paper) Series A-1 - Libraries					
Horizon Library System	602	-	-	602	-
Fund 3960 P/I(Comm Paper) Series A-1 - Libraries - Total	602	-	-	602	-
Fund 3980 PIB Comm Paper Ser D2002 - Libraries					
Tomball Library	203,231	74,794	123,997	4,441	-
Cyfair Library	2,035	-	-	2,035	-
Aldine Library	36,634	-	-	36,634	-
Fund 3980 PIB Comm Paper Ser D2002 - Libraries - Total	241,900	74,794	123,997	43,110	-
Total Library	360,235	79,530	207,005	73,702	-
Fund Totals--Libraries					
Fund 3670 Capital Projects - Libraries	74,024	-	420	73,604	-
Fund 3930 Comm Paper S' B - P/I Libraries	16,372,271 *	30,148 **	215,073	15,089,569	1,037,482
Fund 3960 P/I(Comm Paper) Series A-1	602	-	-	602	-
Fund 3980 PIB Comm Paper Ser D - 2002	241,900	74,794	123,997	43,110	-
Fund Totals	16,688,796	104,942	339,490	15,206,885	1,037,482

* Includes Budget for transfers-out allocated for required debt service.
** Includes Actual transfers-out for required debt service.

Harris County, Texas
CIP - Flood Control District
FY 2007-08 Appropriations Budget
As of 5/31/07

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Flood Control Capital Projects--090 HCFCD					
Fund 3240 Regional FC Projects	18,233,011	3,552,837	1,041,540	1,545,755	12,092,879
Fund 3310 Flood Control Project Contribution	21,331,785	1,321,251	4,688,449	8,655,853	6,666,233
Fund 3320 FC Bonds 2004A - Construction	53,199,006	6,735,470	24,897,880	17,514,993	4,050,663
Fund 3330 FC Improvement Bond 2007 Projects	94,118,603	-	2,335,389	17,464,811	74,318,403
Fund 3970 FC Comm Paper Series F--Expenditures	172,898,101	4,671,660	36,299,043	61,760,315	70,167,083
Fund 3970 FC Comm Paper Series F--Grants Trn-Out	3,401,942	229,098	-	3,172,845	-
Fund 3970 FC Comm Paper Series F Total	176,300,043	4,900,758	36,299,043	64,933,160	70,167,083
Flood Control Projects Total	363,182,449	16,510,316	69,262,301	110,114,572	167,295,261
Management Services--203 Financial					
Fund 3240 Regional FC Projects	763,334	-	-	763,334	-
Fund 3320 FC Bonds 2004A - Construction	284,405	-	-	284,405	-
Fund 3330 FC Improvement Bond 2007 Projects--Exp	191,781	72	-	191,709	-
Fund 3330 FC Improvement Bond 2007 Proj--Debt Serv Trn-Out	172,525	172,525	-	-	-
Fund 3330 FC Improvement Bond 2007 Projects Total	364,306	172,597	-	191,709	-
Fund 3970 FC Comm Paper Series F--Expenditures	469,176	-	-	469,176	-
Fund 3970 FC Comm Paper Series F--Debt Serv Trn-Out	7,497	7,497	-	-	-
Fund 3970 FC Comm Paper Series F Total	476,673	7,497	-	469,176	-
Management Services Total	1,888,718	180,094	-	1,708,624	-
Fund Totals--FCD Capital Project Funds					
Fund 3240 Regional F/C Projects	18,996,345	3,552,837	1,041,540	2,309,089	12,092,879
Fund 3310 Flood Control Project Contribution	21,331,785	1,321,251	4,688,449	8,655,853	6,666,233
Fund 3320 FC Bonds 2004A - Construction	53,483,411	6,735,470	24,897,880	17,799,398	4,050,663
Fund 3330 FC Improvement Bond 2007 Projects	94,482,909 *	172,597 *	2,335,389	17,656,520	74,318,403
Fund 3970 FC Comm Paper Series F	176,776,717 **	4,908,255 ***	36,299,043	65,402,336	70,167,083
Fund Totals	365,071,167	16,690,410	69,262,301	111,823,196	167,295,261

* Includes $172,525 Budget/Actual for transfers-out allocated for required debt service.
** Includes $4.67M Budget for transfers-out as required cash match to various grants and $7,497 as debt service.
*** Includes $229,098 Budget for Actual transfers-out as required cash match to Fund 7031, FC FEMA Pre-Disaster Mitigation Program, and Fund 7136, Halls Bayou Greenway. Also includes $7,497 as required debt service.

Harris County, Texas
CIP - Other Permanent Improvements
FY 2007-08 Appropriations Budget
As of 5/31/07

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Precinct One--101					
Fund 3890 Cert of Obg. Series 1994	85,660	42,000	12,944	30,717	-
Precinct One Total	85,660	42,000	12,944	30,717	-
Precinct Four--104					
Fund 3980 PIB Comm Paper Ser D - 2002	770,000	-	-	770,000	-
Precinct Four Total	770,000	-	-	770,000	-
All Precincts					
Fund 3890 Cert of Obg. Series 1994	85,660	42,000	12,944	30,717	-
Fund 3980 PIB Comm Paper Ser D - 2002	770,000	-	-	770,000	-
All Precincts Totals	855,660	42,000	12,944	800,717	-

OTHER ORGANIZATIONS

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Balance: Allocated Projects	Remaining Balance: Unallocated Projects
Public Infrastructure--030					
Fund 3700 CO Series 2001 Construction	6,811,312	3,032,933	1,123,867	2,654,511	-
Fund 3710 Perm Impr. Ser 2002 - Civil Courthouse	58,035	-	6,319	51,716	-
Fund 3890 Cert of Obg. Series 1994	182,371	2,522	85,790	94,060	-
Fund 3980 PIB CP Ser D - 2002 - Civil Courthouse	137,897	2,787	180,875	(45,765)	-
Fund 3980 PIB CP Ser D - 2002 - 1910 Courthouse/Other	14,947,958	1,966,823	8,419,096	4,562,039	-
Public Infrastructure Total	22,137,573	5,005,065	9,815,948	7,316,561	-
Tunnel & Ferry Precinct 2--105					
Fund 3980 PIB Comm Paper Ser D - 2002	1,556	-	-	1,556	-
Tunnel & Ferry Precinct 2 Total	1,556	-	-	1,556	-
Facilities & Property Management--299					
Fund 3700 CO Ser 2001, Constr-Parking Garage	8,369,816	-	1,184,758	7,185,058	-
Fund 3890 Cert of Obg. Series 1994	2,931,203	78,286	592,424	2,260,493	-
Fund 3960 P/I(Comm Paper) Series A-1	59,303	-	-	59,303	-
Fund 3980 PIB Comm Paper Ser D - 2002	3,545,496	1,225,136	1,306,457	1,013,903	-
Facilities & Property Management Total	14,905,818	1,303,422	3,083,639	10,518,757	-
Management Services/Financial--203					
Fund 3670 Capital Projects--Exp	2,813	-	-	2,813	-
Fund 3670 Capital Projects--Debt Serv Trn-Out	11,501	11,501	-	-	-
Fund 3670 Capital Projects Total	14,313	11,501	-	2,813	-
Fund 3700 CO Ser 2001, Constr-Parking Garage--Exp	126,318	-	-	126,318	-
Fund 3700 CO Ser 2001, Constr-Parking Garage--Debt Serv Trn-Out	85,536	85,536	-	-	-
Fund 3700 CO Ser 2001, Constr-Parking Garage	211,855	85,536	-	126,318	-
Fund 3710 Perm Impr. Ser 2002 - Civil Courthouse--Exp	494	494	-	-	-
Fund 3890 Cert of Obg. Series 1994--Exp	56,272	-	-	56,272	-
Fund 3890 Cert of Obg. Series 1994--Debt Serv Trn-Out	43,851	43,851	-	-	-
Fund 3890 Cert of Obg. Series 1994 Total	100,122	43,851	-	56,272	-
Fund 3910 P/I(Comm Paper) Series D-1--Exp	12,312	-	-	12,312	-
Fund 3910 P/I(Comm Paper) Series D-1--Debt Serv Trn-Out	9,526	9,526	-	-	-
Fund 3910 P/I(Comm Paper) Series D-1 Total	21,838	9,526	-	12,312	-

Harris County, Texas
CIP - Other Permanent Improvements
FY 2007-08 Appropriations Budget
As of 5/31/07

OTHER ORGANIZATIONS, cont.

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Management Services/Financial--203 (con't)					
Fund 3960 P/I(Comm Paper) Series A-1--Exp	5,134,144	-	-	5,134,144 *	-
Fund 3960 P/I(Comm Paper) Series A-1--Debt Serv Trn-Out	7,042	7,042	-	-	-
Fund 3960 P/I(Comm Paper) Series A-1 Total	5,141,186	7,042	-	5,134,144	-
Fund 3980 PIB Comm Paper Ser D - 2002--Exp	1,746,939	-	-	1,746,939 *	-
Fund 3980 PIB Comm Paper Ser D - 2002--Debt Serv Trn-Out	36,695	36,695	-	-	-
Fund 3980 PIB Comm Paper Ser D - 2002 Total	1,783,634	36,695	-	1,746,939	-
Management Services/Financial Total	7,273,442	194,645	-	7,078,798	-
HC Sports & Convention Corp.--206					
Fund 3910 P/I(Comm Paper) Series D1-Dome--Exp	807,190	-	734,604	72,585	-
Fund 3910 P/I(Comm Paper) Series D1-Dome--Debt Serv Trn-Out	9,120	9,120	-	-	-
Fund 3910 P/I(Comm Paper) Series D1-Dome Total	816,310	9,120	734,604	72,585	-
Fund 3980 PIB Comm Paper Ser D - 2002--Exp	2,129,783	106,840	2,022,942	-	-
HC Sports & Convention Corp. Total	2,946,092	115,960	2,757,547	72,585	-
PID-County Engineer--208					
Fund 3670 Capital Projects	361,328	-	57,813	303,515	-
Fund 3700 CO Ser 2001, Constr-Parking Garage	154,370	50,093	104,278	-	-
Fund 3890 Cert of Obg. Series 1994	500,000	-	431,864	68,136	-
Fund 3960 P/I(Comm Paper) Series A-1	2,649,304	416,714	1,972,192	260,398	-
Fund 3980 PIB Comm Paper Ser D - 2002	19,214,432	1,392,354	4,618,243	13,203,835	-
PID-County Engineer Total	22,879,434	1,859,161	7,184,389	13,835,884	-
Fire & Emergency Services--213					
Fund 3960 P/I(Comm Paper) Series A-1	1,541	-	-	1,541	-
Fire & Emergency Services Total	1,541	-	-	1,541	-
Medical Examiner--270					
Fund 3960 P/I(Comm Paper) Series A-1	696,962	910	411,777	284,274	-
Medical Examiner Total	696,962	910	411,777	284,274	-
Public Health & Environmental Services--275					
Fund 3980 PIB Comm Paper Ser D - 2002	435,369	8,643	15,034	411,692	-
Public Health & Environmental Services Total	435,369	8,643	15,034	411,692	-
Central Technology--292					
Fund 3950 P/I(Comm/ Paper) S '96A	2,844,126	-	-	2,844,126	-
Fund 3960 P/I(Com/Paper) Series A-1	13,249,451	3,992,411	7,817,018	1,440,022	-
Fund 3980 PIB Comm Paper Ser D - 2002	66,437	9,542	420	56,475	-
Central Technology Total	16,160,014	4,001,953	7,817,437	4,340,623	-
Tax Assessor-Collector--530					
Fund 3960 P/I(Comm Paper) Series A-1	375,000	-	-	375,000	-
Tax Assessor-Collector Total	375,000	-	-	375,000	-
District Clerk--550					
Fund 3980 PIB Comm Paper Ser D - 2002	1,557,682	907,603	650,079	-	-
District Clerk Total	1,557,682	907,603	650,079	-	-

* Commissioners Court approves all future project allocations.

Harris County, Texas
CIP - Other Permanent Improvements
FY 2007-08 Appropriations Budget
As of 5/31/07

OTHER ORGANIZATIONS, cont.

Organization / Fund	Adjusted Budget	FY 2007-08 Expenditures	Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Juvenile Probation--840					
Fund 3890 Cert of Obg. Series 1994	1,409,962	-	-	1,409,962	-
Juvenile Probation Total	1,409,962	-	-	1,409,962	-
Children & Adults Protective Services--880					
Fund 3980 PIB Comm Paper Ser D - 2002	19,773	-	2,060	17,713	-
Children & Adults Protective Services Total	19,773	-	2,060	17,713	-
County Courts--940					
Fund 3960 P/I(Comm Paper) Series A-1	1,209	-	-	1,209	-
County Courts Total	1,209	-	-	1,209	-

Fund Totals--Other Permanent Improvements	Adjusted Budget		FY 2007-08 Expenditures		Project Encumbrances	Remaining Available Budget Balance: Allocated Projects	Remaining Available Budget Balance: Unallocated Projects
Fund 3670 Capital Projects	375,642	*	11,501	**	57,813	306,328	-
Fund 3700 CO Ser 2001, Constr-Parking Garage	15,547,353	*	3,168,562	**	2,412,903	9,965,887	-
Fund 3710 Perm Impr. Ser 2002 - Civil Courthouse	58,530		494		6,319	51,716	-
Fund 3890 Cert of Obg. Series 1994	5,209,319	*	166,658	**	1,123,022	3,919,640	-
Fund 3910 P/I(Comm Paper) Series D1-Dome	838,148	*	18,646	**	734,604	84,897	-
Fund 3950 P/I(Comm Paper) Series '96A	2,844,126		-		-	2,844,126	-
Fund 3960 P/I(Comm Paper) Series A-1	22,173,955	*	4,417,077	**	10,200,987	7,555,891	-
Fund 3980 PIB Comm Paper Ser D - 2002	44,610,017	*	5,656,423	**	17,215,206	21,738,387	-
Fund Totals	91,657,089		13,439,362		31,750,855	46,466,871	-

* Includes Budget for transfers-out allocated for required debt service.
** Includes Actual transfers-out for required debt service.

Harris County, Texas
CIP - Capital Project Funds
FY 2007-08 Appropriations Budget
As of 5/31/07

Fund	Adjusted Budget		FY 2007-08 Expenditures		Project Encumbrances	Remaining Balance: Allocated Projects	Remaining Balance: Unallocated Projects
Fund Totals--HC Roads Capital Project Funds							
Fund 3120, Metro Street Improvement	6,708,762	*	183,204		123,861	1,483,403	4,918,294
Fund 3500, 1975 Road Bond	582,393	*	6,049	**	-	576,344	-
Fund 3600, Road Capital Projects	46,916,595	*	13,440,356	**	12,396,249	21,079,411	579
Fund 3610, Metro Designated Projects	23,250,068		2,845,200		7,745,321	12,659,547	-
Fund 3730, Road Refunding '04B - 2001 Road/Constr.	70,401,644	*	5,765,052	**	22,166,221	12,636,541	29,833,830
Fund 3740, Roads 2006B Construction	115,332,577	*	184,607	**	-	11,527,109	103,620,861
Fund 3830, 1987 Road '93	128,461	*	6,097	**	74,830	47,535	(1)
Fund 3860, 1987 Road/Refunding '96	1,848,522	*	362,721	**	958,380	525,939	1,482
Fund 3940, 1997/2001 Road - CP Series C	235,816,076	*	18,070,913	**	63,797,503	20,953,218	132,994,442
Fund Totals - Roads	500,985,098		40,864,199		107,262,365	81,489,047	271,369,487
Fund Totals--HC Other Permanent Improvements Funds							
Fund 3670 Capital Projects	4,079,426	*	93,571	**	3,316,951	643,477	25,428
Fund 3690 1982 Park Bond S '82	1,221,035		721,750		-	402,287	96,997
Fund 3700 CO Series 2001, Constr-Parking Garage	15,547,353	*	3,168,562	**	2,412,903	9,965,887	1
Fund 3710 Perm Impv Ser 2002 - Construction	58,530	*	494	**	6,319	51,716	1
Fund 3850 1987 Park Bond S '94	1,303,848		7,500		6,000	1,290,348	-
Fund 3890 Cert of Obg. Series 1994	5,428,661	*	184,077	**	1,189,248	4,055,338	(2)
Fund 3910 P/I(Comm Paper) Series D1-Dome	838,148	*	18,646	**	734,604	84,897	1
Fund 3930 P/I(Comm Paper) Series B-Libraries/Parks	48,464,311		1,726,402		15,751,725	23,560,014	7,426,170
Fund 3950 P/I(Comm Paper) Series 1996A	2,844,126		-		-	2,844,126	-
Fund 3960 Commercial Paper Series A-1	22,174,557	*	4,417,077	**	10,200,987	7,556,493	-
Fund 3980 PIB Comm Paper Ser D - 2002	44,851,917	*	5,731,217	**	17,339,203	21,781,497	-
Fund Totals - Permanent Improvements	146,811,912		16,069,296		50,957,940	72,236,080	7,548,596
Harris County Roads & Permanent Improvements Funds	647,797,010		56,933,495		158,220,305	153,725,127	278,918,083
Fund Totals--FCD Capital Project Funds							
Fund 3240 Regional F/C Projects	18,996,345		3,552,837		1,041,540	2,309,089	12,092,879
Fund 3310 Flood Control Project Contribution	21,331,785		1,321,251		4,688,449	8,655,853	6,666,232
Fund 3320 FC Bonds 2004A - Construction	53,483,411		6,735,470		24,897,880	17,799,398	4,050,663
Fund 3330 FC Improvement Bond 2007 Projects	94,482,909	*	172,597	**	2,335,389	17,656,520	74,318,403
Fund 3970 FC Comm Paper Series F	176,776,717	*	4,908,255	**	36,299,043	65,402,336	70,167,083
Fund Totals - Harris County Flood Control District	365,071,167		16,690,410		69,262,301	111,823,196	167,295,260
All Harris County & Flood Control Capital Project Funds	1,012,868,177		73,623,905		227,482,606	265,548,323	446,213,343

* Includes Budget for transfers-out allocated for required debt service/cash match.
** Includes Actual transfers-out for required debt service/cash match.

HARRIS COUNTY
TEXAS