



COMPREHENSIVE PLANNING AND TRANSPORTATION COMMITTEE MINUTES

The Comprehensive Planning and Transportation Committee convened in a regular meeting on Wednesday, September 4, 2013 at 301 W. Second Street, Room #1101, Austin, Texas.

Subcommittee Members in Attendance: Mayor Pro Tem Cole (Chair)
Council Member Morrison
Council Member Riley

CALL TO ORDER

Council Member Morrison called the Comprehensive Planning and Transportation Committee meeting to order at 3:11 p.m.

1. CITIZEN COMMUNICATION

No citizen signed up to speak

2. APPROVAL OF MINUTES

October 17, 2013 – Unanimously approved on a 3-0 vote.

3. UPDATE ON US 290/SH71 BEN WHITE BOULEVARD AND US 183 ROADWAYS WITHIN THE AUSTIN CITY LIMITS

Mr. Gordon Derr, Assistant Director, Austin Transportation Department, provided an overview of several projects currently in the works, US 183 Bergstrom Expressway, SH 71 Oak Hill Parkway, SH 71 @ MoPAC Interchange, SH71 & Riverside Drive and SH 71 Express.

The US 183 short-term improvements of the 2010 mobility bond project are modifying lane designations on US 183 crossing river which will reduce congestion: vehicle speeds increase 11% on freeway section, travel delay reduced by 12%. Improvements of safety: provides 2 continuous travel lanes for US 183 (eliminates single lane exit and driver confusion), eliminates merging requirement.

TxDOT/CTRMA launched a new environmental study in 2011, alternatives being considered: no-action, 6-tolled lanes, 4 non-tolled lanes. To date they

have completed outreach activities 2 open houses, extensive elected official and community leader outreach, context sensitive solutions process and project website/social media. With this particular project they anticipate an environmental clearance in early 2015, construction anticipated to begin 2016, estimated total project cost \$726 million (excludes financing costs), \$100 million allocated in TxDOT's Unified Transportation Program (UTP), CDA (P3) legislative authority extension (HB3391/SB1730) could be utilized.

The Y at Oak Hill project, monies were allocated as part of the bond project in 2010. This project consist of dual left turn lanes at FM 1826 and at Convict Hill, continuous flow intersections (CFIs), wider shoulders for bicyclists and pedestrians, pedestrian facilities at signalized intersections, sidewalks in select locations, utility relocation and upgrades, construction in progress; completion first quarter 2015. This project is jointly funded by the City of Austin, TxDOT and Travis County at \$11.1 million. The environmental studies began October 2012 and there are 8 to 9 proposed alternatives of no build, 8 parkway concepts; alignments, treatment of creek and access. Environmental clearance anticipated in 2016.

The MoPAC at Ben White Interchange project was completed November 30, 2012. Count stations were installed June 1, 2013 with 20,000 vehicle/day using new ramps, the city earned \$10M on an \$8.9M project cost and the first annual payment of ILA is anticipated January, 2014.

South Highway 71 and Riverside Drive has changed a lot the grade separation of main lanes and Riverside drive, frontage roads/exit ramps for Riverside Drive, bridge designed for possible future Urban Rail, construction in progress; completion of quarter 1, 2014.

South Highway 71 at FM 973 interim improvements are super street concept (right turn/U-turn), pedestrian facilities and sidewalks improvements. The SH 71 Express project definition will add 2 new toll lanes (one in each direction) from Presidential Boulevard to SH 130, reconstructs and realigns the FM 973 intersection at SH 71 (previously approved through a separate environmental study), constructs a bridge over SH 130 and connecting ramps between the new toll lanes and the main lanes of SH 71 and SH 130 and widens SH 71 between Presidential Boulevard and FM 973 to provide a minimum of six non-toll through lanes (three in each direction) will be maintained. The anticipated schedule is as follows: first open house August 13, 2013, 2013 – 2014 ongoing public involvement, summer 2014 public hearing and anticipated environmental finding, winter 2014 anticipated construction beings and winter 2016 anticipated open to traffic.

Mayor Pro Tem Cole, thanked Mr. Derr for the presentation and asked about the MoPac at Ben White Project and how the city would receive a check.

Mr. Derr stated, the project opened in November, 2012 and stated initially we entered into an agreement with TxDot and that the City paid for the improvements upfront and that TxDot would pay .80 on the dollar of an annual interest over 10 years.

Council Member Riley, invited representatives from Central Texas Regional Mobility Authority (CTRMA) and TxDot to come forward to answer questions as well.

Council Member Riley, thanked everyone for attending the meeting and for their hard work on this project as well.

Council Member Riley, asked about the US 183 short-term improvements for North bound, why wasn't South bound included?

Mr. Derr, stated this is very low hanging fruit and there are other projects that we could work in the corridor and that we had a certain amount of money from the 2010 bond. Staff worked with TxDot to identify what projects would have significant impacts on the corridors.

Council Member Riley, asked if there were bottlenecks south bound?

Mr. Terry McCoy, TxDot Austin District, this is an opportunity to improve a long standing bottleneck situation to implement at a low cost. The investment is short-term and TxDot feels we will not be wasting money in advance to work on US 183 at Bergstrom Express Project. Also, between Martin Luther King (MLK) and Manor road a third lane was added in both directions to move traffic along quicker.

Council Member Riley, asked if they feel confident that everything was in place for the Bergstrom Expressway in 2016?

Mr. Mario Espinoza, Deputy Executive Director, CTRMA stated, we currently have two lanes each direction. The ultimate facility is six lanes each direction, 3 tolls and 3 non-tolls each direction. Due to the bridges that will have to be built over the Colorado River the current cost will be between \$600 to \$750M.

Council Member Riley, asked why type of changes would be needed at the crossing of Colorado River?

Mr. Espinoza, stated you will have to add bridges and the new bridges would be considered as the ultimate part of the project.

Council Member Riley, asked what will happen to the bridges that are there now?

Mr. Espinoza, stated we would have to take a look to see if those bridges can withhold the amount of traffic in the future. These bridges have passed all of their inspections so far in regards to the issues of safety.

Council Member Riley, asked about bikes for SH71 and Riverside Drive?

Mr. Terry McCoy, stated there are but at this time he did not remember the specifics for that area.

Mr. Gary Schatz, Assistant Director, Austin Transportation Department, in the design stage of the 71 and Riverside Drive interchange we have had a design meeting at One Texas Center with the TxDot staff and Bike Ped group to look at the design of the Riverside Bridge and ensure it accommodates possible future Urban Rail and bikes and peds now.

Council Member Riley, asked how long will it be before we see the Parkway Project? Is it something to expect way down the road or something that will happen in the not too distant future?

Mr. Espinoza, stated we do believe it is a reality and construction will begin shortly after 2016 and there are currently on-going meetings with various groups.

Council Member Riley, stated he is very excited to hear that we are getting closer to an agreement and to begin the actual work which has long been anticipated and very hopeful.

Council Member Morrison, asked is there anything that staff does to keep a measure of improvements that are being put in place?

Mr. Derr, stated we are enhancing our signal system and part of that will be data collection. At this time we have somewhat instrumented South Lamar, we can tell day to day, minute to minute how long it takes to travel from Riverside to 290. In cooperation with our partners we are moving towards having a city wide instrumented system.

Council Member Morrison, asked if there was some modeling that will tell you how much time people will not be setting in traffic?

Mr. Schatz, stated that one of the technologies that is currently being used is the ability to use blue-tooth signals and they can set those up in such a way that they are anonymous. This technology was used during Formula One last year to track the bus travel times and delays.

Council Member Morrison, stated that type of information is really helpful to the community, because it's the community that has to make the long-term investments.

4. BRIEFING ON THE 5-YEAR PLAN FOR THE AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

Mr. Jim Smith, Director, Aviation, introduced Mr. Shane Harbinson, Assistant Director, Planning and Engineering with Aviation.

Mr. Smith, provided the global role of ABIA which is currently ranks as the 39th busiest airport in North America and the 48th busiest in 2006 of which we are rapidly growing. ABIA served over 9.4 million passengers in 2012 and over 172,248 takeoffs and landings in 2012. ABIA serves as the primary diversion airport for international and domestic air carriers serving DFW and IAH. We are currently up to 43 nonstop destinations.

TxDot Economic Impacts report from 2011 stated that ABIA generates \$2.4 billion into the economy and supports over 40,000 jobs, 3,000 at the airport itself. We have added new carriers in 2013, Virgin American, Aeromar, Allegiant Airlines and will British Airways in March, 2014. The improvements at ABIA are funded from bonds, PFCs, AIP grants, revenue on hand. The majority of airport revenue comes from fees paid by passengers, businesses and airlines using AUS. ABIA is currently in the process of the developing commercial retail, adding amenities for cell phone lot users, increase non-airline revenue and reduce curbside congestion and vehicle circling.

ABIA terminal needs and issues are: additional gates and aircraft parking positions, additional security checkpoints (construction services approved in the east infill project); additional ticket counter (check-in processes) and additional baggage handling devices (construction services approved in the East Infill project). These needs include in a 7-gate expansion, add approximately 70,000 square feet on new terminal concourse space, add 7 new loading bridges and passenger hold rooms, approximately 12,000 square feet of concessions space, add international gates capability, new restrooms on concourse level, add several airline operations offices on apron level and potential to add baggage carousels on apron level.

On the landside the needs and issues are parking capacity, additional garage spaces and surface lot spaces. Curbside frontage allocation and pedestrian paths, passenger pick-up curbside expansion, taxicabs, parking shuttles, hotel shuttles, commercial shuttles and Cap Metro shuttle stops. The next steps are the 7-gate terminal expansion: recommend Council Action for Use of alternative project delivery method in December, 2013; recommend Council

Action for Design and Build selection in November, 2014 and recommend Council Action for construction services October, 2015.

Mayor Pro Tem Cole, thanked Mr. Smith for a very thorough presentation and for bringing the committee up to speed.

Mayor Pro Tem Cole, asked Mr. Smith to explain about the indexed used by the Federal Government of the cost per plane passenger?

Mr. Smith, stated you basically take the operating cost of running your airport and divide by per plane passenger and that gets published as your CPE and all the airports participate in a benchmarking service. This is how we are able to compare ourselves with all other airports within the United States.

Mayor Pro Tem Cole, asked about additional Capital Improvements and the plan to develop a retail center around the Hilton Hotel and if we have done any type of public analysis?

Mr. Smith, stated that particular project came before Council about three or four years ago and to negotiate with the entity who won the selection process. The economic analysis will be part of the presentation that will be given to Council showing that basically we are the landlord and we will lease them the land, they will build the facilities and we will collect rent from them for the use of our land.

Council Member Riley, thanked Mr. Smith for the presentation and asked about the revenue-airline and non-airline, how does our revenue compares with other airports?

Mr. Smith, stated we benchmarked against all other airports we are kind of mid-pack among other airports our size.

Council Member Riley, asked staff to explain about the commercial retail development.

Mr. Shane Harbinson, stated that the development which is shown on slide presentation #14 is just to show that there is enough space for development within that area. It is a combination of hotels; restaurants and commercial retail space such as a UPS/FED Ex drop off, cleaners, gas station and a kids playground area.

Council Member Riley, asked for the square footage of these lots?

Mr. Harbinson, stated each are close to 8-10,000 square feet.

Council Member Riley, suggested that staff should take some time to carefully envision what type of environment we will construct within that area.

Mr. Smith, stated that Council will have an opportunity at the end of September to quiz the proposed developer to gain an understanding of their ideas.

Council Member Riley, asked if when we provide additional parking for the airlines is that additional revenue from them?

Mr. Smith, stated yes. We charge them for remain overnight parking.

Council Member Morrison, asked about the projected 50% increase over the next 14 years in terms of passengers?

Mr. Smith, stated that ABIA is estimating right now based on general projections based on a 7-gate expansion initiated now and constructed and operational in 2018 that should get us to 2027. If that works out, that means that in 2025 someone would have to figure out to go forward with the next expansion for the gates.

Council Member Morrison, commented on slide 13 in terms of the revenues of keeping our revenues with the airlines low in terms of parking. That we keep an eye on the cost of parking and the cost that hits those that live here and hope that we can find that proper balance which is important.

Mr. Smith, stated as long as there is competition out there, there will be limits to what we can do about the rates we can charge.

ADJOURNMENT

Council Member Morrison adjourned the meeting with no objection at 4:45 p.m.