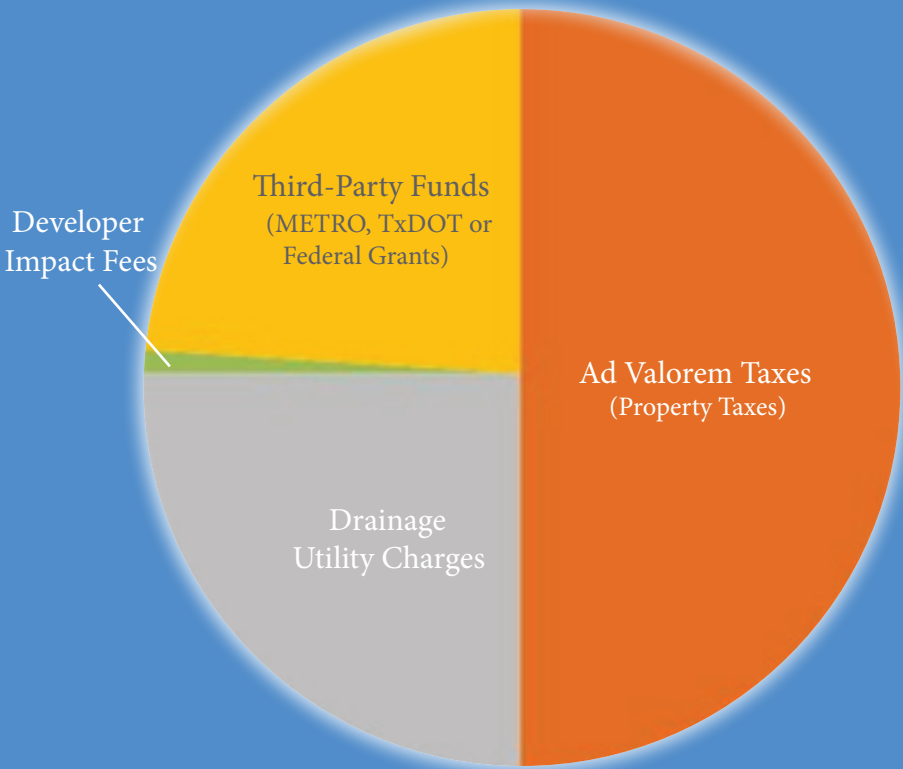


ReBuild Houston is the City of Houston’s initiative to rebuild the city’s drainage and street infrastructure in order to improve the quality of life and mobility for residents.

Proposition 1, which was approved by Houston voters on November 2, 2010, amended the city charter. To implement this amendment, a dedicated, pay-as-you-go fund was established to maintain and improve the city’s drainage and street infrastructure—and to plan and construct upgrades to meet future needs as Houston grows.

REBUILD HOUSTON ESTIMATED FUNDING SOURCES

THROUGH 2034



\* Estimated Using 2014 Projections

Sources for this funding include Drainage Charges, Ad Valorem Taxes and Developer Impact Fees; as well as Third-Party Funds through outside partnerships (typically other government agencies such as METRO, TxDOT and the Federal Government).



rebuildhouston.org  
houston.tx.gov

Did you know...

The City of Houston operates nearly 2,500 traffic signals, of which, nearly 2,000 were either damaged or destroyed during Hurricane Ike. By replacing these signals with LED traffic signals, the City has reduced electrical usage by 80-90%.

“When our work is done, we will have secured the infrastructure future of Houston for decades to come. The risk of flooding will have been reduced and our streets will be safer for the driving public.”  
-- Mayor Annise Parker



REBUILD HOUSTON  
better streets. better drainage. better future.







The process starts with planning by identifying and prioritizing the critical needs for the City of Houston. After identifying the areas of greatest need based on objective data, candidate projects are developed that include solutions to address those needs. The next step is to prioritize these identified candidate projects into the City’s Capital Improvement Plan (CIP) based on the greatest value for our residents. We then implement these projects in accordance with the approved 5-Year CIP through the design and construction process.

Once a construction project is completed, the City of Houston provides ongoing operations and maintenance. Needs are continuously evaluated. When infrastructure can no longer be kept in good working order through routine maintenance, it transitions back to planning and the cycle starts over.

Did you know...

The City maintains almost 6,000 centerline-miles of streets. That’s enough road to drive from Boston, Massachusetts to Los Angeles, California and back! The City spends \$15 million repairing our major thoroughfares annually and sweeps each of these streets four times a year. It costs more than \$1 million dollars to construct one-lane mile of roadway.

Planning (Years 6-10)

IDENTIFY NEEDS

PRIORITIZE NEEDS

DEVELOP SOLUTIONS

REFER CANDIDATE PROJECTS

### Identifying the Worst

Need is determined by the assessment and evaluation of actual infrastructure conditions as compared to City standards for level of service. Prioritization of Need is performed using the Storm Water Enhanced Evaluation Tool (SWEET).

Every street citywide has been assessed by the Street Surface Assessment Vehicle and assigned a Pavement Condition Rating (PCR). Streets are compared to other streets citywide to identify the highest needs based on condition. Citywide traffic counts are used to identify roadways that need additional capacity. Flooding in buildings, as well as flooding that makes streets impassable, is compared across the City.

Candidate projects are developed to address the areas of highest need. The best candidate projects are programmed into the next Capital Improvement Plan (CIP).



Programming (Years 1-5)

CANDIDATE PROJECTS FROM PLANNING

MERIT-BASED PRIORITIZATION

PROGRAM TO ANNUAL FUNDING

PROPOSED 5-YEAR CIP

UPDATE PROJECTS IN ADOPTED CIP

ADJUST SCHEDULE FOR DELIVERY OBSTACLES

### Addressing the Worst First

Each year City Council updates the 5-Year CIP. New projects are added using criteria which includes the cost of the project and number of residents benefited. The CIP, based on resources available to be spent in the five year period, provides a work schedule for implementation when adopted by City Council.

Implementation

DESIGN

BID AND AWARD

CONSTRUCT

### Building the Solution

Building a project takes a team of engineers and contractors who design and construct projects of all sizes and types citywide. Performing this work while keeping the public moving requires proper safety measures and good communication, as well as skilled technical design and construction to rigorous standards.

Once constructed and ready for public use, the new streets and drains become the responsibility of the Street and Drainage Division (SDD). SDD strives to keep the infrastructure in top working order.

Operations & Maintenance

### Keeping it in Working Order

The City operates its traffic network in coordination with TxDOT, Harris County and METRO. The Houston TranStar facility houses personnel from these agencies that use state-of-the-art technologies to reduce traffic congestion and improve roadway safety. This facility serves nationally as a model organization for regional cooperation.

Street maintenance activities range from street sweeping to filling potholes to replacement of roadway panels. Many neighborhoods are benefitted by overlaying the streets with a layer of asphalt.

Storm sewers often do not perform as designed because of litter and debris. Keeping storm sewers and roadside ditches clear of silt, debris and litter costs the City about \$30 million each year—this is funding that could be used to construct more drainage projects. This debris and litter also impacts the quality of water in our bayous. With our partners, Houston is addressing water quality issues in our bayous to attain quality sufficient for recreational uses.

