

COA Proposed CAMPO STP-MM Applications							
Project	Sponsor's Project Rank by County	Sponsor	County	Total Cost (M)	Federal Funds Requested (M)	Local Match (M)	Match Source
Corridor Improvements for N. Lamar Boulevard, Rundberg to Braker Ln.	1	COA	Travis	\$ 10.0	\$ 8.0	\$ 2.0	2012 Bond
Bike Share Expansion	2	COA	Travis	\$ 4.0	\$ 3.2	\$ 0.8	Private match by Austin B-Cycle
IH 35 Corridor/Regional Traffic Management System	3	COA	Travis	\$ 5.0	\$ 4.0	\$ 1.0	Transportation Development Credits/TBD
Williamson County, Red Line Trail	1	COA	Williamson	\$ 2.0	\$ 1.6	\$ 0.4	2012 Bond

Corridor Improvements for N. Lamar Boulevard, Rundberg to Braker Ln. Previous study identified the needs of the roadway in order to develop a multi-modal transportation system supportive of mixed-use, pedestrian, transit, and bicycle friendly development patterns. North Lamar Boulevard is a high-speed/high-volume roadway with no bicycle infrastructure. Significant improvements are needed to the roadway to encourage bicycle use and safe pedestrian use. In many places there are open drainage ditches where sidewalks are typically located. There are long stretches of roadway that have no protected crossing location for pedestrians to utilize resulting in pedestrians crossing the roadway randomly throughout the corridor. **The corridor study determined that North Lamar Boulevard between Rundberg Lane and Braker Lane had a crash rate that is 2.7 times the statewide average for roadways that are similar in nature to North Lamar Boulevard.** Between January 2009 and August 2011 there were 771 reported crashes along North Lamar Boulevard. More than half of those accident resulted in some type of injury including 2 fatalities.

Bike Share Expansion. Austin B-cycle provides a network of 24 hour/day, on demand bicycle stations to the urban core. Currently operating with 40 stations and 350 bikes in downtown Austin, the program would add approximately 80 new station locations and 550 bikes to add to the current system. The scope would focus on expanding the current core system and a satellite system anchored at The Domain. The existing downtown system would expand to in the area between 2222 to the north, Ben White to the south, Exposition Blvd to the west and Hwy 183 to the East. Benefits of the program would include expansion of the well-used popular program to new neighborhoods as well as improved bike and station availability in the current service area. **The additional stations and bikes would yield an annual reduction of 120,000 auto trips, 600,000 pounds of carbon offset/year, and 24 million calories/year burned by end users.** Presently the bike share system averages 500 trips a day and caters to over 800 annual members and approximately 11,000 daily users a month. With the expansion, the bike share system is expected to increase to over 1500 daily trips and triple the annual members and daily users. **Expansion of bike sharing will help ease Austin's traffic congestion and aid in closing "first and last mile" transit gaps in the bus and rail systems.**

I-35 Corridor Management System - (Regional) focus is on how the regional transportation agencies (COA, TxDOT, CMTA, CTRMA and Counties) can work together to actively manage the I-35 corridor traffic flow. This would fund coordination planning and capital equipment, such as video, traffic sensors, and dynamic message signs and more that would aid traffic safety and flow especially for central area congestion and special event management. With a coordinated program, all transportation assets in an area are treated as part of a single system, with trains, highways, surface streets, bus routes and arterials included in the overall transport plan. **A similar effort on Dallas' US 75 corridor projects benefits from travel-time savings and reductions in fuel consumption and emissions, will amount to about US\$264 million in savings over 10 years.** Transportation Development Credits (TDCs) are financing instruments that can be used as a local match for local share that need to be paid back by the requesting entity at a later date. Funding would be sought by partners as match for the grant.

Red Line Trail, (Williamson County) This Urban Trail will help extend the transit shed for the Lakeline Station, the final stop of the Metrorail Red Line, by allowing more residents in the area to easily and comfortably walk or ride a bicycle to the rail stop. The trail will extend from the Lakeline Station northbound and will terminate at Avery Ranch Boulevard. The City of Austin is currently coordinating with developers north of Avery Ranch Boulevard to complete a trail from Avery Ranch Boulevard to the existing Brushy Creek Trail, which runs almost 7 miles east/west parallel to Avery Ranch Boulevard and Brushy Creek Road.

[Removed "Projects for Future Consideration"]