

Austin Strategic Mobility Plan

Preliminary Recommended Transportation Bond Package



June 14, 2010

Guiding Principles for Bond Package Development

- Respond to immediate congestion needs
 - Start construction, obligate funds within 2 years
- Cost-effective solutions
- Design projects for next series of bond elections
- Promote multiple forms of travel to reduce congestion, reliance on automobiles alone
- Develop sustainable travel forms
- Position City to leverage State, federal dollars
- Regional project coordination, cooperation

Bond Package Dashboard – Project Locations

Austin Community	Total Estimated Project Dollars by Location	Geographic Distribution by Percent Proposed Spending
Northwest Austin	\$8,402,486	9.9%
Northeast Austin	\$11,652,466	13.7%
Southwest Austin	\$10,737,546	12.7%
Southeast Austin	\$16,449,996	19.4%
Central/CBD	\$18,252,486	21.5%
Regional	\$19,350,020	22.8%
Total Proposed Bond Program	\$84,845,000	100%

Bond Package Dashboard – Project Investment Phase

Investment Mode	Total Estimated Project Dollars by Investment Mode	Distribution by Investment Mode
Arterial	\$23,130,000	27.3%
Highway	\$4,350,000	5.1%
Neighborhood Street	\$15,150,000	17.9%
Pedestrian / Bike / Trail Street	\$23,215,000	27.4%
Boardwalk	\$17,000,000	20.0%
Transit	\$2,000,000	2.4%
Total Proposed Bond Program	\$84,845,000	100%

Bond Package Dashboard – Investment Phase

Investment Mode	Total Estimated Project Dollars by Phase of Delivery	Distribution by Phase of Delivery
Preliminary Engineering	\$5,340,000	6.3%
Design	\$8,680,000	10.2%
Implementation	\$70,825,000	83.5%
Total Proposed Bond Program	\$84,845,000	100%

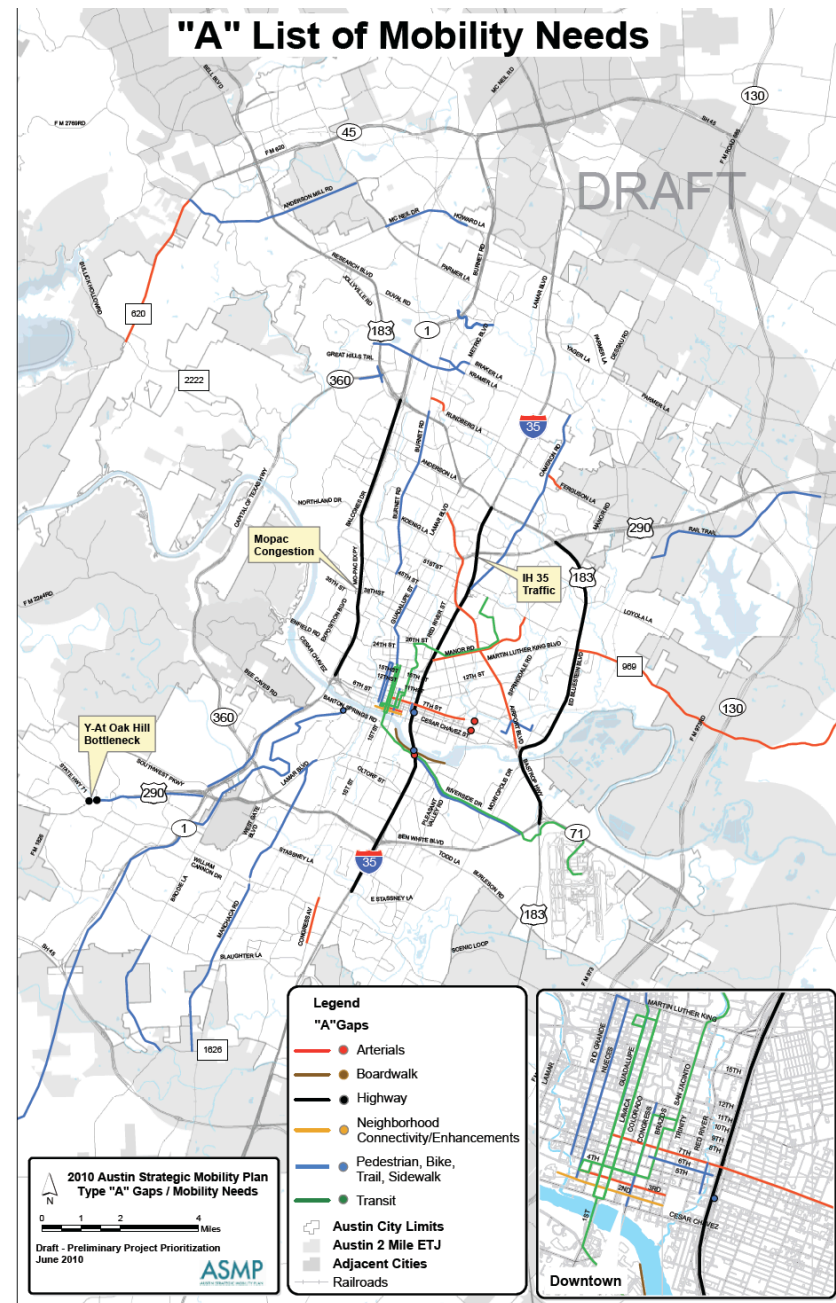
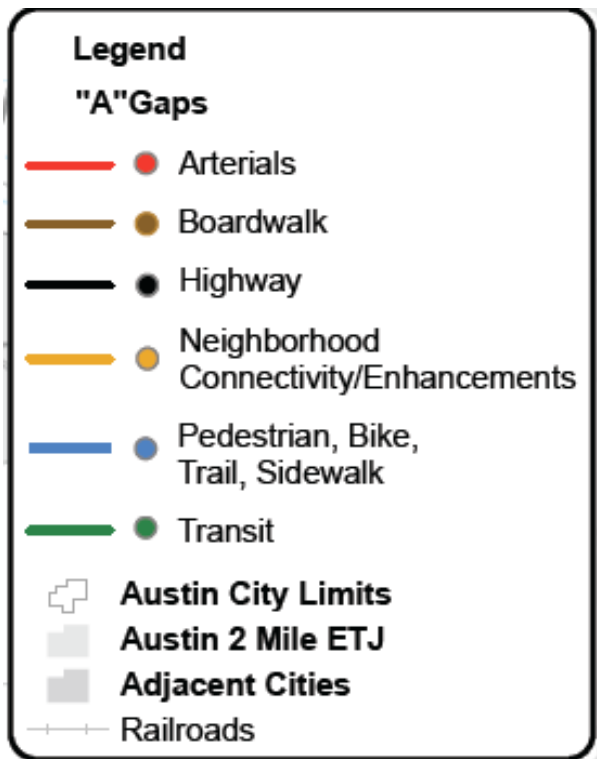
Preliminary Recommended Prioritized Projects - Examples

Project Type	Project Description	\$ Low Estimate (Design Cost or Low End of Construction)	\$\$ High Estimate (High End of Construction)	Proposed 2010 Bond Funding	Work Type
Transit	Relocate utilities in preparation for great streets and bus platforms for Rapid Bus on Lavaca/Guadalupe	\$2,000,000	\$56,000,000	\$2,000,000	Design
PBT	Bike Boulevard on Nueces/Rio Grande	\$700,000	\$700,000	\$0	Implementation
Highway	IH 35 Corridor	\$2,000,000	\$1,500,000,000	\$0	Design
PBT	Riverside Multi-modal Improvements	\$600,000	\$6,800,000	\$600,000	Preliminary Engineering
Arterial	3rd St Reconstruction / Lance Armstrong Bikeway	\$8,000,000	\$8,000,000	\$8,000,000	Implementation
PBT	Reconstruct Manchaca and add Bike Lanes and sidewalks on Manchaca	\$100,000	\$22,300,000	\$100,000	Preliminary Engineering

Preliminary Recommended Program Funds for CIP Projects

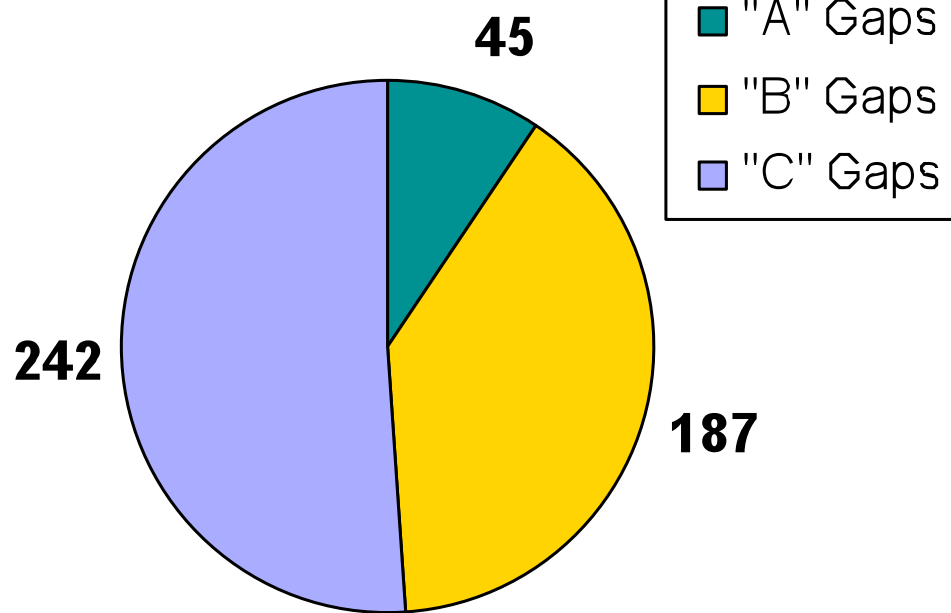
Project Type	Project Description	\$ Low Estimate (Design Cost or Low End of Construction)	\$\$ High Estimate (High End of Construction)	Proposed 2010 Bond Funding	Work Type
PBT	ADA Compliance program (\$5m/year) includes design monies for N. Lamar and Implementation money for Burnet Rd. ADA projects	\$10,000,000	\$10,000,000	\$10,000,000	Implementation
Arterial	Signals/Management/Improvement	\$3,000,000	\$6,000,000	\$3,000,000	Implementation
Neighborhood St	Traffic Calm/Matching/Quiet Zone	\$1,500,000	\$3,000,000	\$1,500,000	Implementation
PBT	General PBT Program Fund	\$4,000,000	\$4,000,000	\$4,000,000	Implementation
Arterial	Corridor Preservation	\$1,000,000	Unknown	\$1,000,000	Implementation
30% Arterial 70% Neighborhood	Roadway Reconstruction	\$19,500,000	\$25,000,000	\$19,500,000	Implementation

“A” List Gaps by Geography and Mode



Mobility Gaps by Level

474 mobility gaps identified for further review

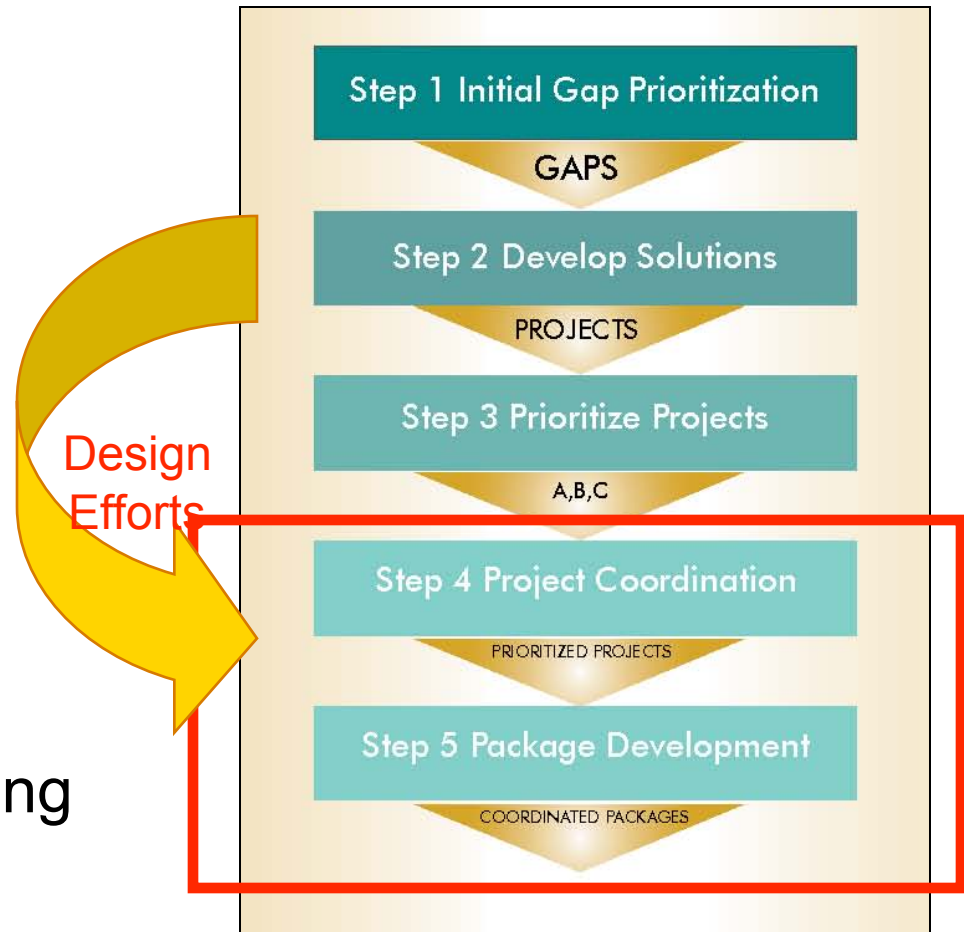


Next Steps: Bond Package Development & Validation

- Do we have Developed Solutions ready to be Implemented?

If not, can we pre-load future bond/funding programs?

- Are we Leveraging Investments?
- Can we Combine/Package projects?
- Are we Preserving Existing Infrastructure?
- Is there Geographic Balance?



Next Steps: Bond Package Development & Validation

- Are there any Catalytic Projects?
- Do projects Enhance Access to Transit Developments?
- Are we Creating a Diversity of Modes?
- Is there any pertinent new information or missed opportunities that need to be addressed?



Mobility Needs Greater Than One Bond Cycle Capacity

Q - What happens to gaps/needs not included in the 2010 Bond proposal?

A – The City's list of needs will be updated and projects derived will feed into another bond election cycle.

Timetable for SMP Phase 1

Proposed 2010 Mobility Bond Package

- Prioritized Mobility Needs into A, B, C gap list (Jun 3)
- Initial Draft Bond Package Recommendation to CTF (Jun 14)
- Public Forum, Comment Period begins (Jun 17)
- City Managers' Initial Bond Package Recommendation to City Council (Jun 24)
- Presentation of Final Bond Package to CTF for recommendation (Jun 28 & Jul 12)
- Presentation to Comprehensive Plan & Transportation Committee (Jul 26)
- City Managers' Final Bond Package Recommendation to City Council (Jul 29)
- RCA to Council for Approval of Bond Recommendation (Aug 5)
- Proposed Bond Election (Nov 2)

Public Comment Opportunities on Candidate Projects for Future Mobility Bond Elections (thru 7/18/10)

Open House

4-8 pm Thursday, June 17

City Hall Atrium

Email comments:

www.AustinStrategicMobility.com

Mail: Austin Transportation Dept.

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