

Transportation Commission



March 10, 2026
Town Hall
2121 Cross Timbers Road
Flower Mound, TX 75028

6:30 p.m.

AGENDA

A. CALL TO ORDER

B. PLEDGE OF ALLEGIANCE TO THE UNITED STATES FLAG

C. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Board/Commission regarding any item on this agenda that is not a "Public Hearing." Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972.874.6000 during business hours.

In accordance with the Texas Open Meetings Act, the Board/Commission is restricted from discussing or acting on items not listed on the agenda.

To speak during public comment, fill out a comment form (PDF). Note:

- Limited to three (3) minutes, a tone will sound at 30 seconds left and when time has expired, and times may be adjusted by the Chair
- Direct comments to the Board/Commission
- State your name and the municipality where you reside

D. ASSISTANT DIRECTOR REPORT

1. Update status report related to operational issues, capital improvement projects, and TxDOT projects.
2. Future Transportation Commission meeting dates - April 14th and May 12th
3. Future Agenda items
4. Dark Sky Initiative

E. CONSENT ITEM(S)

This part of the agenda consists of non-controversial, or "housekeeping" items required by law. Items may be removed from Consent by any Commissioner by making such request prior to a motion and vote.

1. Consider approval of the minutes from 01/13. - Consider approval of the minutes from January 13, 2026.

F. REGULAR ITEM(S)

1. - Consider a recommendation to staff on the adoption of a proposed community outreach policy for the installation of streetlights.

G. WORK SESSION

1. Review of FY 26-27 Signal Projects
2. Review Capital Improvement Project for Streets and Street Reconstruction for FY 26-27

H. ADJOURN

I do hereby certify that the notice of above meeting for the Town of Flower Mound was posted at Town Hall, Town of Flower Mound, Texas, and on the Town's website in compliance with Chapter 551, Texas Government Code on March 4, 2026, by 5:00 p.m.

Tina Wells, Administrative Assistant

The Flower Mound Town Hall and Jody Smith Hall are wheelchair accessible. Requests for accommodation or interpretive services must be made 48 hours prior to this meeting by contacting Town Hall at 972.874.6000. Additional time limits will be provided for members of the public that need to address the Town Council through a translator.

Transportation Commission



January 13, 2026
Town Hall
2121 Cross Timbers Road
Flower Mound, TX 75028

6:30 p.m.

DRAFT MINUTES

A. CALL TO ORDER

Chris Reed called the regular meeting to order at 06:30 p.m.

The Transportation Commission met in a regular meeting with the following members present:

Chris Reed, Place 6, Chair
Ricky Clark, Place 3, Vice Chair
Bjorn Vandug, Place 1
Bob Morreira, Place 2
Jason Huse, Place 4
Barbara Barrios, Place 9, Alternate

with the following member(s) absent:

Erica Mulder, Place 5
Charlie Landry, Place 7
Christopher Davidson, Place 8, Alternate

constituting a quorum with the following members of the Town Staff participating:

Matthew Hotelling, Assistant Director of Public Works/Transportation
Manny Palacios, Assistant Director of Public Works/Operations
Thomas Peppers, Traffic Engineer
Tina Wells, Administrative Assistant
Betsy Elam, Town Attorney

B. PLEDGE OF ALLEGIANCE TO THE UNITED STATES FLAG

Led by Chris Reed

C. CLOSED MEETING

The time now 06:31 p.m. and the Transportation Commission is convening into closed meeting pursuant to Texas Government Code Chapter 551, Section 071.

1. Section 551.071: Consultation with Town Attorney
 - a. Claim related to incident at Browning Road and Valley Ridge Boulevard

D. RECONVENE

The time now 06:52 p.m. and the Transportation Commission is reconvening into an open meeting.

There is no action to be taken as a result of the closed meeting.

E. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Board/Commission regarding any item on this agenda that is not a "Public Hearing." Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972.874.6000 during business hours.

In accordance with the Texas Open Meetings Act, the Board/Commission is restricted from discussing or acting on items not listed on the agenda.

To speak during public comment, fill out a comment form (PDF). Note:

- Limited to three (3) minutes, a tone will sound at 30 seconds left and when time has expired, and times may be adjusted by the Chair
- Direct comments to the Board/Commission
- State your name and the municipality where you reside

None present.

F. ASSISTANT DIRECTOR REPORT

1. Update status report related to operational issues, capital improvement projects, and TxDOT projects.
2. Future Transportation Meeting dates — February 10th & March 10th
3. Future Agenda Items
4. RSP

G. CONSENT ITEM(S)

This part of the agenda consists of non-controversial, or “housekeeping” items required by law. Items may be removed from Consent by any Commissioner by making such request prior to a motion and vote.

1. Consider approval of the minutes from 11/11. - Consider approval of the minutes from November 11, 2025.

ACTION: Barbara Barrios moved to approve G.1. as presented in the agenda caption. Robert Morreira seconded the motion.
AYES: Ricky Clark, Bjorn Vandug, Robert Morreira, Jason Huse, Barbara Barrios
NAYS: None
ABSTAIN: None
RESULT: 5 : 0

H. WORK SESSION

1. This item is to discuss the various pavement maintenance strategies used by the Town for both asphalt and concrete streets.
Staff Presentation - Manny Palacios - Assistant Director of Public Works/Operations
2. Presentation and Discussion related to Potential Work Topics for 2026
Staff Presentation - Matt Hotelling — Assistant Director of Public Works/Transportation

I. ADJOURN

Motion to adjourn made by Ricky Clark, second made by Barbara Barrios, all in favor.

Meeting was adjourned at: 08:33 p.m.



TRANSPORTATION COMMISSION AGENDA F.1. REGULAR ITEM(S)

DATE: March 10, 2026
FROM: Thomas Peppers, Traffic Engineer
ITEM: **Consider a recommendation to staff on the adoption of a proposed community outreach policy for the installation of streetlights.**

BACKGROUND:

As part of the Town's Road Safety Enhancement Program, the need for better visibility on roadways at night was identified as a priority. To address this, staff have been tasked with presenting potential locations where streetlights could be installed to improve safety and visibility at night. Potential streetlight locations are typically identified in one of two ways: through resident requests or staff recommendations. A new streetlight will only be considered if the proposed location does not already meet the Town's streetlight design standards. These standards require streetlights to be installed at all intersections, cul-de-sacs, significant curves in the roadway, and at mid-block locations where the block length or spacing between existing streetlights exceeds 600 feet.

Once a location is determined to not meet the Town's streetlight design standards, staff add it to the annual streetlight priority list. This list is presented to the Transportation Commission (TRC) for review and recommendation on which locations should be prioritized for installation as part of the annual streetlight installation program. Following the Commission's recommendation, staff coordinate with the utility provider and, when applicable, impacted property owners to facilitate the installation of the streetlights.

During the April 8, 2025, TRC meeting, the Commission requested staff to develop a formal policy to standardize the Town's community outreach process for new streetlight installations. This request was prompted by the recognition that the Town's existing outreach practices can vary across projects, creating inconsistencies and uncertainty in how community input is collected and considered. At the May 13, 2025, TRC meeting, staff presented the proposed community outreach policy for the installation of streetlights to the Commission. During the meeting Commissioners expressed concerns that the policy was too complex and recommended that staff simplify the policy's structure and procedures. The recording for this meeting can be viewed via the following link: [May 13, 2025 Transportation Commission - Flower Mound, TX](#).

Following that meeting, staff prepared two simplified versions of the proposed policy, which were presented at the June 10, 2025, TRC meeting. One version assigned all responsibility for conducting community outreach to the Town, while the other assigned responsibility based on whether the streetlight request was initiated by the Town/citizen, or a homeowner's association (HOA). During the meeting, the Commission expressed support for the version that shared outreach responsibilities between the Town and HOAs. The recording for this meeting can be viewed via the following link [Jun 10, 2025 Transportation Commission - Flower Mound, TX](#).

Based on feedback received during both meetings, staff have prepared a final draft of the community outreach policy, which is provided in Attachment 1. The policy establishes when community outreach is required and outlines a consistent process for notifying and engaging property owners affected by new streetlight installations. It also defines who will be responsible for conducting the outreach based on the origin of the streetlight request. The policy groups streetlight requests into the following two categories:

- Individual Citizen Streetlight Requests/Town-Initiated Streetlight Projects
- Homeowners Association (HOA) - Initiated Streetlight Requests

The proposed policy will only apply to new streetlight installations at locations that currently do not meet the Town's design standards and are recommended by the TRC. It will not apply to streetlights installed as part of new residential subdivisions or commercial/industrial developments.

CURRENT PROCEDURE/PRACTICE: Currently, there is no formal policy in place to guide public engagement for streetlight installations. Instead, community outreach is conducted on a project-by-project basis based on the context and location of the project. For streetlight requests in neighborhoods without a HOA, or for Town-initiated projects, the current practice is for staff to lead the outreach effort. This includes identifying property owners directly impacted by the proposed installation and mailing each a notice. Staff then review the responses received and based on community input, determine whether to proceed with the installation, revise the proposed location, or postpone the project.

For streetlight requests initiated by an HOA or located within a neighborhood managed by an HOA, staff work with the HOA to conduct the community outreach. This approach is generally more efficient than staff trying to contact property owners directly, as HOAs typically maintain current contact information for residents and can distribute information quickly to the community. In these cases, the HOA is asked to notify impacted property owners, gather their feedback, and submit the collected responses to staff for consideration in determining next steps for the project.

KEY COMPONENTS OF THE POLICY

Outreach Requirement: When a proposed streetlight is located within 150 feet of a residential property, the Town will initiate a formal community outreach process. This will ensure that property owners have a chance to voice their opinions and concerns before any installation moves forward. Staff will identify which properties will be impacted according to this policy. Each impacted property owner will be notified and asked to submit feedback, which will be considered during the decision-making process.

For the purposes of this policy, "Impacted property owners" are defined as any property owner that has all or a portion of their property located within a 150-foot radius of a proposed streetlight and directly abuts the street(s) where the streetlight is to be installed.

A 150-foot radius was selected as a reasonable distance to identify properties impacted by the illumination of a streetlight. A visual representation of the typical light distribution for a residential streetlight is included in Attachment 2. As illustrated in the attachment, most of the light from the streetlight extends approximately 75 feet to either side of the fixture and about 40 feet to the front and rear. This light distribution is based on the same type of streetlight that was recently installed in the Terracina subdivision. The only difference is that those fixtures were mounted on 14-foot poles instead of 12-foot poles. CoServ is currently in the process of switching out the poles to the correct height.

Outreach Process: The following summarizes the outreach responsibilities and required procedures for each scenario in the proposed community outreach policy:

1. Individual Citizen Streetlight Requests/Town initiated Streetlight Projects

Staff will conduct community outreach following the same procedures as currently. Property owners will have 30 days to respond to the notice. If a property owner does not respond within the initial 30-day notice period, staff will initiate the follow-up process described below:

1. Second mailed notice, providing an additional 30-day response period.
2. If no response is received, a door hanger will be placed at the property, allowing 15 more days for a reply.
3. If no response is received after both follow-up attempts, the property is recorded as supporting the installation.

If the project is located within a neighborhood managed by an HOA, staff will notify the HOA of the project. While feedback received from the HOA will be acknowledged, final decisions regarding the installation of a streetlight will be made based on the feedback collected from impacted property owners.

2. HOA-Initiated Streetlight Requests

The HOA is responsible for conducting community outreach. Staff will define the outreach area and provide a list of impacted properties. The HOA must notify each impacted property owner by sending a notice. The notice must include:

- Project description
- Location of the proposed streetlight
- Request for feedback
- Staff contact information

The HOA must also:

- Collect feedback from the property owner(s) where the streetlight is proposed to be installed.
- Submit all notices, proof of delivery, and feedback to staff.

If an impacted property owner does not respond to the HOA's outreach efforts or if their feedback cannot be verified, Staff will attempt to contact the property owner directly following the outreach procedures established for Town-Initiated projects. If a response is still not received after all these efforts the property owner will be considered in support of the project.

Waiver of Community Outreach Requirement: The community outreach process may be waived when a streetlight installation is necessary to address a public safety concern on a Town-designated thoroughfare. This applies in cases where there is clear evidence of a safety issue, such as a pattern of nighttime-related crashes, poorly illuminated crosswalks, or other hazardous conditions. The decision to waive community outreach must be justified with supporting documentation, including crash data, field evaluations, or similar evidence. Regardless of the waiver, impacted property owners will continue to receive notice of the planned streetlight installation.

Decision Thresholds: To identify how feedback collected from impacted property owners will influence decisions regarding proposed streetlight installations. Community support thresholds have been established as part of this policy. The thresholds are based on a simple majority vote and are as follows:

- If more than 50 percent of the impacted property owners support the project, staff will proceed with the installation.
- If feedback is evenly split (50 percent in support and 50 percent in opposition), the request will be referred to the TRC for formal review and recommendation.
- If less than 50 percent of impacted property owners support the project, the installation will be deferred.

BOARD REVIEW/CITIZEN FEEDBACK: During the May 13, 2025, TRC meeting, the Commission reviewed the proposed policy and provided feedback to staff. Overall, the Commission felt the policy was overly complex and recommended that staff simplify it. At the June 10, 2025, TRC meeting, staff presented two simplified versions of the policy to the Commission for review. During the meeting, the Commission specified their preferred version of the policy and stated that the updated draft adequately addressed all previous comments and concerns.

ALTERNATIVES: The Commission may recommend modifications, additions, or other changes to the proposed policy.

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Typical Light Distribution for a Residential Streetlight
2. Community Outreach Policy for the Installation of Streetlights

DRAFT MOTION: Move to recommend adoption of the Community Outreach Policy for the Installation of Streetlights as shown in Attachment 1.

Settings

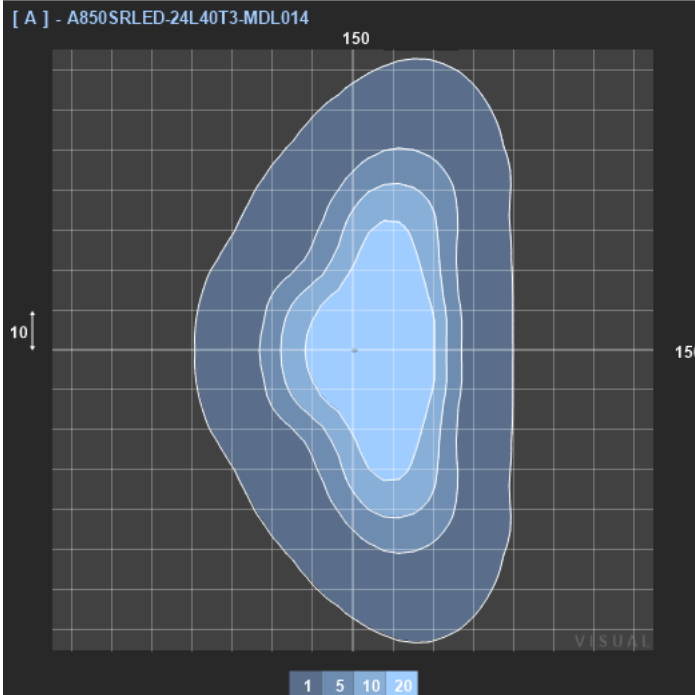
Units
 Precision

Calculation Area

Area Length ft
 Area Width ft
 Point Spacing X ft
 Point Spacing Y ft
 Gridlines ft

Criteria

Illuminance lux



Calculation Results

Calculation Area	150 by 150	ft
Point Spacing	10 by 10	ft
	A	--
Max Illuminance	102.3	lux
Area > 20 lux	1420	ft²

Display

Points

A .. lux

lux

lux

lux

Project Information

A

No
Photo
Available

Sternberg Lighting

[A] - A850SRLED-24L40T3-MDL014

Configuration	<input type="text" value="Single"/>	Light Loss Factor	<input type="text" value="1"/>	Lamp Quantity	<input type="text" value="1"/>
Mounting Height	<input type="text" value="12"/>	Orientation	<input type="text" value="90"/>	Lumens Per Lamp	<input type="text" value="10240"/>
Support Length	<input type="text" value="0"/>	Tilt	<input type="text" value="0"/>	Wattage	<input type="text" value="87"/>

Copyright 2011-2025, Acuity Brands Lighting, Inc. Visual Template Tool version: 2.0.1.0. Results generated by this tool are provided for informational purposes only, without any warranty as to accuracy, completeness, reliability or otherwise. The calculated results may be dependent on user provided data or data provided from publicly available sources, and do not take into account all factors and circumstances. The Visual Support Center is available at VisualSupport@AcuityBrands.com



Community Outreach Policy for the Installation of Streetlights

Purpose:

The purpose of this policy is to establish a standardized process for engaging residents in the decision-making process regarding the installation of new streetlights within residential areas. By standardizing outreach procedures, the Town aims to ensure that lighting decisions reflect community input and are made in a consistent and equitable manner.

Statement of Policy:

This policy shall govern the installation of new streetlights at locations determined to meet the standards established by the Town and recommended by the Transportation Commission. It applies to all standalone street lighting projects not associated with new residential subdivisions or new commercial and/or industrial developments.

Definitions:

- **HOA:** The Homeowner's Association representing the interests of property owners within a specific residential subdivision or neighborhood.
- **Impacted Property Owner:** Any property owner that has all or a portion of their property located within a 150-foot radius of a proposed streetlight and directly abuts the street(s) where the streetlight is to be installed.
- **Town:** Town of Flower Mound.
- **Transportation Commission:** The advisory body appointed by the Town Council responsible for reviewing and providing recommendations to Staff on transportation-related matters.
- **Staff:** Refers to employees of the Town responsible for the evaluation, administration, and management of streetlight requests.

Standards and Guidance:

For the installation of a streetlight to be considered, the proposed location must meet current Town standards as outlined in the latest *Engineering Services Design Criteria and Construction Standards Manuals*.

New streetlights will not be approved to illuminate private yards, driveways, or other privately owned areas, which should be illuminated by private security lighting at the property owner's expense. Exceptions to this policy may be considered on a case-by-case basis. Streetlights are intended to illuminate public streets and thoroughfares, and, in some limited instances, public pedestrian ways providing linkage to parks, schools, and other public areas where pedestrian safety is a concern.

Outreach Requirement:

If a proposed streetlight is located within 150 feet of a residential property, the Town will initiate a formal outreach process to gather community input. All impacted property owners will be notified and given the opportunity to provide feedback on the proposed installation.

Outreach Process:

The responsibility for conducting community outreach and the specific procedures to be followed, will depend on one of the two scenarios described below:

Individual Citizen Streetlight Requests and Town-Initiated Streetlight Projects

For streetlight requests submitted by individuals or for Town-initiated projects, Staff shall be responsible for conducting community outreach. Staff will identify all impacted property owners, as defined in this policy, and mail each a written notice of the Town's plan to install a streetlight near their property. The notice must include:

- A description of the proposed project
- A map showing the proposed location of the streetlight
- Instructions and contact information for submitting feedback
- A statement that recipients have thirty (30) days from the mailing date to submit their feedback

To ensure that all impacted property owners are given a reasonable opportunity to provide input. If a property owner does not respond within the initial 30-day notice period, Staff will mail a follow-up notice, providing an additional 30 days to submit feedback. If no response is received after the second notice, Staff will make a final attempt by placing a door hanger on the property, providing 15 more days for the property owner to respond. If there is still no response after this final attempt, the property owner will be considered in support of the project.

If a proposed streetlight is located within a neighborhood managed by an HOA, Staff will notify the HOA of the project and offer the HOA the option to assume responsibility for notifying and obtaining feedback from impacted property owners. If the HOA chooses to take this responsibility, it must follow the outreach procedures outlined in the HOA-Initiated section of this policy. While feedback received from the HOA will be acknowledged, final decisions regarding the installation of a streetlight will be made based on the feedback collected from impacted property owners.

HOA-Initiated Streetlight Requests

For a streetlight request initiated by an HOA, the HOA shall be responsible for conducting community outreach. Staff will identify the outreach area and provide the HOA with a list of all impacted properties that must be included in the outreach effort. The HOA must notify each impacted property owner by sending a written notice through one of the following methods: mail, email, hand delivery with signed confirmation, or other approved method. The notice must include:

- An explanation of the proposed project
- A map or description of the proposed location of the streetlight.
- A request for feedback
- Contact information for Town Staff

Once community outreach is complete, the HOA must submit copies of all notices sent, corresponding proof of delivery, and all feedback received to the Town. Staff will review these materials to confirm that all outreach requirements have been met. If an impacted property owner does not respond to the HOA’s outreach efforts or if their feedback cannot be verified, Staff will attempt to contact the property owner directly following the outreach procedures established for Town-Initiated projects. If a response is still not received after all these efforts the property owner will be considered in support of the project.

Waiver of Outreach Requirement:

If a proposed streetlight is located on a Town-designated thoroughfare and is being installed to address a public safety concern, the Assistant Director of Public Works/Transportation, or their designee, may waive the community outreach requirement. In such cases, staff must document the decision by preparing a written statement that describes why the requirement is being waived and provides supporting evidence of the safety concern, such as a pattern of nighttime-related crashes, poorly illuminated crosswalks, or other hazardous conditions that could be mitigated by the installation of a streetlight.

The statement and any supporting documentation shall be retained in the project file and made available upon request. Although the requirement may be waived, staff shall still notify impacted property owners as a courtesy, providing them with information about the planned streetlight installation.

Decision Thresholds:

The final decision on whether to install a streetlight will be based on the overall level of support collected through the community outreach process. Staff will use the following response thresholds to determine whether the project should move forward, require further review, or be deferred.

- If greater than 50 percent of the impacted property owners are in support of the project, the Town will proceed with the installation of the streetlight.
- If the collected feedback returns an even split (50 percent support and 50 percent opposition), the request will be brought to the Town’s Transportation Commission for a formal review and recommendation on whether to proceed with installing the streetlight.
- If less than 50 percent of the impacted property owners are in support of the project, the installation of the streetlight will be deferred. Staff may re-evaluate the location if conditions change or no sooner than twelve months from the original decision date, unless there are significant changes warranting a re-evaluation.

This policy was presented and approved at the March 10, 2026, Transportation Commission meeting by a vote of ____ to ____.

Chris Reed, Chair

Matthew Hotelling, Assistant Director of Public Works/Transportation



TRANSPORTATION COMMISSION AGENDA G.1. WORK SESSION

DATE: March 10, 2026
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Review of FY 26-27 Signal Projects**

BACKGROUND: During the January 2026, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have input and review the Capital Improvement Project (CIP) program for Signals. The CIP group is beginning their compilation of the upcoming FY 26-27 budget year process. This item will provide a chance for TRC to provide feedback to staff on the projects for FY 26-27. The input from the TRC will be used to help select projects for the upcoming year or possibly push projects out into future years. Attached to this agenda item is the current (FY 25-26) CIP for Signals. The Signals Projects Five Year CIP identifies funding sources and schedules for the construction. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process. Signal projects are projects that the Town builds either as new traffic signals or large capital expenditures to maintain traffic signals and other equipment under the purview of the Traffic Signals Division. This current FY, the new traffic signal projects were located at: Flower Mound Road and Quail Run Road; and the reconstruction of FM 1171 at Parker Square/Luther; and pedestrian safety improvements at Old Settlers Road and McKamy Creek Blvd

There is one new location for next FY that has met traffic signal warrants that is not part of a development agreement. However, tonight another location will be discussed that is currently not on the CIP listing. That location is FM 2499/Long Prairie Rd at Lake Flower. Staff will present the results of a recent study and it will be up for discussion. Staff requests that the TRC prioritize these two locations if there is a need to move one into a future fiscal year. The first location is Garden Ridge Blvd at Bellaire/Voyager Ln (formerly Kirkpatrick Ln). The second location is FM 2499/Long Prairie Rd at Lake Flower. It should also be noted that the intersection of Garden Ridge Blvd at Lopo Rd/Fox Ave just north of the proposed location at Garden Ridge and Bellaire/Voyager, has also met signal warrants and is being considered for construction by the City of Lewisville. It is currently not on the list for construction this fiscal year by Lewisville.

No locations have been identified for reconstruction.

Additional projects proposed to begin or take place in FY 26-27 include the following: Advanced Traffic Control (ATC) Signal Cabinets (likely to be moved another year into the future); The ATC Cabinets are the next generation of traffic signal cabinets. The signal cabinets currently in use are beginning to be phased out and in the relatively near future, will not have parts available for maintenance. Due to the large cost, starting earlier in the process and phasing in the replacement of cabinets will allow the Town to ease into the cost of replacement.

There are a few other signal projects that are anticipated to take place next FY. These projects are associated with the Lakeside Capacity Improvement project, which includes: new traffic signals at Lakeside Parkway and Enterprise and at Lakeside Parkway and Silveron Boulevard. The Pedestrian Hybrid Beacon originally scheduled to be installed between Gerault and Garden Ridge has been removed from this project.

There is also the possibility that some of the infrastructure supporting Furst Ranch will be constructed next FY. With that infrastructure, if approved by the Texas Department of Transportation, two new signal projects are likely to be designed and possibly constructed next FY. There are a few projects that are either ending next FY or are proposed to be removed from the CIP for next year. The Traffic Signal Preemption Upgrade project is ending this current fiscal year.

BOARD REVIEW/CITIZEN FEEDBACK: The purpose of this item is to solicit feedback from the Commission

ALTERNATIVES:

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Signals FY 25-26 CIP

DRAFT MOTION: No formal action is required by the Transportation Commission. This item is to get feedback from the Commission.

TIRZ (Y/N)	Impact Fee Eligible (Y/N)	Traffic Signals	Historical	FY2025	Total Current Budget	FY2026	FY2027	FY2028	FY2029	FY 2030	Future	Total
		Advance Traffic Control Signal Cabinets					\$ 250,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00		\$ 850,000.00
		Adaptive Traffic Signal Upgrade	\$ 887,401.52	\$ 112,598.48	\$ 1,000,000.00		\$ -	\$ 1,300,000.00	\$ -	\$ -	\$ 2,600,000.00	\$ 4,900,000.00
	Y	Bruton Orand Blvd at Quail Run Road	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000.00	\$ 650,000.00
TIRZ	Y	Cross Timbers Road at Denton Creek Blvd (S-4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000.00	\$ -	\$ -	\$ -	\$ 650,000.00
TIRZ		Denton Creek Blvd at Canyon Falls (S-12)									\$ 650,000.00	\$ 650,000.00
		Dixon Lane at UC-4 Traffic Signal (S-10)									\$ 650,000.00	\$ 650,000.00
		Flower Mound Road at Quail Run Road Traffic Signal (S-9)				\$ 600,000.00						\$ 600,000.00
		FM 407 at UC-4 Traffic Signal (S-11)									\$ 650,000.00	\$ 650,000.00
TIRZ		FM 1171 (Furst Ranch West, S-6)									\$ 650,000.00	\$ 650,000.00
		FM 1171 at Luther Signal Reconstruction	\$ -	\$ -	\$ -	\$ 600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000.00
TIRZ		FM 1171 at MUA - 6 Traffic Signal (S-2)									\$ 650,000.00	\$ 650,000.00
TIRZ		FM 1171 at MUA - 5 Traffic Signal (Furst Ranch Bypass, S-3)				\$ 600,000.00					\$ -	\$ 600,000.00
		FM 1171 at Red Rock Lane Traffic Signal (S-8)									\$ 650,000.00	\$ 650,000.00
	Y	FM 2499 at Northshore Blvd	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000.00	\$ -	\$ -	\$ -	\$ 650,000.00
	Y	Garden Ridge Blvd at Forest Vista Drive	\$ 499,600.84	\$ 30,399.16	\$ 530,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 530,000.00
		Garden Ridge Blvd at Voyager Lane Traffic Signal				\$ 600,000.00						\$ 600,000.00
		Gerault Road at Old Gerault Road	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000.00	\$ 650,000.00
		Lakeside Enterprise Signal	\$ -	\$ 574,000.00	\$ 574,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 574,000.00
		Lakeside Pedestrian Hawk Signal	\$ -	\$ 250,000.00	\$ 250,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000.00
		Lakeside Silveron Signal	\$ -	\$ 574,000.00	\$ 574,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 574,000.00
		Mckamy Creek at Old Settlers Pedestrian Safety Improvement				\$ 45,000.00						\$ 45,000.00
		Rectangular Rapid Flashing Beacons - Forest Vista Elementary				\$ 40,000.00						\$ 40,000.00
		Traffic Detection Rehabilitation	\$ 1,025,182.86	\$ 1,028,781.64	\$ 2,053,964.50				\$ 200,000.00	\$ 200,000.00	\$ -	\$ 2,453,964.50
		Traffic Signal Preemption Upgrade	\$ 167,897.00	\$ 98,103.00	\$ 266,000.00	\$ 110,000.00		\$ -	\$ -	\$ -	\$ -	\$ 376,000.00
TIRZ	Y	US 377 at Canyon Falls Drive 4th Leg (Furst Ranch, S-1)		\$ -	\$ -	\$ 100,000.00		\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
TIRZ		US 377 at UMA-1 Traffic Signal (S-7)									\$ 650,000.00	\$ 650,000.00
			\$ 2,580,082.22	\$ 2,667,882.28	\$ 5,247,964.50	\$ 2,095,000.00	\$ 850,000.00	\$ 2,800,000.00	\$ 400,000.00	\$ 400,000.00	\$ 8,450,000.00	\$ 20,242,964.50

Furst Road Development Agreement

Funding Sources	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	Future	FY 25-26 Notes
505-General Capital Projects	\$ 1,395,000.00	\$ 850,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ -	General Fund Transfer (\$1.4M)
531- Streets/Signals							
CO's	\$ -	\$ -	\$ 1,300,000.00	\$ 200,000.00	\$ 200,000.00	\$ 5,850,000.00	
537 - Parks GO's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TIRZ Liability	\$ 700,000.00	\$ -	\$ 650,000.00	\$ -	\$ -	\$ 2,600,000.00	
550- Road Impact Fees	\$ -	\$ -	\$ 650,000.00	\$ -	\$ -	\$ -	
	\$ 2,095,000.00	\$ 850,000.00	\$ 2,800,000.00	\$ 400,000.00	\$ 400,000.00	\$ 8,450,000.00	



TRANSPORTATION COMMISSION AGENDA G.2. WORK SESSION

DATE: March 10, 2026
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Review Capital Improvement Project for Streets and Street Reconstruction for FY 26-27**

BACKGROUND: During the January 2026, Transportation Commission (TRC) meeting work topics item, the Commissioners expressed a desire to have input and review the Capital Improvement Project (CIP) program for Streets and Street Reconstruction. The CIP group is working on their compilation of the upcoming FY 26-27 budget year process. This item will provide a chance for TRC to provide feedback to staff on the projects for FY 26-27. The input from the TRC will be used to help select projects for the upcoming year or possibly push projects out into future years. Attached to this agenda item is the current (FY 25-26) CIP for Streets and Street Reconstruction. Street reconstruction projects are based on the current street rating system that the Town has performed approximately every 5 years. Projects that are funded by Impact Fees may not move due to their connection to the Impact Fee Schedule.

The Streets and Street Reconstruction Projects Five Year CIP identifies funding sources and schedules for the construction. The Five Year CIP is revisited and modified as needed as part of the Town's yearly budget process.

Streets projects are projects that the Town builds as new roadways. Continuing projects from this fiscal year are the construction of FM 2499 at FM 3040 Intersection Improvements, ADA Transition Plan and Implementation; Lakeside Parkway Capacity Improvement Project; US 377 Overpass at FM 1171 (Rock Cladding), Sidewalk Links; Street Light Improvements and Roadway Amenities. As typical each year, Town Council decides on decision packages for both Sidewalk Links and Street Light Improvements. Projects either scheduled for design or construction starting in FY 26/27 are: Shiloh at 1171 Intersection Improvement. A number of projects are a part of a development agreement. The following list is not an exact copy of the CIP. Some projects have been combined as they cover the same roadway but in different sections. Those projects are: Denton Creek Blvd between FM 1171 and Canyon Falls; Denton Creek Blvd NW of Prairie Ridge Rd to IH 35W; Furst Ranch Bypass Road; Stonecrest Road south of Canyon Falls. As staff continues to review locations of need, additional projects may be added at a later date. With the passing of the Streets bond package, this may affect timelines and projects on the Streets CIP listing. If projects are added or moved, an updated CIP Streets listing will be sent to the Commissioners.

Street Reconstruction projects are projects that reconstruct an existing roadway that has begun to fail or is rated low in the Pavement Management Index and brings it up to like-new condition. These projects are paid for by the 1/4 cent sales tax for Streets. The 1/4 cent sales tax must be voted on every 4 years. Currently, there is proposed legislation that could potentially push the authorization cycle from 4 years to 8 years. The last renewal was approved in November 2023. Therefore, November of 2027 or 2031 should be the next renewal of this funding. This funding source has proven itself invaluable to keeping our older streets maintained and has saved multiple millions of dollars from needing to be spent out of the general fund to reconstruct these streets. Current projects

listed on the Street Reconstruction List for FY 25/26 include: Amhearst Lane (Bershire Drive and Lake Forest Blvd); Harvard Drive; Marcus Court and Marcus Drive; and Prosepect Drive. Some these are existing projects that will very likely continue into FY 26/27. Therefore, those existing projects that have started but will continue past their initial construction year will be updated as part of the Assistant Director's Report. Like Streets projects, staff will continue to look at locations that may have progressed quicker than predicted by the Pavement Management Index and may prioritize other locations at a later date. If projects are added or moved, an updated CIP Streets Reconstruction listing will be sent to the Commissioners. New projects being considered for next year include: Buckner Drive; Covington Drive and Warrington Avenue; Haliford Court; River Oaks Drive; and the Street Study Assessment.

BOARD REVIEW/CITIZEN FEEDBACK: Review and Feedback from the Commission

ALTERNATIVES: Informatoinal Item only

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Streets/Streets Reconstruction FY 25-26 CIP

DRAFT MOTION: The purpose of this item is to solicit feedback from the TRC.

TIRZ	Impact Fee Eligible (Y)	Streets	Historical	FY2025	Total Current Budget	FY2026	FY2027	FY2028	FY2029	FY 2030	Future	Total
	Y	Aberdeen Drive Phase II (2 additional Lanes FM 2499 to 700 ft. North of Spinks)	\$ -	\$ 1,321,000.00	\$ 1,321,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,321,000.00
		ADA Transition Plan & Implementation	\$ 1,400,219.62	\$ 347,780.38	\$ 1,748,000.00	\$ 350,000.00	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00	\$ -	\$ 3,098,000.00
		Cowboy Lane	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,375,000.00	\$ 1,375,000.00
TIRZ	Y	Denton Creek Blvd (1155' S of Canyon Falls Dr to Cross Timbers Rd, UMAB-3)	\$ -	\$ -	\$ -	\$ 4,200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000.00
TIRZ	Y	Denton Creek Blvd (Canyon Falls Dr to 1155' S of Canyon Falls Dr, UMAB 2)	\$ -	\$ -	\$ -	\$ 800,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000.00
TIRZ	Y	Denton Creek Blvd (H-35 Diamond Interchange to 120 NW of Prairie Ridge Road, UMAB-1)	\$ -	\$ -	\$ -	\$ 1,700,000.00	\$ -	\$ -	\$ -	\$ -	\$ 25,600,000.00	\$ 27,300,000.00
		Denton Creek Blvd Bridge (Graham Branch crossing)	\$ 403,388.45	\$ 10,903,611.55	\$ 11,307,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,307,000.00
		Dixon Lane and FM 407 Urban Collector (UC-4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,600,000.00	\$ 3,600,000.00
		Dixon Lane at 2499 Intersection Improvement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,215,000.00	\$ 1,215,000.00
TIRZ		Dunham Road (RC-1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,100,000.00	\$ 7,100,000.00
	Y	FM 2499 at FM 3040 Intersection Improvements	\$ 830,024.90	\$ 2,169,975.10	\$ 3,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000.00
		FM 2499 at FM 407 Intersection Improvements	\$ 283,890.00	\$ 316,110.00	\$ 600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000.00
TIRZ		Furst Ranch Bypass Road (US 377 to FM 1171 Bypass Road) (GRA-1,MUA-1,MUCOLL-1,R-2,R-4,UMA-1, UMA-2)	\$ -	\$ -	\$ -	\$ 17,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000,000.00
TIRZ		Greenway Rural Arterial Connector 2 (GRA-2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000.00	\$ 4,000,000.00
		Haynes Road	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000.00	\$ 2,000,000.00
	Y	Impact Fee Study	\$ -	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
	Y	Lakeside Parkway Capacity Improvements	\$ 553,910.25	\$ 10,556,089.75	\$ 11,110,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,110,000.00
	Y	Lusk Lane / Red Rock Lane East-West Connector	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,800,000.00	\$ 18,800,000.00
TIRZ		MU Arterial (MUA-2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000.00	\$ 6,000,000.00
TIRZ		MU Arterial (MUA-3)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000.00	\$ 2,800,000.00
TIRZ		MU Arterial (MUA-4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,600,000.00	\$ 4,600,000.00
TIRZ		MU Arterial (MUA-5)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00	\$ 1,500,000.00
TIRZ		MU Arterial (MUA-6)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000.00	\$ 1,100,000.00
		Roadway Amenities	\$ 969,126.35	\$ 163,956.75	\$ 1,133,083.10	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ -	\$ 1,633,083.10
TIRZ		Roundabout (R-1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ 1,000,000.00
TIRZ		Roundabout (R-3)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ 1,000,000.00
		Scenic Road (Walsingham Drive to FM 1171)	\$ 627,147.00	\$ 798,488.00	\$ 1,425,635.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,425,635.00
		Shiloh at 1171 Intersection Improvement (II-1)	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00
		Sidewalk Links	\$ 1,594,821.99	\$ 410,178.01	\$ 2,005,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 2,755,000.00
TIRZ		Stoncrest Rd (UC-5) Phase I	\$ -	\$ -	\$ -	\$ 800,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000.00
TIRZ		Stoncrest Rd (UC-5) Phase II	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ 1,500,000.00
		Street Light Improvements	\$ 350,547.88	\$ 259,452.12	\$ 610,000.00	\$ 115,000.00	\$ 115,000.00	\$ 115,000.00	\$ 115,000.00	\$ 115,000.00	\$ -	\$ 1,185,000.00
TIRZ		Urban Minor Arterial 3 (UMA-3)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000.00	\$ 4,300,000.00
TIRZ		Urban Minor Arterial 4 (UMA-4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,900,000.00	\$ 5,900,000.00
		Urban Minor Arterial with Bike Lane; Denton Creek Blvd to West Town Limit, UMAB-5)	\$ -	\$ -	\$ -	\$ 2,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000.00
TIRZ	Y	US 377 Overpass at FM 1171 (Rock Cladding)	\$ 647.50	\$ 349,352.50	\$ 350,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000.00
	Y	Waketon/College (Jacob/Lugo) Connector	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000.00	\$ 1,400,000.00
	Y	Walsingham Drive (Scenic / Flower Mound Road Connector)	\$ -	\$ 1,210,000.00	\$ 1,210,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,210,000.00
			\$ 7,013,723.94	\$ 28,955,994.16	\$ 35,969,718.10	\$ 27,215,000.00	\$ 2,115,000.00	\$ 2,115,000.00	\$ 615,000.00	\$ 615,000.00	\$ 93,290,000.00	\$ 161,934,718.10

Brookview Development Agreement
Brookview Development Agreement (Town's Portion)
Village 3 Development Agreement
Furst Road Development Agreement

Funding Sources	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	Future	FY 25-26 Notes
505-General Capital Projects	\$ 1,515,000.00	\$ 615,000.00	\$ 615,000.00	\$ 615,000.00	\$ 615,000.00	\$ -	General Fund Transfer (\$715K)
506 - Interlocal Capital Projects	\$ 13,700,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	Discuss. How to Budget.
531- Streets/Signals CO's	\$ 2,000,000.00	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ 28,390,000.00	New Debt
TIRZ Liability	\$ 10,000,000.00	\$ -	\$ 1,500,000.00	\$ -	\$ -	\$ 64,900,000.00	Discuss How I've Shown.
	\$ 27,215,000.00	\$ 2,115,000.00	\$ 2,115,000.00	\$ 615,000.00	\$ 615,000.00	\$ 93,290,000.00	

TIRZ (Y/N)	Impact Fee Eligible (Y/N)	Street Reconstruction	Historical	FY2025	Total Current Budget	FY2026	FY2027	FY2028	FY2029	FY 2030	Future	Total
		Amhearth Lane Reconstruction (Bershire Drive and Lake Forest Blvd)	\$ -	\$ -	\$ -	\$ 2,250,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000.00
		Avon Court Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000.00	\$ 700,000.00
		Bennington Avenue and Bentley Drive Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,330,000.00	\$ -	\$ -	\$ -	\$ 2,330,000.00
		Blue Moon Street Reconstruction (Kirkpatrick Lane to Horizon Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000.00	\$ -	\$ 550,000.00
		Bluestem Street and Buckthorn Court Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000.00	\$ 2,300,000.00
		Bordeaux Way Reconstruction	\$ -	\$ 1,500,000.00	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00
		Bruton Orand Rd. Panel Replacement (Flower Mound Rd. to FM 1171)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,150,000.00	\$ 8,150,000.00
		Buckner Drive Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ 1,920,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,920,000.00
		Coker Drive Panel Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000.00	\$ -	\$ -	\$ 1,200,000.00
		Colony Street Reconstruction (Coker Drive to Homestead)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000.00	\$ -	\$ 2,300,000.00
		Columbia Drive (Emory to McKammy Creek Rd.) Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000.00	\$ 1,700,000.00
		Commonwealth/Dickens Reconstruction (Commonwealth-Dickens-Crossbow-Edinburg)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000.00	\$ -	\$ -	\$ 1,700,000.00
		Covington Drive and Warrington Avenue Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ 2,720,000.00	\$ -	\$ -	\$ -	\$ -	\$ 2,720,000.00
		Danley Court Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000.00	\$ -	\$ -	\$ -	\$ 1,300,000.00
		Deer Path Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000.00	\$ -	\$ 2,100,000.00
		Emory Drive Panel Replacement (Harvard to Columbia)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925,000.00	\$ 925,000.00
		Fairfield Lane Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,000.00	\$ 375,000.00
		Flower Mound Road Panel Replacement (Long Prairie to Quail Run Road)	\$ 210,000.00	\$ 3,090,000.00	\$ 3,300,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,300,000.00
		Glenwick Blvd. Panel Replacement (Windsor Drive to Cross Timbers)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000.00	\$ -	\$ 1,600,000.00
		Hallford Court Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ 680,000.00	\$ -	\$ -	\$ -	\$ -	\$ 680,000.00
		Harvard Drive Panel Replacement	\$ -	\$ -	\$ -	\$ 1,600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000.00
		Hillside Lane Reconstruction	\$ 766,070.26	\$ 733,929.74	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00
		Horizon Street Reconstruction (Blue Moon Street to Midnight Court)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725,000.00	\$ 725,000.00
		Kales Lane and Dresage Lane Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000.00	\$ -	\$ -	\$ -	\$ 1,850,000.00
		Lakeside Parkway Panel Replacements (FM 2499 to Town Limits)	\$ -	\$ 3,190,000.00	\$ 3,190,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,190,000.00
		Marcus Court Cul-de-sac Reconstruction	\$ -	\$ -	\$ -	\$ 480,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 480,000.00
		Marcus Drive Reconstruction (Christie Court to Colony Street)	\$ -	\$ -	\$ -	\$ 1,740,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,740,000.00
		Morriss Road Panel Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000.00	\$ -	\$ -	\$ 3,375,000.00
		Old Gerault Road Reconstruction	\$ 235,463.32	\$ 434,536.68	\$ 670,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,320,000.00	\$ 1,990,000.00
		Pedernales Falls Drive Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 875,000.00	\$ 875,000.00
		Prospect Drive Panel Replacement	\$ -	\$ 1,450,000.00	\$ 1,450,000.00	\$ 500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,950,000.00
		Raven Court Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000.00	\$ 250,000.00
		River Oaks Drive Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000.00
		Stanford Drive/Stanford Court (Flower Mound to Columbia Drive) Panel Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000.00	\$ 900,000.00
		Street Assessment Study	\$ -	\$ -	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00	\$ 400,000.00
		Timber Creek Road Panel Replacement (John Court to Kirkpatrick Lane)	\$ 1,164,753.49	\$ 1,235,246.51	\$ 2,400,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000.00
		Timber Valley Drive and Fairfield Lane Reconstruction	\$ -	\$ 3,525,000.00	\$ 3,525,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,525,000.00
		Warwick Avenue (Amhearth Lane to Covington Drive) Street Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ 500,000.00
		Wichita Trail Reconstruction (Cardinal Drive and High Meadow)	\$ -	\$ 2,725,000.00	\$ 2,725,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,725,000.00
			\$ 2,376,287.07	\$ 17,883,712.93	\$ 20,260,000.00	\$ 6,770,000.00	\$ 7,820,000.00	\$ 5,480,000.00	\$ 6,275,000.00	\$ 6,550,000.00	\$ 18,920,000.00	\$ 71,075,000.00

Funding Source	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	Future	FY 25-26 Notes
316 - Dedicated Sales Tax (street maintenance)	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	Can we use 316?
536 - Streets/Signals GO's	\$ 6,570,000.00	\$ 7,820,000.00	\$ 5,480,000.00	\$ 6,275,000.00	\$ 6,550,000.00	\$ 18,920,000.00	Bond Election
	\$ 6,770,000.00	\$ 7,820,000.00	\$ 5,480,000.00	\$ 6,275,000.00	\$ 6,550,000.00	\$ 18,920,000.00	