



# City of McKinney Manager's Notes

**August 13, 2021**

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## **Administration**

- Staff completed a three-day session with Mr. Craig Gerhart of the Commonwealth Center for High Performance. After skipping last year due to the pandemic, we were pleased to continue this important leadership development program for 38 staff members this past week. The material teaches the High-Performance Organization (HPO) framework to supervisors and managers across the organization.
- After the budget presentation on August 13<sup>th</sup>, the budget will have a public comment opportunity at the August 17<sup>th</sup> council meeting and a public hearing on September 7<sup>th</sup>. The budget is scheduled for council adoption on September 7<sup>th</sup>.

## **City Secretary**

- **Boards & Commissions**

- **Member Appointments** - The City Council will make appointments to the Boards & Commissions on Tuesday, August 24, 2021. Newly appointed members will begin service on October 1.

Eligible candidates must be registered voters of the city in most cases.

Candidate Interview registration is currently open. To view interview registration numbers, visit

<https://www.mckinneytexas.org/Activities/Activity/Detail/199>

Interview Rosters will be emailed the morning of each session.

- **Public Meetings – Suspending COVID-related provisions**

**Effective September 1, 2021:** All public meetings will be conducted according to the Texas Open Meetings Act as written.

Public meetings will be conducted in person, as prior to COVID changes, including but not limited to

- a. All meeting participants (governing body members, public speakers) must be physically present



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- b. The meeting location address must be included on the agenda
- c. Public comments submitted online will not be included in the meeting record

- **2020 Census / City Redistricting**

- Redistricting data from the US Census Bureau is expected to be delivered to states by August 16, 2021. The full redistricting data with toolkits is expected by September 30, after which time the City of McKinney will begin its process of redistricting its City Council boundaries.

**Press Release:** [2020 Census Apportionment Results Delivered to the President](#)

**2020 Census Data:** [Apportionment Results \(for US House of Representatives\)](#)

## Communications & Marketing

- Council Proclamations featured in citywide e-newsletter
  - The city will include information and photos from the proclamations given at City Council meetings in the weekly e-newsletter that reaches nearly 75,000 subscribers.
  - The e-newsletter link is also pushed on our Twitter page to nearly 18,000 followers.

## Development Services

- Public Improvement District (PID) Policy
  - The draft PID Policy will be coming forward for consideration and action at the September 7, 2021 regular meeting.
  - The policy is the same as what was presented to the Council on July 6<sup>th</sup> with one exception; a deviation from the 1,000 acre minimum size is allowed so long as the property is larger than 200 acres, is wholly located in the ETJ, and is willing to annex into the City.
  - At the July 6 work session meeting, there was a request from the City Council for data regarding the resale rate of properties subject to a PID versus the resell rate of properties not subject to a PID. Staff reached out to a local real estate firm and was told that this type of information is not readily available and would be very difficult (time consuming) to research. As such, we don't have the requested information available to share.
  - We have also **attached** an article titled "Public Improvement Districts: A Worthwhile Investment?" for your review.
  - Pending the City Council's action on the proposed PID Policy, staff anticipates bringing forward the Honey Creek memorandum of understanding forward for the City Council's consideration in late summer/early fall of 2021.



# City of McKinney Manager's Notes

- July Interactive Development Snapshot Portal
  - View the interactive development related data at [www.mckinneytexas.org/snapshot](http://www.mckinneytexas.org/snapshot)
    - The snapshot is best viewed on Google Chrome, Mozilla Firefox, Apple Safari, or Microsoft Edge.
  - New Commercial Permits
    - 40 permits issued through July 2021 and total valuation of \$138.4 million compared to 44 permits issued over the same time period in 2020 and total valuation of \$274.4 million.
  - Single Family Residential Permits
    - 150 single family permits issued and total valuation of \$48.2 million compared to 131 permits issued in July 2020 and total valuation of \$41 million.
    - Cumulatively through July 2021, 1134 new single family permits issued and total valuation of \$336.2 million compared to 830 permits issued through July 2020 and total valuation of \$273.1 million.
  - Noteworthy Project Update
    - Independent Financial Headquarters Phase 2 (southeast corner of Henneman Way and Grand Ranch Parkway)
      - Permit issued for 195,498 square foot, 6-story office building and \$25.8 million total valuation (previous permit issued in March to go vertical).
      - Permit issued for 222,139 square foot parking garage accompanying the new building and \$10.3 million total valuation.

## Attachment #1: Public Improvement Districts

### Engineering Department

- The most recent Engineering CIP Report is attached.
- The most recent Light up Louisiana Progress Report is attached.

## Attachment #2: CIP Report

## Attachment #3: Progress Report

### Housing and Community Development Department

#### Community Services Division

- Program Outreach
  - Staff participated in the city's annual Tacos with Cops event on August 5th, providing program information and addressing citizen inquiries about Neighborhood Services.

Department updates for August 13, 2021



# City of McKinney Manager's Notes

- Staff members participated in the McKinney Chamber of Commerce Leadership Regional Day on August 5th to share information and learn about trends impacting North Texas related to housing, transportation, and social-economic impacts.
- The Housing and Community Development Department, in conjunction Catholic Charities, will hold a sign up event for the Emergency Rental Assistance Program (ERAP), Saturday, August 28 at Old Settler's Recreation Center from 9 am – 3:00 PM. <https://www.mckinneytexas.org/619/Old-Settlers-Recreation-Center>
- The department will hold a virtual Fair Housing workshop September 15, 2021, for residents to learn about their Fair Housing Rights, updates on housing impacts of COVID-19, and tenant rights. Presenters include the North Texas Fair Housing Center.
- **Current CARES Act Funding**
  - The Housing and Community Development Department, in conjunction with its nonprofit partners, facilitated the following:
    - 35 households were assisted with CDBG -CV (state and federal) funding expending \$228,921.53 for COVID eviction prevention program
    - 290 households were assisted with Treasury-CV funding (COVID eviction prevention) expending \$2,287.359 through partner agency Catholic Charities of Dallas.

## Transit Services Division

- On August 11<sup>th</sup>, Staff received a proposal from DART for transit services for the McKinney Urban Transit District (MUTD) to begin January 1, 2022.
  - The proposal integrates online and mobile device “ride-hailing” services with the traditional, call-ahead service that existing riders have been using.
  - Irving Holdings and Lyft are proposed partners, with Spare Labs providing the technology and reporting platform. Telelink will provide telephone-based customer service access, application intake and scheduling. The DART Go-PASS will be a downloadable application for web and cellphone-based scheduling.
  - DCTA was a proposed partner agency but bowed out of the process the week of August 2<sup>nd</sup>, citing implementation issues.
  - DART will present the proposal to the MUTD Board at their August 18<sup>th</sup> meeting. The Board will receive a copy of the proposal in advance of the meeting.

## Housing Services Division

- **Rehabilitation Projects**
  - Pre Bid 7/13, Walk through 7/20, Bids due 7/27, Closing 7/29, Start Date 8/4
    - Anthony St. - \$44,775

Department updates for August 13, 2021



# City of McKinney Manager's Notes

- Fenet St - \$17,870
- Florence St. – PMP project. Inspection and work specifications
- Lincoln St – bids received were over \$50,000 will formally bid out through procurement services. Emergency water repair is being provided to the property.
- **Three home reconstructions:**
  - Two on Throckmorton St., one on Wilson
    - **Ms. Zeta Faye White – 906 Throckmorton St**
    - 7/14/21 – Resident orientation with Ms. White & Lisa Washington-Unoko
    - 7/15/21 – Initial Inspection – Home beyond repair placed on Reconstruction list
    - 8/3/21 Delinquent taxes of \$5,000 on property have been paid
  - Housing Plans are being designed, cost estimates will be completed and the projects will be put out to bid.
- **McKinney Housing Finance Corporation**
  - The Independence aka McKinney Flats
    - Pre-Leasing September 2021
    - First unit complete November 2021
  - August 13<sup>th</sup> MHFC meeting agenda
    - Down payment and closing cost assistance program and funding
    - Participation in Mortgage Credit Certificate (MCC) Program
    - Discussion of next possible MHFC affordable housing development RFQ

## MEDC

- Organizational
  - We welcome Miguel Esparza, the new MEDC Project Manager
  - Staff is working with McKinney Chamber / McKinney Community Development Corporation (MCDC) leaders to plan and design new office space at District 121.
  - Staff is planning the Board Strategic Planning retreat to follow board appointments by City Council in October.
- Technology and Infrastructure update
  - Work continues on the infrastructure investment in District 121. 100 ft of conduit has been laid with the rest to be installed after the water and gas lines.
  - Staff met with an Infrastructure provider to discuss a pilot deployment of fiber, smart streetlights, and wireless technology along Collin McKinney to provide a bridge between the investment in Craig Ranch and the rest of the city.
- Marketing and Communications
  - Community Development Newsletter – Sent on July 2
  - Economic Development Newsletter – Sent on July 19



# City of McKinney Manager's Notes

- Technology and Innovation Newsletter – Sent on July 19
- Community Development Survey Newsletter – Sent on July 27

## MCDC

- FY 21 Project Grants
  - Public hearings were conducted on the applications listed below at the meeting on July 22:
    - Habitat for Humanity of Collin County - \$176,174 to fund construction of the amenity center at the Cotton Groves Community. This amount would be added to the \$500,000 in grant funds previously approved.
    - Heard-Craig Center for the Arts - \$239,494 to fund improvements to Heard-Craig Historic Museum including repairs, paint, lighting, landscaping, security system, installation of walkways and signage.
    - Collin County Children's Advocacy Center - \$250,000 for site improvements including water, drainage and sanitary sewer for new facility that will be located at the intersection of Harroun Avenue and Heritage Drive in McKinney.
  - Board action will be scheduled for the August 26<sup>th</sup> board meeting.
  - Balance available for discretionary project grants for the remainder of FY 21 is \$865,667.44.
  - Additional Project Grant Information
    - McKinney Parks and Recreation Department submitted an application for the \$5.5 million allocated for Parks CIP funding in FY21-22. Projects that will be funded include park and facility redevelopment and improvements, park design and construction and Hike and Bike Trail projects.
    - Parks and Rec has also requested a reallocation of \$520,000 from the Parks Umbrella Fund to the Rec Center at Towne Lake project. Funds to be used for updates to restrooms, fitness area, furniture, finishes, offices and front service desk.
- FY 21 Promotional and Community Event Grants – for promotion of events that showcase the city for the purposes of business development and/or tourism.  
Remaining funds available = \$139,000
  - Board members voted on the award amounts recommended by the Promotional and Community Event grants subcommittee on July 22 meeting. Funds awarded are provided below:
    - Heritage Guild of Collin County - \$15,000 awarded for the promotion of Farmers Market, educational programming, Ghostly Hauntings; Murder Mystery; Legends of McKinney Ghost Walk and Holiday Tour of Homes



# City of McKinney Manager's Notes

- Colorful Collaborations - \$8,475 awarded for the promotion of Día de Los Muertos celebration
  - Crape Myrtle Trails Foundation - \$10,000 awarded for the promotion of the 15<sup>th</sup> Crape Myrtle Run and Festival
  - McKinney Main Street - \$15,000 awarded for the promotion of Light Up Louisiana at the completion of street/infrastructure improvements
  - McKinney ISD Athletics - \$15,000 awarded for promotion of the NCAA DII Championship
  - SGB Hospitality - \$7,500 awarded for promotion of the 2021 McKinney Wine and Music Festival
  - McKinney Main Street - \$12,000 awarded for the promotion of Oktoberfest and Home for the Holidays
  - McKinney Rotary Foundation - \$7,500 awarded for the promotion of the 2021 McKinney Rotary Parade of Lights
  - McKinney Philharmonic Orchestra - \$8,900 awarded for the promotion of 5 performances in the 2021-202 season
- Retail Development Infrastructure Grants
    - Two applications were received for consideration by the board
      - Gather (CPJK, LLC) submitted a request for funding of site work related to installation of a new grease trap (\$9,000).
      - Neathery Estate (B&B in historic district) submitted a request for funding that includes site work, fencing, security lighting, electrical and landscaping (\$18,086.50).
    - This is a matching grant program with a maximum award of \$25,000.
    - Eligible expenses include horizontal infrastructure exterior to a building – site work, drainage, sewer, water, utilities.
    - Applications received will be presented to the board at the August 26 meeting.
  - TUPPS Brewery Expansion
    - Meetings with MCDC subcommittee to review/discuss plans for the project, including entertainment amenities continue.
    - Site plan was approved by P&Z at the July 27 meeting.
    - SpawGlass and the TUPPS team are reviewing subcontractor bids received by the July 29<sup>th</sup> deadline. Participation was good; screening has been time consuming.
    - The TUPPS team will meet with MCDC subcommittee on 8/17 to discuss bid results and status of GMP calculation.
    - MCDC board approved additional extension of the deadline for approval of GMP and construction project to September 30, 2021. Target is to present to the board at the August 26 meeting.
  - Miscellaneous/Events



# City of McKinney Manager's Notes

- The Retail Coach has provided updated demographic information for the McKinney Retail Trade Area and submarkets. Information can be accessed through this link: <https://retail360.us/mckinney-tx/>
- Board members Glew and McGill are participating the One Heart McKinney Task Force working on the concept/creation of a nonprofit collaborative initiative. A meeting to secure input from McKinney nonprofit organizations is scheduled for August 19.

## Planning

- **Bois D'Arc Multifamily**

Case Number: 21-0083Z

Location: Generally south of US 380 and west of Bois D'Arc Road

*This item was presented to the Planning and Zoning Commission at the August 10 meeting and received a favorable recommendation from the Commission in a 6-1 vote. The item is scheduled to be considered by the City Council at the September 7 Council meeting.*

- The applicant is requesting to rezone approximately 14.99 acres of land, generally for multi-family uses and to modify the development standards. More specifically, the proposed rezoning request modifies the height, density, and parking requirements for multi-family residential uses.
  - Staff does not have any concerns with the proposed rezoning request, as the property is designated as the Urban Living placetype in the comprehensive plan and the use of multi-family should provide a buffer for lower intense development to the south and the commercial corridor along U.S. Highway 380 and Hardin Boulevard. A more detailed summary of the request will be included in our Staff Report for the September 7 Council meeting.
  - During the PZ meeting, Staff received a written protest petition and is currently evaluating whether or not the protest meets the threshold to require a supermajority vote by the Council for approval of this rezoning request.
  - Given the amount of public interest that the request has received, we wanted to make you aware of the upcoming public hearing. The City Manager's Office and members of Council may see an uptick in emails and phone calls in the next coming weeks.
- **Meadow Ranch Offices Rezone**  
Case Number: 21-0005Z  
Location: Southeast corner of US 380 and Meadow Ranch Road





# City of McKinney Manager's Notes

- The Meadow Ranch Rezoning item was originally presented to the City Council at the April 6, 2021 meeting after receiving a favorable recommendation from the Planning and Zoning Commission on March 9. This rezoning request received a tremendous amount of resident opposition and a valid written protest petition was received, meaning a supermajority vote (6 of 7) by City Council would be required for approval.
- During the April 6 City Council meeting, the request was tabled by Council in the hopes that the applicant and residents could cooperatively develop a modified rezoning request amendable to all parties. While staff cannot speak to any private conversations that may or may not have occurred between the applicant and residents, we did want to inform the Council that the applicant has requested to be placed on the first available City Council agenda for consideration of the original request for “C2” – Local Commercial District zoning. As such, we expect that the rezoning request will be scheduled for consideration by the Council at the September 7<sup>th</sup> Meeting.
- Given the history and level of interest on this site, we wanted to make the Council aware of this recent movement and anticipated public hearing.

#### Case Background and Details

The applicant is requesting to rezone the 4.0-acre property generally to allow for commercial development pursuant to the city’s “C2” – Local Commercial Zoning District.

The notion of rezoning this property has garnered quite a bit of public interest from the adjacent Meadow Ranch Estates over the last several years. The major concerns from community members have been the potential of increased traffic on Meadow Ranch Rd, the loss of character to the neighborhood, and impacts to property values.

Staff has thoroughly reviewed the rezoning request and feels as though it aligns with the city’s Comprehensive Plan. As well, the property has direct frontage onto US 380 and adjacent properties also along US 380 are expected to develop for non-residential uses. Based on these things, Staff is of the professional opinion that the rezoning request is appropriate and will be compatible with the surrounding uses. A more detailed summary of the request will be included in our Staff Report for Council’s consideration.

- **Roanoke Manor Zoning and Specific Use Permit**  
Case Number: 20-0073Z / 20-0006 SUP  
Location: Northwest Corner of SH 121 and Tina Drive



## City of McKinney Manager's Notes

- In late 2020, Planning Staff received a request on behalf of the property owner, Roanoke Manor, LLC, requesting a rezoning and specific use permit (SUP) to allow for warehouse uses on the approximately 45-acre tract at the northwest corner of SH 121 and Tina Drive.
- The request was originally scheduled to be considered by the Planning and Zoning Commission and City Council in the fall of 2020, but consideration was tabled indefinitely at the request of the applicant.
- The applicant now desires to move forward again and is scheduled for consideration at the August 10 Planning and Zoning Commission meeting and the September 7 City Council meeting.  
*\*Although the applicant's request was placed on the August 10 and September Agendas, please be advised that they will be tabled and moved to the August 24 PZ and September 21 Council meetings due to notifications signs not being posted on the subject property in the timeframe required by the Zoning Ordinance.*
- However, as part of the originally anticipated public hearings in 2020, Staff received a notable amount of public opposition from nearby residents, specifically related to the proposed warehouse uses. As such, we wanted to make Council aware of the new progress and upcoming hearings.

### Case Background and Details

- The applicant is seeking to rezone the subject property from "PD" – Planned Development District to "C3" – Regional Commercial Zoning District, which would allow for a variety of commercial uses. Given its location along SH 121, Staff is supportive of the rezoning request to "C3" and is recommending approval.
- However, should the rezoning request be approved, the "C3" – Regional Commercial Zoning District would then allow for consideration of warehouse uses on the tract via the SUP process (for reference, the SUP process requires public hearings and actions through the Planning and Zoning Commission and the City Council).
- As such, in concert with the rezoning request, the applicant is also proposing a specific use permit to allow for the construction of 4 buildings for warehouse uses, totaling approximately 427,000 square feet. As proposed, an approximately 195,000 square foot warehouse building would front on to State Highway 121 and three 77,450 square foot warehouse buildings would be oriented along Collin McKinney Parkway.



# City of McKinney Manager's Notes

- For a variety of reasons, Staff does not feel that the proposed warehouse uses are compatible with the surrounding land uses existing and envisioned for the immediate area. We are recommending denial of the specific use permit.
- **Monthly Population Estimate**
  - The estimated population as of August 1, 2021 is 202,909.
  - The estimated population as of July 1, 2021 was 202,593.

## Public Works

- Environmental Services Division
  - The solid waste management strategy study's stakeholder engagement phase continues with an in-person Think Tank workshop tentatively scheduled for Aug 24<sup>th</sup> from 1:00 PM to 4:30 PM at the Hall Library, Delaney Room. The workshop is designed to receive input from up to 60 city stakeholders.
- Streets and Drainage Division
  - Street crews and city contractors are continuing to work on concrete and asphalt street repairs. Currently there are 226 service requests for street repairs. Contractors completed the panel replacement on Virginia between Custer and Stonebridge. Contractors continue performing concrete panel replacement on Bios D Arc in front of the McKinney Christian Academy.
  - Drainage crews are working at the Airport off Enloe Road to improve stormwater runoff from the airport.
  - Each year the City contracts for various roadway repairs through the removal and replacement of concrete roadway sections. As part of this process, we work with the contractors to identify and coordinate work around schools and other high priority areas to limit congestion and delays during peak travel periods. The goal is to have construction completed during the summer and have all lanes open during the peak travel times around schools. Unfortunately, the contractor working on Lake Forest near McKinney Boyd High School was delayed and was unable to complete the work prior to the start of school. We are working with the contractor and school to limit the disruption by having all lanes of traffic open during pickup and drop off periods. We expect that the contractor will be finished with this work in approximately one week. An inspector will be onsite during the morning start times and evening dismissal times. The concrete pours will be timed during the school day and will be cleared before dismissal. Once the project is complete, the sidewalk will be ADA compliant and provide students with a safe route to school.
- Building & Equipment Division
  - Human Resources (201-203 W. Louisiana Street)

Department updates for August 13, 2021



# City of McKinney Manager's Notes

- Work has been started by the landlord and is expected to be completed within one month.
- Municipal Courts Remodel
  - LVT flooring is in progress. Estimated completion date is Sep. 1<sup>st</sup>.
- HVAC Equipment Replacement
  - Fire Station 3 exhaust fans are installed, and project is now complete.
  - Fire Station 4 exhaust fans are installed, and project is now complete.
  - Development Services HVAC replacement is scheduled to begin on Aug. 21<sup>st</sup>.
- City Hall
  - Materials have been ordered for the repair/replacement of the exterior steps and porch.
- Silos (406 E. Virginia)
  - Waiting on approval and survey for iron fencing of property.
- Senior Rec Center
  - Received PO for roof replacement. Start date is being scheduled.
- Water Division
  - Three water main breaks were repaired at the following locations:
    - The intersection of Cloyd Street and Tennessee Street – 8” water main
    - The intersection of Louisiana Street and S. McDonald Street – 12” water main
    - The intersection of Telephone Road and Parkdale Drive – 12” water main
  - Water service line replacement crews are completing work in Eagles Nest.
  - Crews have completed the first phase of collecting data for the city-wide water service line material inventory. This inventory is required by the EPA and TCEQ as part of the new lead and copper regulatory requirements. Crews inspected over 6,000 water service lines in 6 weeks. The remaining inventory will be completed within the next month. Additional information regarding the City’s requirements to meet the new lead and copper regulations will be provided once the water service line inventory is complete.
- Facilities Construction Division
  - Airport Executive Terminal: Construction continues with exterior enclosure work; MEP work and other interior work; because of differing site conditions along with current market material shortages and weather delays, the projected project construction completion is now November.
  - East Louisiana Parking Lot: All trailers have now been demolished; discussions are ongoing with Oncor for the removal of the overhead high voltage lines and with Atmos for the removal of the high pressure gas lines; a site plan is in the City’s review process.
  - Public Safety Phase 5 Expansion and Renovations Project: The CMAR continues with exterior, building enclosure and interior construction activities; design for a separate parking lot for impounded vehicles is in process.



# City of McKinney Manager's Notes

- McKinney Municipal Service Center – North Campus (formerly John Deere Facility): Construction has started with the demolition phase of the project.
- Municipal Complex: The remaining design services proposal (with additional services included) will be presented again to City Council on August 17th; 100% schematic design documents were presented to City Council on July 20th; full project funding needs discussions continue.

## Utility Customer Operations

- Advanced Metering Infrastructure (AMI) RFP
  - Awarded contract to HydroPro Solutions
  - AMI will advance water conservation goals
  - Customers can set leak & high usage alerts
  - Phase 1 (up to 6 months proof-of-concept) is underway
    - Southwestern side of city selected as test area
    - Data collector to be mounted on Alma water tower

## Visit McKinney

- **Marketing/Communications:**
  - Advertising
    - Wrote a brief sidebar piece for Sports Destination Management magazine about Cadence Cyclery's 10<sup>th</sup> anniversary and the cycling community in McKinney
    - Created two ads for TSAE website/email campaign
    - Created ad for Polka News – promoting Oktoberfest & Fall Festivals
  - PR/Communications
    - Created a coupon/deals page for visiting groups. (It's not a page in our regular navigation, but rather a link is provided to the group.)
    - Added the new brand style guide to the website section on Grants so grant recipients will have all the details for using our logos.
    - Expanded on the 150-word sidebar about Cadence Cyclery, turning it into a blog post with photos provided by the owner.
    - Created weekly videos for monitor/social media
    - Continuing to work on the website as we bulk it up in preparation for Oct. official launch for which we're doing a Facebook Live and press release.
    - Wrote text to go out to partners when extranet launches.
    - Did phone interview with a freelance writer from Small Market Meetings for a McKinney feature in an upcoming issue.

4-23-2020

## Public Improvement Districts: A Worthwhile Investment?

John Whitsell  
*City of Chandler*

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# Public Improvement Districts: A Worthwhile Investment?

John Whitsell  
City Manager, City of Chandler

## Executive Summary

Public Improvement Districts (PIDs) are a financing mechanism used to fund new developments and infrastructure improvements. PIDs are relatively easy to create and can be done by the local municipality. A majority of property owners within the district may petition a local government to create the district. Bonds can then be issued to fund a development or infrastructure improvements. Through an industry analysis and view of the current political environment, PIDs are certainly a beneficial mechanism to fund projects otherwise not feasible due to constraints on city budgets. Local elected officials will want PIDs monitored and only used in proper circumstances. This article explores this process through a potential developer.

## Industry Analysis

In order to understand exactly where we stand today, we must look at a cross section of several different industries. The banking industry, the housing industry as it relates to new developments, and the current state of municipalities all come together in this discussion. Once we understand how each play a role in the development of our cities, we can then look at how PIDs might impact our future.

The housing market changed drastically when “the financial crisis of 2008 created the biggest disruption to the U.S. housing market since the Great Depression.”<sup>1</sup> Here in East Texas we have a very strong presence of local community banks that take a very conservative approach to lending. We did not experience the full effect of the housing downturn; however, we are experiencing the effect of the downturn when it comes to availability of lending to local developers. David Monk, President/CEO Citizens State Bank, wrote the following regarding the situation:

I believe the sharp economic downturn that became very visible in the third quarter of 2008 revealed deficiencies in underwriting methods employed by many banks across the country, particularly those in states experiencing rapid development growth. Insufficient ‘hard’ equity, coupled with fairly lax lending standards and inadequate appraisal reviews, allowed many development projects to move forward that simply did not exhibit adequate financial or collateral strength to withstand any prolonged period of economic suppression or impairment in cash flow. . . . Balance sheets must show greater liquidity and ability to sustain longer periods of cash flow restriction and higher debt service margins.<sup>2</sup>

Consequently, if a developer wants to start a new development today, they must be more financially sound than in the pre-2008 market. Liquidity, loan to value ratio and credit history are scrutinized more stringently. Also, the appraisal process has changed completely in order to avoid those situations where inadequate reviews cause under-collateralization.

The 2019 legislative cycle brought additional challenges to local governments. 2019 Senate Bill 2 and 2019 House Bill 2439 have brought challenges to creating infrastructure for new developments as well as taken away some controls the local municipalities have traditionally had. These bills will be addressed more in-depth later. The State Legislature has also made it more difficult to annex new areas into incorporated city limits. Municipalities with populations of under 5000 cannot annex a new area unless through a voluntary request by the property owners.

## **Public Improvement Districts**

Public Improvement Districts were first legislated in 1987 through the creation of Local Government Code 372. The first publicly issued PID was created in 1992. This mechanism for financing and development was not widely utilized until some years later. It was not until 2014 that Texas saw a spike in the usage of PIDs.<sup>3</sup> If one made a heat map of current PIDs in the State of Texas, it would show a higher concentration in the very urban areas of the state. They have not become commonplace in more rural areas such as ours here in East Texas.

A Public Improvement District is created when a majority of the landowners in the proposed district vote or petition the local municipality to create the district. Once the district is created, financing mechanisms can be put into place and used for many types of improvements. Typically, bonds are sold, and proceeds are used to fund the associated improvements. Tax collections on associated assessments can also be used to fund projects without the issuance of bonds. These improvements may target streets and sidewalks, public safety and security, water, wastewater, drainage, health and sanitation, landscaping, mass transit, public libraries, parks, recreational and cultural facilities, and/or parking facilities. The municipality may also focus on improving methods of acquisition of right of way, and acquisition, renovation and/or construction of affordable housing.<sup>4</sup> PIDs can be created in existing neighborhoods or developments for their ongoing maintenance needs or improvements.

Once the district has been approved and created, it takes a team approach to secure financing and then start the development or improvements. This must be viewed as a partnership between the municipality and the developer or the petitioner. The city will have the responsibility of selling the bonds and ensuring that all state laws and reporting requirements are followed. The developer or petitioner will have the ultimate use of the money. There will also need to be other participants throughout the process. The developer and the city will need to employ bond counsel, a financial advisor, a special assessment consultant, an appraiser, and a trustee who will hold the bond funds.

As mentioned earlier, the banking industry has changed significantly. Mr. David Monk mentioned how insufficient hard equity in developments had helped lead to the crash of the housing industry. PIDs generally have a 3:1 value to lien ratio. This will help ensure that developments are well collateralized and do not get upside down. The conservative value to lien ratio should help ease the fears of any council as they consider action on the request to create a new district.

As with everything positive, there are always drawbacks or opportunity costs. The formation of the public improvement district can be very time consuming for staff and elected officials and taxing on the local municipality. Once a public improvement district is put into place, the city is then responsible for ongoing reporting. This is certainly a reason for cities to be leery and not want to subject their employees to the increased workload. Travis County has recently increased the application fee that they charge to create a PID to one hundred thousand dollars.<sup>5</sup>



This fee is meant to cover the staff costs of the initial application and approval process as well as the ongoing expenses throughout the life of the bond repayment period.

## Successes and Failures

The increased usage of PIDs has seen both successes and failures. Public Improvement Districts not only can be used to fund new construction and developments, they can also be used to update and fix infrastructure on existing developments and neighborhoods. Following are some examples of successes and failures.

The PIDs created within the City of Celina, Texas have proven to be successful with city growth. The city has seen a huge increase in population and valuation while being able to maintain a steady tax rate. A recent case study presented information as follows:

- City of Celina's Use of PIDs:
  - Eleven PIDs within the City
    - City has issued bonds for all 11, sometimes multiple series
  - Population has nearly doubled since 2010 (to near 18,000)
    - Median household income of \$92,000
    - Average home value of \$429,705
  - Economic growth tool
    - 2014 AV (Assessed Value): \$554,892,312
    - 2019 AV: \$1,886,517,751
    - 336% increase in AV in 5 years
    - Tax rate has stayed constant at \$0.6450 since 2007 I&S (Interest & Sinking)/M&O (Maintenance & Operations) levies have alternated.<sup>6</sup>

Public Improvement Districts can serve functions other than just financing new developments. There are currently PIDs in Grand Prairie, Texas that are used to upkeep and maintain amenities such as screening walls and landscaping.<sup>7</sup> The writer of a recent newspaper article discusses how a potential homeowner searching for a new house was astonished to learn that the older neighborhoods with PIDs actually looked better than many of the newer neighborhoods that did not have them. These neighborhoods can pay for amenities that neighborhoods not in PIDs cannot because of the lack of city funding. Citizens are buying these homes knowing that they will have to pay a higher property tax rate but are willing to do so because of the extra amenities that are offered. Property owners within PIDs also view their development as more aesthetically pleasing than others.

Farmers Branch, Texas was able to take land that had sat vacant since the 1990s and create a successful development. This particular property had environmental issues resulting from a battery plant that had previously occupied the property. The city provided a PID with a tax increment reinvestment zone to create the Mercer Crossing development. The development has proven to be a success, and two years after the bonds were issued, the developer only retains ownership of about 20 percent of the property.<sup>8</sup>

Not all PIDs are successful. City administrators have the responsibility of informing the city council of the pros and cons of each issue. Sapphire Bay in the City of Rowlett, Texas is a perfect example of a PID coming apart. Sapphire Bay was to be a one billion dollar planned

development with a massive manmade crystal lagoon. The city council and staff worked with the developer to make it happen, but they were never able to make any progress in getting the development started. According to reporter Bill Hethcock, “Rowlett City Manager Brian Funderburk in January called Bayside’s tactics ‘a textbook bait and switch.’ He said the city agreed to economic development incentives, approved density variances, secured state tax support for a convention center and made other decisions based on the initial agreed-upon vision for the project, which changed substantially.”<sup>9</sup>

The City of Rowlett eventually notified the developer that they were in default of the agreed upon incentives. Included in the incentive agreement was the creation of a Public Improvement District. This is a situation that city administrators want to avoid. Rowlett has since been able to revive the project, albeit in a slightly different form, with a new developer.

One other potential problem that we will consider is the ongoing assessment. A new owner may be aware of the increased tax rate when purchasing the home. However, what about the next purchaser, or what about the ability to sell the home altogether? We have seen the housing market change drastically over the last ten to fifteen years. There is no way that we can project what that market will look like in the future. The City of Leander, Texas’s City Council has addressed this to some extent already. Reporter Abby Bora writes the following:

Leander City Council has approved three PIDs since 2014 – Oak Creek, Deerbrooke and Crystal Springs. At a meeting August, 16, 2018, some council members indicated their uneasiness with the way PIDs are implemented after several residents said they were not properly informed of what they were buying into when they purchased their homes.

“City Council has expressed extreme dissatisfaction with the PIDs that are coming forth,” Leander City Council Member Andrea Navarrette said at the meeting. “It just sounds like they’re still not [informing residents]. There has got to be some kind of tool we as council can put in place to make [the developers] abide by.”<sup>10</sup>

Situations can arise when home buyers are unaware of the PID and the increased taxes through the assessments. This could make the new homeowner struggle financially. PIDs could cause homes to become harder to sell and possibly creating a negative outcome for someone forced to move. Of course, there is the option to pay off the amount of the assessment in one lump sum. A seller therefore could pay off the assessment at the time of the closing if that would make the sale more attractive to a potential purchaser. This would put all the burden on the original homeowner and not spread it out over the life of the amortization.

## **New Developments**

New developments are very costly propositions. Cities require that any developer build their own infrastructure. This infrastructure consists of water and sewer lines, proper storm drainage, streets complete with curb and gutter, and any other amenities such as parks and recreational areas that may be required through local ordinances. In our area, providing a very simple design of water, sewer, streets and drainage will cost a developer no less than three hundred twenty-five dollars per linear foot. That does not include the acquisition cost of the land, the development costs that go into the design and engineering, or any of the hundreds of other costs that will arise throughout the process.

Developments are also a risky venture. With development costs so high, if the housing market shifts at all, the developer can be left holding the bag and responsible for the repayment of any debt that they have incurred while building the development. As an example, I reference the housing downturn in 2008. Banks tend to get very particular and cautious when lending on new development ventures. The creation of the Public Improvement District can provide the funding needed in order to get the development completed.

In our general geographic area, there are several cities that are experiencing exponential growth. Some cities do not have property with lots available for the widespread sustained growth that occurs in their neighboring cities. New homes are built in areas that are owned and controlled by local developments. Builders do not have the ability to purchase a lot and build a speculative venture home for a prospective buyer. Local developers may want to build a new multi-hundred lot development on land that he currently owns. These developers evaluate the best route he can take in order to get this development to fruition. When city administrators are approached by developers with the words PID and bonds there can be an immediate shut down. If administrators would fully understand the process they can become more receptive to his proposition.

Once the landowner, and usually the developer in the case of a new development, approaches the municipality to create a Public Improvement District, a legal process must begin. Once everything is approved and the district is legally created, the municipality will sell bonds that will ultimately be used for the development. This is the end of the process initially for the municipality as the developer will then take the money and start building.

Through the creation of the district, the developer has shifted most of the financial liability from himself to the new property owners, if each of the new lots are sold as anticipated. At first evaluation, it appears as a way for the developer to make a lot more money. Because of the way that the bonds are repaid, it will cause the tax bill for the homeowner to be increased. Therefore, the long-term costs for the homeowner will be higher than if they purchased a home that was not in a PID. The supply and demand and the amount of home inventory will dictate what the ultimate price of the lot is. If there are areas of the state where homes are being sold faster than they are being built, then the developer can probably charge market rates. At below market rates, the purchaser will have to be willing to incur the additional costs at tax times just for the ability to get in a new home. If there is a more balanced curve of supply and demand, then the developer will probably have to charge a lesser amount for the lots that will be created in the development. The development costs have been shifted from the developer to the property owners, so the developer could lower the lot cost and still maintain profitability.

Once debt is incurred, who has the long-term responsibility for the repayment of the bonds? That falls on the owner of the property within the district. Once the development is finished and the homes are sold, the developer no longer owns any of the land and therefore is not responsible for the repayment of the debt. In a case where a PID is created for a new 300 plus home housing development, then there will be 300 plus new homeowners that are responsible for the annual debt payments. These payments are made through a tax assessment.

Let's assume that a buyer purchases a two hundred fifty-thousand-dollar home in a new development that is in a Public Improvement District. The portion of the debt is twenty thousand dollars payable over the next twenty years. The bonds sold are at a three percent interest rate. This means that your annual payment would be around \$1,118.64 per year and would equate to an ad valorem rate of .4475 per \$100 of valuation. Homeowners that escrow their insurance and taxes will have higher mortgage payments each month. If taxes are paid annually, then you will have to ante up \$1,118.64. The tax rate will vary based upon the valuation of the home. The assessment is

a set amount, therefore if the valuation of the home rises over time the tax rate to cover the assessment will decrease, but the amount due would remain the same.

To sum up the effects to the homeowner, the out of pocket expenses incurred at the time of purchase can be much less than they would normally be without a PID, but the ongoing taxes or escrow payments will be higher. New homebuyers with a lesser amount of savings but a higher income, this could certainly be an advantageous situation. There is another situation, though, where a market price could be paid for a property and could still have to pay the PID. In this scenario, the homeowner would end up paying much more over the lifecycle of the home ownership than if it were in an area that was not encumbered by a PID.

Public Improvement Districts can certainly provide for growth and improvements for any city. Cities should explore the idea of a Public Improvement Districts as scenarios that could be of real benefit. First, it would provide for development within the city. Cities that are begging for buildable lots could use PIDs to get the treat. Secondly, it would increase our tax base and our population. It would also give us a means to provide a structure and some control over the development.

## Legislation

The 2019 Legislative session in Texas was not kind to local municipalities. One of the bills passed was House Bill 2439. This bill explicitly forbids cities from regulating certain building materials. The bill, in its own words, “prohibits or limits, directly or indirectly, the use or installation of a building product or material in the construction, renovation, maintenance or other alteration of a residential or commercial building if the building product or material is approved for use by a national model code published within the last three code cycles that applies to the construction, renovation, maintenance or other alteration of the building.”<sup>11</sup> This prohibition of the regulation of building materials opens up the ability of a person or builder to not conform with the rest of the neighboring structures. It could also allow someone to possibly build a lesser quality structure in the middle of a development. Through the PID agreement, a municipality can negotiate a development agreement that will once again give them the ability to regulate the type of construction. This should pique interest in learning more about what a Public Improvement District could do for our community in having building standards.

Tax caps have been a hot topic among state legislators for a couple of legislative cycles. In the 2017 legislative session, legislators presented the caps as a means of controlling rising tax rates. This legislation was not successful at that time. The 2019 session was much more successful for these determined senators and representatives and they were able to pass their tax cap legislation with Senate Bill 2. Cities are only able to increase their tax rates three and half percent over their effective rates, (Prior to this legislation the rate was eight percent.) therefore limiting the amount of increased revenue that they may generate.

In today’s world, it is not the norm for a municipality to develop a residential or commercial area for growth. A city may have a vision and create a road or thoroughfare in order to spur a potential development, but the development itself would be up to a third-party developer. Senate Bill 2 probably put a further damper on this type of speculation. We may see the need for Public Improvement Districts evaluated differently as time goes on.

## Comparative Analysis

Other financing tools are available that compare to that of the Public Improvement District. There are also ways that one can lay Tax Reinvestment Zones over a PID and then buy down some of the assessments. My main objective in this paper was to only consider PIDs and how they would impact the homeowners and the governmental entities.

A Municipal Utility District (MUD) is another financing tool that is very similar to that of a PID. MUDs are created a little differently than PIDs and have some different requirements concerning repayment. This article advocates PIDs as a more beneficial in the type of new residential development that has been discussed. The PID allows for the city to provide oversight, it is a fixed repayment plan, and it has a defined term. While MUDs are certainly a viable option, they were not the focus of this paper. I have listed a comparison in Table 1.

Table 1

	PID	MUD
Entity to Establish District	Municipality	County, State
Regulating Entity	Chapter 372	TCEQ, Water Code
District Oversight	Municipality	Independent Board
Revenue Collected	Assessment	Ad Valorem Tax
Timing of Collection	Annually	Annually
Cross Collateralization	No	Yes
Ability to Prepay	Yes	No
Amount	Fixed	Variable
Term	Defined	Undefined

Source: Sloan and Banner (2019)<sup>12</sup>

## Conclusion

Public Improvement Districts can certainly be a positive instrument for developers and municipalities to utilize. There are some pitfalls to mitigate, but a properly structured PID could produce a win-win situation. If there is a clear understanding of what city staff and elected officials must undertake, all parties can come through the other side with a nice new development. If we are to consider this further, we must also consider requiring proper disclosures, advertisements, and announcements to ensure that the new property owner is well aware that they are agreeing to pay a higher tax rate than what the surrounding developments and the rest of the city may pay. If this understood, then the new Public Improvement District should be a success.

## Notes

<sup>1</sup>Barbara J. Fields, "Here's how the US housing market has been impacted by the 2008 crash," *Business Insider*, February 2016.

<sup>2</sup>David Monk, e-mail message to author, October 31, 2019.

<sup>3</sup> Drew Sloan and Linsay Banner, *What's So Funny 'Bout PIDs, Love and Understanding?*, Westin Riverwalk Hotel, October 9-11, 2019 (San Antonio, Texas: Texas Economic Development Council, 2019).

<sup>4</sup> Rick Rosenberg and Bob Springer, "Enhancing Project Profitability Utilizing Public Financing," *Central Texas Commercial Association of Realtors*, October 25, 2017, [https://cdn.ymaws.com/www.ctcaronline.com/resource/resmgr/docs/Public\\_Financing\\_Presentation.pdf](https://cdn.ymaws.com/www.ctcaronline.com/resource/resmgr/docs/Public_Financing_Presentation.pdf).

<sup>5</sup> Drew Sloan and Linsay Banner, *What's So Funny 'Bout PIDs, Love and Understanding?*

<sup>6</sup> Ibid.

<sup>7</sup> "Texas' public improvement districts can boost neighborhoods, at cost of extra taxes," *Dallas Morning News*, January 22, 2010, <https://www.dallasnews.com/news/2010/01/22/texas-public-improvement-districts-can-boost-neighborhoods-at-cost-of-extra-taxes/>.

<sup>8</sup> Drew Sloan and Linsay Banner, *What's So Funny 'Bout PIDs, Love and Understanding?*

<sup>9</sup> Bill Hethcock, "Rowlett re-launches \$1B-plus Crystal Lagoon development," *Dallas Business Journal*, August 2, 2019, <https://www.bizjournals.com/dallas/news/2019/08/02/rowlett-crystal-lagoon.html>.

<sup>10</sup> Abby Bora, "Leander council questions public improvement districts," *Community Impact Newspaper*, October 16, 2018, <https://communityimpact.com/austin/leander-cedar-park/city-county/2018/10/16/leander-council-questions-public-improvement-districts/>.

<sup>11</sup> Texas Legislature, House of Representatives, HR 2439, 86<sup>th</sup> Legislature, passed June 14, 2019, <https://capitol.texas.gov/tlodocs/86R/billtext/html/HB02439F.htm>.

<sup>12</sup> Drew Sloan and Linsay Banner, *What's So Funny 'Bout PIDs, Love and Understanding?*



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				SCOPING	DESIGN/STUDY	FRANCHISE UTL	LAND ACQ	BID PHASE	CONSTRUCTION	CONSTRUCTION START	PROJECT COMPLETE	CURRENT BUDGET	BUDGET ENCUMBERED
<b>COMBINED INFRASTRUCTURE PROJECTS (16 Projects, \$74,284,593 Overall FY Budget)</b>													
CO1633	SH 5 Utility Relocations - Phase 1	Relocation and betterment of existing water and wastewater mains in advance of the planned reconstruction of SH 5 by the Texas Department of Transportation (TxDOT).	ACTIVE PROJECT	100%	64%					Sep 2022	Nov 2023	\$23,315,000	\$1,830,000
CO1704	Substandard Utility & Street Rehab (East of SH 5)	Various replacement of previously identified substandard water/wastewater mains and failed pavement generally located east of SH 5, north of Industrial, south of US 380.	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Jan 2019	Aug 2020	\$8,395,000	\$8,380,590
CO1705	Substandard Utility & Street Rehab (South of Virginia)	Various replacement of previously identified substandard water/wastewater mains and failing pavement generally located south of Virginia, north of Eldorado, west of SH 5.	PROJECT COMPLETE	100%	100%	N/A	N/A	100%	100%	Oct 2018	Jun 2020	\$3,265,000	\$3,249,263
CO1706	Substandard Utility & Street Rehab (North of Virginia)	Various replacement of previously identified substandard water/wastewater mains and failed pavement generally located north of Virginia, south of Bray Central, west of SH 5, east of Community.	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Sep 2018	Jun 2020	\$5,158,694	\$5,111,268
CO1817	East Louisiana Infrastructure Improvements	Comprehensive infrastructure improvements (paving, drainage, utilities, pedestrian, hardscape) along East Louisiana Street.	ACTIVE PROJECT	100%	80%	26%	18%			Feb 2022	Feb 2023	\$5,152,800	\$550,000
CO1902	Main Replacements & Street Rehab (Northwood Park / Westwood Park Area)	Various replacement of previously identified substandard water/wastewater mains and failed pavement generally located north of Rockhill Rd, south of Bois D Arc, east of Dogwood, and west of US 75.	CONSTRUCTION UNDERWAY	100%	100%	100%	100%	100%	95%	May 2020	Aug 2021	\$6,488,099	\$6,106,746
CO2006	Griffin St and Pine St Infrastructure Improvements	Complete reconstruction including utilities, drainage, and paving.	ACTIVE PROJECT	100%	100%	90%	N/A	81%		Aug 2021	Aug 2022	\$2,660,000	\$327,659



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CO2009	Infrastructure Asset Management Planning	Initial implementation of an asset management program relating to existing street, water, and wastewater CIP infrastructure.	ACTIVE PROJECT	100%	97%	N/A	N/A	N/A	N/A	TBD	Aug 2021	\$200,000	\$195,000
CO2067	Green and Andrews Infrastructure Improvements	Comprehensive infrastructure improvements (paving, drainage, utilities, pedestrian).	ACTIVE PROJECT	100%	74%		69%			Mar 2022	Mar 2023	\$700,000	\$580,195
CO2133	N Tennessee Infrastructure Improvements (Lamar - US 380)	Rehabilitation of street paving including minor utility and sidewalk improvements.	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	N/A	80%	Nov 2020	Oct 2021	\$2,900,000	\$1,136,826
CO2134	Lela Jones Foote Bradley Infrastructure Improvements	Renewal of substandard infrastructure including streets, drainage and utilities	ACTIVE PROJECT	100%	21%					Aug 2022	Aug 2023	\$2,750,000	\$550,182
CO2135	Municipal Complex Area Infrastructure Improvements (Phase 1)	Various infrastructure improvements in the vicinity of a future municipal complex utilizing TIRZ funding.	PLANNED IMPROVEMENT							TBD	TBD	\$0	\$0
CO2136	SH 5 TxDOT Local Contribution (Frisco Rd - Powerhouse)	Local contribution for land acquisition (by TxDOT) and supplemental drainage design.	ACTIVE PROJECT	100%	69%	17%	17%			Jun 2024	Jun 2027	\$450,000	\$126,278
CO2137	White Ave Infrastructure Improvements	Reconstruction of street paving including complete replacement of water & wastewater mains	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	75%	Dec 2020	Oct 2021	\$4,400,000	\$1,999,459
CO2138	Public Works Utility Main Improvements	Renewal of water and wastewater mains by Public Works utilizing available buyoard contracts	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	85%	Nov 2020	Sep 2021	\$1,950,000	\$1,816,698





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CO4238	Town Center Infrastructure Improvements	Various improvements to existing street infrastructure in the McKinney Town Center	CONSTRUCTION UNDERWAY	100%	100%	100%	N/A	100%	96%	May 2020	Aug 2021	\$6,500,000	\$6,481,115
<b>DRAINAGE INFRASTRUCTURE PROJECTS (8 Projects, \$18,818,529 Overall FY Budget)</b>													
DR1646	Glenwood Estates Erosion Study	Study to determine potential improvements to address creek erosion through Glenwood Estates.	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	N/A	66%	May 2021	Sep 2021	\$550,000	\$93,182
DR1808	Warden Creek Drainage Improvements	2D study of upper Warden Creek watershed to analyze existing infrastructure to determine the need for improvements and, if needed, come up with improvement alternatives.	PROJECT COMPLETE	100%	100%	N/A	N/A	N/A	N/A	TBD	Dec 2020	\$250,000	\$119,950
DR1809	Finch Creek Drainage Improvements	1D and 2D study of the Finch Creek watershed to analyze existing infrastructure to determine the need for improvements and, if needed, come up with improvement alternatives.	ACTIVE PROJECT	100%	74%					Jul 2022	Mar 2023	\$650,000	\$140,000
DR2028	Mallard Lakes Dr Headwall Repair	Culvert headwall repair	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	15%	Aug 2021	Sep 2021	\$100,000	\$0
DR2118	Wattley Park Drainage & Erosion Improvements	Drainage & Erosion Improvements.	ACTIVE PROJECT	100%	100%	N/A	N/A	N/A		Oct 2021	Mar 2022	\$300,000	\$26,235
DR3251	Cottonwood Creek Unnamed Tributary Improvements	Creek improvements downstream of Village Park in lieu of on-site stormwater detention.	PROJECT COMPLETE	100%	100%	N/A	N/A	N/A	100%	Nov 2020	Nov 2020	\$18,529	\$18,520



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DR4319	NRCS Lake 15 & 16 Dam Rehabilitation	Upgrade principal spillway pipes, upgrade auxiliary spillways, and reshape both dams.	ACTIVE PROJECT	100%	100%	N/A	49%			Jun 2022	Dec 2023	\$11,100,000	\$0
DR5093	Dam Rehabilitation NRCS Lake 4	Replace principal spillway pipe, replace existing earthen emergency spillway with new RCC spillway over center of dam, flatten front and back slopes of dam.		100%	100%	N/A	100%	100%	100%	Jul 2018	Jul 2021	\$5,850,000	\$5,560,483
<b>FACILITY AGREEMENT INFRASTRUCTURE PROJECTS (2 Projects, \$5,494,643 Overall FY Budget)</b>													
FA0000	Miscellaneous Facility Agreements	Executed facility agreements for future deferred infrastructure.	PLANNED IMPROVEMENT	86%	N/A	N/A	N/A	N/A	N/A	TBD	TBD	\$1,894,643	\$0
FA4320	Trinity Falls Parkway (FM 543)	City contribution to MUD for additional construction of Trinity Falls Parkway.	PROJECT COMPLETE	100%	N/A	N/A	N/A	N/A	100%	Jan 2019	Oct 2020	\$3,600,000	\$3,600,000
<b>STREET INFRASTRUCTURE PROJECTS (26 Projects, \$141,212,531 Overall FY Budget)</b>													
ST1219	Virginia Parkway Lanes 5 & 6 (Bellegrove - US 75)	Widen Virginia Parkway from 4-lanes to 6-lanes, including the bridge over Wilson Creek. Right-of-way acquisition, utility adjustments, water and wastewater line construction are also included within the scope of the project.	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Feb 2017	Jul 2021	\$11,861,420	\$11,861,032
ST1231	Virginia Parkway Lanes 5 & 6 (Ridge – Bellegrove)	Widen Virginia Parkway from 4-lanes to 6-lanes from just east of Ridge Road to Bellegrove. Traffic signals will be added at the Virginia Parkway intersections with Crutcher Crossing and Mallard Lakes.	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Feb 2017	Jul 2021	\$4,991,254	\$4,990,960
ST1617	Ridge Rd (US 380 - Wilmeth)	Construct Ridge Road from its current terminus at US 380 to Wilmeth Road.	CONSTRUCTION UNDERWAY	100%	100%	98%	100%	100%	4%	Jul 2021	Dec 2022	\$24,031,900	\$23,548,160



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ST1649	PROW ADA (Eastside)	Accessibility Improvements within the Downtown Area: Hunt St (Board to SH 5), Lamar St (Sherman to SH 5), Davis St (Church to SH 5), Church St (Walker to Davis), Kentucky St (Walker to Hunt), Tennessee St (Walker to Herndon), and area surrounding Mitchell Park.	PROJECT COMPLETE	100%	100%	100%	N/A	100%	100%	Jun 2019	Nov 2020	\$2,534,057	\$2,498,669
ST1719	Wilmeth (Hardin to Lake Forest)	Construction of Wilmeth Rd (G4D) from Hardin to Lake Forest, including roundabouts at Hardin, CR 943, and Lake Forest.	ACTIVE PROJECT	100%	100%	87%	91%			Oct 2021	Sep 2023	\$27,823,930	\$2,291,000
ST1723	Wilmeth (East of Redbud to SH 5)	Construction of Lanes 3 & 4 West of SH 5 and construction of median lighting between US 75 and SH 5.	CONSTRUCTION UNDERWAY	100%	100%	100%	100%	100%	16%	Jun 2021	Jun 2022	\$4,064,681	\$4,017,902
ST1834	Accessibility Improvements (Eastside Phase 2)	Various pedestrian improvements (sidewalk, curb ramps, and intersections) in the Downtown McKinney area. Continuation of improvements for Phase 1 (ST1649).	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	N/A	60%	Jan 2021	Jan 2022	\$1,970,000	\$947,256
ST1835	Arterial Intersection Capacity Improvements (FY19)	McKinney Ranch @ Lake Forest, Alma @ Eldorado, Virginia @ Stonebridge, Hardin @ White	CONSTRUCTION UNDERWAY	100%	100%	100%	100%	100%	79%	Dec 2020	Oct 2021	\$2,600,000	\$2,555,758
ST1838	Eldorado and Custer Intersection / Bridge Improvements	Widening of existing bridge over Rowlett Creek to include lanes 5 & 6 including various intersection capacity improvements.	ACTIVE PROJECT	100%	100%	19%	N/A			Dec 2021	Oct 2022	\$2,600,000	\$490,000
ST1839	Virginia Parkway Lanes 5 & 6 (Custer - Virginia Parklands)	Addition of Lanes 5 & 6	CONSTRUCTION UNDERWAY	100%	100%	100%	N/A	100%	6%	Jul 2021	Apr 2022	\$3,900,000	\$3,807,954
ST1841	Collin McKinney Pkwy (Lake Forest - Hardin)	Construction of remaining lanes 1 & 2 (westbound), lanes 3 & 4 (eastbound) including signal improvements at Lake Forest and Hardin.	ACTIVE PROJECT	100%	92%	17%	62%			Jan 2022	Jan 2023	\$13,018,589	\$1,014,750



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CIP PROJECT	PROJECT NAME	PROJECT DESCRIPTION	STATUS	PROJECT PHASE TRACKER						KEY MILESTONE DATES		PROJECT BUDGET SNAPSHOT	
				SCOPING	DESIGN/STUDY	FRANCHISE UTIL	LAND ACQ	BID PHASE	CONSTRUCTION	CONSTRUCTION START	PROJECT COMPLETE	CURRENT BUDGET	BUDGET ENCUMBERED
ST1911	Rockhill Rd Improvements (Rockhill Development)	Construction of a mini roundabout at the intersection of Rockhill Road and Graves Street.	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Jun 2020	Sep 2020	\$745,000	\$697,168
ST2011	Intersection Capacity Improvements (US 380 & Community Ave)	Construction of intersection capacity improvements at US 380 & Community.	ACTIVE PROJECT	100%	2%					Aug 2023	Aug 2024	\$1,594,706	\$0
ST2102	Citywide Street Rehabilitation (FY21)	Replacement / Renewal of street pavement	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	86%	Oct 2020	Sep 2021	\$4,500,000	\$4,040,974
ST2103	FM 1461 TxDOT Local Contribution (Custer - Bloomdale)	Local contribution for land acquisition (by TxDOT) associated with TxDOT reconstruction of FM1461	ACTIVE PROJECT	100%	98%	78%	78%			May 2024	May 2026	\$300,000	\$188,808
ST2106	Stonebridge Drive (US 380 - Wilson Creek)	Construction of NB lanes 1 & 2 of Stonebridge Dr adjacent to Tucker Hill	PLANNED IMPROVEMENT	86%						TBD	TBD	\$400,000	\$10,000
ST2107	East McKinney Mobility Alignment Study	Mobility and alignment study to determine feasible mobility and roadway improvements including connection(s) to Airport Drive.	ACTIVE PROJECT	100%	92%	N/A	N/A	N/A	N/A	TBD	Sep 2021	\$120,000	\$120,000
ST2121	Citywide Sidewalk Condition Assessment	Citywide condition assessment of existing sidewalks and curb ramps utilizing imagery and data processing.	ACTIVE PROJECT	100%	86%	N/A	N/A	N/A	N/A	TBD	Sep 2021	\$50,000	\$50,000
ST3212	Stacy Rd Lanes 5 & 6 (Custer - Ridge)	Construction of Lanes 5 & 6 including signaliziton of Stacy Rd at McKinney Ranch Pkwy	CONSTRUCTION UNDERWAY	100%	100%	100%	100%	100%	65%	Nov 2020	Dec 2021	\$8,203,803	\$8,138,913



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ST4227	Bloomdale Road Extension - Community to Hardin	Extension of Bloomdale from Hardin Blvd to Community Ave with a 4 lane divided roadway.	CONSTRUCTION UNDERWAY	100%	100%	100%	100%	100%	90%	Feb 2020	Oct 2021	\$13,798,344	\$13,171,163
ST4229	Bloomdale Road and FM 543 Realignment	Construct remaining planned lanes along Bloomdale (West of SH 5) and establish new planned intersection of Bloomdale/FM543	PLANNED IMPROVEMENT	81%						TBD	TBD	\$2,161,523	\$0
ST4231	Roadway Impact Fee Update	Update to roadway impact fee report and establishment of revised impact fees.	ACTIVE PROJECT	100%	94%	N/A	N/A	N/A	N/A	TBD	Sep 2021	\$187,500	\$180,000
ST4372	Country Ln Extension & Airport Dr Improvements	Extend Country Lane from its current southern terminus to FM 546. Includes reconstruction of Airport/Country and existing FM 546 intersection, and design of SB right turn lane and intersection reconstruction at Airport/Industrial intersection.	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Apr 2020	Jul 2021	\$2,400,000	\$2,137,184
ST4375	Transportation Development Catalyst	Umbrella funding source for transportation development catalyst projects	PLANNED IMPROVEMENT	86%	N/A	N/A	N/A	N/A	N/A	TBD	TBD	\$920,000	\$40,000
ST4422	Trinity Falls Parkway Link	Design lanes 3&4 for Trinity Falls Parkway from Laud Howell Parkway to the north/south section of Trinity Falls Parkway	PROJECT COMPLETE	100%	N/A	N/A	N/A	N/A	100%	Jan 2019	Oct 2020	\$1,635,000	\$1,557,603
ST9115	Custer Road Design & ROW (US 380 – FM 1461)	Preliminary and Final engineering for the widening of Custer Road (FM 2478) from 380 to 1461. Ultimate road will be six-lanes, but current PS&E will include only four lanes.	PROJECT COMPLETE	100%	100%	N/A	N/A	N/A	N/A	Jan 2021	Oct 2020	\$4,800,824	\$4,614,228
<b>TRAFFIC INFRASTRUCTURE PROJECTS (18 Projects, \$10,038,893 Overall FY Budget)</b>													



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TR1843	Traffic Signalization (FY19)	Construction of permanent traffic signals (See TR1845, TR1846)	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	N/A	90%	Aug 2019	Oct 2021	\$1,178,650	\$1,082,901
TR1845	Traffic Signalization (FY19) - RIF Zone H	Construction of permanent traffic signals at Alma Drive at Henneman and Stacy at Collin McKinney.	ACTIVE PROJECT	100%	100%	N/A	N/A	N/A		Oct 2021	Apr 2022	\$500,000	\$200,359
TR1846	Traffic Signalization (FY19) - RIF Zone I	Construction of permanent traffic signals at Lake Forest at Collin McKinney and Stacy at Collin McKinney	PROJECT COMPLETE	100%	100%	N/A	N/A	N/A	100%	Apr 2020	Mar 2021	\$400,000	\$393,403
TR1847	US 380 Illumination (Coit - Custer)	ILA for installation of median illumination	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	N/A	97%	Oct 2019	Aug 2021	\$150,000	\$2,412
TR1848	US 380 Illumination (Bois D Arc - US 75)	Installation of median illumination utilizing TxDOT HSIP funding for construction.	PROJECT COMPLETE	100%	100%	N/A	N/A	100%	100%	Aug 2020	Jun 2021	\$85,000	\$70,705
TR1849	Traffic Signal Detection Upgrades	Various traffic signal detection upgrades.	ACTIVE PROJECT	100%	95%	N/A	N/A	N/A	N/A	TBD	Sep 2021	\$350,000	\$95,605
TR1850	Citywide Future Roundabout Planning & Evaluation	Initial feasibility study of citywide roundabout installations including review of City roundabout policies. Detailed roundabout feasibility study at Ridge Road and Glen Oaks.	ACTIVE PROJECT	100%	95%	N/A	N/A	N/A	N/A	TBD	Sep 2021	\$100,000	\$72,200
TR2020	SH 5 Illumination (Stewart - US 380)	Installation of continuous median illumination (construction to occur concurrent with TxDOT reconstruction of SH 5).	ACTIVE PROJECT	100%	8%	N/A	N/A			Jun 2024	Jun 2027	\$250,000	\$250,000



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TR2021	Harry McKillop Illumination (SH 5 - Airport)	Installation of continuous median illumination.	ACTIVE PROJECT	100%	89%	N/A	N/A			Nov 2021	Apr 2022	\$1,340,000	\$135,000
TR2022	Traffic Signalization (FY20)	Installation of new traffic signals at Airport & Harry McKillop, Ridge & Berkshire, and McKinney Ranch & Silverado.	CONSTRUCTION UNDERWAY	100%	72%	N/A	N/A	N/A	37%	Dec 2020	Sep 2022	\$1,290,000	\$421,227
TR2023	Traffic Signal Detection Upgrades (TxDOT HSIP)	Upgrade of traffic signal vehicle detection equipment.	ACTIVE PROJECT	100%	100%	N/A	N/A	N/A		Nov 2021	Apr 2022	\$956,863	\$726,704
TR2024	US 380 Illumination (Custer - Bois D Arc)	Installation of new median illumination along US 380	PROJECT COMPLETE	100%	32%			100%	100%	TBD	Nov 2021	\$1,000,000	\$130,000
TR2025	Citywide Wayfinding Planning	Planning and implementation for enhanced citywide wayfinding.	ACTIVE PROJECT	100%	46%	N/A	N/A	N/A	N/A	TBD	Feb 2022	\$300,000	\$282,416
TR2026	US 75 Lighting Upgrades	Long-term rolling replacement of high mast lighting with LED ballast.	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	N/A	86%	Oct 2020	Sep 2021	\$450,000	\$200,833
TR2115	Auburn Hills Pkwy / US 380 Traffic Signal Installation	Installation of a new traffic signal.	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	82%	May 2021	Aug 2021	\$296,752	\$267,384
TR2123	US 380 at C&D Landfill Traffic Signal Installation	Installation of a new traffic signal.	ACTIVE PROJECT	100%	52%	N/A	N/A			Oct 2021	Jan 2022	\$160,000	\$35,600



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TR4235	Traffic Signal Controller Upgrade	Various upgrades to existing traffic signal controllers.	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	96%	Jan 2018	Sep 2021	\$600,000	\$408,937
TR9127	Fiber Optic / Intelligent Transportation Systems	Update ITS Master Plan and Various Project Implementation	ACTIVE PROJECT	100%	100%	N/A	N/A	N/A		TBD	Sep 2020	\$631,628	\$481,470
<b>WATER INFRASTRUCTURE PROJECTS (19 Projects, \$84,693,935 Overall FY Budget)</b>													
WA0210	Independence Parkway 24 Inch Waterline	Installation of master-planned 24" water main.	ACTIVE PROJECT	100%	29%					Apr 2022	Jan 2023	\$2,500,000	\$280,000
WA1610	Service Line Replacement - Residential 10 Year	Replacement of water service lines as identified by Public Works (ongoing).	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	47%	Dec 2016	Dec 2026	\$1,500,000	\$375,881
WA1625	University Pump Station - 920 PP Pump	Various pump and electrical improvements at the University Pump Station facility.	PROJECT COMPLETE	100%	100%	N/A	N/A	100%	100%	Aug 2019	Jul 2021	\$2,815,000	\$2,730,000
WA1626	McKinney Ranch Pump Station Improvements	Various pump, facility, and electrical improvements at the McKinney Ranch Pump Station facility.	ACTIVE PROJECT	100%	100%	N/A	N/A	5%		Nov 2021	May 2023	\$13,750,000	\$1,735,785
WA1630	Custer Road Utility Relocations (US 380 to FM 1461)	Custer Road Utility Relocations from US380 to FM1461: Relocate existing water lines including 8-inch and smaller and Replace with a Master Planned 24-inch water line	PROJECT COMPLETE	100%	100%	N/A	100%	100%	100%	Mar 2020	Jul 2021	\$10,673,240	\$10,227,535





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WA1713	Miscellaneous Water Facility Improvements	Miscellaneous annual capital improvements to water facilities citywide as determined by the Public Works Department.	PLANNED IMPROVEMENT	93%	N/A	N/A	N/A			TBD	TBD	\$691,445	\$350,136
WA1810	NTMWD Meter Vault - Redbud Pump Station	Construction costs associated with the NTMWD meter vault located at the Redbud Pump Station facility.	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	100%	99%	Mar 2018	Aug 2021	\$2,471,250	\$2,471,250
WA1851	Elevated Storage Tank Maintenance	Routine evaluation and required maintenance for the existing elevated storage tank.	ACTIVE PROJECT	100%	100%	N/A	N/A	22%		Oct 2021	Apr 2022	\$1,400,000	\$150,000
WA2052	McLary 36 Inch Water Line (Trinity Falls East Feed)	City obligation of master planned water infrastructure to connect to Trinity Falls East Feed distribution line.	CONSTRUCTION UNDERWAY	100%	100%	N/A	100%	100%	3%	Aug 2021	May 2022	\$3,200,000	\$275,200
WA2053	New Water Pressure Plane Study (West of Independence)	Study to determine interim and long term improvements related to water pressures generally in the western portion of the 950 water service area.	ACTIVE PROJECT	100%	84%	N/A	N/A			TBD	Sep 2021	\$150,000	\$50,000
WA2108	Water System SCADA Upgrades	Redundency and security improvements to SCADA system requested by Public Works	PLANNED IMPROVEMENT							TBD	TBD	\$1,000,000	\$0
WA4202	Water Master Plan 2018	Water Master Plan and Utility Impact Fee Updates	PROJECT COMPLETE	100%	100%	N/A	N/A	N/A	N/A	TBD	Dec 2020	\$178,000	\$178,000
WA4337	Undesignated Oversize Participation (Water)	Undesignated oversize participation (wastewater infrastructure) for development projects.	PLANNED IMPROVEMENT	86%			N/A			TBD	TBD	\$300,000	\$0



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WA4339	Airport South & Harry McKillop Water Mains	Master planned 24" water mains along Airport Boulevard (Industrial to Harry McKillop/FM546) & Harry McKillop/FM 546 (SH 5 to Airport)	ACTIVE PROJECT	100%	100%	84%	29%			Dec 2021	Dec 2022	\$8,635,000	\$650,000
WA4340	Redbud Pump Station Transmission Line (850 PP)	Design and construct the master planned 850 PP discharge line for Redbud Pump Station project.	PROJECT COMPLETE	100%	100%	N/A	100%	100%	100%	Feb 2020	Jul 2021	\$7,735,000	\$7,196,150
WA4371	Willowood Easement/ROW	Easements & ROW	PROJECT COMPLETE	100%	100%	N/A	100%	N/A	N/A	TBD	Dec 2020	\$450,000	\$173,907
WA4402	Water Development Catalyst	Provide catalyst for future development related to water infrastructure	PLANNED IMPROVEMENT	86%						TBD	TBD	\$1,000,000	\$0
WA8132	Redbud Pump Station Site Development	Design and construction of the pump station facility (pumps and ground storage tank) to serve the 850 and 794 pressure planes of the water distribution system.	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	100%	99%	Mar 2018	Aug 2021	\$25,200,000	\$25,100,030
WA9145	Virginia Water Main (Dogwood Trail - US 75)	2,600 LF of 12 inch water line along Virginia Parkway	PROJECT COMPLETE	100%	100%	100%	100%	100%	100%	Feb 2017	Jul 2021	\$1,045,000	\$1,039,000
<b>WASTEWATER INFRASTRUCTURE PROJECTS (10 Projects, \$27,856,749 Overall FY Budget)</b>													
WW1638	Honey Creek SS Trunk Main to MH-HC124	Construction of master planned 36" to 48" wastewater trunk main along Honey Creek.	ACTIVE PROJECT	100%	86%		13%			Mar 2022	Jan 2023	\$10,550,000	\$960,000



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WW1853	Lift Station Improvements	Planned improvements to six (6) existing lift stations to increase capacity and service life.	CONSTRUCTION UNDERWAY	100%	100%	N/A	N/A	100%	12%	Jul 2021	Jan 2022	\$6,850,000	\$1,263,343
WW1855	Wastewater Main CIPP Lining	Cured-In-Place-Pipe (CIPP) lining of existing large diameter wastewater trunk mains identified by Public Works as being in substandard condition.	CONSTRUCTION UNDERWAY	100%	N/A	N/A	N/A	N/A	35%	Dec 2019	Sep 2024	\$7,200,306	\$7,198,610
WW1858	Old Mill Road Wastewater Main	Design and construction of a master-planned wastewater main.	PLANNED IMPROVEMENT	93%		N/A	N/A	N/A	N/A	TBD	TBD	\$0	\$0
WW2245	Aerial Wastewater Crossing Improvements – Erwin Avenue	Replace existing 8-inch sanitary sewer crossing.	PROJECT COMPLETE	100%	100%	N/A	N/A	100%	100%	Mar 2019	Nov 2019	\$438,806	\$433,191
WW4209	Wastewater Master Plan 2018	Wastewater Master Plan and Utility Impact Fee Updates	PROJECT COMPLETE	100%	100%	N/A	N/A	N/A	N/A	TBD	Mar 2021	\$344,000	\$344,000
WW4348	Aerial Wastewater Crossing Improvements	Improvement / Reconstruction of existing wastewater aerial main crossings as identified by Public Works as being in substandard condition.	PLANNED IMPROVEMENT							TBD	TBD	\$80,000	\$29,865
WW4354	Undesignated Oversize Participation (Wastewater)	Undesignated oversize participation (wastewater infrastructure) for development projects.	PLANNED IMPROVEMENT	86%			N/A			TBD	TBD	\$447,269	\$447,269
WW4404	Sanitary Sewer Line Condition Assessments	Ongoing condition assessments of existing large diameter wastewater mains	PLANNED IMPROVEMENT							TBD	TBD	\$946,368	\$909,109



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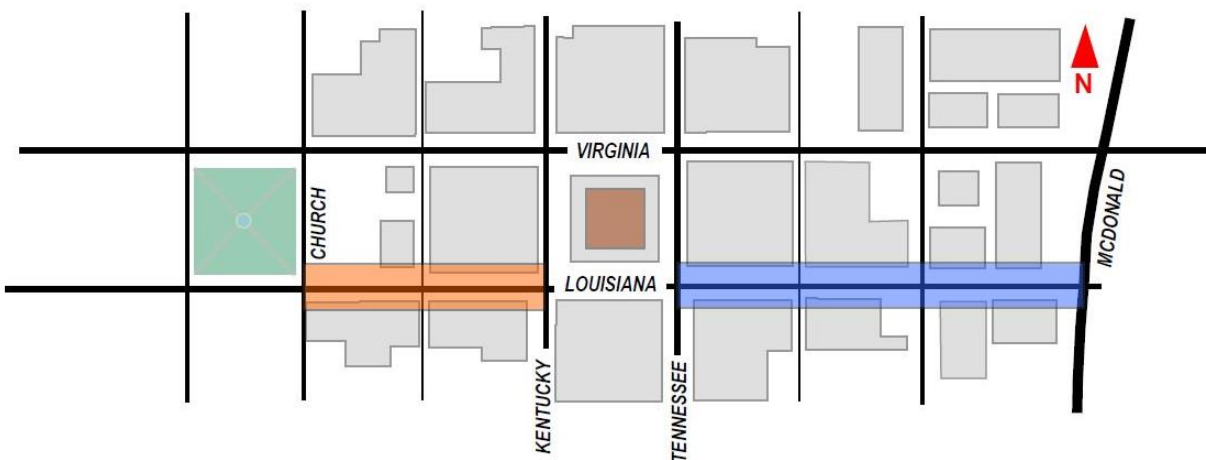
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				SCOPING	DESIGN/STUDY	FRANCHISE UTIL	LAND ACQ	BID PHASE	CONSTRUCTION	CONSTRUCTION START	PROJECT COMPLETE	CURRENT BUDGET	BUDGET ENCUMBERED
WW4405	Wastewater Development Catalyst	Provide catalyst for future development	<i>PLANNED IMPROVEMENT</i>	86%						TBD	TBD	\$1,000,000	\$0

# Town Center Improvements Project – Louisiana Street

## Status Update – August 10, 2021

The City of McKinney began construction of the Town Center Improvements project on May 18, 2020. This project along Louisiana Street includes necessary utility, drainage and pedestrian improvements and will also include upgrades to paving, landscape and lighting.

Work will occur in two separate phases, from Church Street to Kentucky Street, and from Tennessee Street to McDonald Street. Axis Contracting, Inc are constructing the project.



### East Louisiana Construction Status

All street pavement has been completed between Tennessee Street and McDonald Street. Sidewalk construction is nearly complete between Tennessee Street and Chestnut Street. The remaining brick pavers between Tennessee Street and Johnson are expected to be completed by the end of the week.

Sidewalk work is underway between Chestnut Street and McDonald Street. The contractor will coordinate with businesses during the remainder of the sidewalk construction and will maintain pedestrian access to businesses.

All street light poles have been erected between Tennessee Street and Chestnut Street. Final electrical work is ongoing.

Final items including signing, striping, landscaping, irrigation, handrail installation, and hardscape will occur over the next month.

### Traffic Status

A lane closure is currently in place on the southern half of the roadway from Tennessee Street to McDonald Street.

### East Louisiana Block Party

A block party on East Louisiana is tentatively scheduled for September 10, 2021. More information will be released in the coming weeks.



### Overall Project Schedule

#### West Louisiana (Church – Kentucky)

West Louisiana project portion was substantially completed on September 30, 2020.

#### East Louisiana (Tennessee – McDonald)

	2021																	
	January	February	March	April	May	June	July	August	September									
Phase 1 - Waterline Construction	█	█	█															
Phase 2, Step 1 - Chestnut to McDonald (northern half of roadway)		█	█	█	█	█												
Phase 2, Step 2 - Tennessee to Chestnut (northern half of roadway)			█	█	█	█	█											
Phase 3, Step 1 - Chestnut to McDonald (southern half of roadway)						█	█	█	█	█	█	█	█	█				
Phase 3, Step 2 - Tennessee to Chestnut (southern half of roadway)						█	█	█	█	█	█	█	█	█				
Phase 4 - final clean-up													█	█	█			

East Louisiana is expected to be substantially complete by August 27, 2021.\*

\*It is expected that East Louisiana will be substantially complete approximately 2 months later than the originally planned date of June 25. Adverse weather and concrete supply shortages have delayed overall project progress. The City has approved a change order with the contractor to extend the contract duration by 25 days for additional work not included in the original contract, including the waterline bore under McDonald St (SH 5).

### How to Stay Informed

View regular updates on our website at [www.mckinneytexas.org/louisiana](http://www.mckinneytexas.org/louisiana)

Email project questions to [louisiana@mckinneytexas.org](mailto:louisiana@mckinneytexas.org)