

EXHIBIT C – CURRENT PROPOSED PROJECTS FOR FEDERAL GRANTS

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT OPPORTUNITIES

The following projects are currently under development that will be brought to Council at a later date.

City of Austin (COA) Proposed CAMPO Transportation Alternatives Program (TAP) Projects <i>This is a draft list that will be updated with additional information at a future Council date.</i>					
Project	Sponsor	Total Grant	Federal Funds	Local Match	Match Source
Pedestrian Safety Enhancements City-wide	Austin Transportation Department	To be determined	To be determined	To be determined	Quarter Cent Funds, 2012 Bond Funding, PWD Sidewalk Program Funds, ATD Operational funding
Upper Boggy Creek Trail	Public Works Department	To be determined	To be determined	To be determined	2012 Urban Trail Bond Funding
Bike Share Expansion	Austin Transportation Department	To be determined	To be determined	To be determined	Private match
Burnet Road at 2222/Koenig Pedestrian and Bicycle Improvements	Austin Transportation Department	To be determined	To be determined	To be determined	2012 Bond Funding

Pedestrian Safety Enhancements City-Wide

This project proposes to address sidewalk gaps and install three types of pedestrian safety devices at locations throughout the City. Pedestrian safety devices include pedestrian hybrid beacons (PHB), Pedestrian Countdown Timers and Accessible Pedestrian Signals (APS). A pedestrian hybrid beacon (PHB) is a pedestrian-activated warning device. The pedestrian hybrid beacon is a great intermediate option between the operational requirements and effects of a rectangular rapid flash beacon and a full pedestrian signal because it provides a positive stop control in areas without the high pedestrian traffic volumes that typically warrant the installation of a signal. Funding would also be provided for Pedestrian Countdown Timers and Accessible Pedestrian Signals (APS) which are of particular help to the visually impaired. Funding would also be used to provide accessibility, such as sidewalks and curb ramps, up to the PHB location.

Upper Boggy Creek Trail

This project proposes to construct an urban trail from just south of E. 12th Street to MLK Station extending the existing trail system along the Boggy Creek Greenbelt. This project will serve multiple neighborhoods and users in the area. The trail will connect to the Sustainable Food Center community garden, a community space, and other active recreational uses as well as provide a direct connection to the MLK Metrorail station. This project is called for by the Rosewood Neighborhood Plan (2001), MLK TOD Station Area Plan, and is in an Imagine Austin Center. The 20% local match funding would be provided from 2012 Urban Trail Bond Funding.

Bike Share Expansion

This project proposes an expansion of the City's bicycle share system for 18 additional stations. The proposed expansion would significantly improve the capacity of the bicycle share system to catch short trips and facilitate last mile transit connections and transfers in system's current service area. The public process for the launch of phase I of bicycle share identified high priorities for system expansion outside the area served by the original grant funding. Local match for this project is privately raised by Bike Share of Austin, the non-profit organization that operates the bike share system under an agreement with the City of Austin.

Burnet Road at 2222/Koenig Pedestrian and Bicycle Improvements

This project proposes to improve bicycle and pedestrian safety and mobility at the intersection of 2222/Koenig and Burnet as well as create an all ages and abilities east-west bicycle connection. Project includes protected bicycle lanes on White Rock connected to Romeria via a trail segment along the Lamar Middle School property, improved bicycle pedestrian facilities along Wynona to Lamar MS, improved bicycle and pedestrian crossing of Burnet at Romeria, and pedestrian crossing and streetscape improvements at 2222 and Burnet. Changes affecting 2222 are subject to Texas Department of Transportation (TxDOT) approval.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) GRANT OPPORTUNITIES

State Highway High Crash Intersection Safety Improvements

The City of Austin and the TxDOT Austin District office are collaborating to identify eligible intersections located within Austin's Urbanized Area. Local matching funds are not required if the location is on the state highway system. If any locations are identified off the state highway system, a 10% local match is required. A final list is currently under development in coordination with TxDOT.