



Purpose

Respond to **Council Resolution 20150618-093** by providing a staff recommendation on use of **\$21.8M** for Capital Metro ¼-Cent funding.

Staff recommendation projects meet the following criteria:

| | |
|--|----------------------------|
| Interlocal Agreement: | Council Resolution: |
| Enhances Regional Mobility | Transportation Safety |
| Supports Public Transit | Improved Access to Schools |
| Provides Leverage for Federal or Private Funds | New Traffic Signals |
| Add to an Existing Program | Traffic Calming |
| Expedites a Critical Mobility Project | Improved Access to Transit |

**Capital Metro Transit Authority (CMTA)
¼-Cent Fund Background**

The ¼-Cent program began in 2001, and is the funding mechanism for the CMTA Build Central Texas Program.

Funding source was a quarter (1/4) of the City of Austin 1 cent sales tax dedication to Capital Metro.

| | |
|---------------|----------|
| Total funding | \$139.4M |
| Spent: | \$113.4M |
| Obligated: | \$4.3M |
| Remains: | \$21.8M |

This program ended in 2004 and is no longer receiving new funding, but continues to build projects.

Types of Projects supported by ¼-Cent Funding



Sidewalks



Pedestrian Hybrid Beacons / Signals



Local Area Traffic Management



Bicycle Facilities

Schedule for Council Briefings & Coordination

July 30 to August 14 - Staff compiled data.

August 17 to August 28 – Staff reviewed the process & proposed projects with the Mayor and his staff as well as the Council Members and their staff members.

August 17 to September 25 – Staff was available to answer questions, analyze new potential projects, and speak at Council District meetings as needed.

September 21 to September 25 – Staff finalized discussions on District priorities.

September 28 to October 7 – Staff finalized project recommendations for the City Manager.

November 16 – City Manager’s proposal is presented to the Council Mobility Committee.

**Comprehensive Mobility Project
General 10-Step Development Process**

- 1. Define Mobility Assets *
 - 2. Identify Mobility-Related Programs*
 - 3. Perform a Mobility Needs Assessment
 - 4. Create Project-specific information
 - 5. Identify Prioritization & Exception Factors*
 - 6. Organize Needs into Project Candidates*
 - 7. Review Project Development Process
 - 8. Adopt Project List by City Council
 - 9. Coordinate Project Candidates
 - 10. Deliver Mobility Projects
- *General process information to be updated per funding source parameters

**Goals of Comprehensive Mobility
Project Development**

- 1. Meet Interlocal Agreement and Council Resolution tenants.
- 2. Create a Comprehensive Mobility Project Development process that:
 - Develops high-impact projects that maximize outcomes.
 - Is a city-wide approach that is sensitive to district needs.
 - Utilizes and incorporates on-going transportation infrastructure asset management programs and their defined processes.
 - Can be utilized and tailored to address future needs and funding source requirements.
 - Integrates opportunities for stakeholder inputs and validation.

Mobility Programs

| Program | Description | Project Types |
|---|--|---|
| Active Transportation Program | New and improved bicycle facilities and signage projects identified by the Bicycle Master Plan. | Cycle Track Protected Bike Lane |
| Advanced Transportation Management System | Includes technologies and communications infrastructure that assist with reducing the impact on roadway travelers during peak commute times. | Signal communications equipment Traffic cameras Signal battery back up system |
| Arterial Streets Geometric Improvements | Alterations to a roadway to improve mobility and safety on arterial streets. | Intersection improvements Adding or extending turn bays Closing median openings |
| Local Area Traffic Management | Traffic calming requests to improve the quality and safety of neighborhood streets. | Roundabouts Median islands Speed humps & cushions Chicanes & bulb-outs |

Mobility Programs (cont'd)

| Program | Description | Project Types |
|------------------|--|---|
| Sidewalk Program | Addresses infrastructure needs in the pedestrian network. | Sidewalks Curb ramps Safety features (e.g. hand railings) Curb & gutter improvements |
| Signals Program | Provide multimodal mobility and access for the transportation system. | New signals Pedestrian Hybrid Beacons (PHBs) Signal upgrades |
| Urban Trails | Non-motorized, multi-use pathways used by bicyclists, walkers, runners, and others that link to the on-street pedestrian and bicycle networks. | Upper Boggy Creek Trail Pleasant Valley over Lady Bird Lake Seaholm Pedestrian Crossing |

Travel Demand Management TDM Program

What is Travel Demand Management (TDM)?

Strategies that increase the transportation system efficiency.

What is SmartTrips?

An individualized marketing methodology that focuses on every household in a targeted neighborhood.

Leverages past investment in mobility infrastructure, and involves collaboration with community leaders & groups about transportation options.

Outcomes in other cities are listed below:

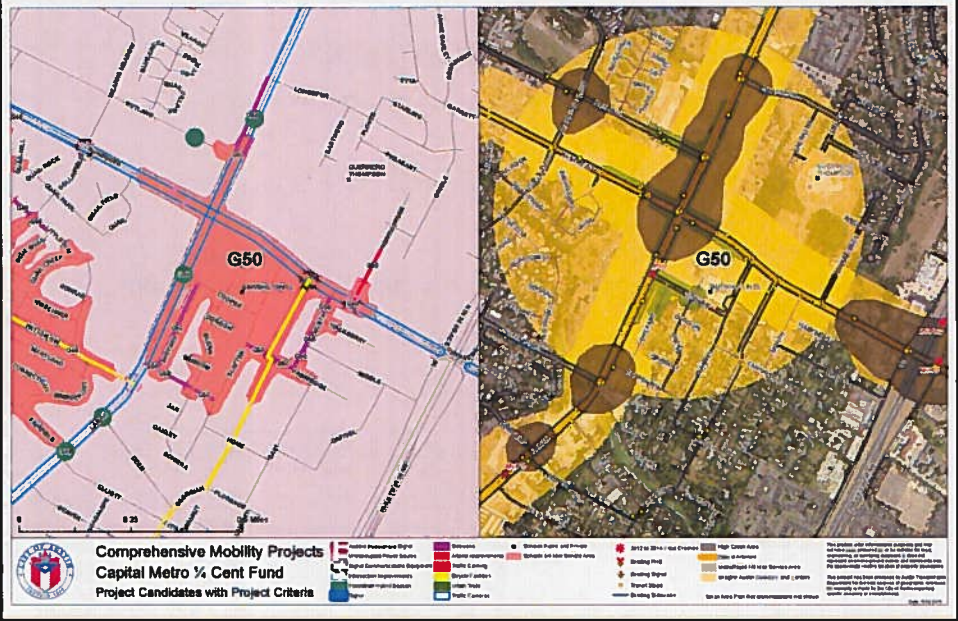
| City | Results |
|----------------|---|
| St. Paul, MN | 3% reduction in single-occupant vehicle trips |
| Bellingham, WA | 13% reduction in vehicle trips |
| Seattle, WA | 15% reduction in vehicle miles traveled |

Summary of Staff Recommendation

| Distribution | Sum of Costs | % of Total (\$21.8M) |
|--|--------------|----------------------|
| System Improvements | \$6,769,000 | 31% |
| Grouped Mobility Projects Around Schools and Transit and Council Member Top Priorities | \$14,966,200 | 69% |
| TOTAL | \$21,735,200 | 99.7% |

| Program | Sum of Cost | % of Total |
|---|--------------|------------|
| Active Transportation (Bicycle Facilities) | \$1,678,120 | 8% |
| Advanced Transportation Management System | \$2,704,000 | 12% |
| Arterial Streets Geometric Improvements Program | \$1,650,000 | 8% |
| Capital Metro | \$200,000 | 1% |
| Local Area Traffic Management | \$154,200 | 1% |
| Sidewalk Program | \$7,483,880 | 34% |
| Signals Program | \$3,490,000 | 16% |
| Travel Demand Management Program | \$1,000,000 | 5% |
| Urban Trails Program | \$3,375,000 | 16% |
| TOTAL | \$21,735,200 | 100% |

Grouped Mobility Projects Around Schools and Transit - Example



Grouped Mobility Projects Around
Schools and Transit - Example

Different mobility improvement types within schools and transit stop service areas.

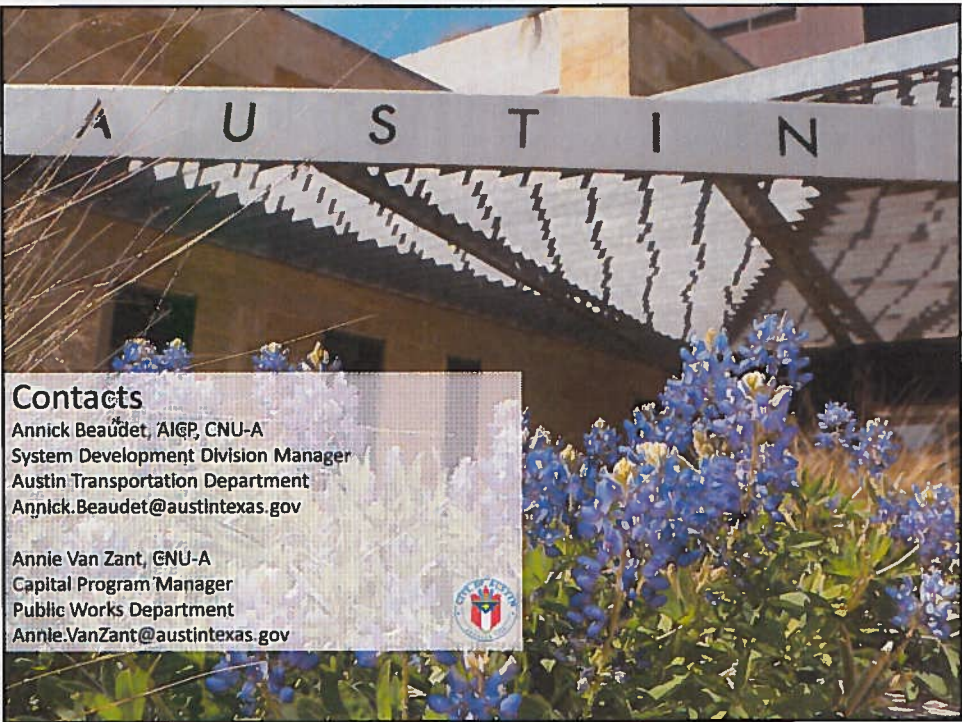
Sorted by Citywide Project Rankings, which are based on program priorities and process prioritization factors.

Example: G50

| District | Program | Asset Type | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|-----------|---|---------------------------|---|-----------|---------------|-----------------|---------------|--------------------------|
| 4 | Sidewalk | Sidewalks | | \$563,400 | 79 | 1 | 5 | 1 |
| 4 | Arterial Streets Geometric Improvements | Intersection Improvements | Construct westbound left turn lane in median on Rundberg Ln at North Creek Dr | \$100,000 | NA | NA | 2 | 3 |
| 4 | Signals | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Cooper Dr. | \$75,000 | 550 | 6 | 4 | 8 |
| 4 | Local Area Traffic Management | Traffic Calming | North Creek Drive from Rundberg Lane to Rock Hollow Lane LATM | \$6,400 | 83 | 28 | 2 | 11 |
| G50 Total | | | | \$744,800 | 550 | 1 | 5 | 1 |

Next Steps

1. City Council adopts projects for ¼-Cent funding.
2. Projects are assigned to a project manager or departmental work crews, depending on the project scope.
3. Projects are coordinated with ongoing City construction work, private development, and/or partnering agencies.
4. Projects are designed, permitted, and then constructed.
5. Status updates are made available to Council.





MEMORANDUM

TO: Urban Transportation Commission
FROM: Robert Spillar, P.E. Director, Austin Transportation Department
DATE: November 3, 2015
SUBJECT: Resolution No. 20150618-093 – Capital Metropolitan Transit Authority (CMTA) ¼ Cent Funds

Purpose

The purpose of this memorandum is to communicate the staff recommendation (Attachment 1) as requested in the above referenced resolution related to the CMTA ¼-Cent funds.

Summary

The Interlocal Agreement between the City and CMTA specified that any improvements proposed for CMTA ¼-Cent funding enhance regional mobility; support public transit; provide leverage for federal or private funds; add to an existing program; or expedite a critical mobility project. Resolution 20150618-093 also directed that ¼-Cent funds be used in these types of improvements, as well as those that address the following purposes: transportation safety, improved access to schools, new traffic signals, existing infrastructure needs, traffic calming, and improved access to transit. The initial ¼-Cent Funding was approximately \$139.5 million dollars, of which \$21.8 million remains to be programmed.

Analysis

Staff from the Austin Transportation Department (ATD) and Public Works Department (PWD) developed a General Comprehensive Mobility Project Development process that can be adapted per the parameters of funding sources. Based on the direction given to staff in the Interlocal Agreement and Council Resolution, specific planning filters and prioritization factors were developed for the ¼-Cent Funding source to narrow the mobility needs assessment to specific project candidates (see Attachment 2: Quarter Cent Mobility Project Development Process).

The filtering and prioritization factors included mobility infrastructure needs within the overlap of school and transit stop service areas (0.25 mile), as well as needs within completed Corridor Mobility Preliminary Engineering Reports. Quantitative prioritization factors included improvements recommended within adopted Small Area Plans (Neighborhood Plans, etc.); improvements within a center or corridor identified by the Imagine Austin Comprehensive Plan; high traffic crash areas; whether improvements serve a critical arterial; and improvements on a MetroRapid Bus Service Route. Staff also considered specific requests made by Capital Metro.

In August and September of 2015, ATD and PWD staff met with the Mayor, Council Members, and their respective staff members to discuss the process, solicit feedback about the process, and inquire about Citywide and/or Council District-specific priorities. During this process the Council Member Top Priorities category was established based on eligible project candidates that did not fall within the filtering parameters.

Next Steps

As noted in the Attachment 2: Quarter Cent Mobility Project Development Process, approved projects for ¼-Cent funding will be coordinated with other planned work by the City, state-franchised utilities, and private development to maximize dig-once coordination opportunities. A change control process will be

established in the case where approved projects by City Council have constructability conflicts and/or underruns, receive grant funding, and/or can be incorporated by another project.

The process and staff recommendation will be presented to the Urban Transportation Committee on Tuesday, November 10, 2015 and to the Mobility Committee on Monday, November 16, 2015 (Attachment 3: Quarter Cent Funding Overview and Staff Recommendation Presentation).

Attachments:

Attachment 1: Quarter Cent Funding Staff Recommendation

Attachment 2: Quarter Cent Mobility Project Development Process

Attachment 3: Quarter Cent Funding Overview and Staff Recommendation Presentation

Attachment 4: Staff Recommendation by District

CC:

Robert Goode, Assistant City Manager

Howard Lazarus, Public Works Department Director

Robert Hinojosa, Public Works Department Assistant Director

Rob Spillar, Austin Transportation Department Director

Gordon Derr, Austin Transportation Department Assistant Director

Capital Metro ¼-Cent Funding Staff Recommendation Summary

As directed by Council Resolution 20150618-093, staff from both the Austin Transportation Department and the Public Works Department crafted a staff recommendation of use of \$21.8M in projects and programs for Capital Metro ¼-Cent funding.

The staff recommendation includes three categories of improvements:

1. System Improvements

Includes projects and programs that improve City networks and fall into the following subcategories:

- Citywide: includes the Travel Demand Management Program and improvements to the Advanced Transportation Management System and Signals Program.
- Deferred ¼-Cent Projects: includes two urban trail improvements, intended to improve access to transit.
- All Ages & Abilities Network: includes improvements to the Active Transportation Program (bicycle facilities) and urban Trails. While these improvements may be located in specific districts, they improve the Citywide on-street and off-street bicycle network.
- Corridor Study Area Near-Term Improvements: includes short-Term improvements identified in completed Corridor Improvement Programs. These programs have been completed for five major arterials in the City's jurisdiction.

2. Council Member Top Priorities

Includes projects identified by Council offices as priority improvements to their respective districts. Each project meets the criteria outlined in both the Interlocal Agreement and Council Resolution as "low-cost/high impact." Some Council Member Top Priorities are consistent with the school and transit project groupings' criteria identified by staff, and some fall outside these project groupings.

3. Grouped Mobility Projects Around Schools and Transit

Includes projects of grouped mobility improvements located within 0.25 miles of a school and a transit stop. Groupings are made up of individual projects that when implemented together are considered low-cost/high-impact transformational improvements.

In developing the staff recommendation, staff first selected some System Improvements and then distributed the remaining available funding to Grouped Mobility Projects Around Schools and Transit that were sensitive to district needs. As staff met with the Mayor, Council Members, and respective Policy Aides and staff, Council Member Top Priorities that met the criteria outlined in both the Interlocal Agreement and Council Resolution and that were "low-cost/high impact" projects were incorporated into the staff recommendation, and Comprehensive Mobility Project Groupings were detracted from the staff recommendation that were specific to the requesting Council District.

The following tables summarize the full staff recommendation by: the three categories; distribution by mobility programs; and distribution by Council Districts.

| Staff Recommendation Summary | | |
|--|----------------------|--------------|
| System Improvements | \$ 6,769,000 | 31% |
| Council Member Top Priorities | \$ 3,683,000 | 17% |
| Grouped Mobility Projects Around Schools and Transit | \$ 11,283,200 | 52% |
| Staff Recommendation Total | \$ 21,735,200 | 99.7% |
| Total Available | \$ 21,800,000 | |
| | \$ 64,800 | remaining |

| Staff Recommendation Summary - Mobility Program Distribution | | |
|--|----------------------|-------------|
| Mobility Program | Cost | % of Total |
| Active Transportation Program | \$ 1,678,120 | 8% |
| Advanced Transportation Management System | \$ 2,704,000 | 12% |
| Arterial Streets Geometric Improvements Program | \$ 1,650,000 | 8% |
| Capital Metro | \$ 200,000 | 1% |
| Local Area Traffic Management Program | \$ 154,200 | 1% |
| Sidewalk Program | \$ 7,483,880 | 34% |
| Signals Program | \$ 3,490,000 | 16% |
| Travel Demand Management Program | \$ 1,000,000 | 5% |
| Urban Trails Program | \$ 3,375,000 | 16% |
| Grand Total | \$ 21,735,200 | 100% |

| Staff Recommendation Summary - Council District Distribution | | |
|--|----------------------|-------------|
| Council District | Cost | % of Total |
| 1 | \$ 3,264,507 | 15% |
| 2 | \$ 1,445,880 | 7% |
| 3 | \$ 2,987,480 | 14% |
| 4 | \$ 1,306,580 | 6% |
| 5 | \$ 1,479,500 | 7% |
| 6 | \$ 1,734,800 | 8% |
| 7 | \$ 1,533,500 | 7% |
| 8 | \$ 1,835,240 | 8% |
| 9 | \$ 1,939,880 | 9% |
| 10 | \$ 1,313,333 | 6% |
| Two or More Districts | \$ 2,894,500 | 13% |
| Grand Total | \$ 21,735,200 | 100% |

System Improvements

System Level Mobility Improvements

Legend:

Staff Recommendation

System Improvements are projects and programs that improve City networks and fall into the following subcategories:

Citywide: includes the Travel Demand Management Program and improvements to the Advanced Transportation Management System and Signals Program.

Deferred ¼-Cent Projects: includes two urban trail improvements, intended to improve access to transit.

All Ages & Abilities Network: includes improvements to the Active Transportation Program (bicycle facilities) and urban Trails. While these improvements may be located in specific districts, they improve the Citywide on-street and off-street bicycle network.

Corridor Study Area Near-Term Improvements: includes short-Term improvements identified in completed Corridor Improvement Programs. These programs have been completed for five major arterials in the City’s jurisdiction.

Projects that make up \$6,769,000 of the total \$21.8M in the System Improvements category are highlighted in yellow below. All projects that were identified in the Quarter Cent needs assessment are listed in rank order based on their citywide project ranking, shown in the last column on the right.

| Project Subcategory | Program | Asset Type | District | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|---------------------|---|---------------------------------|----------------------|---|--------------|---------------|-----------------|---------------|--------------------------|
| Citywide | Advanced Transportation Management System | Signal Firmware | All | Signal Firmware | \$ 1,500,000 | NA | NA | NA | NA |
| | Advanced Transportation Management System | Traffic Cameras | All | Traffic Cameras for 100% coverage of Critical Arterials | \$ 624,000 | NA | NA | NA | NA |
| | Advanced Transportation Management System | Signal Communications Equipment | All | Signal Communications Equipment for 100% of signals on Critical Arterials | \$ 340,000 | NA | NA | NA | NA |
| | Signals Program | Battery Backup System | All | Batery Backups for Priority 1 Critical Arterials | \$ 440,000 | NA | NA | NA | NA |
| | Travel Demand Management Program | Travel Demand Management | 3, 4, 5, 7, 8, 9, 10 | Smart Trips Program | \$ 1,000,000 | NA | NA | NA | NA |
| | Awarded Citywide Total | | | | \$ 2,404,000 | | | | |
| | Citywide Total | | | | \$ 3,904,000 | | | | |

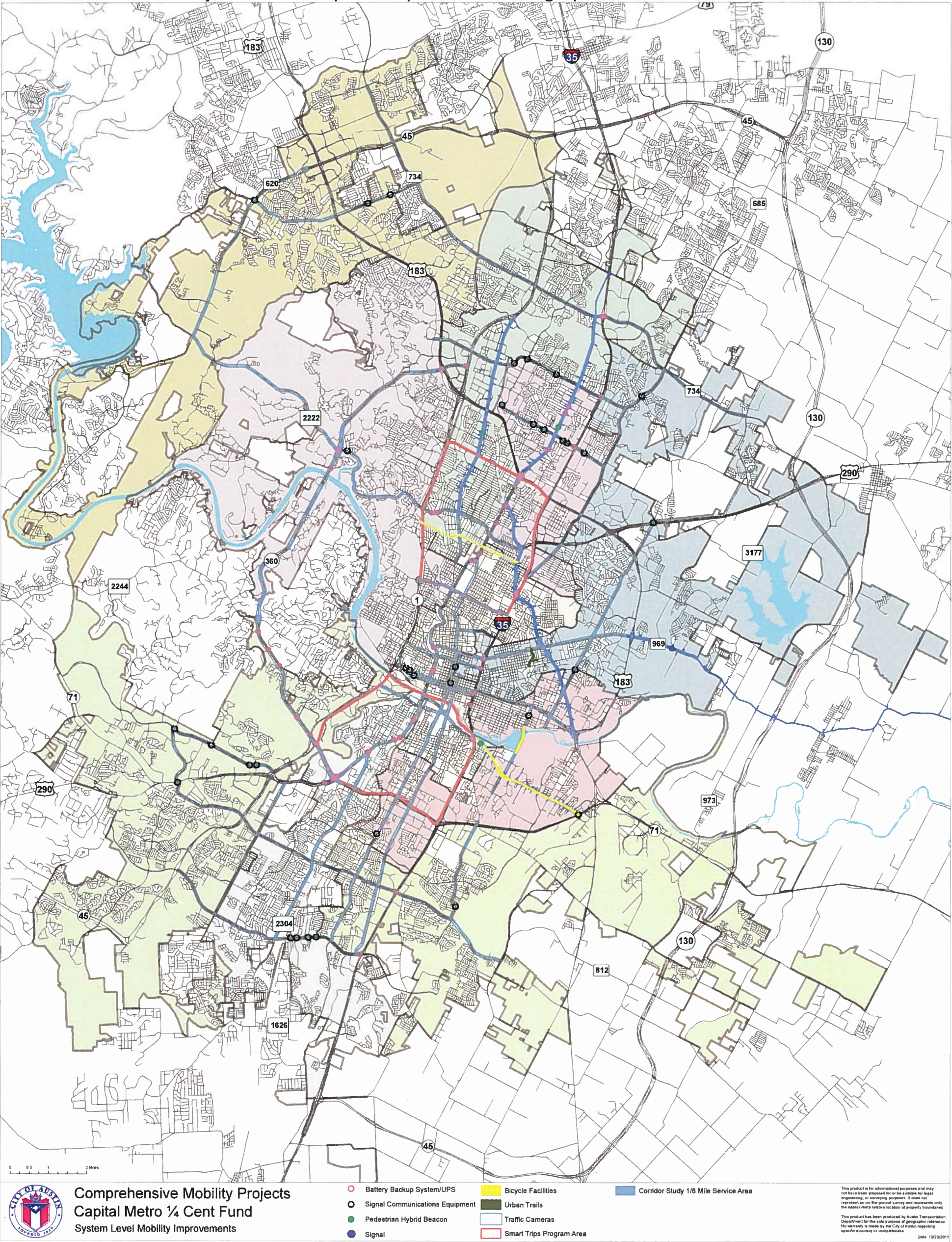
| Project Subcategory | Program | Asset Type | District | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|--|----------------------|--------------|----------|---|--------------|---------------|-----------------|---------------|--------------------------|
| Deferred 1/4-Cent Projects | Urban Trails Program | Urban Trails | 1 | Upper Boggy Creek Trail (12th to MLK) | \$ 1,600,000 | NA | 1 | 3 | 6 |
| | Urban Trails Program | Urban Trails | 9 | Seaholm District Pedestrian Railroad Crossing | \$ 275,000 | NA | NA | NA | NA |
| Awarded Deferred 1/4-Cent Projects Total | | | | | \$ 1,875,000 | | | | |
| Deferred 1/4-Cent Projects Total | | | | | \$ 1,875,000 | | | | |

| Project Subcategory | Program | Asset Type | District | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|------------------------------|--|--------------------|-------------|---|--------------|---------------|-----------------|---------------|--------------------------|
| All Ages & Abilities Network | Active Transportation Program | Bicycle Facilities | 4, 7, 9, 10 | Northloop/53rd/Hancock (Valley Oak to Airport Blvd) Protected Bicycle Lane | \$ 200,000 | NA | 1 | 5 | 1 |
| | Urban Trails Program | Urban Trails | 3 | Pleasant Valley Bridge Preliminary Study & Near-Term Improvements | \$ 1,500,000 | NA | 1 | 4 | 2 |
| | Active Transportation Program | Bicycle Facilities | 1, 4 | Cameron Road (290 to Northern Walnut Creek) Protected Bicycle Lane | \$ 100,000 | NA | 2 | 4 | 3 |
| | Active Transportation Program | Bicycle Facilities | 1, 9 | Congress (Barton Springs to 11th) Safety Improvements and Bicycle Lanes | \$ 300,000 | NA | NA | 4 | 4 |
| | Active Transportation Program | Bicycle Facilities | 3, 9 | Riverside (I35 to Ben White) Protected Bicycle Lanes | \$ 400,000 | NA | NA | 4 | 4 |
| | Urban Trails Program | Urban Trails | 1, 4, 9 | Red Line Trail from Denson to Middle Fiskville | \$ 1,000,000 | NA | 1 | 3 | 4 |
| | Active Transportation Program | Bicycle Facilities | 3 | 5th (Chicon to Shady) Protected Bicycle Lane | \$ 398,920 | NA | 1 | 3 | 5 |
| | Active Transportation Program | Bicycle Facilities | 1, 3 | Springdale (Cesar Chavez to MLK Jr) Protected Bicycle Lane | \$ 667,488 | NA | 1 | 3 | 5 |
| | Active Transportation Program | Bicycle Facilities | 3, 9 | Parker Lane(Riverside to Woodward) Protected Bicycle Lane | \$ 480,176 | NA | 1 | 3 | 5 |
| | Active Transportation Program | Bicycle Facilities | 7, 10 | Shoal Creek (38th to Anderson) Protected Bicycle Lane | \$ 200,000 | NA | 1 | 3 | 5 |
| | Active Transportation Program | Bicycle Facilities | 1 | 12th Street (Branch to Webberville) Protected Bicycle Lane | \$ 700,351 | NA | 1 | 3 | 5 |
| | Active Transportation Program | Bicycle Facilities | 2, 5 | Slaughter (Brodie to I35) Protected Bicycle Lane | \$ 600,000 | NA | 2 | 3 | 6 |
| | Active Transportation Program | Bicycle Facilities | 4 | Georgian (St Johns to Rundgerg) Buffered Bicycle Lane | \$ 350,777 | NA | 1 | 2 | 8 |
| | Active Transportation Program | Bicycle Facilities | 9, 10 | Verterans Dr and Stephen F Austin Dr (Cesar Chavez to Lake Austin) Protected Bicycle Lane | \$ 185,119 | NA | 1 | 2 | 8 |
| | Active Transportation Program | Bicycle Facilities | 9 | Duval (San Jacinto to 51st) Protected Bicycle Lane | \$ 453,116 | NA | 2 | 1 | 12 |
| | Active Transportation Program | Bicycle Facilities | 8 | Escarpment (Davis to SH45) Protected Bicycle Lane | \$ 100,000 | NA | 2 | 0 | 15 |
| | Awarded All Ages & Abilities Network Total | | | | \$ 2,100,000 | | | | |
| | All Ages & Abilities Network Total | | | | \$ 7,635,947 | | | | |

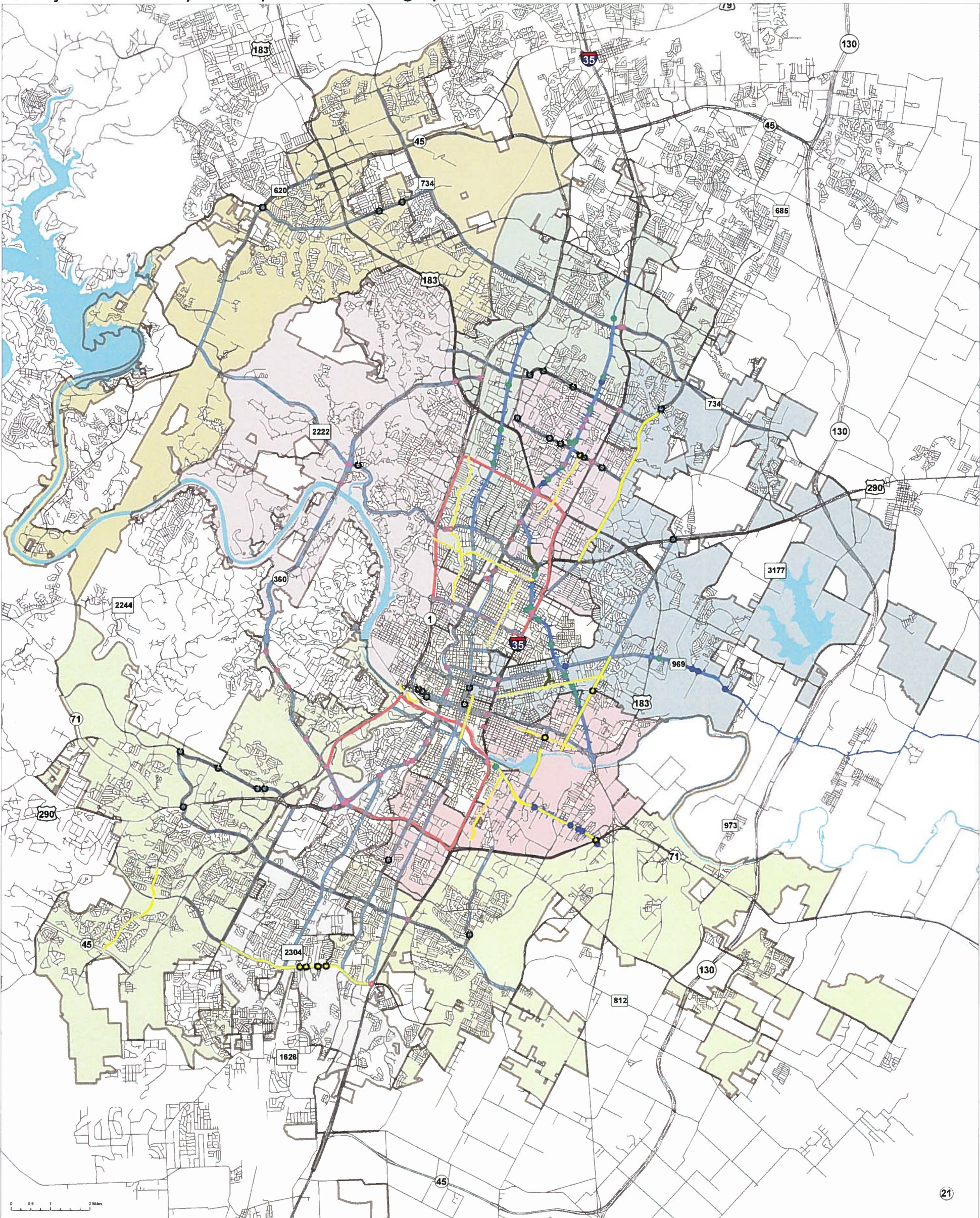
| Project Subcategory | Program | Asset Type | District | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|--|-------------------|-------------------|------------------------------|---|------------|---------------|-----------------|---------------|--------------------------|
| Corridor Study Area Near-Term Improvements | | | | | | | | | |
| Lamar Blvd Corridor Study Area | | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 4 | 9616 N Lamar Blvd. between Rutland and Longspur | \$ 75,000 | 550 | 6 | 5 | 2 |
| | Signals Program | Pedestrian Hybrid | 4 | N Lamar Blvd @ Ferguson Dr | \$ 75,000 | NA | 57 | 4 | 13 |
| | Signals Program | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 4 | 822 Rutland Dr. near HEB | \$ 75,000 | 520 | 9 | 3 | 19 |
| | Signals Program | Pedestrian Hybrid | 4 | N Lamar Blvd. @ Deen Ave. | \$ 75,000 | 430 | 26 | 3 | 25 |
| | Signals Program | Beacon | 4 | N Lamar Blvd. @ Meadowlark | \$ 75,000 | 430 | 26 | 3 | 25 |
| | Signals Program | Pedestrian Hybrid | 7 | N Lamar Blvd @ Little Oak Dr | \$ 75,000 | NA | 57 | 2 | 78 |
| | Signals Program | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 7 | N Lamar Blvd north of Parmer Ln | \$ 75,000 | NA | 57 | 1 | 131 |
| | Signals Program | Signal | 4 | N. Lamar @ Powell Lane | \$ 165,000 | 310 | 6 | 3 | 18 |
| | Signals Program | Signal | 7 | 11800 N. Lamar Blvd. | \$ 165,000 | 6 | 122 | 2 | 92 |
| Awarded Lamar Blvd Corridor Study Area Total | | | | | \$ 75,000 | | | | |
| Lamar Blvd Corridor Study Area Total | | | | | \$ 855,000 | | | | |
| Airport Blvd Corridor Study Area | | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 3 | 1144 Airport Blvd. | \$ 75,000 | 600 | 2 | 3 | 14 |
| | | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 1 | Airport Blvd @ E 16th St | \$ 75,000 | NA | 57 | 3 | 36 |
| | | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 1 | Airport Blvd between E 12th St and Oak Springs Dr | \$ 75,000 | NA | 57 | 3 | 36 |
| | | Pedestrian Hybrid | | | | | | | |
| | Signals Program | Beacon | 1, 3 | Airport Blvd. @ Gunter St. | \$ 75,000 | 440 | 24 | 2 | 56 |
| | Pedestrian Hybrid | | | | | | | | |
| Signals Program | Beacon | 9 | Airport Blvd. @ 46th St. | \$ 75,000 | 440 | 24 | 2 | 56 | |
| | Pedestrian Hybrid | | | | | | | | |
| Signals Program | Beacon | 9 | Airport Blvd. @ Parkwood Rd. | \$ 75,000 | 420 | 28 | 2 | 60 | |

| Project Subcategory | Program | Asset Type | District | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|----------------------------------|---|---------------------------|----------|--|---------------|---------------|-----------------|---------------|--------------------------|
| Airport Blvd Corridor Study Area | Signals Program | Pedestrian Hybrid Beacon | 9 | Airport Blvd @ Antone St | \$ 75,000 | NA | 57 | 2 | 78 |
| | Signals Program | Pedestrian Hybrid Beacon | 9 | 45th St. @ Bennett Ave. | \$ 75,000 | 500 | 13 | 0 | 150 |
| | Signals Program | Pedestrian Hybrid Beacon | 4 | Airport Blvd @ E 55th St | \$ 75,000 | NA | 57 | 2 | 78 |
| | Signals Program | Signal | 1 | MLK Jr. Blvd. @ Tillery St. | \$ 165,000 | 362 | 3 | 2 | 41 |
| | Awarded Airport Blvd Corridor Study Area Total | | | | \$ - | | | | |
| | Airport Blvd Corridor Study Area Total | | | | \$ 840,000 | | | | |
| | Pedestrian Hybrid | | | | | | | | |
| | Signals Program | Beacon | 9 | Riverside Dr. @ Summit St. | \$ 75,000 | 405 | 31 | 3 | 30 |
| | Signals Program | Signal | 3 | E. Riverside Dr. @ Frontier Valley Dr. | \$ 165,000 | 141 | 56 | 2 | 75 |
| | Signals Program | Signal | 3 | E. Riverside Dr. @ Kenneth Ave. | \$ 165,000 | 94 | 86 | 2 | 84 |
| Riverside Dr Corridor Study Area | Signals Program | Signal | 3 | E. Riverside Dr. @ Anise Dr. | \$ 165,000 | 56 | 105 | 2 | 89 |
| | Signals Program | Signal | 3 | Riverside Dr. @ Vargas Rd. | \$ 165,000 | NA | 125 | 2 | 93 |
| | Signals Program | Signal | 2 | E. Riverside Dr. @ Metro Center | \$ 165,000 | 138 | 59 | 1 | 132 |
| | Arterial Streets Geometric Improvements Program | Intersection Improvements | 2 | Complete detailed design for Montopolis @ Riverside | \$ 36,000 | NA | NA | NA | NA |
| | Awarded Riverside Dr Corridor Study Area Total | | | | \$ 75,000 | | | | |
| | Riverside Dr Corridor Study Area Total | | | | \$ 936,000 | | | | |
| | Pedestrian Hybrid | | | | | | | | |
| | Signals Program | Beacon | 7 | Burnet Rd. @ Penny Ln. | \$ 75,000 | 505 | 12 | 3 | 21 |
| | Signals Program | Pedestrian Hybrid Beacon | 7 | 10409 N Burnet Rd. near Travis County Adult Probation | \$ 75,000 | 320 | 45 | 3 | 34 |
| | Signals Program | Pedestrian Hybrid Beacon | 7 | Burnet Rd south of Research Blvd | \$ 75,000 | NA | 57 | 3 | 36 |
| Burnet Rd Corridor Study Area | Signals Program | Pedestrian Hybrid Beacon | 7 | Burnet Rd. @ Ashdale Dr. | \$ 75,000 | NA | 57 | 2 | 76 |
| | Awarded Burnet Rd Corridor Study Area Total | | | | \$ 75,000 | | | | |
| | Burnet Rd Corridor Study Area Total | | | | \$ 300,000 | | | | |
| | Signals Program | Signal | 1 | FM 969 @ Sendero Hills Drive | \$ 165,000 | 210 | 21 | 2 | 53 |
| | Signals Program | Signal | 1 | FM 969 @ Nixon Ln | \$ 165,000 | 140 | 57 | 2 | 77 |
| | Signals Program | Signal | 1 | FM 969 @ Park at the Woodlands | \$ 165,000 | 50 | 108 | 1 | 143 |
| | Signals Program | Pedestrian Hybrid Beacon | 1 | FM 969 Rd @ Regency Dr | \$ 75,000 | NA | 57 | 2 | 78 |
| | Active Transportation Program | Bicycle Facilities | 1 | Complete detailed design for FM 969 from US 183 to Decker Lane to restripe for Bicycle Lanes | \$ 12,360 | NA | NA | NA | NA |
| | Sidewalk Program and Signals Program | Sidewalk and Signals | 1 | Complete detailed design for FM 969 from Regency to Craigwood | \$ 61,440 | NA | NA | NA | NA |
| | Awarded FM 969 Corridor Study Area Total | | | | \$ 165,000 | | | | |
| FM 969 Corridor Study Area Total | | | | | \$ 643,800 | | | | |
| Grand Total | | | | | \$ 16,989,747 | | | | |

Staff Recommended Projects from the System Improvements Category



All Projects from the System Improvements Category



Council Member Top Priorities

Local-Level Mobility Improvements

Legend:

Staff Recommendation

Council Member Top Priorities are projects identified by Council offices as priority improvements to their respective districts. Each project meets the criteria outlined in both the Interlocal Agreement and Council Resolution as “low-cost/high impact.” Some Council Member Top Priorities are consistent with the school and transit project groupings’ criteria identified by staff, and some fall outside these project groupings.

Projects that make up \$3,683,000 of the total \$21.8M in the Council Member Top Priority category are highlighted in yellow below. Some of these projects were identified in the Quarter Cent needs assessment and include their citywide project ranking, shown in the last column on the right.

| Project Category | District | Program | Asset Type | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|---|----------------|---|--|--|--------------|---------------|-----------------|---------------|--------------------------|
| Council Member Top Priorities (outside Project Groupings) | Mayor's Office | Supports all projects in the System Improvements Category | | | | NA | NA | NA | NA |
| | 1 | Signals Program | Pedestrian Hybrid Beacon | E. 12th @ Givens Recreation Center | \$ 75,000 | NA | 57 | 0 | 184 |
| | 2 | Sidewalk Program | Sidewalks | Nuckols Crossing Rd sidewalks to Blazier Elementary | \$ 72,000 | 36 | 4 | 1 | 173 |
| | 3 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Add SB LT lane in median to remove split phasing at Montopolis Dr and Oltorf St | \$ 150,000 | NA | NA | 1 | 4 |
| | 4 | Local Area Traffic Mangement and Signals Program | Traffic Calming and Pedestrian Hybrid Beacon | Traffic Calming on Corona Dr. from Cameron Rd. to Berkman Dr. and a Pedestrian Hybrid Beacon on Cameron Rd. @ Westheimer Dr. | \$ 91,000 | NA | NA | NA | NA |
| | 5 | Council Member Top Priority not finalized | | | | | | | |
| | 6 | Arterial Streets Geometric Improvements Program | Arterial Improvements | Eastbound right turn lane at Anderson Mill Rd and US 183 | \$ 1,280,000 | 52 | NA | 0 | 5 |
| | 7 | Capital Metro | Transit | Fund half of a MetroRapid station pair at Rutland/Runberg on Burnet Rd - Route 803 | \$ 200,000 | NA | NA | NA | NA |
| | 8 | Advanced Transportation Management System | Adaptive Signal Control | Adaptive Signal Control for all signals in District 8 | \$ 834,000 | NA | NA | NA | NA |
| | 9 | Signals Program | Pedestrian Hybrid Beacon | Riverside Dr. @ Alameda Dr. | \$ 75,000 | 265 | 51 | 3 | 35 |
| | 10 | Advanced Transportation Management System | Adaptive Signal Control | Adaptive Signal Control for all signals in District 10 | \$ 906,000 | NA | NA | NA | NA |
| Council Member Top Priorities Total | | | | | \$ 3,683,000 | | | | |

Grouped Mobility Projects Around Schools and Transit

Local Level Mobility Improvements

Legend:

Staff Recommendation

Grouped Mobility Projects Around Schools and Transit are projects of grouped mobility improvements located within 0.25 miles of a school and a transit stop. Groupings are made up of individual projects that when implemented together are considered low-cost/high-impact transformational improvements.

Projects that make up \$11,283,200 of the total \$21.8M in the Grouped Mobility Projects Around Schools and Transit category are highlighted in yellow below. All projects that were identified in the Quarter Cent needs assessment are listed in rank order based on their citywide project ranking, shown in the last column on the right. Grouped Mobility Projects Around Schools and Transit are ranked based on the highest ranking project within each group.

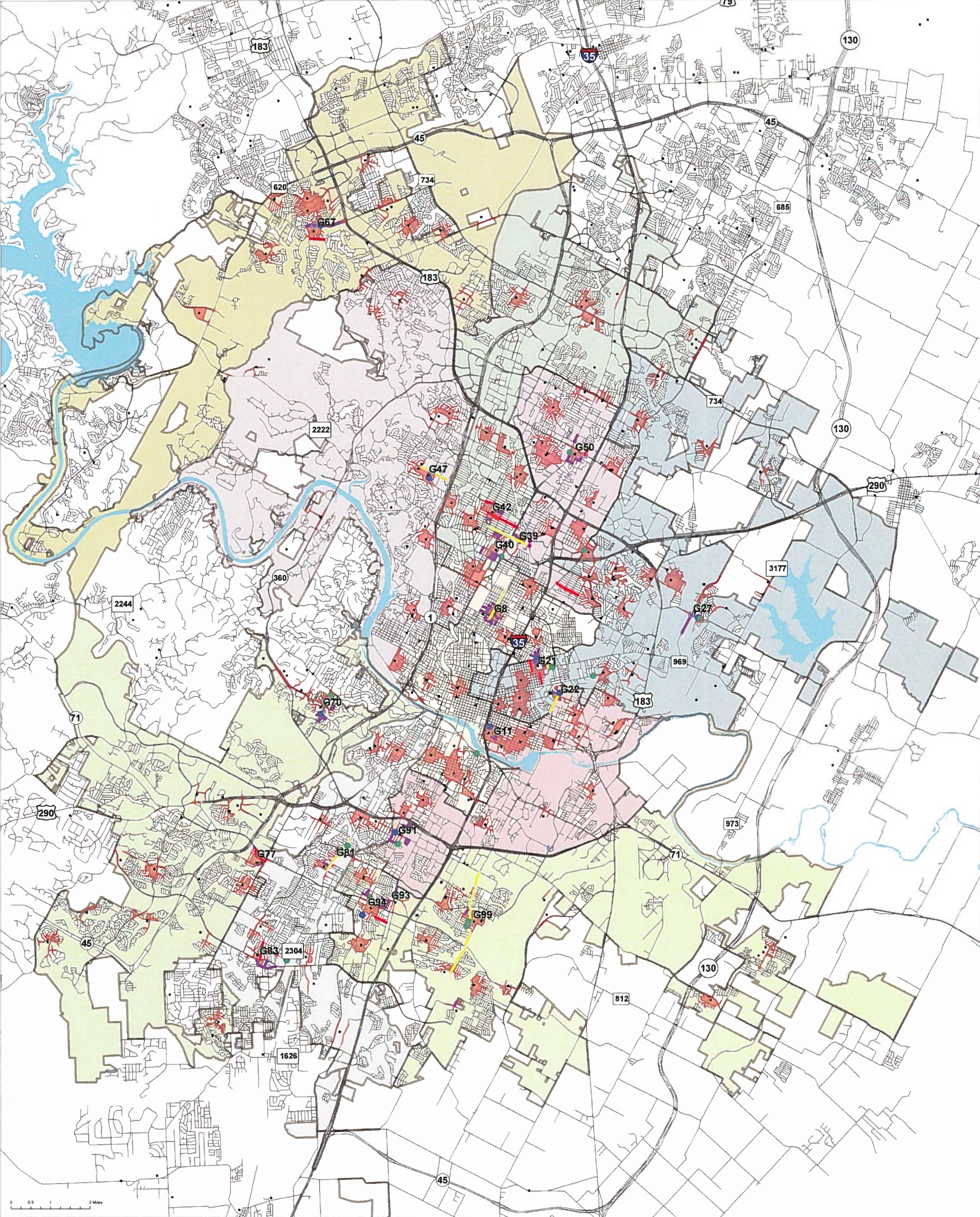
| Project Subcategory | District | Program | Asset Type | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|--|----------|---|------------------------------|---|--------------|---------------|-----------------|---------------|--------------------------|
| Grouped Mobility Projects Around Schools and Transit | | | | | | | | | |
| G50 | 4 | Sidewalk Program | Sidewalks | | \$ 563,400 | 79 | 1 | 5 | 1 |
| | 4 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Construct westbound left turn lane in median on Rundberg Ln at North Creek Dr | \$ 100,000 | NA | NA | 2 | 3 |
| | 4 | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Cooper Dr. | \$ 75,000 | 550 | 6 | 4 | 8 |
| | 4 | Local Area Traffic Management Program | Traffic Calming | North Creek Drive from Rundberg Lane to Rock Hollow Lane LATM | \$ 6,400 | 83 | 28 | 2 | 11 |
| G50 Total | | | | | \$ 744,800 | 550 | 1 | 5 | 1 |
| G40 | 4, 7 | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Houston St. | \$ 75,000 | 575 | 3 | 5 | 1 |
| | 7 | Active Transportation Program | Bicycle Facilities | Romeria (Arroyo Seco to Lamar) Quiet Street | \$ 66,500 | NA | 1 | 2 | 8 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 620,040 | 49 | 3 | 2 | 107 |
| G40 Total | | | | | \$ 761,540 | 575 | 1 | 5 | 1 |
| G71 | 5 | Local Area Traffic Management Program | Traffic Calming | La Casa Drive from Lamar Boulevard to Rae Dell Boulevard LATM | \$ 3,200 | 65 | 69 | 4 | 1 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | S Lamar Blvd. @ Dickson Dr. | \$ 75,000 | 510 | 11 | 3 | 20 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 2,009,520 | 66 | 1 | 4 | 24 |
| G71 Total | | | | | \$ 2,087,720 | 510 | 1 | 4 | 1 |
| G81 | 5 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Extend southbound left-turn lane on Manchaca Rd at Stassney Ln | \$ 100,000 | NA | NA | 3 | 2 |
| | 5 | Active Transportation Program | Bicycle Facilities | Manchaca (Jones to Berkley) Protected Bicycle Lane | \$ 165,000 | NA | 1 | 4 | 2 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | 2036 Stassney Ln. West of Manchaca | \$ 75,000 | 480 | 17 | 2 | 50 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | Manchaca Rd. @ Inverness Blvd. | \$ 75,000 | 560 | 5 | 1 | 97 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 78,000 | 60 | 1 | 1 | 149 |
| G81 Total | | | | | \$ 493,000 | 560 | 1 | 4 | 2 |
| G99 | 2 | Active Transportation Program | Bicycle Facilities | Pleasant Valley (Onion Creek Park to Button Bend) Protected Bicycle Lane | \$ 100,000 | NA | 2 | 4 | 3 |
| | 2 | Signals Program | Pedestrian Hybrid Beacon | Pleasant Valley Rd. @ Turnstone Dr. | \$ 75,000 | 435 | 25 | 2 | 57 |
| | 2 | Signals Program | Pedestrian Hybrid Beacon | Pleasant Valley Rd. @ Village Square Dr. | \$ 75,000 | 435 | 25 | 2 | 57 |
| | 2 | Sidewalk Program | Sidewalks | | \$ 111,720 | 53 | 2 | 2 | 104 |
| G99 Total | | | | | \$ 361,720 | 435 | 2 | 4 | 3 |
| G19 | 9 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Install a marked pedestrian crossing on Airport Blvd @ 51st St | \$ 10,500 | NA | NA | 2 | 3 |
| | 9 | Active Transportation Program | Bicycle Facilities | Duval (51st to 53rd) Bicycle Lane | \$ 32,607 | NA | 2 | 1 | 12 |
| | 9 | Sidewalk Program | Sidewalks | | \$ 2,007,600 | 63 | 1 | 3 | 53 |
| | 9 | Signals Program | Pedestrian Hybrid Beacon | Airport Blvd @ E 49th St | \$ 75,000 | NA | 57 | 2 | 78 |
| G19 Total | | | | | \$ 2,125,707 | 63 | 1 | 3 | 3 |
| G27 | 1 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Add left turn bays on Johnny Morris at Loyola | \$ 10,000 | NA | NA | 1 | 4 |
| | 1 | Signals Program | Pedestrian Hybrid Beacon | Loyola Ln. @ Colony Park Dr. | \$ 75,000 | 380 | 36 | 2 | 66 |
| | 1 | Signals Program | Signal | Loyola Ln. @ Sandshof Dr. | \$ 165,000 | 187 | 33 | 1 | 114 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 341,160 | 59 | 2 | 1 | 150 |
| G27 Total | | | | | \$ 591,160 | 380 | 2 | 2 | 4 |
| G47 | 10 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Remove split-phase at Hart and Far West | \$ 5,000 | NA | NA | 1 | 4 |
| | 10 | Active Transportation Program | Bicycle Facilities | Far West (Mopac to Chimney Corners) Protected Bicycle Lane | \$ 197,333 | NA | 1 | 1 | 11 |
| | 10 | Signals Program | Signal | Hart Ln. @ North Hills Dr. | \$ 165,000 | NA | 125 | 1 | 147 |
| G47 Total | | | | | \$ 367,333 | NA | 1 | 1 | 4 |
| G7 | 9 | Active Transportation Program | Bicycle Facilities | 46th (Guadalupe W to Lamar) PHB Crossing with Protected Bicycle Lane and Bicycle Refuge | \$ 200,000 | NA | 1 | 3 | 5 |
| | 9 | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Sunshine Dr. | \$ 75,000 | 560 | 5 | 3 | 17 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 1,168,800 | 50 | 3 | 4 | 26 |
| | 7, 9 | Signals Program | Pedestrian Hybrid Beacon | Burnet Rd. @ 47th St. | \$ 75,000 | 470 | 19 | 2 | 51 |
| | 10 | Sidewalk Program | Sidewalks | | \$ 793,200 | 49 | 3 | 3 | 65 |
| | 7, 9 | Signals Program | Pedestrian Hybrid Beacon | 45th St. @ Ramsey Ave. | \$ 75,000 | 220 | 56 | 0 | 183 |
| | 7, 10 | | | | \$ 2,387,000 | 560 | 1 | 4 | 5 |
| G7 Total | | | | | | | | | |
| G21 | 1 | Active Transportation Program | Bicycle Facilities | Alexander (MLK to Manor) Protected Bicycle Lane | \$ 67,367 | NA | 1 | 3 | 5 |
| | 1 | Local Area Traffic Management Program | Traffic Calming | Maple Avenue from Manor Road to MLK Boulevard LATM | \$ 22,700 | 57 | 86 | 2 | 18 |
| | 1 | Local Area Traffic Management Program | Traffic Calming | Walnut Avenue from 18th Street to 13th Street LATM | \$ 12,800 | 66 | 67 | 1 | 27 |
| | 1 | Signals Program | Pedestrian Hybrid Beacon | MLK Blvd. @ Clifford Ave. | \$ 75,000 | 425 | 27 | 3 | 26 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 562,560 | 63 | 1 | 3 | 50 |
| | 9 | Sidewalk Program | Sidewalks | | \$ 360,840 | 52 | 2 | 2 | 107 |
| | 1, 9 | Signals Program | Signal | Manor Rd. @ Walnut Ave. | \$ 165,000 | 142 | 55 | 1 | 129 |
| | | | | | \$ 1,266,267 | 425 | 1 | 3 | 5 |
| G21 Total | | | | | | | | | |
| G73 | 5 | Active Transportation Program | Bicycle Facilities | Manchaca (Lamar to Ben White) Protected Bicycle Lanes | \$ 200,000 | NA | NA | 3 | 7 |
| | 5 | Local Area Traffic Management Program | Traffic Calming | Frontier Trail from Western Trails Boulevard to Manchaca Road LATM | \$ 9,600 | 80 | 35 | 2 | 13 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | Western Trails @ Tejas Trails | \$ 75,000 | 415 | 29 | 3 | 28 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | Manchaca Rd. @ Forest Hill Dr. | \$ 75,000 | 330 | 44 | 2 | 70 |
| | 5 | Signals Program | Signal | Manchaca Rd. @ Cimmaron Trl. | \$ 165,000 | NA | 125 | 2 | 93 |
| | 5 | Signals Program | Accessible Pedestrian Signal | West Gate @ Western Trails | \$ 25,000 | NA | NA | 1 | 147 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 798,360 | 62 | 1 | 3 | 56 |
| G73 Total | | | | | \$ 1,347,960 | 415 | 1 | 3 | 5 |

| Project Subcategory | District | Program | Asset Type | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|---------------------|----------|---|------------------------------|---|--------------|---------------|-----------------|---------------|--------------------------|
| G94 | 2 | Local Area Traffic Management Program | Traffic Calming | Cloudview Drive from Congress Avenue to Lunar Drive LATM | \$ 9,600 | 75 | 46 | 3 | 5 |
| | | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ King Edward Place | \$ 75,000 | 410 | 30 | 3 | 29 |
| | 2 | Signals Program | Signal | S. 1st St. @ Prince Valiant Dr. | \$ 165,000 | 31 | 118 | 2 | 91 |
| | 2 | Sidewalk Program | Sidewalks | | \$ 400,440 | 53 | 2 | 3 | 60 |
| G94 Total | | | | | \$ 650,040 | 410 | 2 | 3 | 5 |
| G39 | 4 | Active Transportation Program | Bicycle Facilities | Denson (Lamar to Airport) Protected Bicycle Lane | \$ 130,420 | NA | 1 | 3 | 5 |
| | 4, 7 | Active Transportation Program | Bicycle Facilities | Romeria-Denson at Lamar Signal and Protected Bicycle Lane | \$ 100,000 | NA | 1 | 3 | 5 |
| | | Signals Program | Accessible Pedestrian Signal | Airport @ Denson | \$ 25,000 | NA | NA | 2 | 93 |
| | 4 | Signals Program | Accessible Pedestrian Signal | Airport @ Highland Mall | \$ 25,000 | NA | NA | 2 | 93 |
| | 4 | Sidewalk Program | Sidewalks | | \$ 180,360 | 49 | 3 | 1 | 160 |
| G39 Total | | | | | \$ 460,780 | 49 | 1 | 3 | 5 |
| G67 | 6 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Remove split-phase at Olson, Millwright and Anderson Mill | \$ 5,000 | NA | NA | 0 | 5 |
| | 6 | Local Area Traffic Management Program | Traffic Calming | Spicewood Parkway from Spicewood Club Drive to Cedar Crest Drive LATM | \$ 12,800 | 270 | 1 | 0 | 32 |
| | 6 | Signals Program | Signal | Anderson Mill Rd. @ Swan Dr. | \$ 165,000 | NA | 125 | 0 | 206 |
| | 6 | Sidewalk Program | Sidewalks | PER for SW's on Anderson Mill Rd | \$ 200,000 | 48 | 3 | 0 | 228 |
| G67 Total | | | | | \$ 382,800 | 270 | 1 | 0 | 5 |
| G8 | 9 | Sidewalk Program | Sidewalks | | \$ 839,040 | 58 | 2 | 5 | 6 |
| | 9 | Active Transportation Program | Bicycle Facilities | Speedway (38th to 46th) Bicycle Boulevard | \$ 197,000 | NA | 1 | 1 | 11 |
| G8 Total | | | | | \$ 1,036,040 | 58 | 1 | 5 | 6 |
| G41 | 7 | Active Transportation Program | Bicycle Facilities | Lamar Middle School Protected Bicycle Lanes | \$ 1,500,000 | NA | NA | 3 | 7 |
| | 7 | Active Transportation Program | Bicycle Facilities | Romeria (Laird to Arroyo Seco) Quiet Street | \$ 33,500 | NA | 1 | 2 | 8 |
| | 7 | Local Area Traffic Management Program | Traffic Calming | Shoalwood Avenue from Northland Drive to Allandale Road LATM | \$ 3,200 | 71 | 54 | 2 | 15 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 1,881,840 | 60 | 1 | 4 | 16 |
| | 7 | Signals Program | Pedestrian Hybrid Beacon | Burnet Rd. @ Twin Oaks Dr. | \$ 75,000 | 420 | 28 | 3 | 27 |
| | 7 | Signals Program | Pedestrian Hybrid Beacon | Allandale Rd. @ Shoalwood Ave. | \$ 75,000 | 385 | 35 | 3 | 32 |
| | 7 | | | | \$ 3,568,540 | 420 | 1 | 4 | 7 |
| G41 Total | | | | | | | | | |
| G83 | 5 | Local Area Traffic Management Program | Traffic Calming | Curlew Drive from Slaughter Lane to Crownspoint Drive LATM | \$ 12,800 | 109 | 6 | 2 | 7 |
| | 5 | Local Area Traffic Management Program | Traffic Calming | Monarch Drive from Curlew Drive to Roxanna Drive LATM | \$ 29,100 | 120 | 4 | 0 | 34 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | Manchaca Rd. @ Monarch Dr. | \$ 75,000 | 575 | 3 | 3 | 16 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 732,600 | 60 | 1 | 2 | 96 |
| G83 Total | | | | | \$ 849,500 | 575 | 1 | 3 | 7 |
| G93 | 2 | Sidewalk Program | Sidewalks | | \$ 342,120 | 68 | 1 | 4 | 8 |
| G93 Total | | | | | \$ 342,120 | 68 | 1 | 4 | 8 |
| G34 | 4 | Sidewalk Program | Sidewalks | | \$ 357,480 | 68 | 1 | 4 | 8 |
| | 1, 4 | Signals Program | Signal | Cameron Rd. @ Camino la Costa | \$ 165,000 | 210 | 25 | 2 | 58 |
| G34 Total | | | | | \$ 522,480 | 210 | 1 | 4 | 8 |
| G74 | 5 | Active Transportation Program | Bicycle Facilities | Jones (Pillow to Manchaca) Protected Bicycle Lane | \$ 235,213 | NA | 1 | 2 | 8 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | 4500 West Gate Blvd. | \$ 75,000 | 495 | 14 | 1 | 101 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 456,240 | 54 | 2 | 1 | 155 |
| G74 Total | | | | | \$ 766,453 | 495 | 1 | 2 | 8 |
| G23 | 1 | Active Transportation Program | Bicycle Facilities | Webberville (Springdale to MLK Jr) Protected Bicycle Lane | \$ 349,360 | NA | 1 | 2 | 8 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 1,206,360 | 72 | 1 | 2 | 84 |
| G23 Total | | | | | \$ 1,555,720 | 72 | 1 | 2 | 8 |
| G87 | 9 | Signals Program | Pedestrian Hybrid Beacon | 515 S Congress Ave | \$ 75,000 | 525 | 8 | 4 | 9 |
| | 9 | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ Monroe St. | \$ 75,000 | 380 | 36 | 2 | 66 |
| | 9 | Signals Program | Signal | S. 1st St. @ Elizabeth St. | \$ 165,000 | 113 | 64 | 3 | 37 |
| | 9 | Signals Program | Signal | S. Congress Ave. @ Leland St. | \$ 165,000 | 134 | 60 | 2 | 79 |
| | 9 | Sidewalk Program | Sidewalks | | \$ 1,253,280 | 73 | 1 | 4 | 13 |
| G87 Total | | | | | \$ 1,733,280 | 525 | 1 | 4 | 9 |
| G97 | 2 | Active Transportation Program | Bicycle Facilities | Teri (I35 to Stassney Ln) Protected Bicycle Lane | \$ 469,926 | NA | 2 | 2 | 9 |
| | 2 | Signals Program | Signal | Pleasant Valley Rd. @ Teri Rd. | \$ 165,000 | 210 | 23 | 2 | 55 |
| G97 Total | | | | | \$ 634,926 | 210 | 2 | 2 | 9 |
| G72 | 5 | Active Transportation Program | Bicycle Facilities | Barton Skyway (Barton Hills Dr to S Lamar) Protected Bicycle Lane | \$ 180,291 | NA | 2 | 2 | 9 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 311,640 | 42 | 3 | 0 | 234 |
| G72 Total | | | | | \$ 491,931 | 42 | 2 | 2 | 9 |
| G49 | 4 | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Fairfield Dr. | \$ 75,000 | 510 | 11 | 4 | 12 |
| | 4 | Sidewalk Program | Sidewalks | | \$ 1,042,560 | 59 | 1 | 2 | 100 |
| G49 Total | | | | | \$ 1,117,560 | 510 | 1 | 4 | 12 |
| G42 | 7 | Local Area Traffic Management Program | Traffic Calming | Brentwood Street from North Lamar Boulevard to Yates Avenue LATM | \$ 12,800 | 82 | 33 | 2 | 12 |
| | 7 | Local Area Traffic Management Program | Traffic Calming | Justin Lane from Hardy Drive to Woodrow Avenue LATM | \$ 9,600 | 95 | 10 | 1 | 21 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 499,560 | 58 | 2 | 1 | 151 |
| G42 Total | | | | | \$ 521,960 | 95 | 2 | 2 | 12 |
| G77 | 8 | Local Area Traffic Management Program | Traffic Calming | Bannockburn Drive from William Cannon Drive to Brodie Lane LATM | \$ 9,600 | 72 | 50 | 2 | 14 |
| | 8 | Sidewalk Program | Sidewalks | | \$ 135,720 | 43 | 3 | 2 | 117 |
| G77 Total | | | | | \$ 145,320 | 72 | 3 | 2 | 14 |
| G48 | 10 | Active Transportation Program | Bicycle Facilities | Mesa (Far West to Spicewood) Buffered Bicycle Lane | \$ 170,118 | NA | 1 | 0 | 14 |
| | 10 | Sidewalk Program | Sidewalks | | \$ 425,880 | 46 | 3 | 0 | 230 |
| G48 Total | | | | | \$ 595,998 | 46 | 1 | 0 | 14 |
| G22 | 1, 3 | Active Transportation Program | Bicycle Facilities | Webberville Rd (Pleasant Valley to Oak Springs) Protected Bicycle Lanes | \$ 54,500 | NA | NA | 0 | 15 |
| | 1, 3 | Signals Program | Signal | Webberville Rd. @ Oak Springs Dr. | \$ 165,000 | 190 | 31 | 0 | 164 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 52,920 | 64 | 1 | 0 | 212 |
| G22 Total | | | | | \$ 272,420 | 190 | 1 | 0 | 15 |
| G44 | 7 | Sidewalk Program | Sidewalks | | \$ 1,103,880 | 46 | 3 | 3 | 67 |
| G44 Total | | | | | \$ 1,103,880 | 505 | 3 | 3 | 21 |
| G91 | 3 | Sidewalk Program | Sidewalks | | \$ 779,880 | 56 | 2 | 3 | 56 |
| | 3 | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ Philco Dr. | \$ 75,000 | 360 | 39 | 2 | 67 |

| Project Subcategory | District | Program | Asset Type | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|---------------------|----------|---------------------------------------|------------------------------|--|--------------|---------------|-----------------|---------------|--------------------------|
| | 3 | Signals Program | Signal | St. Elmo Rd. @ James Casey St. | \$ 165,000 | 100 | 77 | 0 | 192 |
| G91 Total | | | | | \$ 1,019,880 | 360 | 2 | 4 | 23 |
| G18 | 1, 3 | Signals Program | Pedestrian Hybrid Beacon | S 7th St. @ San Marcos St. | \$ 75,000 | 410 | 30 | 3 | 29 |
| | 1 | Local Area Traffic Management Program | Traffic Calming | New York Avenue from Comal Street to Chicon Street LATM | \$ 6,400 | 62 | 78 | 1 | 30 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 980,280 | 72 | 1 | 2 | 84 |
| | 1 | Signals Program | Signal | Rosewood Ave. @ Angelina St. | \$ 165,000 | NA | 125 | 1 | 147 |
| G18 Total | | | | | \$ 1,226,680 | 410 | 1 | 3 | 29 |
| G15 | 3 | Signals Program | Pedestrian Hybrid Beacon | 600 N Pleasant Valley Rd. near Capital Metro Headquarters | \$ 75,000 | 395 | 33 | 3 | 31 |
| | 3 | Signals Program | Signal | Cesar Chavez St. @ Linden St. | \$ 165,000 | 35 | 115 | 1 | 145 |
| | 3 | Sidewalk Program | Sidewalks | | \$ 662,520 | 65 | 1 | 2 | 91 |
| G15 Total | | | | | \$ 902,520 | 395 | 1 | 3 | 31 |
| G43 | 7 | Local Area Traffic Management Program | Traffic Calming | Kromer Street from Beckett St. to Fairfield Dr. LATM | \$ 12,800 | 93 | 12 | 0 | 38 |
| | 7 | Signals Program | Signal | Anderson Ln. @ Anderson Square | \$ 165,000 | 79 | 95 | 1 | 140 |
| | 7 | Signals Program | Signal | Anderson Ln. @ Mullen Dr. | \$ 165,000 | NA | 125 | 1 | 147 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 1,448,760 | 49 | 3 | 1 | 160 |
| G43 Total | | | | | \$ 1,791,560 | 93 | 3 | 1 | 38 |
| G24 | 3 | Local Area Traffic Management Program | Traffic Calming | Sara Drive from Spur Street to Prock Lane LATM | \$ 9,600 | 89 | 18 | 0 | 40 |
| | 3 | Sidewalk Program | Sidewalks | | \$ 534,480 | 52 | 2 | 0 | 224 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 181,680 | 58 | 2 | 0 | 218 |
| G24 Total | | | | | \$ 725,760 | 89 | 2 | 0 | 40 |
| G1 | 9 | Signals Program | Signal | San Antonio St. @ 12th St. | \$ 165,000 | 360 | 4 | 2 | 42 |
| | 9 | Sidewalk Program | Sidewalks | | \$ 113,400 | 54 | 2 | 1 | 155 |
| G1 Total | | | | | \$ 278,400 | 360 | 2 | 2 | 42 |
| G59 | 7 | Local Area Traffic Management Program | Traffic Calming | Scribe Drive from Amherst to Canter Lane LATM | \$ 9,600 | 87 | 20 | 0 | 42 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 56,160 | 35 | 4 | 0 | 241 |
| G59 Total | | | | | \$ 65,760 | 87 | 4 | 0 | 42 |
| G52 | 7 | Sidewalk Program | Sidewalks | | \$ 1,225,200 | 65 | 1 | 3 | 46 |
| G52 Total | | | | | \$ 1,225,200 | 65 | 1 | 3 | 46 |
| G11 | 3 | Signals Program | Signal | Cesar Chavez St. @ San Marcos St. | \$ 165,000 | 254 | 11 | 2 | 46 |
| | 3 | Sidewalk Program | Sidewalks | | \$ 120,600 | 64 | 1 | 0 | 212 |
| G11 Total | | | | | \$ 285,600 | 254 | 1 | 2 | 46 |
| G16 | 3 | Sidewalk Program | Sidewalks | | \$ 398,880 | 65 | 1 | 3 | 47 |
| | 3 | Signals Program | Signal | Cesar Chavez Dr. @ Shady Ln. | \$ 165,000 | 145 | 51 | 1 | 126 |
| G16 Total | | | | | \$ 563,880 | 145 | 1 | 3 | 47 |
| G20 | 1 | Sidewalk Program | Sidewalks | | \$ 873,240 | 64 | 1 | 3 | 47 |
| G20 Total | | | | | \$ 873,240 | 64 | 1 | 3 | 47 |
| G57 | 7 | Signals Program | Signal | Parmer Ln. @ Rampart St. | \$ 165,000 | 240 | 15 | 2 | 49 |
| | 7 | Signals Program | Accessible Pedestrian Signal | Metric @ Scofield | \$ 25,000 | NA | NA | 0 | 206 |
| G57 Total | | | | | \$ 190,000 | 240 | 15 | 2 | 49 |
| G90 | 3 | Local Area Traffic Management Program | Traffic Calming | S. 2nd Street from Cardinal Lane to Banister Lane LATM | \$ 9,600 | 76 | 44 | 0 | 51 |
| | 3 | Sidewalk Program | Sidewalks | | \$ 193,920 | 57 | 2 | 0 | 219 |
| | 3, 5 | Sidewalk Program | Sidewalks | | \$ 90,840 | 61 | 1 | 0 | 215 |
| G90 Total | | | | | \$ 294,360 | 76 | 1 | 0 | 51 |
| G9 | 9 | Signals Program | Pedestrian Hybrid Beacon | Red River St. @ Harris Ave. | \$ 75,000 | 465 | 20 | 2 | 52 |
| | 9 | Sidewalk Program | Sidewalks | | \$ 772,200 | 48 | 3 | 2 | 108 |
| G9 Total | | | | | \$ 847,200 | 465 | 3 | 2 | 52 |
| G45 | 7 | Local Area Traffic Management Program | Traffic Calming | Primrose Lane from Thrushwood Drive to Rockwood Lane LATM | \$ 9,600 | 71 | 53 | 0 | 54 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 264,360 | 43 | 3 | 0 | 233 |
| G45 Total | | | | | \$ 273,960 | 71 | 3 | 0 | 54 |
| G60 | 6 | Local Area Traffic Management Program | Traffic Calming | Wind River Road from Angus Road to Santa Cruz Drive LATM | \$ 35,500 | 70 | 57 | 0 | 55 |
| | 6 | Local Area Traffic Management Program | Traffic Calming | Pony Chase from Black Angus Drive to West Cow Path LATM | \$ 16,000 | 69 | 61 | 0 | 56 |
| | 6 | Sidewalk Program | Sidewalks | | \$ 1,131,360 | 53 | 2 | 0 | 223 |
| G60 Total | | | | | \$ 1,182,860 | 70 | 2 | 0 | 55 |
| G51 | 4 | Sidewalk Program | Sidewalks | | \$ 582,120 | 55 | 2 | 3 | 56 |
| | 7 | Sidewalk Program | Sidewalks | | \$ 264,600 | 46 | 3 | 1 | 163 |
| G51 Total | | | | | \$ 846,720 | 55 | 2 | 3 | 56 |
| G17 | 3 | Sidewalk Program | Sidewalks | | \$ 1,032,240 | 63 | 1 | 3 | 58 |
| G17 Total | | | | | \$ 1,032,240 | 63 | 1 | 3 | 58 |
| G89 | 3 | Sidewalk Program | Sidewalks | | \$ 1,179,360 | 57 | 2 | 3 | 60 |
| | 3 | Signals Program | Signal | S. 1st St. @ El Paso St. | \$ 165,000 | 110 | 67 | 2 | 81 |
| G89 Total | | | | | \$ 1,344,360 | 110 | 2 | 3 | 60 |
| G95 | 2 | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ Mairo St. | \$ 75,000 | 385 | 35 | 2 | 65 |
| | 2 | Signals Program | Signal | S. 1st St. @ Great Britain Blvd. | \$ 165,000 | 60 | 103 | 2 | 88 |
| | 2 | Sidewalk Program | Sidewalks | | \$ 370,200 | 64 | 1 | 2 | 92 |
| G95 Total | | | | | \$ 610,200 | 385 | 1 | 2 | 65 |
| G82 | 5 | Local Area Traffic Management Program | Traffic Calming | Cohoba Drive from Westgate Boulevard to Sanford Drive LATM | \$ 6,400 | 57 | 84 | 0 | 65 |
| | 5 | Signals Program | Signal | West Gate Blvd. @ Davis Ln. | \$ 165,000 | 222 | 18 | 0 | 156 |
| | | Signals Program | Pedestrian Hybrid Beacon | West Gate Blvd. @ Cohoba Dr. | | | | | |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | West Gate Blvd. @ Nesbit Dr. | \$ 75,000 | 335 | 43 | 0 | 172 |
| | 5 | Signals Program | Pedestrian Hybrid Beacon | | \$ 75,000 | 315 | 46 | 0 | 175 |
| | 5 | Sidewalk Program | Sidewalks | | \$ 180,840 | 43 | 3 | 0 | 233 |
| G82 Total | | | | | \$ 502,240 | 335 | 3 | 0 | 65 |
| G33 | 1 | Signals Program | Pedestrian Hybrid Beacon | Berkman Dr south of US 290 HWY | \$ 75,000 | NA | 57 | 2 | 78 |
| | 1 | Signals Program | Signal | Berkman Dr. @ Patton Ln. | \$ 165,000 | 190 | 32 | 1 | 112 |
| | 1 | Signals Program | Signal | Wheless Ln. @ Dorchester Dr. | \$ 165,000 | NA | 125 | 0 | 206 |
| | 1 | Sidewalk Program | Sidewalks | | \$ 1,227,240 | 64 | 1 | 2 | 103 |
| | 4 | Sidewalk Program | Sidewalks | | \$ 162,480 | 56 | 2 | 0 | 220 |
| G33 Total | | | | | \$ 1,794,720 | 190 | 1 | 2 | 78 |
| G14 | 3 | Sidewalk Program | Sidewalks | | \$ 373,560 | 67 | 1 | 2 | 89 |
| | 3 | Signals Program | Signal | E. 6th St. @ Robert T. Martinez St. | \$ 165,000 | 170 | 41 | 1 | 120 |
| G14 Total | | | | | \$ 538,560 | 170 | 1 | 2 | 89 |
| G29 | 1 | Sidewalk Program | Sidewalks | | \$ 555,120 | 64 | 1 | 2 | 92 |
| G29 Total | | | | | \$ 555,120 | 64 | 1 | 2 | 92 |
| G37 | 4 | Sidewalk Program | Sidewalks | | \$ 718,320 | 65 | 1 | 2 | 94 |
| | 4 | Signals Program | Pedestrian Hybrid Beacon | E Huntland Dr. @ Roland Johnson Dr. | | | | | |
| | 4 | | | | \$ 75,000 | NA | 57 | 1 | 131 |
| G37 Total | | | | | \$ 793,320 | 65 | 1 | 2 | 94 |
| G30 | 1 | Sidewalk Program | Sidewalks | | \$ 963,960 | 60 | 1 | 2 | 96 |
| G30 Total | | | | | \$ 963,960 | 60 | 1 | 2 | 96 |
| G85 | 5 | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ Camperdown Elm Dr. | \$ 75,000 | 475 | 18 | 1 | 102 |

| Project Subcategory | District | Program | Asset Type | Project Name | Cost | Program Score | Program Ranking | Project Score | Citywide Project Ranking |
|--|----------|------------------|--------------------------|---------------------------------------|---------------|---------------|-----------------|---------------|--------------------------|
| | 5 | Sidewalk Program | Sidewalks | | \$ 517,320 | 32 | 4 | 1 | 177 |
| G85 Total | | | | | \$ 592,320 | 475 | 4 | 1 | 102 |
| G92 | 2 | Sidewalk Program | Sidewalks | | \$ 412,680 | 54 | 2 | 2 | 102 |
| G92 Total | | | | | \$ 412,680 | 54 | 2 | 2 | 102 |
| G98 | 2 | Signals Program | Pedestrian Hybrid Beacon | E Stassney Ln. @ Tallow Tree Dr. | \$ 75,000 | 420 | 28 | 1 | 110 |
| | 2 | Sidewalk Program | Sidewalks | | \$ 21,600 | 46 | 3 | 0 | 230 |
| G98 Total | | | | | \$ 96,600 | 420 | 3 | 1 | 110 |
| G2 | 9 | Sidewalk Program | Sidewalks | | \$ 531,480 | 51 | 2 | 2 | 111 |
| G2 Total | | | | | \$ 531,480 | 51 | 2 | 2 | 111 |
| G58 | 7 | Sidewalk Program | Sidewalks | | \$ 442,200 | 44 | 3 | 2 | 112 |
| | | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd @ John B Connally HS | | | | | |
| | 7 | | | | \$ 75,000 | NA | 57 | 1 | 131 |
| G58 Total | | | | | \$ 517,200 | 44 | 3 | 2 | 112 |
| G6 | 10 | Sidewalk Program | Sidewalks | | \$ 531,480 | 51 | 2 | 2 | 113 |
| G6 Total | | | | | \$ 531,480 | 51 | 2 | 2 | 113 |
| G54 | 1 | Sidewalk Program | Sidewalks | | \$ 293,640 | 41 | 3 | 2 | 115 |
| G54 Total | | | | | \$ 293,640 | 41 | 3 | 2 | 115 |
| G69 | 6 | Sidewalk Program | Sidewalks | | \$ 624,840 | 33 | 4 | 2 | 123 |
| G69 Total | | | | | \$ 624,840 | 33 | 4 | 2 | 123 |
| G88 | 9 | Signals Program | Pedestrian Hybrid Beacon | Oltorf St. @ Travis High School | \$ 75,000 | NA | 57 | 1 | 131 |
| | 9 | Sidewalk Program | Sidewalks | | \$ 345,600 | 55 | 2 | 1 | 154 |
| G88 Total | | | | | \$ 420,600 | 55 | 2 | 1 | 131 |
| G13 | 3 | Sidewalk Program | Sidewalks | | \$ 94,440 | 62 | 1 | 1 | 147 |
| G13 Total | | | | | \$ 94,440 | 62 | 1 | 1 | 147 |
| G86 | 9 | Sidewalk Program | Sidewalks | | \$ 1,349,640 | 59 | 1 | 1 | 151 |
| G86 Total | | | | | \$ 1,349,640 | 59 | 1 | 1 | 151 |
| G12 | 3 | Sidewalk Program | Sidewalks | | \$ 396,240 | 54 | 2 | 1 | 155 |
| G12 Total | | | | | \$ 396,240 | 54 | 2 | 1 | 155 |
| G10 | 9 | Sidewalk Program | Sidewalks | | \$ 1,755,720 | 53 | 2 | 1 | 156 |
| | 9 | Signals Program | Signal | 38th 1/2 St. @ Lafayette Ave. | \$ 165,000 | 102 | 76 | 0 | 191 |
| G10 Total | | | | | \$ 1,920,720 | 102 | 2 | 1 | 156 |
| G25 | 3 | Sidewalk Program | Sidewalks | | \$ 232,560 | 52 | 2 | 1 | 157 |
| | 3 | Signals Program | Signal | Gardner Rd. @ Jain Ln. | \$ 165,000 | 66 | 98 | 0 | 196 |
| G25 Total | | | | | \$ 397,560 | 66 | 2 | 1 | 157 |
| G46 | 10 | Signals Program | Signal | Balcones Dr. @ Parkcrest Dr. | \$ 165,000 | 212 | 20 | 0 | 158 |
| | 10 | Sidewalk Program | Sidewalks | | \$ 773,400 | 37 | 4 | 0 | 239 |
| G46 Total | | | | | \$ 938,400 | 212 | 4 | 0 | 158 |
| G4 | 10 | Sidewalk Program | Sidewalks | | \$ 1,420,680 | 48 | 3 | 1 | 161 |
| G4 Total | | | | | \$ 1,420,680 | 48 | 3 | 1 | 161 |
| G104 | 3 | Sidewalk Program | Sidewalks | | \$ 125,520 | 47 | 3 | 1 | 162 |
| G104 Total | | | | | \$ 125,520 | 47 | 3 | 1 | 162 |
| G76 | 8 | Sidewalk Program | Sidewalks | | \$ 539,880 | 47 | 3 | 1 | 162 |
| G76 Total | | | | | \$ 539,880 | 47 | 3 | 1 | 162 |
| G70 | 8 | Signals Program | Pedestrian Hybrid Beacon | Walsh Tarlton Ln. @ Sanderling Trail | \$ 75,000 | 445 | 23 | 0 | 162 |
| | 8 | Signals Program | Signal | Walsh Tarlton Ln. @ Thousand Oaks Dr. | \$ 165,000 | 45 | 112 | 0 | 201 |
| | 8 | Sidewalk Program | Sidewalks | | \$ 490,920 | 42 | 3 | 0 | 234 |
| G70 Total | | | | | \$ 730,920 | 445 | 112 | 0 | 162 |
| G101 | 2 | Sidewalk Program | Sidewalks | | \$ 747,600 | 46 | 3 | 1 | 163 |
| G101 Total | | | | | \$ 747,600 | 46 | 3 | 1 | 163 |
| G62 | 6 | Sidewalk Program | Sidewalks | | \$ 1,037,760 | 45 | 3 | 1 | 164 |
| G62 Total | | | | | \$ 1,037,760 | 45 | 3 | 1 | 164 |
| G100 | 2 | Sidewalk Program | Sidewalks | | \$ 389,760 | 44 | 3 | 1 | 168 |
| G100 Total | | | | | \$ 389,760 | 44 | 3 | 1 | 168 |
| G5 | 10 | Sidewalk Program | Sidewalks | | \$ 847,080 | 55 | 2 | 1 | 170 |
| G5 Total | | | | | \$ 847,080 | 55 | 2 | 1 | 170 |
| G75 | 8 | Sidewalk Program | Sidewalks | | \$ 1,299,960 | 41 | 3 | 1 | 171 |
| G75 Total | | | | | \$ 1,299,960 | 41 | 3 | 1 | 171 |
| G61 | 6 | Sidewalk Program | Sidewalks | | \$ 211,800 | 38 | 4 | 1 | 171 |
| G61 Total | | | | | \$ 211,800 | 38 | 4 | 1 | 171 |
| G68 | 6 | Sidewalk Program | Sidewalks | | \$ 456,840 | 35 | 4 | 1 | 174 |
| G68 Total | | | | | \$ 456,840 | 35 | 4 | 1 | 174 |
| G66 | 6 | Sidewalk Program | Sidewalks | | \$ 430,680 | 25 | 5 | 1 | 184 |
| G66 Total | | | | | \$ 430,680 | 25 | 5 | 1 | 184 |
| G35 | 4 | Sidewalk Program | Sidewalks | | \$ 160,680 | 66 | 1 | 0 | 210 |
| G35 Total | | | | | \$ 160,680 | 66 | 1 | 0 | 210 |
| G55 | 1 | Sidewalk Program | Sidewalks | | \$ 692,760 | 57 | 2 | 0 | 219 |
| G55 Total | | | | | \$ 692,760 | 57 | 2 | 0 | 219 |
| G32 | 4 | Sidewalk Program | Sidewalks | | \$ 988,320 | 56 | 2 | 0 | 220 |
| G32 Total | | | | | \$ 988,320 | 56 | 2 | 0 | 220 |
| G103 | 3 | Sidewalk Program | Sidewalks | | \$ 304,320 | 54 | 2 | 0 | 222 |
| G103 Total | | | | | \$ 304,320 | 54 | 2 | 0 | 222 |
| G38 | 4 | Sidewalk Program | Sidewalks | | \$ 127,920 | 54 | 2 | 0 | 222 |
| G38 Total | | | | | \$ 127,920 | 54 | 2 | 0 | 222 |
| G31 | 1 | Sidewalk Program | Sidewalks | | \$ 468,480 | 52 | 2 | 0 | 224 |
| G31 Total | | | | | \$ 468,480 | 52 | 2 | 0 | 224 |
| G105 | 3 | Sidewalk Program | Sidewalks | | \$ 296,760 | 52 | 2 | 0 | 224 |
| G105 Total | | | | | \$ 296,760 | 52 | 2 | 0 | 224 |
| G96 | 2 | Sidewalk Program | Sidewalks | | \$ 375,240 | 51 | 2 | 0 | 225 |
| G96 Total | | | | | \$ 375,240 | 51 | 2 | 0 | 225 |
| G28 | 1 | Sidewalk Program | Sidewalks | | \$ 749,400 | 50 | 2 | 0 | 226 |
| G28 Total | | | | | \$ 749,400 | 50 | 2 | 0 | 226 |
| G56 | 7 | Sidewalk Program | Sidewalks | | \$ 370,080 | 47 | 3 | 0 | 229 |
| G56 Total | | | | | \$ 370,080 | 47 | 3 | 0 | 229 |
| G102 | 2 | Sidewalk Program | Sidewalks | | \$ 778,440 | 46 | 3 | 0 | 230 |
| G102 Total | | | | | \$ 778,440 | 46 | 3 | 0 | 230 |
| G78 | 8 | Sidewalk Program | Sidewalks | | \$ 520,200 | 42 | 3 | 0 | 234 |
| G78 Total | | | | | \$ 520,200 | 42 | 3 | 0 | 234 |
| G106 | 6 | Sidewalk Program | Sidewalks | | \$ 584,006 | 34 | 4 | 0 | 242 |
| G106 Total | | | | | \$ 584,006 | 34 | 4 | 0 | 242 |
| G84 | 5 | Sidewalk Program | Sidewalks | | \$ 227,520 | 29 | 5 | 0 | 247 |
| G84 Total | | | | | \$ 227,520 | 29 | 5 | 0 | 247 |
| G65 | 6 | Sidewalk Program | Sidewalks | | \$ 308,040 | 22 | 5 | 0 | 254 |
| G65 Total | | | | | \$ 308,040 | 22 | 5 | 0 | 254 |
| G64 | 6 | Sidewalk Program | Sidewalks | | \$ 205,440 | 22 | 5 | 0 | 254 |
| G64 Total | | | | | \$ 205,440 | 22 | 5 | 0 | 254 |
| Grouped Mobility Projects Around Schools and Transit Total | | | | | \$ 74,528,180 | | | | |

Staff Recommended Grouped Mobility Projects Around Schools and Transit and Council Member Top Priorities



Comprehensive Mobility Projects
Capital Metro ¼ Cent Fund
Local Level Mobility Improvements

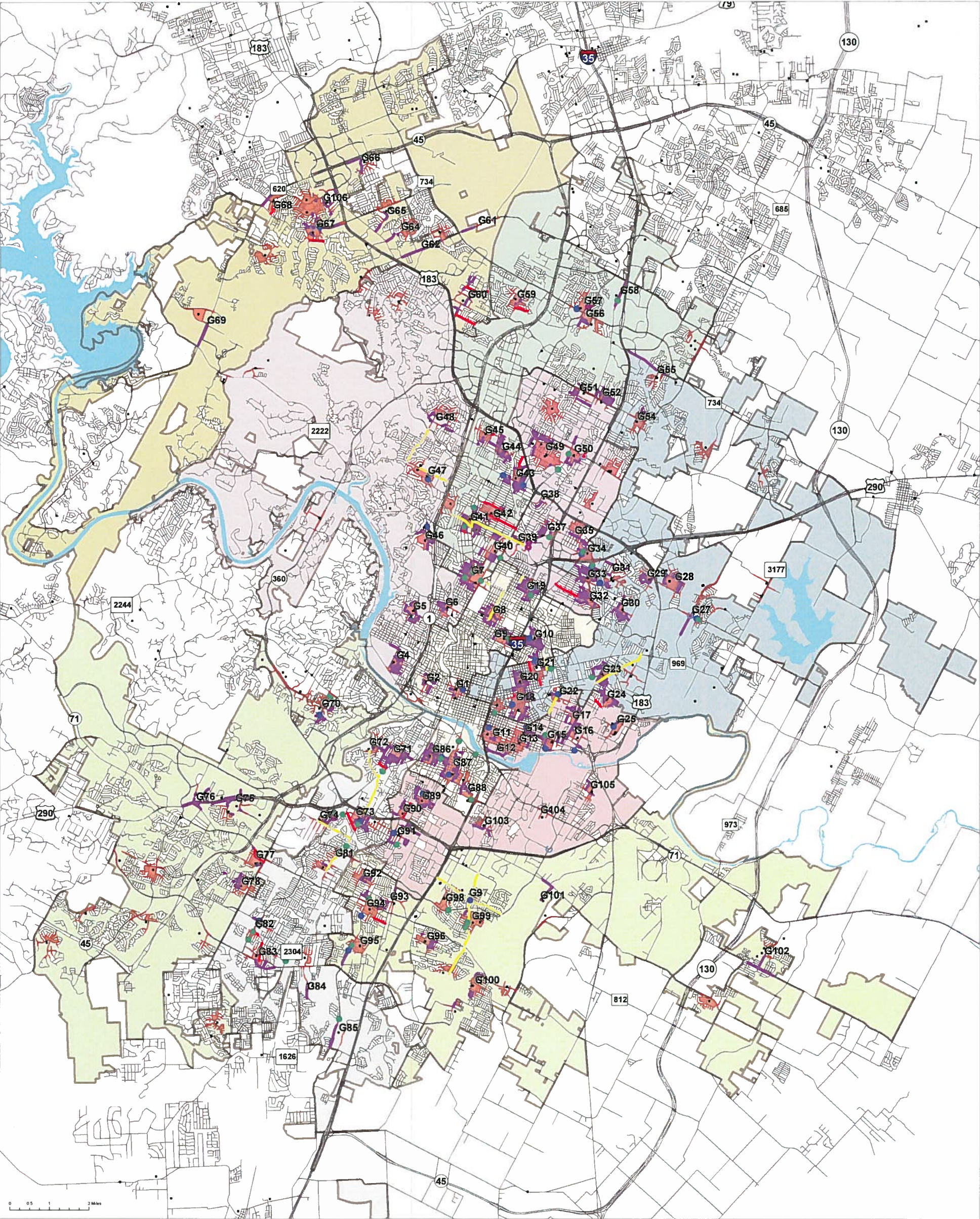
- Accessible Pedestrian Signal
- Pedestrian Hybrid Beacon
- Signal
- Intersection Improvements
- Bicycle Facilities
- Arterial Improvements
- Sidewalks
- Traffic Calming


- Schools Public and Private
- Schools 1/4 Mile Service Area

Adaptive Signal Control and MetroRapid Station not mapped

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.
This product has been produced by Austin Transportation Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.
Date: 10/22/2015

All Grouped Mobility Projects Around Schools and Transit and Council Member Top Priorities





Comprehensive Mobility Projects
Capital Metro ¼ Cent Fund
Local Level Mobility Improvements

- Accessible Pedestrian Signal
- Pedestrian Hybrid Beacon
- Signal
- Intersection Improvements
- Bicycle Facilities
- Arterial Improvements
- Sidewalks
- Traffic Calming

- Schools Public and Private
- Schools 1/4 Mile Service Area

Adaptive Signal Control and MetroRapid Station not mapped

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

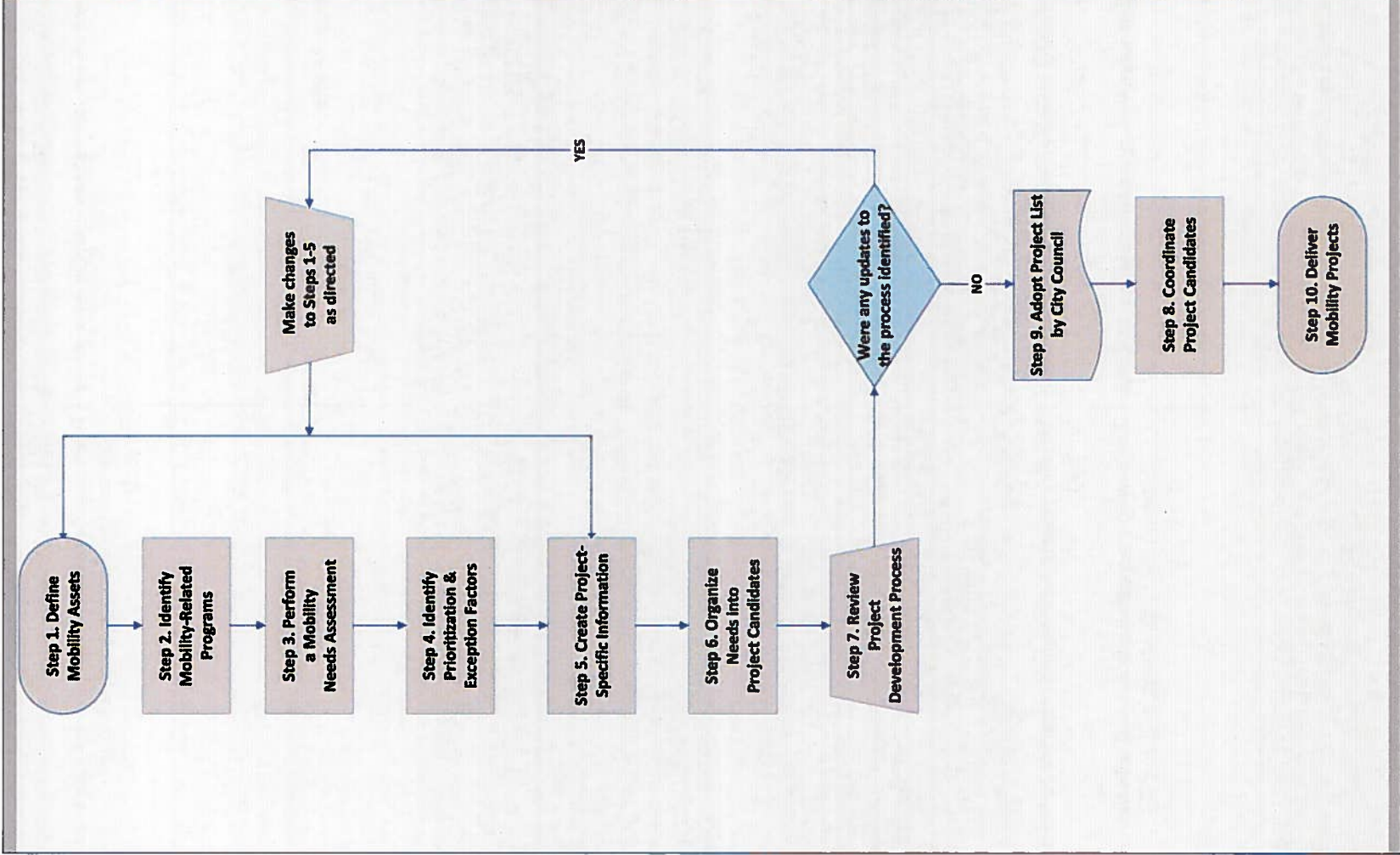
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Date: 10/22/2015

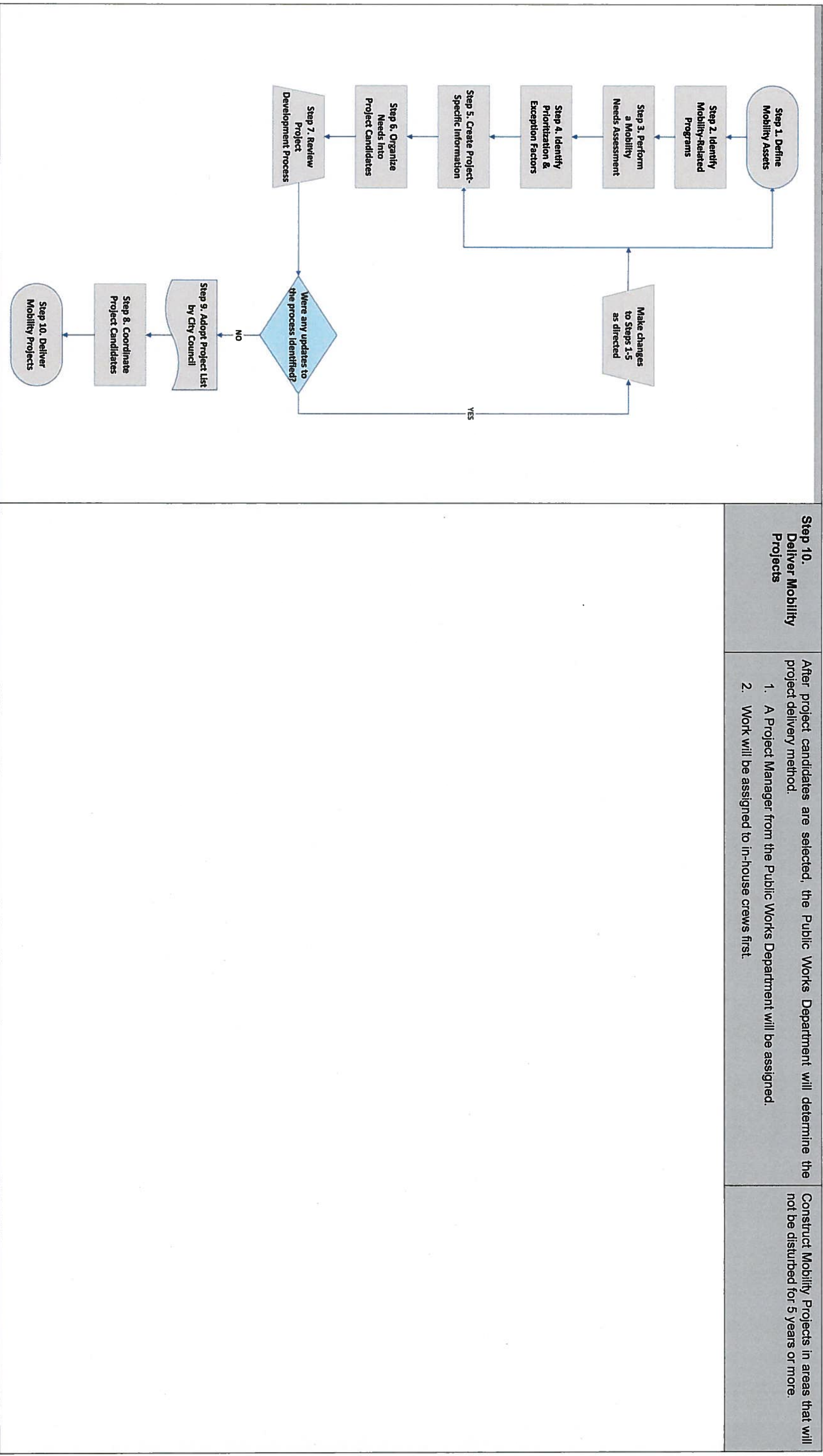
Comprehensive Mobility Project Development Process – Capital Metro ¼-Cent Fund – Analysis

Transportation & Mobility projects that meet the following criteria: enhances regional mobility; supports public transit; provides leverage for federal or private funds; adds to an existing program; and expedites a critical mobility project.

| Project Development Flow Chart | | Process Step | Details | Deliverable |
|---|--|--|--|--|
| <pre>graph TD; S1([Step 1. Define Mobility Assets]) --> S2[Step 2. Identify Mobility-Related Programs]; S2 --> S3[Step 3. Perform a Mobility Needs Assessment]; S3 --> S4[Step 4. Identify Prioritization & Exception Factors]; S4 --> S5[Step 5. Create Project-Specific Information]; S5 --> S6[Step 6. Organize Needs into Project Candidates]; S6 --> S7[Step 7. Review Project Development Process]; S7 --> D{Were any updates to the process identified?}; D -- YES --> M[Make changes to Steps 1-5 as directed]; M --> S3; D -- NO --> S9[/Step 9. Adopt Project List by City Council/]; S9 --> S8[Step 8. Coordinate Project Candidates]; S8 --> S10([Step 10. Deliver Mobility Projects]);</pre> | | Step 1. Define Mobility Assets | Identify the assets that contribute to the improvement of the pedestrian, bicycle and street networks: <ul style="list-style-type: none">• Sidewalks• Curb Ramps*• Urban Trails• Right-of-Way Vegetation*• Bicycle Facilities and Bicycle Parking• Signals and Pedestrian Hybrid Beacons• Roadway Geometric Improvement Assets• Advanced Transportation Management System Assets *These assets will be coordinated during the project scoping phase for individual project candidates. | A list of potential asset types to be improved as part of the Comprehensive Mobility Projects. |
| | | Step 2. Identify Mobility-Related Programs | Identify departmental programs that manage mobility assets and prioritize infrastructure needs according to ¼-Cent funding criteria. Note that program definitions are available in Appendix A – Definitions of Mobility Programs. <u>PWD Programs:</u> <ul style="list-style-type: none">• The Sidewalk Program• The Urban Trails Program• Safe Routes to Schools Program*• Street Preventative Maintenance Program*• Neighborhood Partnering Program <u>ATD Programs:</u> <ul style="list-style-type: none">• Arterial Streets Geometric Improvements Program• Active Transportation Program• Local Area Traffic Management Program• Signals – Rehabilitation & Replacement Program• Railroad Crossing Improvements Program• Transportation Demand Management Program• Advanced Transportation Management System Program *These programs will be coordinated during the project scoping phase for individual project candidates. | A list of defined mobility-related programs. |
| | | Step 3. Perform a Mobility Needs Assessment | Perform a geospatial analysis of overlapping asset needs identified by the Mobility-Related Programs in order to determine program scores and rankings. A Program Score is the original project score within identified program, relative to other projects in that program. The Program Ranking is determined by the priority ranking within the identified program. | Mobility Needs Assessment map for ¼-Cent funding. The online map can be accessed with the following link: http://arcg.is/1Ulw6TR |
| | | Step 4. Identify Prioritization & Exception Factors | Perform a geospatial and temporal analysis to score and rank project candidates based on prioritization and exception factors. Prioritization factors may be quantitative or qualitative, and exception factors will be considered. Exception factors fall outside of the prioritization factors and may include projects that have unique circumstances and meet the spirit of the | Both a list and an online map of comprehensive mobility project candidates with prioritization factors. See Appendix B for a Prioritization Table |



| funding source(s). | | Example. | |
|---|---|--|--|
| An Example Prioritization Table is available in Appendix B – Prioritization Table Example. | | | |
| Quantitative (Yes =1, No=0): 1. Metro Rapid Bus Service Route 2. Imagine Austin (IACP) Center or Corridor 3. Critical Arterial 4. Safety (e.g. high crash area) 5. Adopted Small Area Plan Mobility Recommendation Qualitative (Yes or No as background information): 1. Mobility Committee recommendations 2. Pedestrian Advisory Council (PAC) Recommendations 3. Bicycle Advisory Council (BAC) Recommendations 4. Urban Transportation Committee (UTC) Recommendations 5. Capital Metro Transit Authority recommended project 6. Transportation Demand Management (TDM) Program Area 7. Partner school for Safe Routes to Schools Program 8. Environmental Justice Area Exception Factors 1. Council priority 2. Deferred ¼-Cent projects 3. Citywide regional needs | | | |
| Project Score values will be based on the number of priorities associated with each project. Project Ranking values will be based on both Project Score and Program Ranking. | | | |
| Step 5. Create Project-Specific Information | Include project-specific information such as Council District location and estimated costs for each project candidate. | An updated list and map of comprehensive mobility project candidates with prioritization factors and project-specific details. | |
| Step 6. Organize Needs into Project Candidates | Group needs assessment data by 0.25 miles of existing transit stations and public schools or within a Completed Corridor Study area. | Both a list and map of comprehensive mobility project candidates. The online map can be accessed with the following link: http://arcg.is/1LfcWuH | |
| Step 7. Review Project Development Process | 1. Review final recommendation with CMO. 2. Present and review recommendation with Mobility Committee. 3. Present and review recommendation with City Council. Make modifications to the process, specific parameters, and/or factors as directed. | Update the project development process according to feedback received. | |
| Step 8. Adopt Project List by City Council | City Manager makes recommendation of project list to City Council for consideration of approval or adoption. | Adopted project list by City Council. | |
| Step 9. Coordinate Project Candidates | Coordinate with other activity types to maximize dig-once coordination opportunities and mitigate potential conflicts: CIP projects, Street & Bridge Operations Street Preventative Maintenance Plan, ATD Operations & Maintenance, AWU Operations & Maintenance, WPD Operations & Maintenance, work by franchise utilities, planned private development, and special events. | Identified coordination opportunities between mobility project candidates and other activities. | |



Appendix A – Definitions of Mobility Programs

PWD Programs:

The Sidewalk Program

The Sidewalk Program consists of Capital and Operation & Maintenance programs that addresses infrastructure in the pedestrian network, such as sidewalks, curb ramps, safety features such as hand railings, and curb and gutter improvements as needed to support pedestrian infrastructure. These programs provide access to public facilities, remove obstructions, and address the absence of curb ramps in accordance with the requirements of the Americans with Disabilities Act (ADA).

The Citywide Sidewalk Improvement Program is a Capital program that implements the City of Austin Sidewalk Master Plan and ADA Transition Plan by constructing new or rehabilitated sidewalks. The City of Austin Sidewalk Master Plan identifies absent sidewalk and provides prioritization of those absent sidewalks on several criteria identified in the Master Plan.

The Sidewalk Rehabilitation and Replacement Program is a Capital program that replaces existing failed and/or non-ADA compliant sidewalks and curb ramps.

The Sidewalk Operations & Maintenance Program consists of repair to existing sidewalks, curbs and gutters, and specialty structures. Currently, work is driven by customer service requests in the 311 system generated by property owners, residents, pedestrians, or City staff. The updated Sidewalk Master Plan (anticipated by the end of 2015) will include prioritization for repairs based on a combination of location (i.e. identical to the prioritization criteria for absent sidewalks) and condition (anticipated data collection to be completed by the end of 2017). Repairs are currently conducted both in-house and through contracts managed by the Sidewalks and Special Projects Division. Two separate additional contracts (managed in-house) for Concrete Lifting and Concrete Grinding are being utilized to reduce the volume of remove and replace repairs.

The GIS analysis for the Comprehensive Mobility Project Development Process is of all absent sidewalk segments in the Full Purpose jurisdiction identified in the Sidewalk Master Plan. Existing sidewalks and supporting infrastructure will be assessed as part of the project scoping process in the preliminary phase of project candidates.

The Urban Trails Program

The Urban Trails program is for the design, construction, and maintenance of the Urban Trails network. Urban Trails are non-motorized, multi-use pathways used by bicyclists, walkers, and runners, and provide important accessible routes for transportation and recreation that link to the on-street pedestrian and bicycle networks. This program is for the implementation of urban trail priorities identified in the Urban Trails Master Plan.

The GIS analysis for the Comprehensive Mobility Project Development Process is of all absent urban trails in the Full Purpose jurisdiction identified in the Urban Trails Master Plan. Existing urban trails and supporting infrastructure will be assessed as part of the project scoping process in the preliminary phase of project candidates.

Safe Routes to Schools Program

Founded in 1991, the City of Austin's Safe Routes to School Program engages and encourages students to walk and bike to school, educates students on pedestrian and bicycle safety and provides crossing guards at crucial intersections. The program aims to tackle barriers that prevent students from walking and biking to school. Our goal is to empower the community by making walking and biking to school safe, convenient and fun for students and families!

The City of Austin Public Works Department supports this effort by employing 230 crossing guards and crossing guard supervisors, stationed at 90 elementary schools in 7 school districts. Our talented Safety Trainer Team visits schools annually to instruct children on how to safely cross the street, ride a bike, or take the bus to school. Our engagement team engages and encourages students while identifying Safe Routes to School "Partner" schools as those schools providing champions to increase students walking and biking to school.

Street Preventative Maintenance Program

The Street Preventative Maintenance Program prolongs the useful life of streets by protecting the surface from the effects of aging, cracking, deterioration, and water infiltration. Street Preventative Maintenance treatment types (sealcoat, overlay, slurry seal, crack seal, and fog seal) are applied to approximately 10% of the City's street network annually. Prolonging the life of city streets by using these methods saves taxpayer money by intervening before full reconstruction is needed.

Neighborhood Partnering Program

In support of the City of Austin's Imagine Austin Comprehensive plan, the Neighborhood Partnering Program provides opportunities for community and neighborhood organizations to affect public improvements by sharing in the costs of those efforts with the City of Austin government. The Mission of the Neighborhood Partnering Program is "Empowering Neighborhoods, Building Community".

The GIS analysis for the Comprehensive Mobility Project Development Process is of received project applications from citizens and community groups.

ATD Programs:

Arterial Streets Geometric Improvements Program

This program funds projects that respond to geometric mobility and safety improvement needs for arterial streets. Examples include intersection improvements, adding or extending turn bays and closing median openings where traffic issues exist. Arterial improvements are designed to enhance mobility and/or safety. Examples include constructing innovative intersection designs (e.g., roundabouts, continuous flow intersections), adding or extending turn bays and closing median openings where safety issues exist. This program addresses traffic congestion and safety needs.

The GIS analysis for the Comprehensive Mobility Project Development Process is of intersection and arterial street improvements identified by the Traffic Engineering and Arterial Management Divisions to improve traffic.

Active Transportation

This program is for new and improved bicycle facilities and signage projects identified utilizing criteria developed in the Bicycle Master Plan and that complement the Urban Trails Master Plan. Project implementation will be coordinated and included in the annual street maintenance schedule. Funding will be used for improvements that are not included in the Street Reconstruction and Street Rehabilitation programs. Improvements may include but are not limited to the following: protected bicycle lanes, cycle-tracks, buffered bicycle lanes, bicycle facility stencils, signage, shared lane markings or other construction improvements which create or enhance on-street bicycle infrastructure. Priorities are assigned based on alignment with the Bicycle Master Plan and Urban Trails Master Plan, criteria outlined in Neighborhood Plans, citizen requests, coordination and sequencing opportunities with planned projects, and risk mitigation.

The GIS analysis for the Comprehensive Mobility Project Development Process is of the short-term "All Ages and Abilities" improvements from the 2014 Bike Plan.

Local Area Traffic Management

This program installs traffic calming improvements and pedestrian crossing measures as requested and as engineering reviews and funding allow. The devices installed can include roundabouts, median islands, speed humps, speed tables, speed cushions, chicanes and bulb outs. Commonly referred to as Traffic Calming, the Local Area Traffic Management program responds to community requests to improve the quality and safety of neighborhood streets.

The GIS analysis for the Comprehensive Mobility Project Development Process is of approved and unfunded Traffic Calming requests.

Signals – Rehabilitation & Replacement Program

The City of Austin operates and maintains nearly 1,000 signals with approximately 10 new signals added each year. As these signals age, certain components begin to fail and need to be replaced. These components include controller cabinets, traffic signal controllers and associated equipment, conduits and cabling.

The GIS analysis for the Comprehensive Mobility Project Development Process is of requested new Signals and Pedestrian Hybrid Beacons as well as identified signal technology and equipment improvements.

Railroad Crossing Improvements Program

This program focuses to improve railroad crossings in Austin. An example project type is Quiet Zones. Quiet Zones are established to reduce the noise from train horns. When a train does not sound its horn for a crossing, the risk of a crash occurring increases by over 66%. To mitigate this risk, safety improvements (such as barriers or upgraded crossing controls) must be installed at the railroad crossing, in order to implement a Quiet Zone. ATD coordinates with Union Pacific Railroad (UPRR), Federal Railroad Administration (FRA) and community stakeholders to implement Quiet Zones, enhance safety at crossings, and improve the overall quality of the crossing for the traveling public.

Transportation Demand Management Program

A Transportation Demand Management Program, or TDM, is a general term for programs that implement strategies that increase overall transportation system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, and/or shifting auto trips out of peak periods. There are multiple TDM strategies including, but not limited to, parking cash out programs and educational programs aimed to increase the use of all non-SOV transportation choices available within an area.

The GIS analysis for the Comprehensive Mobility Project Development Process is of two areas with approximately 45,000 people in population where past investment in pedestrian, bicycle, and transit infrastructure

Advanced Transportation Management System Program

Advanced Transportation Management System (ATMS) includes technologies, communications infrastructure that relies on components that age and begin to fail. This program plans for the necessary asset rehabilitation and replacement costs. ATMS strategies assist with reducing the impact and frustration that travelers encounter during peak commute times, incidents, roadway construction and special events that result in roadway closures. ATMS technologies include software to manage field devices, dynamic message signs, cameras, travel time sensors, transit signal priority, emergency vehicle preemption, etc.

Appendix B – Prioritization Table Example

The following table is an example of how the prioritization factors will be included as information related to each project candidate.

| | Metro Rapid Bus Service | IMAGINE Austin Center or Corridor | Critical Arterial | Safety | Completed Corridor Study Near-Term Improvements | Small Area Plan | Mobility Committee | PAC | BAC | 5-year CIP | Transportation Demand Management (TMD) | Safe Routes to Schools Partner Campus | Capital Metro Recommended Project |
|--|-------------------------|-----------------------------------|-------------------|-----------|---|-----------------|--------------------|-----|-----|------------|--|---------------------------------------|-----------------------------------|
| Comprehensive Mobility Project candidate | Yes (1pt) | No (0pt) | Yes (1pt) | Yes (1pt) | No (0pt) | No (0pt) | No | Yes | No | No | Yes | Yes | No |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|---------------|-------------------------------|---|---------------------------------|---|--------------|
| 1 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ DESSAU, SHROPSHIRE | \$ 10,000 |
| 1 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | Springdale Rd. @ US 290 (NSR) | \$ 10,000 |
| 1 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ 15TH (W/SR) | \$ 10,000 |
| 1 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ MLK KING (W/SR) | \$ 10,000 |
| 1 | Council Member Top Priorities | Signals Program | Pedestrian Hybrid Beacon | E. 12th @ Givens Recreation Center | \$ 75,000 |
| 1 | Deferred X-Cent Projects | Urban Trails Program | Urban Trails | Upper Bogey Creek Trail (12th to MLK) | \$ 1,600,000 |
| 1 | FM 969 Corridor Study Area | Signals Program | Signal | FM 969 @ Sendero Hills Drive | \$ 165,000 |
| 1 | G21 | Signals Program | Pedestrian Hybrid Beacon | MLK Blvd. @ Clifford Ave. | \$ 75,000 |
| 1 | G21 | Active Transportation Program | Bicycle Facilities | Alexander (MLK to Manor) Protected Bicycle Lane | \$ 67,367 |
| 1 | G21 | Sidewalk Program | Sidewalks | 1900 - 1919 ALEXANDER AVE | \$ 44,400 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2000 - 2115 ALEXANDER AVE | \$ 72,360 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2100 - 2107 WALNUT AVE | \$ 15,240 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2108 - 2115 WALNUT AVE | \$ 9,360 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2200 - 2217 STAFFORD ST | \$ 36,240 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2200 - 2217 WALNUT AVE | \$ 40,680 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2200 - 2221 ALEXANDER AVE | \$ 53,640 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2200 - 2221 CURTIS AVE | \$ 51,360 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2600 - 2619 OAKLAWN AVE | \$ 44,160 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2600 - 2627 MANOR RD | \$ 12,480 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2700 - 2713 MANOR RD | \$ 20,280 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2712 - 2728 MANOR RD | \$ 9,360 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2800 - 2835 REAL ST | \$ 72,840 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2805 - 2815 MANOR RD | \$ 37,560 |
| 1 | G21 | Sidewalk Program | Sidewalks | 2810 - 2831 MANOR RD | \$ 31,560 |
| 1 | G21 | Sidewalk Program | Sidewalks | 3200 - 3417 MERRIE LYNN AVE | \$ 11,040 |
| 1 | G21 | Local Area Traffic Management Program | Traffic Calming | Maple Avenue from Manor Road to MLK Boulevard LATM | \$ 22,700 |
| 1 | G21 | Local Area Traffic Management Program | Traffic Calming | Walnut Avenue from 18th Street to 13th Street LATM | \$ 12,800 |
| 1 | G22 | Sidewalk Program | Sidewalks | 2500 - 2623 ROSEWOOD AVE | \$ 52,920 |
| 1 | G27 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Add left turn bays on Johnny Morris at Loyola | \$ 10,000 |
| 1 | G27 | Signals Program | Pedestrian Hybrid Beacon | Loyola Ln. @ Colony Park Dr. | \$ 75,000 |
| 1 | G27 | Signals Program | Signal | Loyola Ln. @ Sandshof Dr. | \$ 165,000 |
| 1 | G27 | Sidewalk Program | Sidewalks | 5100 - 6621 JOHNNY MORRIS RD | \$ 341,160 |
| 1, 3 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | Springdale Rd. @ Oak Springs | \$ 10,000 |
| 1, 3 | Citywide | Advanced Transportation Management System | Traffic Camera | 7th St. from IH 35 to Airport Blvd, Traffic Cameras | \$ 3,000 |
| 1, 3 | Citywide | Advanced Transportation Management System | Traffic Camera | Springdale Rd Traffic Cameras | \$ 33,000 |
| 1, 3 | G22 | Signals Program | Signal | Webberville Rd @ Oak Springs Dr. | \$ 165,000 |
| 1, 3 | G22 | Active Transportation Program | Bicycle Facilities | Webberville Rd (Pleasant Valley to Oak Springs) Protected Bicycle Lanes | \$ 54,500 |
| 1, 3, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras | \$ 30,000 |
| 1, 4 | Citywide | Advanced Transportation Management System | Traffic Camera | Runnberg Ln. from Mierck Blvd. to Dessau/Cameron Rd. Traffic Cameras | \$ 21,000 |
| 1, 4 | Council Member Top Priorities | Signals Program | Pedestrian Hybrid Beacon | Cameron Rd. @ Westheimer Dr. | \$ 75,000 |
| 1, 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | BRAKER @ IH 35 (W/SR) | \$ 10,000 |
| 1, 4, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Braker Ln. from US 183 to Dessau Rd. Traffic Cameras | \$ 30,000 |
| 1, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Dessau Rd./Cameron Rd. from Farmer Ln. to 51st St. Traffic Cameras | \$ 42,000 |
| 1, 6, 7 | Citywide | Advanced Transportation Management System | Traffic Camera | Farmer Ln./FM 734 from Aveyry Ranch Blvd to Harris Branch Pkwy. Traffic Cameras | \$ 45,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | LAVACA @ 13TH | \$ 10,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | 15th St. from Mopac to IH 35 Traffic Cameras | \$ 15,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | 26th St. from Guadalupe to IH 35 Traffic Cameras | \$ 3,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | MLK/FM 969 from Lamar Blvd to Decker Ln. Traffic Cameras | \$ 6,000 |
| 1, 9 | Citywide | Signals Program | Signal | Manor Rd. @ Walnut Ave. | \$ 165,000 |
| 1, 9 | G21 | Signals Program | Signal | | \$ 3,982,007 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|------------|-------------------------------|---|---------------------------------|---|--------------|
| 2 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | NUCKOLS CROSSING @ PLEASANT VALLEY | \$ 10,000 |
| 2 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ WILLIAM CANNON (WSR) | \$ 10,000 |
| 2 | Council Member Top Priorities | Sidewalk Program | Sidewalks | Nuckols Crossing Rd sidewalks to Blazier Elementary | \$ 72,000 |
| 2 | G93 | Sidewalk Program | Sidewalks | 205 - 218 SKYLOOP DR | \$ 105,000 |
| 2 | G93 | Sidewalk Program | Sidewalks | 5900 - 6220 S CONGRESS AVE | \$ 180,240 |
| 2 | G93 | Sidewalk Program | Sidewalks | 6400 - 6518 SUNNYSKY WAY | \$ 48,720 |
| 2 | G93 | Sidewalk Program | Sidewalks | 6404 - 6520 STANSTREAK DR | \$ 8,160 |
| 2 | G94 | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ King Edward Place | \$ 75,000 |
| 2 | G94 | Signals Program | Signal | S. 1st St. @ Prince Valiant Dr. | \$ 165,000 |
| 2 | G94 | Sidewalk Program | Sidewalks | 100 - 213 CLOUDVIEW DR | \$ 83,640 |
| 2 | G94 | Sidewalk Program | Sidewalks | 6400 - 6408 MIDDLEHAM PL | \$ 41,880 |
| 2 | G94 | Sidewalk Program | Sidewalks | 6400 - 6612 BLUESKY WAY | \$ 103,080 |
| 2 | G94 | Sidewalk Program | Sidewalks | 6500 - 6519 MIDDLEHAM PL | \$ 46,680 |
| 2 | G94 | Sidewalk Program | Sidewalks | 6607 - 6622 SUNSTRIP DR | \$ 14,640 |
| 2 | G94 | Sidewalk Program | Sidewalks | 700 - 710 KING EDWARD PL | \$ 28,320 |
| 2 | G94 | Sidewalk Program | Sidewalks | 711 - 724 KING EDWARD PL | \$ 24,840 |
| 2 | G94 | Sidewalk Program | Sidewalks | 800 - 807 KING EDWARD PL | \$ 28,080 |
| 2 | G94 | Sidewalk Program | Sidewalks | 808 - 821 KING EDWARD PL | \$ 29,280 |
| 2 | G94 | Local Area Traffic Management Program | Traffic Calming | Cloudview Drive from Congress Avenue to Lunar Drive LATM | \$ 9,600 |
| 2 | G99 | Signals Program | Pedestrian Hybrid Beacon | Pleasant Valley Rd. @ Turnstone Dr. | \$ 75,000 |
| 2 | G99 | Signals Program | Pedestrian Hybrid Beacon | Pleasant Valley Rd. @ Village Square Dr. | \$ 75,000 |
| 2 | G99 | Active Transportation Program | Bicycle Facilities | Pleasant Valley (Onion Creek Park to Button Bend) Protected Bicycle Lane | \$ 100,000 |
| 2 | G99 | Sidewalk Program | Sidewalks | 5400 - 5507 VILLAGE LN | \$ 55,920 |
| 2 | G99 | Sidewalk Program | Sidewalks | 5508 - 5521 VILLAGE LN | \$ 29,160 |
| 2 | G99 | Sidewalk Program | Sidewalks | 5600 - 5615 VILLAGE LN | \$ 26,640 |
| 2, 3 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BEN WHITE @ RIVERSIDE | \$ 10,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Pleasant Valley Rd. from Ben White Blvd. to William Cannon Dr. Traffic Cameras | \$ 15,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras | \$ 15,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | S First St./Guadalupe St./Lavaca St. from Lamer Blvd to Slaughter Ln. Traffic Cameras | \$ 24,000 |
| 2, 5 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | PALACE PARKWAY @ SLAUGHTER | \$ 10,000 |
| 2, 5 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ SLAUGHTER (WSR) | \$ 10,000 |
| 2, 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | Slaughter Ln. from Mofrac to IH 35 Traffic Cameras | \$ 24,000 |
| 2, 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | William Cannon Dr. from Southwest Pkwy. to McKinney Falls Pkwy. Traffic Cameras | \$ 54,000 |
| | | | | | \$ 1,607,880 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|-------------------------------|---|---------------------------------|---|--------------|
| 3 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | PLEASANT VALLEY @ 5TH | \$ 10,000 |
| 3 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | SOUTH FIRST @ EMERALD WOODS | \$ 10,000 |
| 3 | Citywide | Advanced Transportation Management System | Traffic Camera | Pleasant Valley Rd. from 7th St. to Oltorf St. Traffic Cameras | \$ 12,000 |
| 3 | Council Member Top Priorities | Arterial Streets Geometric Improvements Program | Intersection Improvements | Add SB LT lane in median to remove split phasing at Montopolis Dr and Oltorf St | \$ 150,000 |
| 3 | | Signals Program | Signal | Cesar Chavez St. @ San Marcos St. | \$ 165,000 |
| 3 | G11 | Sidewalk Program | Sidewalks | 1200 - 1305 TAYLOR ST | \$ 56,040 |
| 3 | G11 | Sidewalk Program | Sidewalks | 1306 - 1315 TAYLOR ST | \$ 16,440 |
| 3 | G11 | Sidewalk Program | Sidewalks | 60 - 64 CROSS ST | \$ 15,120 |
| 3 | G11 | Sidewalk Program | Sidewalks | 65 - 69 CROSS ST | \$ 33,000 |
| 3 | G91 | Signals Program | Pedestrian Hybrid Beacon | S 1st St. @ Philco Dr. | \$ 75,000 |
| 3 | G91 | Signals Program | Signal | St. Elmo Rd. @ James Casey St. | \$ 165,000 |
| 3 | G91 | Sidewalk Program | Sidewalks | 400 - 415 NORMANDY ST | \$ 24,600 |
| 3 | G91 | Sidewalk Program | Sidewalks | 4100 - 4107 RICHLAND ST | \$ 29,880 |
| 3 | G91 | Sidewalk Program | Sidewalks | 4100 - 4335 JAMES CASEY ST | \$ 37,800 |
| 3 | G91 | Sidewalk Program | Sidewalks | 4108 - 4123 RICHLAND ST | \$ 28,920 |
| 3 | G91 | Sidewalk Program | Sidewalks | 4400 - 4423 GARNETT ST | \$ 73,200 |
| 3 | G91 | Sidewalk Program | Sidewalks | 4400 - 4429 LAREINA DR | \$ 78,840 |
| 3 | G91 | Sidewalk Program | Sidewalks | 4400 - 4529 VINSON DR | \$ 150,000 |
| 3 | G91 | Sidewalk Program | Sidewalks | 500 - 519 CLARKE ST | \$ 48,120 |
| 3 | G91 | Sidewalk Program | Sidewalks | 500 - 519 NORMANDY ST | \$ 47,280 |
| 3 | G91 | Sidewalk Program | Sidewalks | 500 - 519 RADAM LN | \$ 46,800 |
| 3 | G91 | Sidewalk Program | Sidewalks | 600 - 615 PHILCO DR | \$ 30,720 |
| 3 | G91 | Sidewalk Program | Sidewalks | 600 - 629 RADAM LN | \$ 21,720 |
| 3 | G91 | Sidewalk Program | Sidewalks | 600 - 717 CLIFFORD DR | \$ 63,240 |
| 3 | G91 | Sidewalk Program | Sidewalks | 700 - 706 PHILCO DR | \$ 30,480 |
| 3 | G91 | Sidewalk Program | Sidewalks | 707 - 716 PHILCO DR | \$ 18,240 |
| 3 | G91 | Sidewalk Program | Sidewalks | 801 - 818 PHILCO DR | \$ 50,040 |
| 3 | All Ages & Abilities Network | Urban Trails Program | Urban Trails | Pleasant Valley Bridge Preliminary Study & Near-Term Improvements | \$ 1,500,000 |
| 1, 3 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | Springdale Rd. @ Oak Springs | \$ 10,000 |
| 1, 3 | Citywide | Advanced Transportation Management System | Traffic Camera | 7th St. from IH 35 to Airport Blvd. Traffic Cameras | \$ 3,000 |
| 1, 3 | Citywide | Advanced Transportation Management System | Traffic Camera | Springdale Rd Traffic Cameras | \$ 33,000 |
| 1, 3 | G22 | Signals Program | Signal | Webberville Rd. @ Oak Springs Dr. | \$ 165,000 |
| 1, 3 | G22 | Active Transportation Program | Bicycle Facilities | Webberville Rd (Pleasant Valley to Oak Springs) Protected Bicycle Lanes | \$ 54,500 |
| 1, 3, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras | \$ 30,000 |
| 2, 3 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BEN WHITE @ RIVERSIDE | \$ 10,000 |
| 2, 3 | Citywide | Advanced Transportation Management System | Traffic Camera | Pleasant Valley Rd. from Ben White Blvd. to William Cannon Dr. Traffic Cameras | \$ 15,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras | \$ 15,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | S First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras | \$ 24,000 |
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Riverside Dr. from Lamar Blvd. to Ben White Blvd. Traffic Cameras | \$ 12,000 |
| 3, 9 | Citywide | Signals Program | Uninterrupted Power Source | CESAR CHAVEZ (1ST) @ IH 35 (WSN) | \$ 10,000 |
| 3, 9 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ 6TH (WSN) | \$ 10,000 |
| 3, 9 | All Ages & Abilities Network | Active Transportation Program | Bicycle Facilities | Riverside (I35 to Ben White) Protected Bicycle Lanes | \$ 4,778,980 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|-------------------------------|---|---------------------------------|---|--------------|
| 4 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | COLLINGFIELD @ MEARNS MDW, RUNDBERG | \$ 10,000 |
| 4 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | GEORGIAN @ RUNDBERG | \$ 10,000 |
| 4 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | METRIC @ RUNDBERG | \$ 10,000 |
| 4 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | NORTH CREEK @ RUNDBERG | \$ 10,000 |
| 4 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | NORTH PLAZA @ RUNDBERG | \$ 10,000 |
| 4 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | PARKFIELD @ RUNDBERG | \$ 10,000 |
| 4 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ RUNDBERG (W/SR) | \$ 10,000 |
| 4 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ MASTERSON PASS | \$ 10,000 |
| 4 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ NORTH MEADOWS | \$ 10,000 |
| 4 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ PATTON GIN | \$ 10,000 |
| 4 | Council Member Top Priorities | Local Area Traffic Management Program | Traffic Calming | LAMAR @ US 183 (NE) | \$ 10,000 |
| 4 | G39 | Signals Program | Accessible Pedestrian Signal | Corona Drive from Cameron Road to Berkman Drive LATM | \$ 16,000 |
| 4 | G39 | Signals Program | Accessible Pedestrian Signal | Airport @ Denison | \$ 25,000 |
| 4 | G39 | Active Transportation Program | Bicycle Facilities | Airport @ Highland Mall | \$ 25,000 |
| 4 | G39 | Sidewalk Program | Sidewalks | Denison (Lamar to Airport) Protected Bicycle Lane | \$ 130,420 |
| 4 | G39 | Sidewalk Program | Sidewalks | 600 - 627 HAMMACK DR | \$ 68,040 |
| 4 | G39 | Sidewalk Program | Sidewalks | 6200 - 6210 BURNS ST | \$ 37,560 |
| 4 | G39 | Sidewalk Program | Sidewalks | 6200 - 6217 GUADALUPE ST | \$ 17,400 |
| 4 | G39 | Sidewalk Program | Sidewalks | 6211 - 6220 BURNS ST | \$ 18,720 |
| 4 | G39 | Sidewalk Program | Sidewalks | 700 - 721 LAMAR PL | \$ 38,640 |
| 4 | G50 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Construct westbound left turn lane in median on Rundberg Ln at North Creek Dr | \$ 100,000 |
| 4 | G50 | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Cooper Dr. | \$ 75,000 |
| 4 | G50 | Sidewalk Program | Sidewalks | 100 - 204 E FAWNBRIDGE DR | \$ 29,880 |
| 4 | G50 | Sidewalk Program | Sidewalks | 102 - 117 W FAWNBRIDGE DR | \$ 34,200 |
| 4 | G50 | Sidewalk Program | Sidewalks | 200 - 407 CARPENTER AVE | \$ 29,640 |
| 4 | G50 | Sidewalk Program | Sidewalks | 500 - 702 CARPENTER AVE | \$ 50,520 |
| 4 | G50 | Sidewalk Program | Sidewalks | 703 - 714 CARPENTER AVE | \$ 15,840 |
| 4 | G50 | Sidewalk Program | Sidewalks | 8900 - 9116 SHEPARD DR | \$ 131,760 |
| 4 | G50 | Sidewalk Program | Sidewalks | 9100 - 9117 NORTH DR | \$ 38,040 |
| 4 | G50 | Sidewalk Program | Sidewalks | 9200 - 9217 NORTH DR | \$ 40,920 |
| 4 | G50 | Sidewalk Program | Sidewalks | 9300 - 9315 NORTH DR | \$ 35,400 |
| 4 | G50 | Sidewalk Program | Sidewalks | 9516 - 9717 N LAMAR BLVD | \$ 157,200 |
| 4 | G50 | Local Area Traffic Management Program | Traffic Calming | North Creek Drive from Rundberg Lane to Rock Hollow Lane LATM | \$ 6,400 |
| 1, 3, 4, 7, 9 | Citywide | Advanced Transportation Management System | Pedestrian Hybrid Beacon | 9616 N Lamar Blvd. between Rutland and Longspur | \$ 75,000 |
| 1, 4 | Citywide | Advanced Transportation Management System | Traffic Camera | Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras | \$ 30,000 |
| 1, 4 | Council Member Top Priorities | Advanced Transportation Management System | Traffic Camera | Rundberg Ln. from Metric Blvd. to Dessau/Cameron Rd. Traffic Cameras | \$ 21,000 |
| 1, 4, 7 | Citywide | Signals Program | Pedestrian Hybrid Beacon | Cameron Rd. @ Westheimer Dr. | \$ 75,000 |
| 1, 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | BRAKER @ IH 35 (W/SR) | \$ 10,000 |
| 1, 4, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Braker Ln. from US 183 to Dessau Rd. Traffic Cameras | \$ 30,000 |
| 1, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Dessau Rd./Cameron Rd. from Partner Ln. to 51st St. Traffic Cameras | \$ 42,000 |
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| 4, 5, 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Lamar Blvd. from Partner Ln. to Panther Trl. Traffic Cameras | \$ 21,000 |
| 4, 6, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | RM 2222 from FM 620 to Airport Blvd. Traffic Cameras | \$ 33,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ KRAMER | \$ 10,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ METRIC | \$ 10,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ PARKFIELD | \$ 10,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | DENSON @ LAMAR | \$ 10,000 |
| 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | JUSTIN @ LAMAR | \$ 10,000 |
| 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ US 183 (NW) | \$ 10,000 |
| 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | Romeria-Denson at Lamar Signal and Protected Bicycle Lane | \$ 100,000 |
| 4, 7 | G39 | Active Transportation Program | Bicycle Facilities | N Lamar Blvd. @ Houston St. | \$ 75,000 |
| 4, 7, 9, 10 | All Ages & Abilities Network | Signals Program | Pedestrian Hybrid Beacon | Northloop/53rdHancock (Valley Oak to 135) Protected Bicycle Lane | \$ 200,000 |
| 4, 7, 9, 10 | All Ages & Abilities Network | Active Transportation Program | Bicycle Facilities | | \$ 3,003,580 |

Staff Recommended Projects

| District | Project subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|---------------------|---|---------------------------------|---|--------------|
| 5 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BILBROOK @ SLAUGHTER | \$ 10,000 |
| 5 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | SLAUGHTER @ TEXAS OAKS | \$ 10,000 |
| 5 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | SLAUGHTER @ UNITED KINGDOM | \$ 10,000 |
| 5 | Citywide | Advanced Transportation Management System | Traffic Camera | Manchaca Rd./FM 2304 from Lamar Blvd. to Slaughter Ln. Traffic Cameras | \$ 27,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | BEN WHITE @ LAMAR (NE INT) | \$ 10,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | BEN WHITE @ LAMAR (NW INT) | \$ 10,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | BEN WHITE @ LAMAR (SW INT) | \$ 10,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | HEATHER @ LAMAR, MARY | \$ 10,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ MANCHACA | \$ 10,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ OLTOIRF | \$ 10,000 |
| 5 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ TREADWELL | \$ 10,000 |
| 5 | Citywide | Arterial Streets Geometric Improvements Program | Uninterrupted Power Source | LAMAR, US 290 @ WESTGATE (NSR) | \$ 10,000 |
| 5 | G81 | Signals Program | Intersection Improvements | Extend southbound left-turn lane on Manchaca Rd at Stassney Ln | \$ 100,000 |
| 5 | G81 | Signals Program | Pedestrian Hybrid Beacon | 2036 Stassney Ln. West of Manchaca | \$ 75,000 |
| 5 | G81 | Active Transportation Program | Pedestrian Hybrid Beacon | Manchaca Rd. @ Inverness Blvd. | \$ 75,000 |
| 5 | G81 | Sidewalk Program | Bicycle Facilities | Manchaca (Jones to Berkeley) Protected Bicycle Lane | \$ 165,000 |
| 5 | G81 | Sidewalk Program | Sidewalks | 1704 - 1712 W STASSNEY LN | \$ 11,400 |
| 5 | G83 | Signals Program | Sidewalks | 2000 - 2309 BERKETT DR | \$ 66,600 |
| 5 | G83 | Sidewalk Program | Pedestrian Hybrid Beacon | Manchaca Rd. @ Monarch Dr. | \$ 11,400 |
| 5 | G83 | Sidewalk Program | Sidewalks | 2000 - 2303 MONARCH DR | \$ 15,960 |
| 5 | G83 | Sidewalk Program | Sidewalks | 2100 - 2303 RIDDLE RD | \$ 131,400 |
| 5 | G83 | Sidewalk Program | Sidewalks | 2400 - 2406 RIDDLE RD | \$ 57,600 |
| 5 | G83 | Sidewalk Program | Sidewalks | 2600 - 2613 ALCOTT LN | \$ 158,160 |
| 5 | G83 | Sidewalk Program | Sidewalks | 2600 - 2621 RIDDLE RD | \$ 106,920 |
| 5 | G83 | Sidewalk Program | Sidewalks | 2622 - 2633 RIDDLE RD | \$ 20,640 |
| 5 | G83 | Sidewalk Program | Sidewalks | 9900 - 10114 GAIL RD | \$ 227,880 |
| 5 | G83 | Sidewalk Program | Sidewalks | 9910 - 9919 CUNLEW DR | \$ 14,040 |
| 5 | G83 | Local Area Traffic Management Program | Traffic Calming | Curlew Drive from Slaughter Lane to Crownspoint Drive LATM | \$ 12,800 |
| 5 | G83 | Local Area Traffic Management Program | Traffic Calming | Monarch Drive from Curlew Drive to Roxanna Drive LATM | \$ 29,100 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras | \$ 15,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | 5 First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras | \$ 24,000 |
| 2, 5 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | PALACE PARKWAY @ SLAUGHTER | \$ 10,000 |
| 2, 5 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ SLAUGHTER (WSR) | \$ 10,000 |
| 2, 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | Slaughter Ln. from MoPac to IH 35 Traffic Cameras | \$ 24,000 |
| 2, 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | William Cannon Dr. from Southwest Pkwy. to McKinney Falls Pkwy. Traffic Cameras | \$ 54,000 |
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Riverside Dr. from Lamar Blvd. to Ben White Blvd. Traffic Cameras | \$ 12,000 |
| 4, 5, 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Lamar Blvd. from Farmer Ln. to Panther Trl. Traffic Cameras | \$ 21,000 |
| 5, 7, 8, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Loop 360 from MoPac to Lamar Blvd. Traffic Cameras | \$ 18,000 |
| 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | Brodie Ln. from US 290 to Slaughter Ln. Traffic Cameras | \$ 21,000 |
| 5, 8, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Barton Springs Rd. from MoPac to Congress Ave. Traffic Cameras | \$ 3,000 |
| | | | | | \$ 2,691,500 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|-------------|---------------------|---|---|--|--------------|
| 6 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | Anderson Mill Rd. @ Turtle Rock | \$ 10,000 |
| | Citywide | Advanced Transportation Management System | Signal Communications Equipment | Anderson Mill Rd. @ Morris | \$ 10,000 |
| | Citywide | Advanced Transportation Management System | Signal Communications Equipment | Anderson Mill Rd. @ RM 620 | \$ 10,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | FM 620 from US 183 to RM 2222 Traffic Cameras | \$ 24,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | Anderson Mill Rd Traffic Cameras | \$ 18,000 |
| | 6 | Arterial Streets Geometric Improvements Program | Arterial Improvements | Eastbound right turn lane at Anderson Mill Rd and US 183 | \$ 1,280,000 |
| | 6 | Council Member Top Priorities | Arterial Streets Geometric Improvements Program | Remove split-phase at Olson, Millwright and Anderson Mill | \$ 5,000 |
| | 6 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Remove split-phase at Olson, Millwright and Anderson Mill | \$ 5,000 |
| | 6 | Signal Program | Signal | Anderson Mill Rd. @ Swan Dr. | \$ 165,000 |
| | 6 | Sidewalk Program | Sidewalks | PER for SW's on Anderson Mill Rd | \$ 200,000 |
| 6 | G67 | Local Area Traffic Management Program | Traffic Calming | Spicewood Parkway from Spicewood Club Drive to Cedar Crest Drive LATM | \$ 12,800 |
| 1, 6, 7 | Citywide | Advanced Transportation Management System | Traffic Camera | Parmer Ln./FM 734 from Avery Ranch Blvd to Harris Branch Pkwy. Traffic Cameras | \$ 45,000 |
| 4, 6, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | RM 2222 from FM 620 to Airport Blvd. Traffic Cameras | \$ 33,000 |
| | | | | | \$ 1,812,800 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|-------------------------------|---|---------------------------------|--|--------------|
| 7 | Citywide | Signals Program | Uninterrupted Power Source | ALLAMDALE @ NORTHLAND, SHOALCREEK | \$ 10,000 |
| 7 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ LOOP 1 (ESR) NORTH | \$ 10,000 |
| 7 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ PARMER (ESR) | \$ 10,000 |
| 7 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ PARMER (WSR) | \$ 10,000 |
| 7 | Citywide | Signals Program | Uninterrupted Power Source | MARLYN @ NORTHLAND | \$ 10,000 |
| 7 | Council Member Top Priorities | Capital Metro | Transit | Fund half of a MetroRapid station pair at Rutland/Runberg on Burnet Rd - Route 803 | \$ 200,000 |
| 7 | G40 | Active Transportation Program | Bicycle Facilities | Romeita (Arroyo Seco to Lamar) Quiet Street | \$ 66,500 |
| 7 | G40 | Sidewalk Program | Sidewalks | 1200 - 1319 PALO DURO RD | \$ 86,520 |
| 7 | G40 | Sidewalk Program | Sidewalks | 1200 - 1323 ALGUINO RD | \$ 99,000 |
| 7 | G40 | Sidewalk Program | Sidewalks | 5300 - 5413 MC CANDESS ST | \$ 99,720 |
| 7 | G40 | Sidewalk Program | Sidewalks | 5300 - 5418 AUHORA DR | \$ 99,360 |
| 7 | G40 | Sidewalk Program | Sidewalks | 5300 - 5421 JOE SAYERS AVE | \$ 102,960 |
| 7 | G40 | Sidewalk Program | Sidewalks | 5300 - 5915 GROVER AVE | \$ 15,000 |
| 7 | G40 | Sidewalk Program | Sidewalks | 6100 - 6115 GROVER AVE | \$ 17,760 |
| 7 | G42 | Sidewalk Program | Sidewalks | 1200 - 1320 BRENTWOOD ST | \$ 61,680 |
| 7 | G42 | Sidewalk Program | Sidewalks | 1400 - 1413 CULLEN AVE | \$ 52,920 |
| 7 | G42 | Sidewalk Program | Sidewalks | 1400 - 1419 JUSTIN LN | \$ 30,360 |
| 7 | G42 | Sidewalk Program | Sidewalks | 1400 - 1431 DWYCE DR | \$ 82,320 |
| 7 | G42 | Sidewalk Program | Sidewalks | 1400 - 1520 CHOQUETTE DR | \$ 107,760 |
| 7 | G42 | Sidewalk Program | Sidewalks | 1700 - 1721 PAYNE AVE | \$ 49,320 |
| 7 | G42 | Sidewalk Program | Sidewalks | 6703 - 6711 ARROYO SECO | \$ 12,480 |
| 7 | G42 | Sidewalk Program | Sidewalks | 6801 - 6809 ARROYO SECO | \$ 31,680 |
| 7 | G42 | Sidewalk Program | Sidewalks | 6811 - 6819 ARROYO SECO | \$ 31,560 |
| 7 | G42 | Sidewalk Program | Sidewalks | 6901 - 6911 ARROYO SECO | \$ 39,480 |
| 7 | G42 | Local Area Traffic Management Program | Traffic Calming | Brentwood Street from North Lamar Boulevard to Yates Avenue LATM | \$ 12,800 |
| 7 | G42 | Local Area Traffic Management Program | Traffic Calming | Justin Lane from Hardy Drive to Woodrow Avenue LATM | \$ 9,600 |
| 7 | Burnet Rd Corridor Study Area | Signals Program | Pedestrian Hybrid Beacon | Burnet Rd. @ Penny Ln. | \$ 75,000 |
| 1, 3, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras | \$ 30,000 |
| 1, 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | BRAKER @ IH 35 (WSR) | \$ 10,000 |
| 1, 4, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Braker Ln. from US 183 to Dessau Rd. Traffic Cameras | \$ 30,000 |
| 1, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Dessau Rd./Cameron Rd. from Parmer Ln. to 51st St. Traffic Cameras | \$ 42,000 |
| 1, 6, 7 | Citywide | Advanced Transportation Management System | Traffic Camera | Parmer Ln./FM 734 from Avery Ranch Blvd to Harris Branch Pkwy. Traffic Cameras | \$ 45,000 |
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| 4, 5, 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Lamar Blvd. from Parmer Ln. to Panther Trl. Traffic Cameras | \$ 21,000 |
| 4, 6, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | RM 2222 from FM 620 to Airport Blvd. Traffic Cameras | \$ 33,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ KRAMER | \$ 10,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ METRIC | \$ 10,000 |
| 4, 7 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BRAKER @ PARKFIELD | \$ 10,000 |
| 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | DENSON @ LAMAR | \$ 10,000 |
| 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | JUSTIN @ LAMAR | \$ 10,000 |
| 4, 7 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ US 183 (NW) | \$ 100,000 |
| 4, 7 | G39 | Active Transportation Program | Bicycle Facilities | Romeita-Denson at Lamar Signal and Protected Bicycle Lane | \$ 100,000 |
| 4, 7, 9, 10 | All Ages & Abilities Network | Signals Program | Pedestrian Hybrid Beacon | N Lamar Blvd. @ Houston St. | \$ 75,000 |
| 4, 7, 9, 10 | Citywide | Active Transportation Program | Bicycle Facilities | Northloop/53rdHancock (Valley Oak to 135) Protected Bicycle Lane | \$ 200,000 |
| 7, 9 | Citywide | Signals Program | Uninterrupted Power Source | Loop 360 from MoPac to Lamar Blvd. Traffic Cameras | \$ 18,000 |
| 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | LAMAR @ 51ST | \$ 10,000 |
| | | | | Burnet Rd./FM 1325 from Loop 1 to 45th St. Traffic Cameras | \$ 27,000 |
| | | | | | \$ 3,234,500 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|-------------------------------|---|---------------------------------|---|--------------|
| 8 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | BOSTON @ SOUTHWEST PARKWAY | \$ 10,000 |
| 8 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | FOSTER RANCH @ SOUTHWEST PARKWAY | \$ 10,000 |
| 8 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | REPUBLIC OF TEXAS @ SOUTHWEST PARKWAY | \$ 10,000 |
| 8 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | SOUTHWEST PARKWAY @ WILLIAM CANNON | \$ 10,000 |
| 8 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | TX 71/ U.S.290 @ WILLIAM CANNON | \$ 10,000 |
| 8 | Citywide | Advanced Transportation Management System | Traffic Camera | Southwest Pkwy., from William Cannon Blvd. to MoPac Traffic Cameras | \$ 15,000 |
| 8 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ LOOP 1 (ESR) SOUTH | \$ 10,000 |
| 8 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ LOOP 1 (WSR) SOUTH | \$ 10,000 |
| 8 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ LOST CREEK | \$ 10,000 |
| 8 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ THE VILLAGE | \$ 10,000 |
| 8 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ WALSH TARTLTON | \$ 10,000 |
| 8 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ WESTBANK | \$ 10,000 |
| 8 | Council Member Top Priorities | Advanced Transportation Management System | Adaptive Signal Control | Adaptive Signal Control for all signals in District 8 | \$ 834,000 |
| 8 | G70 | Signals Program | Pedestrian Hybrid Beacon | Walsh Tartlton Ln. @ Sanderling Trail | \$ 75,000 |
| 8 | G70 | Signals Program | Signal | Walsh Tartlton Ln. @ Thousand Oaks Dr. | \$ 165,000 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1104 - 1329 WALSH TARTLTON LN | \$ 139,920 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1200 - 1215 OLD WALSH TARTLTON | \$ 38,760 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1300 - 1309 OLD WALSH TARTLTON | \$ 40,680 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1700 - 1713 THOUSAND OAKS CIR | \$ 36,960 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1700 - 1715 MISTYWOOD DR | \$ 32,160 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1700 - 1815 STONERIDGE RD | \$ 83,400 |
| 8 | G70 | Sidewalk Program | Sidewalks | 1900 - 1919 STONERIDGE RD | \$ 62,040 |
| 8 | G70 | Sidewalk Program | Sidewalks | 3130 - 3139 HONEY TREE LN | \$ 32,880 |
| 8 | G70 | Sidewalk Program | Sidewalks | 3300 - 3319 TEXAS STAR LN | \$ 24,120 |
| 8 | G70 | Sidewalk Program | Sidewalks | 3809 - 4015 W WILLIAM CANNON DR | \$ 73,320 |
| 8 | G77 | Sidewalk Program | Sidewalks | 7000 - 7217 LOCHINVAR ST | \$ 61,200 |
| 8 | G77 | Sidewalk Program | Sidewalks | 7201 - 7319 BRODIE LN | \$ 1,200 |
| 8 | G77 | Local Area Traffic Management Program | Traffic Calming | Bannockburn Drive from William Cannon Drive to Brodie Lane LATM | \$ 9,600 |
| 2, 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | Slaughter Ln. from MoPac to IH 35 Traffic Cameras | \$ 24,000 |
| 2, 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | William Cannon Dr. from Southwest Pkwy. to McKinney Falls Pkwy. Traffic Cameras | \$ 54,000 |
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| 5, 7, 8, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Loop 360 from MoPac to Lamar Blvd. Traffic Cameras | \$ 18,000 |
| 5, 8 | Citywide | Advanced Transportation Management System | Traffic Camera | Brodie Ln. from US 290 to Slaughter Ln. Traffic Cameras | \$ 21,000 |
| 5, 8, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Barton Springs Rd. from MoPac to Congress Ave. Traffic Cameras | \$ 3,000 |
| | | | | | \$ 2,955,240 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|---------------|----------------------------------|---|---------------------------------|---|------------|
| 9 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | 5TH ST @ PRESSLER | \$ 10,000 |
| 9 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | CAMPBELL @ 6TH | \$ 10,000 |
| 9 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | LAVACA @ 7TH | \$ 10,000 |
| 9 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | WEST LYNN @ 6TH | \$ 10,000 |
| 9 | Citywide | Advanced Transportation Management System | Traffic Camera | 5th St. & 6th St. from MoPac to IH 35 Traffic Cameras | \$ 18,000 |
| 9 | Citywide | Signals Program | Uninterrupted Power Source | AIRPORT @ IH 35 (WSR) | \$ 10,000 |
| 9 | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ RIVERSIDE (WSR) | \$ 10,000 |
| 9 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ 10TH | \$ 10,000 |
| 9 | Citywide | Signals Program | Uninterrupted Power Source | Lamar @ 47th | \$ 10,000 |
| 9 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ 9TH | \$ 10,000 |
| 9 | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ ML KING | \$ 10,000 |
| 9 | Citywide | Signals Program | Pedestrian Hybrid Beacon | Riverside Dr. @ Alameda Dr. | \$ 75,000 |
| 9 | Deferred X-Cent Projects | Urban Trails Program | Urban Trails | Seaholm District Pedestrian Railroad Crossing | \$ 275,000 |
| 9 | G21 | Sidewalk Program | Sidewalks | 1700 - 1735 E 32ND ST | \$ 92,280 |
| 9 | G21 | Sidewalk Program | Sidewalks | 3100 - 3119 WALNUT AVE | \$ 44,400 |
| 9 | G21 | Sidewalk Program | Sidewalks | 3200 - 3225 WALNUT AVE | \$ 68,520 |
| 9 | G21 | Sidewalk Program | Sidewalks | 3200 - 3421 LARRY LN | \$ 155,640 |
| 9 | G8 | Active Transportation Program | Bicycle Facilities | Speedway (38th to 46th) Bicycle Boulevard | \$ 197,000 |
| 9 | G8 | Sidewalk Program | Sidewalks | 100 - 111 E 35TH ST | \$ 17,640 |
| 9 | G8 | Sidewalk Program | Sidewalks | 100 - 117 E 42ND ST | \$ 16,920 |
| 9 | G8 | Sidewalk Program | Sidewalks | 100 - 119 W 35TH ST | \$ 21,600 |
| 9 | G8 | Sidewalk Program | Sidewalks | 100 - 314 W 38TH HALF ST | \$ 110,880 |
| 9 | G8 | Sidewalk Program | Sidewalks | 200 - 215 E 42ND ST | \$ 17,040 |
| 9 | G8 | Sidewalk Program | Sidewalks | 200 - 215 W 42ND ST | \$ 19,200 |
| 9 | G8 | Sidewalk Program | Sidewalks | 200 - 217 E 41ST ST | \$ 33,000 |
| 9 | G8 | Sidewalk Program | Sidewalks | 200 - 221 E 39TH ST | \$ 40,800 |
| 9 | G8 | Sidewalk Program | Sidewalks | 300 - 315 E 39TH ST | \$ 33,600 |
| 9 | G8 | Sidewalk Program | Sidewalks | 300 - 315 E 41ST ST | \$ 34,440 |
| 9 | G8 | Sidewalk Program | Sidewalks | 300 - 317 E 42ND ST | \$ 34,080 |
| 9 | G8 | Sidewalk Program | Sidewalks | 300 - 317 W 41ST ST | \$ 32,760 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3400 - 3419 GROOMS ST | \$ 16,320 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3500 - 3711 CEDAR ST | \$ 11,160 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3500 - 3715 TOM GREEN ST | \$ 40,440 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3500 - 3716 GROOMS ST | \$ 16,920 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3500 - 3720 GRIFFITH ST | \$ 53,520 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3506 - 3707 HOME LN | \$ 33,000 |
| 9 | G8 | Sidewalk Program | Sidewalks | 3900 - 3923 AVENUE C | \$ 38,040 |
| 9 | G8 | Sidewalk Program | Sidewalks | 400 - 415 W 40TH ST | \$ 36,000 |
| 9 | G8 | Sidewalk Program | Sidewalks | 400 - 514 W 38TH HALF ST | \$ 72,720 |
| 9 | G8 | Sidewalk Program | Sidewalks | 4000 - 4021 AVENUE C | \$ 32,640 |
| 9 | G8 | Sidewalk Program | Sidewalks | 4000 - 4021 AVENUE F | \$ 13,680 |
| 9 | G8 | Sidewalk Program | Sidewalks | 4100 - 4121 AVENUE F | \$ 9,840 |
| 9 | G8 | Sidewalk Program | Sidewalks | 500 - 515 W 40TH ST | \$ 19,920 |
| 9 | Riverside Dr Corridor Study Area | Signals Program | Pedestrian Hybrid Beacon | Riverside Dr. @ Summit St. | \$ 75,000 |
| 1, 3, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras | \$ 30,000 |
| 1, 4, 7, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Dessau Rd./Cameron Rd. from Farmer Ln. to 51st St. Traffic Cameras | \$ 42,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | LAVACA @ 13TH | \$ 10,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | 15th St. from MoPac to IH 35 Traffic Cameras | \$ 15,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | 26th St. from Guadalupe to IH 35 Traffic Cameras | \$ 3,000 |
| 1, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | MLK/FM 969 from Lamar Blvd. to Decker Ln. Traffic Cameras | \$ 6,000 |
| 1, 9 | G21 | Signals Program | Signal | Manor Rd. @ Walnut Ave. | \$ 165,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras | \$ 15,000 |
| 2, 3, 5, 9 | Citywide | Advanced Transportation Management System | Traffic Camera | S First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras | \$ 24,000 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|------------------------------|---|----------------------------|---|--------------|
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | Riverside Dr. from Lamar Blvd. to Ben White Blvd. Traffic Cameras | \$ 12,000 |
| | Citywide | Signals Program | Uninterrupted Power Source | CESAR CHAVEZ (1ST) @ IH 35 (WSR) | \$ 10,000 |
| | Citywide | Signals Program | Uninterrupted Power Source | IH 35 @ 6TH (WSR) | \$ 10,000 |
| | All Ages & Abilities Network | Active Transportation Program | Bicycle Facilities | Riverside (135 to Ben White) Protected Bicycle Lanes | \$ 400,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | Lamar Blvd. from Farmer Ln. to Panther Trl. Traffic Cameras | \$ 21,000 |
| | All Ages & Abilities Network | Active Transportation Program | Bicycle Facilities | Northloop/53rdHancock (Valley Oak to 135) Protected Bicycle Lane | \$ 200,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | Barton Springs Rd. from MoPac to Congress Ave. Traffic Cameras | \$ 3,000 |
| | Citywide | Signals Program | Uninterrupted Power Source | LAMAR @ 51ST | \$ 10,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | Burnet Rd./FM 1325 from Loop 1 to 45th St. Traffic Cameras | \$ 27,000 |
| 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | 35th St/38th St/38th Half St Traffic Cameras | \$ 15,000 |
| | Citywide | Advanced Transportation Management System | Traffic Camera | | \$ 3,957,880 |

Staff Recommended Projects

| District | Project Subcategory | Program | Asset Type | Project Name | Cost |
|----------------------|-------------------------------|---|---------------------------------|--|--------------|
| 10 | Citywide | Advanced Transportation Management System | Signal Communications Equipment | LAKWOOD @ FM 2222 | \$ 10,000 |
| 10 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ COURTYARD | \$ 10,000 |
| 10 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ RM 2222 (WSR) | \$ 10,000 |
| 10 | Citywide | Signals Program | Uninterrupted Power Source | CAPITAL OF TEXAS @ US 183 (WSR) | \$ 10,000 |
| 10 | Council Member Top Priorities | Advanced Transportation Management System | Adaptive Signal Control | Adaptive Signal Control for all signals in District 10 | \$ 906,000 |
| 10 | G47 | Arterial Streets Geometric Improvements Program | Intersection Improvements | Remove split-phase at Hart and Far West | \$ 5,000 |
| 10 | G47 | Signals Program | Signal | Hart Ln. @ North Hills Dr. | \$ 165,000 |
| 10 | G47 | Active Transportation Program | Bicycle Facilities | Far West (Mopac to Chimney Corners) Protected Bicycle Lane | \$ 197,333 |
| 1, 4, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Braker Ln. from US 183 to Dessau Rd. Traffic Cameras | \$ 30,000 |
| 3, 4, 5, 7, 8, 9, 10 | Citywide | Travel Demand Management Program | Travel Demand Management | Smart Trips Program | \$ 1,000,000 |
| 4, 5, 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Lamar Blvd. from Farmer Ln. to Panther Trl. Traffic Cameras | \$ 21,000 |
| 4, 6, 7, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | RM 2222 from FM 620 to Airport Blvd. Traffic Cameras | \$ 33,000 |
| 4, 7, 9, 10 | All Ages & Abilities Network | Active Transportation Program | Bicycle Facilities | Northloop/53rdHancock (Valley Oak to 135) Protected Bicycle Lane | \$ 200,000 |
| 5, 7, 8, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Loop 360 from Mopac to Lamar Blvd. Traffic Cameras | \$ 18,000 |
| 7, 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | Burnet Rd./FM 1325 from Loop 1 to 45th St. Traffic Cameras | \$ 27,000 |
| 9, 10 | Citywide | Advanced Transportation Management System | Traffic Camera | 35th St/38th St/38th Half St Traffic Cameras | \$ 15,000 |
| | | | | | \$ 2,657,333 |

