



TO: Mayor and Council Members

Cc: Marc A. Ott, City Manager

From: Robert Goode, P.E., Assistant City Manager

DATE: June 21, 2016

SUBJECT: Responses to City Council questions from June 16 Council Meeting – Mobility Funding

This memorandum provides responses to questions the City Council posed to during and in follow up to the June 16, 2016 meeting of the City Council regarding developing and funding transportation projects. Responses to questions about the seven key corridors will be included in a subsequent memorandum.

Q1: What impact would Council action on a 2016 Bond have on future bonding capacity in 2017/2018?

Debt capacity assumptions reviewed by Financial Services Department staff looked at an 8-year capacity for new bond programs. This 8-year forward look allows for a Mobility Bond election in 2016 as well as a comprehensive bond election in 2018. The debt capacity scenario for a 2016 bond election allows for the constant tax rate to be held at a \$300M capacity level; a 1-cent increase over current tax rate at the \$500M capacity level; a 2-cent increase over current tax rate at the \$720M capacity level. This would preserve \$200M for a 2018 bond election at the constant debt-service tax rate. An additional tax rate increase would be needed for a 2018 bond election larger than \$200M. For more information, please refer to the June 1, 2016 briefing at the Council Budget Work Session.

Q2: Can the previously stated \$500M capacity be divided evenly between a 2016 bond and a 2018 bond election?

The debt capacity presented on June 1st showed that there was \$500 million in new bond capacity over the next eight years at the constant debt service tax rate – with \$300 million allocated to a potential 2016 bond program and \$200 million preserved for a potential 2018 general bond program. Changing this allocation to \$250 million for each of the potential programs, would result in \$50 million less for 2016. To restore this \$50 million (to reach a \$300 million bond package) would require approximately ¼ cent tax rate increase. The revised table below summarizes the tax rate / new capacity scenarios, with this new allocation:

Tax Rate Impact	2016 Election: New Capacity
Constant	\$250 million
1 ¼ cent	\$500 million
2 ¼ cent	\$720 million

Q3: What amount of funding remains to be spent from the 2012 bond program?

As of the second quarter of fiscal year 2015-16 the city has obligated \$81,820,444 in Proposition 12 Transportation and Mobility funds. Obligations are the sum of funds expended plus encumbered. \$61,474,556 will be obligated for remaining projects already programmed in 2012 Bond Proposition 12. See **Attachment 1** for further breakdown.

Q4: What is the City Manager's suggested approach for Safe Routes to School program funding?

The City Manager recommends that specific and separate funding be identified for the purposes of Safe Routes to School. An updated spreadsheet of staff funding packages was presented to the Council Mobility Committee on June 14, 2016 showing a Safe Routes to School line item and where funding was reduced to create this new item. See **Attachment 2**.

As stated in the "Update to the Sidewalk Master Plan/ADA Transition Plan" MEMO to Mayor and Council on June 13, 2016:

"Safe Routes to School: During the public review process there have been some concerns expressed that flexibility in allocating resources is needed to ensure that safe routes to school are adequately addressed. While the prioritization matrix includes schools, staff recommends that specific and separate funding be identified for this purpose. This would allow flexibility to fund the necessary infrastructure supporting safe routes to school such as sidewalks, Pedestrian Hybrid Beacons (PHBs), enhanced traffic medians, urban trails, bicycle facilities, or a combination of any of these. This funding would not replace the prioritization matrix, but could provide an additional allocation to create context-specific solutions for areas that have needs that are not rated as "high" or "very-high" priority sidewalks. As we do now, staff would work closely with the school districts and each school-specific Campus Advisory Council to determine the appropriate locations for needed safe routes to school."

Q5: Is there a staff project identified for Manchaca Road?

TxDOT has a project on Manchaca (FM 2304) from Ravenscroft Drive to FM 1626. This segment is currently TxDOT roadway. TxDOT has conducted preliminary engineering and the estimated cost for completion of design and construction of improvements is approximately \$10 million. The project would reconstruct the roadway from an existing 3 lane section to a 5 lane urban roadway.

Q6: Is there a staff project identified for South 1st Street?

South First Street is recommended for a future Corridor Mobility Development Program Preliminary Engineering Report in a future funding round, but is not included in the current staff funding packages. In addition, staff has not identified named projects along this corridor outside of department ongoing programs.

Q7: Which of the Substandard Street projects teed up by staff in the June 1, 2016 briefing and spreadsheet increase capacity or address reconstruction of the roadway to bring up the roadway to current standards?

- The Cooper Lane project would improve the current condition of the pavement and adhere to the City's Complete Streets Policy, thereby increasing connectivity and capacity for all roadway users (drivers, pedestrians, and cyclists).
- Ross Road would increase multimodal connectivity and capacity by constructing drainage improvements that would then allow for the construction of sidewalks. This project does not include pavement improvements. There may be subsequent opportunities during project development to coordinate this project with additional mobility improvements to meet the Austin Metropolitan Area Transportation Plan (AMATP).
- Circle S would increase pedestrian and bicycle connectivity and capacity by constructing drainage improvements that would then allow for the construction of sidewalks that could be used as a shared-use path/urban trail. While specific capacity enhancements would be identified during the Preliminary Engineering phase, as a two-lane undivided roadway, it is recommended that, at a minimum, improvements should include turn lanes at intersections where right-of-way is available and further operational studies are done during design, which would increase capacity for all roadway users.

- Meadow Lake Boulevard is a proposed new street connection that would be built in adherence with the Complete Streets Policy, thereby increasing connectivity and capacity for all roadway users (drivers, pedestrians, and cyclists).
- Jain Lane is a proposed roadway expansion to be built in adherence with the Complete Streets Policy, therefore increasing capacity for all roadway users (drivers, pedestrians, and cyclists).

Note that substandard streets are publically owned roadways within the Full Purpose Jurisdiction that do not meet current City of Austin criteria. Substandard streets may include streets with pavement in good condition, but do not meet current criteria such as shorter pavement width and no sidewalks. The Street Reconstruction, Street Rehabilitation, and Utility Participation Street Improvements programs are capital renewal programs because these programs address streets with poor (D-rated) or failed (F-rated) pavement.

Recommend updating Cooper, Ross and Circle S to reflect multi-modal connectivity (including intersection capacity) as an emphasis when addressing sub-standard streets. Said another way, streets are substandard with regard to pavement conditions and capacity, so both should be addressed with upgrades.

Q8: What roadways, for which staff has teed up projects in the staff funding packages, are currently TxDOT roadways?

The following projects identified in staff funding packages fall within current TxDOT roadways:

- Parmer Lane
- Loop 360
- 620 at 2222
- North Lamar
- Burnet Road (segment north of US 183)
- Airport Blvd (segment from US 183 to FM 969/MLK)
- FM 969/MLK (segment from Airport Blvd eastward)
- South Lamar (segment from Cesar Chavez to Ben White; with City maintenance agreement)
- FM 1626
- FM 1826
- South Congress (segment just north of Stassney Lane to Slaughter Lane)

Additional roadways identified in City Council questions addressed in this MEMO are:

- Manchaca (segment from just south of William Cannon to FM 1626)
- South First Street (not a TxDOT roadway)

Q9: There is a \$4 million difference in the recommended funding level for Loop 360 between the \$500M package (\$46 million recommended for Loop 360) and both \$720M packages (\$50 million recommended for Loop 360). What additional improvements are addressed with the \$4M delta?

See response in the “Responses to City Council questions” memo issued June 16, 2016. The Loop 360 corridor improvements have been estimated by TxDOT to be around \$250-\$300 million. Each additional increment of funding will enable staff to work with TxDOT to design and or construct more of the project. TxDOT initially indicated that their priority projects including the grade separated interchanges at Westlake and Courtyard. Staff has identified similar phases of work to be done at both funding levels, with additional funding for construction and project contingency in both \$720 packages.

Q10: Has staff evaluated the cost of improving Jain Lane per typical City estimating procedures? If so, what is the estimated cost of construction?

Staff has not conducted an independent cost estimate for Jain Lane, but has reviewed the estimates provided by the developer. Staff believes that a conceptual cost estimate for the project to be \$4 million using the developer provided information as a base and adding on inflation, additional street surface course, sidewalk and ADA construction and other costs such as project contingency, project management and bond issuance fees.

Q11: What is the cost to perform Preliminary and Design Phase only for the seven key corridors?

Preliminary and Design Phase work is typically in the range of approximately 20% - 25% of the overall project budget of the seven key corridors. Using this rule of thumb, the amount necessary to fund these phases is as follows for each funding package:

- \$250M package and \$300M package:
 - Approx. \$30M - \$40M for Preliminary and Design phases (out of the \$156M)
- \$500M package and \$720 Blend package:
 - Approx. \$50M - \$60M for Preliminary and Design phases (out of the \$243M)
- \$720M Prioritize Corridors Package:
 - Approx. \$90M - \$112M for Preliminary and Design phases (out of the \$448M)

In addition, as per “Responses to City Council questions” MEMO dated June 16, 2012, to build out all the improvements identified in the reports, additional costs for project management and delivery, project contingency, bond issuance fees and inflation costs need to be added. Staff estimates the cost to implement the full improvements within City limits to be approximately \$1.5 billion. The total buildout cost estimates are at a conceptual level, based on available information at this point in time. Proposed project budgets reflect Level 5/“Conceptual” cost estimates (+/- 30%-100% in budget and scope). Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts.

Cost estimates can increase or decrease as further program development and implementation planning occurs. Conceptual level estimates must allow for a sufficient contingency to account for any unknown costs associated with project delivery as well as escalation of project costs to account for increasing market costs for work that occurs in the future. As indicated by staff during the February 3 Mobility Committee presentation, sufficient time is required for needs assessment refinement and cost estimation as part of a robust capital needs assessment process. The total buildout cost estimates presented here were performed over a more condensed timeframe.

Q12: What drainage or other utility work might need to be done on the seven key corridors? Is there a conceptual cost estimate available at this time?

Watershed Protection Department (WPD) staff reviewed the seven key transportation corridor studies for potential drainage costs. Given the tight timeframe, present estimates are necessarily rough and would benefit from further refinement.

- Three of the seven corridors appear to have estimated drainage costs that are on par with WPD’s preliminary estimates. These are **N. Lamar, Burnet Rd., and Airport Blvd.**
- The **East Riverside Drive** and **MLK/FM 969** corridor studies have drainage estimates lower than WPD’s preliminary calculations. More funding will likely be needed for these areas than presently indicated in the reports.
- The **South Lamar Blvd.** corridor is in close proximity to significant flooding problem areas. These flooding problems are identified in Council Resolutions 20140501-042 and 20141120-102 for the S. Lamar Neighborhood Mitigation Plan. The cost to resolve these drainage problems will depend on the level of solution desired by the community and Council and will be further determined during the bond program implementation and project initiation phase.

- There is only limited information on the **Guadalupe Street** corridor and more analysis is required to make a final drainage funding determination.

As part of the implementation planning and project development phase after bond funding is authorized by the voters, staff will work closely with city utility departments such as the Watershed Department, Austin Water and Austin Energy as well as private utility providers to understand if any utility work may be associated with proposed improvements. Staff will work with these entities to determine any necessary utility work and to determine if additional funding may be required.

Q13: Is there a breakdown of SIDEWALK/ADA projects to be implemented should funding be made available for the Sidewalk program?

A detailed sidewalk implementation list was not prepared as part of the recently approved Sidewalk Masterplan Update. The Sidewalk Master Plan identifies the need for the City's ADA-Transition Plan (rehabilitating existing sidewalks to meet ADA-compliance) as well as new sidewalks to be constructed to complete the network. The Plan's Appendices C, D, and E identify the amount of Absent Sidewalks by Council District, Existing Sidewalks by Council District, and Existing Sidewalks Condition Assessment by Council District, respectively.

Staff recommends that the "bucket" of sidewalk improvement funding would be allocated based on the percent of missing high and very high sidewalks in each district per the approved prioritization matrix in the Sidewalk Master Plan. The sidewalk ratings are identified in Appendices C, D, and E of the Sidewalk Master Plan Update. See **Attachment 3: Sidewalk/ADA Master Plan Update Appendices C-E**.

Q14: Is there a breakdown of BICYCLE projects to be implemented should funding be made available for the Bicycle program?

A detailed bicycle facility implementation prioritization was not prepared as part of the recently approved Bicycle Master Plan (BMP). The top infrastructure recommendations in the BMP are the All Ages and Abilities Network, **Attachment 4**, and existing network barrier removal, **Attachment 5**. The Austin Transportation Department Active Transportation Program will create an implementation plan, vetted through a public process with input from each council office. Flexibility within this framework is critical to leverage coordination opportunities as they arise and consider input through public processes at the time of project delivery.

Q15: Is there a breakdown of URBAN TRAIL projects to be implemented should funding be made available for the Urban Trails program?

Named projects from the Urban Trails program included in staff funding packages include (also see Attachment 2 of this MEMO):

- Country Club Creek Trail Phase 2, 3 (\$1.5M for design phase only in all packages)
- Northern Walnut Creek Trail Phase 2 (\$3M for design phase only in all packages)
- Shoal Creek Trail (\$2M for design phase only in all packages)
- La Loma Trail (\$500K for preliminary Engineering only in all packages)
- Northern Walnut Creek/Kramer Station (\$1M for the \$500M package and both \$720M packages only)

In addition, the Urban Trails projects will be implemented via the Urban Trails Master Plan for Tier 1 trails (\$6.5M in the \$500 package and both \$720 Packages). A map of those trails is available on *page vi* in the Executive Summary of the Urban Trails Master Plan. The mobility connector trails "bucket" (\$1.5M for construction in the \$300 package and the \$720 Prioritize Corridors package; \$2M for construction in the \$500 and \$720 Blend packages) would be for those neighborhood connections to the larger urban trails, schools, or other unforeseen connections identified as coordination opportunities with other work.

Q16: What would it take to accelerate bond program implementation and delivery, regardless of what funding amount is involved? Timing, resources, etc.? What additional resources are included in bond funding and what else needs to be considered?

The timeframe for bond program implementation depends upon several factors that staff must assess and consider as part the implementation planning phase after voters approve the bond propositions. Some of the factors that impact program and project implementation include the following:

- Staffing and resource planning for bond program and project delivery, including staff dedicated to pursuing and acquiring potential Grant funds;
- Coordination with partner agencies such as Capital Metro and Texas Department of Transportation for work to occur in the corridors;
- Coordination with private development and land use considerations;
- Review of related plans and city priorities that could be positively impacted through implementation of bond programs and projects;
- Internal coordination among City departments with other capital improvements in the corridors, such as water, drainage and other projects that could be needed to accommodate improvements – additional funding may be required at a future date to address these issues.
- Assessment of any existing “on the ground or below the ground” conditions that could impact project and program implementation;
- Public engagement and communications strategy for bond program implementation is in place and carried out at the project and program levels;
- Project phasing and work sequencing so as to minimize potential impacts to traffic and other mobility during the implementation of the program;
- Procurement scheduling that coincides with work planning and sequencing;
- Economic factors such as availability of design consultants, contractors and other external resources needed to deliver bond projects.

If funding is approved, the anticipated timeframe for implementation of corridor improvements, given existing staffing and project delivery resources is approximately 8-10 years for the \$250 million to \$300 million packages, approximately 10-12 years for the \$500 million package, and approximately 12-15 years for the \$720 million package. During those timeframes, some projects would be completed in a shorter period of time and some would take longer to develop, design, and construct. For example, near-term improvements such as sidewalks and on-street bicycle facilities can often be delivered in shorter timeframe than larger scale improvements.

The estimated timeframes for completion could be further accelerated if the following items can be effectively addressed as part of implementation:

- Additional staff resources are made available for efficient project delivery;
- Additional staff resources are made available for effective program management and coordination;
- Procurement process and project delivery methods are explored for most efficient delivery options;
- Additional resources related to program and project implementation and delivery as deemed necessary through implementation planning;
- Consistent and continued focus of multiple City department resources on bond program implementation and delivery throughout the implementation phase.

Traditionally, additional staff needed at the project delivery, sponsor department and program management levels would be identified during the project implementation planning phase after a successful bond election. Based on the information available to staff, there is an expectation that additional staff would be needed in those areas. The anticipated resources needed at different funding levels (based on bond packages currently under consideration) to accelerate implementation, as well as estimated accelerated timeframes are the following:

ACCELERATED IMPLEMENTATION: ESTIMATED RESOURCES AND TIMEFRAME		
\$300 Million Funding Level	\$500 Million Funding Level	\$720 Million Funding Level
Additional staff (20-25)	Additional staff (25-30 or more)	Additional staff (25-30 or more)
Sustained focus on implementation	Sustained focus on implementation	Sustained focus on implementation
Streamlined implementation processes	Streamlined implementation processes	Streamlined implementation processes
	Enhanced options for procurement and/or alternative delivery	Enhanced options for procurement and/or alternative delivery
		Additional resources for program/project delivery as needed
Est. Timeframe w/Acceleration: 4-6 years	Est. Timeframe w/Acceleration: 6-8 years	Est. Timeframe w/Acceleration: 8-10 years

- Staffing can be phased over FY17 and FY18, with added staff front-loaded in FY17. **Project delivery staff** (project managers, inspectors, design consultants, etc.) are included in the project estimates already estimated and would be funded by bonds. **Program management staff and sponsor department staffing requirements have traditionally been funded through their respective Operating Budgets.** Absent more refined analysis and information that would be developed during implementation planning, staff estimates that 60 to 70 percent of additional staffing requirements for accelerated bond program implementation would be funded through the bond program. Additional staffing resource planning will need to be done, including assessment of existing resources and existing capacity to deliver, and what additional would be needed to accelerate as part of implementation planning.

Bond program planning, program implementation, and monitoring and oversight follows this general schedule:

- Bond Program Planning (3 to 5 months following bond program voter approval)
- Mid-Year Budget Amendment (March to May following bond program voter approval)
- Bond Implementation, Monitoring, and Oversight (Typically beginning during the summer following bond program passage and continuing through the life of the bond program)

Q17: How can City Council be assured that a bond program and their associated projects approved by Council and put to the voters will be implemented as intended if voter approval is attained?

Bond program implementation, monitoring, and reporting can begin once implementation planning is complete and initial bond funding is provided through action by Council. As implementation progresses, the Capital Planning Office (CPO) works with all departments involved to make sure that projects and programs included in the bond package by Council and approved by the voters stays on track to be completed as expected.

Once Council develops a list of projects and programs for a bond package, and voters approve that package, CPO takes the list and uses it as the basis for implementation planning, benchmarks and metrics development, and establishing reporting mechanisms for the Bond Oversight Commission and Council. The Budget Office, in coordination with CPO, also uses the list of projects and programs as well as the corresponding funding amounts included in the package to develop the funding allocations and appropriations schedule as part of bond program

initiation and implementation. CPO works with Public Works and sponsor departments to ensure alignment of project phasing, sequencing and outcomes to the bond package approved by Council and approved by the voters.

The **City Council** is involved throughout bond program implementation. The Council ensures that bond programs are implemented as intended by:

- Appointing the Bond Oversight Commission, which provides public oversight of the City's implementation General Obligation Bond Programs
- Approving annual bond appropriations and sales as part of the annual Capital Budget
- Approving solicitations and delivery methods for individual projects
- Approving contract negotiation and execution for professional services and construction of bond projects
- Approving annual funding for operations and maintenance of bond-funded projects once infrastructure is operational
- Receiving briefings on bond programs status and progress as deemed appropriate by Council

The **Bond Oversight Commission (BOC)** is a Council-appointed body that is charged with oversight and monitoring of implementation for voter-approved bond programs to ensure that Council and voter expectations for bond programs implementation are met. City staff provides the BOC periodic reports and briefings on the progress of bond projects and receives questions and input from the BOC in this regard.

The **Capital Planning Office** manages and oversees voter-approved GO Bond Programs by providing a structure for coordination, change management, and performance reporting to internal and external stakeholders during the bond implementation phase. The Capital Planning Office uses Project Management Institute (PMI) standards and best practices for program management strategies and tools as it provides program-level management, oversight, and reporting for the City's GO bond programs. The Capital Planning Office also works closely with City sponsor departments that have primary responsibility for bond projects outcomes and with the Public Works Department who is responsible for capital projects management and delivery.

The CPO conducts regular coordination meetings with City departments responsible for bond projects delivery and outcomes, reviews progress of program work and checks adherence to the bond package expectations set by Council and the Austin voters for that particular bond program.

CPO also provides periodic updates, briefings and reports to the BOC and the public on status and progress of bond program implementation. Active bond project lists can be found on the CPO web site as well as the city's data portal. Projects can be seen in a map view through the CIVIC portal, available on the CPO web site as well.

Q18: Why is flexibility necessary in bond proposition language if the Council has already passed a bond package of specific programs and projects to be funded?

The reality of implementing capital projects such as those funded through bond programs is that several factors can and often do affect the ability to effectively deliver projects as intended, such as:

- Changes in market conditions that can affect availability and cost of contractors, consultants;
- Coordination of projects or partnerships with other entities that can impact implementation;
- Discovery of "on the ground or below the ground" conditions or issues that can impact timelines, cost, or feasibility of completing project as intended;
- Barriers to real estate acquisition required to complete a project as intended can occur;

- Significant cost increases related to real estate, labor, materials, or other cost items that can impact the project budget, thereby affecting ability to deliver the total scope of project and/or availability of funding to complete other projects that are included in the bond program.
- There may be other unforeseen factors that impact the cost, timeline or feasibility of implementation that cannot be taken into account and planned for as part of implementation planning or project development.

It is nearly impossible to estimate all the costs that will occur and all the factors that will come into play when implementing several diverse capital projects over a number of years. This is the reason that high-level, conceptual project estimates are given during the bond development process. Project budget estimates become more accurate as the project moves from project planning and development, through design and into the construction phase.

Based on the number of projects and programs being considered, the level of complexity in work sequencing and phasing, and the amount of coordination with other processes and entities that will be required for successful delivery of bond programs, staff strongly recommends that sufficient flexibility in bond proposition language be maintained to allow for adjustments to be efficiently made as implementation occurs. Such adjustments will be necessary to achieve the priorities, outcomes and community benefits that Council establishes for the bond program and that are expected by the voters who authorize its implementation.

As implementation occurs, there are several mechanisms in place for monitoring and overseeing the successful completion of the projects and programs that Council includes in the approved bond package. Please refer to the “General Obligation (GO) Bond Implementation and Oversight” MEMO sent to Mayor and Council on June 13, 2016 for more information.

xc: Assistant City Managers
 Elaine Hart, Chief Financial Officer
 Greg Canally, Deputy Chief Financial Officer
 Ed Van Eenoo, Deputy Chief Financial Officer
 Mike Trimble, Capital Planning Officer
 Rob Spillar, Director, Austin Transportation Department
 Robert Hinojosa, Acting Director, Public Works Department

Attachments:

Attachment 1: 2012 Bond Program Spending Summary for FY16 Q2
 Attachment 2: June 14, 2016 Staff Funding Packages spreadsheet
 Attachment 3: Sidewalk/ADA Master Plan Update Appendices C-E
 Attachment 4: Bicycle Master Plan - All Ages and Abilities Network Map
 Attachment 5: Bicycle Master Plan - Bicycle Network Barriers Map

Attachment 1: 2012 Bond Program Spending Summary for FY16 Q2

Proposition	Allocated	Appropriated	Expended	% Exp.	Encumbered	% Enc.	Obligated*	% Obl.	Programmed**	% Prgm.
2012 Prop 12	\$143,295,000	\$139,645,000	\$ 57,980,066	40%	\$23,840,378	17%	\$ 81,820,444	57%	\$ 61,474,556	43%
2012 Prop 13	\$ 30,000,000	\$ 30,000,000	\$ 29,804,226	99%	\$ -	0%	\$ 29,804,226	99%	\$ 195,774	1%
2012 Prop 14	\$ 77,680,000	\$ 73,240,000	\$ 16,093,002	21%	\$ 5,986,563	8%	\$ 22,079,565	28%	\$ 55,600,435	72%
2012 Prop 16	\$ 31,075,000	\$ 30,475,000	\$ 3,263,057	11%	\$ 3,645,983	12%	\$ 6,909,040	22%	\$ 24,165,960	78%
2012 Prop 17	\$ 11,145,000	\$ 11,145,000	\$ 2,323,431	21%	\$ 1,478,700	13%	\$ 3,802,130	34%	\$ 7,342,870	66%
2012 Prop 18	\$ 13,440,000	\$ 12,035,000	\$ 1,030,771	8%	\$ 1,153,600	9%	\$ 2,184,371	16%	\$ 11,255,629	84%
2012 Bond Program	\$306,635,000	\$296,540,000	\$110,494,552	36%	\$36,105,224	12%	\$146,599,776	48%	\$160,035,223.87	52%

*Obligated funds are the sum of expended plus encumbered dollars.

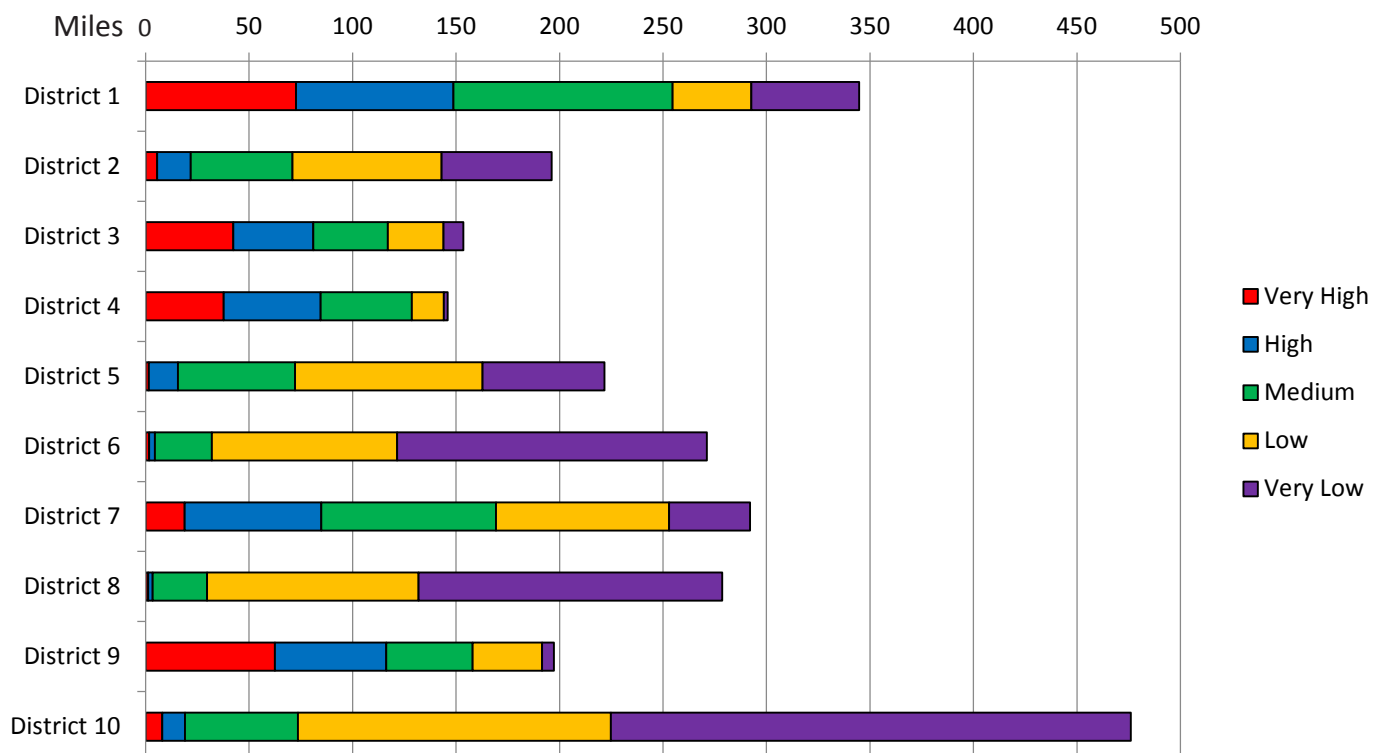
**Programmed funds for projects teed up during bond development, but not yet obligated.

Programs/Projects	\$250 package		\$300 package		\$500 package		\$720 package (Blend)		\$720 package (Prioritize Corridors)	
REGIONAL MOBILITY PROJECTS										
Parmer Lane	\$17,000,000	Near-term Des/Const.	\$17,000,000	Near-term Des, Const	\$17,000,000	Near-term Design, Construction	\$17,000,000	Near-term Des, Const	\$17,000,000	Near-term Des, Const
Loop 360	\$5,000,000	PER, Near-term Design	\$40,000,000	PER, Near-term Des, Cons	\$46,000,000	PER, Near/Mid-term Des, Const	\$50,000,000	PER, Near/Mid-term Des, Const	\$50,000,000	PER, Near/Mid-term Des, Const
620 (at 2222)					\$25,000,000	Near/Mid-term design, const.	\$25,000,000	Design, const.	\$25,000,000	Matching funds for des, const.
Oak Hill Parkway (Old Bee Caves Bridge)			\$1,500,000	Design	\$1,500,000	Design	\$8,000,000	Design, Construction	\$1,500,000	Design
	\$22,000,000		\$58,500,000		\$89,500,000		\$100,000,000		\$93,500,000	
Total REGIONAL MOBILITY	\$22,000,000		\$58,500,000		\$89,500,000		\$100,000,000		\$93,500,000	
CORRIDOR MOBILITY PROJECTS										
Key Corridors with Corridor Mobility Plans:										
N. Lamar	\$18,000,000	Near-term Des, Const	\$18,000,000	Near-term Des, Const	\$35,000,000	Near/Mid-term des, const.	\$35,000,000	Near/Mid-term design, const.	\$85,000,000	Near/Mid/long-term des, const.
Burnet Road	\$19,000,000	Near-term Des, Const	\$19,000,000	Near-term Des, Const	\$40,000,000	Near/Mid-term des, const.	\$40,000,000	Near/Mid-term design, const.	\$80,000,000	Near/Mid/long-term des, const.
Riverside Drive	\$40,000,000	Near-term Des, Const	\$40,000,000	Near-term Des, Const	\$60,000,000	Near/Mid-term des, const.	\$60,000,000	Near/Mid-term design, const.	\$83,000,000	Near/Mid/long-term des, const.
Airport Blvd	\$20,000,000	Near-term Des, Const	\$20,000,000	Near-term Des, Const	\$40,000,000	Near/Mid-term des, const.	\$40,000,000	Near/Mid-term design, const.	\$75,000,000	Near/Mid/long-term des, const.
FM 969	\$16,000,000	Near-term Des, Const	\$16,000,000	Near-term Des, Const	\$25,000,000	Near/Mid-term des, const.	\$25,000,000	Near/Mid-term design, const.	\$40,000,000	Near/Mid/long-term des, const.
South Lamar Blvd	\$23,000,000	Near-term Des, Const	\$23,000,000	Near-term Des, Const	\$23,000,000	Near-term Des, Const	\$23,000,000	Near-term Des, Const	\$45,000,000	Near/Mid/long-term des, const.
Guadalupe Street	\$20,000,000	Near-term Des, Const	\$20,000,000	Near-term Des, Const	\$20,000,000	Near-term Des, Const	\$20,000,000	Near-term Des, Const	\$40,000,000	Near/Mid/long-term des, const.
	\$156,000,000		\$156,000,000		\$243,000,000		\$243,000,000		\$448,000,000	
Other Corridor Projects										
Brodie Lane	\$15,000,000	Near-term Des,Const	\$15,000,000	Near-term Design, Construction	\$15,000,000	Near-term Design, Construction	\$15,000,000	Near-term Design, Construction	\$500,000	Preliminary Engineering
Spicewood Springs	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$17,000,000	Design, Construction	\$17,000,000	Design, Construction	\$500,000	Preliminary Engineering
Colony Park Loop Road	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$16,000,000	Design, Construction	\$500,000	Preliminary Engineering
Lakeline Blvd.	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering
N. Lamar/Guadalupe (middle segment)	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering
FM 1626	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering
RM 1826	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering
Anderson Mill			\$500,000	Needs Const Estimate	\$500,000	Needs Const Estimate	\$500,000	Needs Const Estimate		
McNeil					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
Rundberg West					\$500,000	Design...may need more funding	\$500,000	Design...may need more funding		
Rundberg East					\$500,000	Design...may need more funding	\$500,000	Design...may need more funding		
Grove Blvd					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
S Pleasant Valley					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
William Cannon					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
Barstow Ave Extension					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
MLK					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
S Congress					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
Slaughter					\$500,000	Preliminary Engineering	\$500,000	Preliminary Engineering		
Total Other Corridor Projects	\$18,000,000		\$18,500,000		\$40,000,000		\$55,500,000	Preliminary Engineering	\$3,500,000	
Traffic Signal/ATMS projects	\$2,000,000		\$2,000,000		\$7,000,000	\$50,000,000	\$14,000,000	Design, Construction	\$2,500,000	Design, Construction
Transit Enhancements and Partnering:	\$0		\$0		\$0		\$6,000,000	Design, Construction	\$2,500,000	Design, Construction
Top Safety Intersection Improvements:	\$10,000,000	Design, Construction	\$10,000,000	Design, Construction	\$15,000,000	Design, Construction	\$26,000,000	Design, Construction	\$15,000,000	Design, Construction
TOTAL CORRIDOR MOBILITY	\$186,000,000		\$186,500,000		\$305,000,000		\$344,500,000		\$471,500,000	

LOCAL MOBILITY									
Local Area Traffic Management:	\$0		\$0		\$3,000,000		\$3,000,000		Design, Construction
	\$0		\$0		\$1,000,000		\$1,000,000		Design, Construction
Railroad Crossing Improvements:									
NEIGHBORHOOD CONNECTIONS									\$85,000,000
Sidewalk Program Improvements:	\$26,500,000	New/Rehabilitated Sidewalks	\$30,500,000	New/Rehabilitated Sidewalks	\$53,500,000	New/Rehabilitated Sidewalks	\$53,000,000	New/Rehabilitated Sidewalks	\$55,000,000
Bicycle Program Improvements:	\$5,000,000	On-street Bicycle Lanes	\$6,500,000	On-street Bicycle Lanes	\$13,500,000	On-street Bicycle Lanes	\$13,000,000	On-street Bicycle Lanes	\$14,000,000
Urban Trail Program Improvements:									
Mobility connections for Trails	\$0		\$1,500,000	Construction	\$2,000,000	Construction	\$2,000,000	Construction	\$1,500,000
Country Club Creek Trail Phase 2, 3	\$1,500,000	Design	\$1,500,000	Design	\$1,500,000	Design	\$1,500,000	Design	\$1,500,000
Northern Walnut Creek Trail Phase 2	\$3,000,000	Design	\$3,000,000	Design	\$3,000,000	Design	\$3,000,000	Design	\$3,000,000
Shoal Creek Trail	\$2,000,000	Design	\$2,000,000	Design	\$2,000,000	Design	\$2,000,000	Design	\$2,000,000
La Loma Trail	\$500,000	Preliminary Engineering Report	\$500,000	Preliminary Engineering Report	\$500,000	Preliminary Engineering Report	\$500,000	Preliminary Engineering Report	\$500,000
Northern Walnut Creek/Kramer Station connection					\$1,000,000	Design	\$1,000,000	Design	\$1,000,000
Tier 1 priority trail improvements (includes Bergrstrom Spur)					\$6,500,000	Varies	\$6,500,000	Varies	\$6,500,000
Total Trails	\$7,000,000		\$8,500,000		\$16,500,000		\$16,500,000		\$16,000,000
Neighborhood Partnering Program	\$0		\$0		\$1,000,000		\$2,000,000		\$0
Safe Routes to School Capital Program	\$1,000,000		\$3,000,000		\$3,000,000		\$3,000,000		\$0
CAPITAL RENEWAL									
Street Improvements:	\$0		\$0		\$0		\$75,000,000		PER, Design, Construction
Sub-Standard Roadways									\$42,000,000
Meadow Lake Blvd	\$1,500,000	Design	\$5,500,000	Design, Construction	\$5,500,000	Design, Construction	\$5,500,000	Design, Construction	\$5,500,000
Cooper Lane	\$500,000	Preliminary Engineering Report	\$500,000	Preliminary Engineering Report	\$8,000,000	Design, Construction	\$8,000,000	Design, Construction	\$500,000
Ross Road	\$500,000	Preliminary Engineering Report	\$500,000	Preliminary Engineering Report	\$1,500,000	Design	\$1,500,000	Design	\$500,000
Circle S							\$500,000	Preliminary Engineering Report	
Jain Lane (ThinkEast Project)							\$500,000	Preliminary Engineering Report	
Rutledge Spur							\$500,000	Preliminary Engineering Report	
Davis Ln							\$500,000	Preliminary Engineering Report	
Latta Dr/Brush Country							\$500,000	Preliminary Engineering Report	
Johnny Morris							\$500,000	Preliminary Engineering Report	
Total Sub-Standard Roadways	\$2,500,000		\$6,500,000		\$15,000,000		\$18,000,000		\$6,500,000
Bridges, Culverts and Structures:	\$0		\$0		\$0		\$4,000,000		Design, Construction
Critical Infrastructure Improvements:									Design
Falwell Lane						Falwell Lane	\$10,000,000	Design, Construction (add'l funds req'd	\$6,000,000
William Cannon Railroad Overpass Bridge						William Cannon Railroad Overpass Bridge	\$11,000,000	Design, Construction	\$1,000,000
Emmet Shelton Bridge on Redbud Trail Road						Emmett Shelton Bridge on Redbud Trail Road	\$44,000,000	Construction	\$3,000,000
North Acres						North Acres	\$22,000,000	Design, Construction	\$4,500,000
Total Critical Infrastructure	\$0		\$0		\$0		\$87,000,000		\$14,500,000
TOTAL LOCAL MOBILITY	\$42,000,000		\$55,000,000		\$105,500,000		\$275,500,000		\$155,000,000
TOTAL PACKAGE	\$250,000,000		\$300,000,000		\$500,000,000		\$720,000,000		\$720,000,000

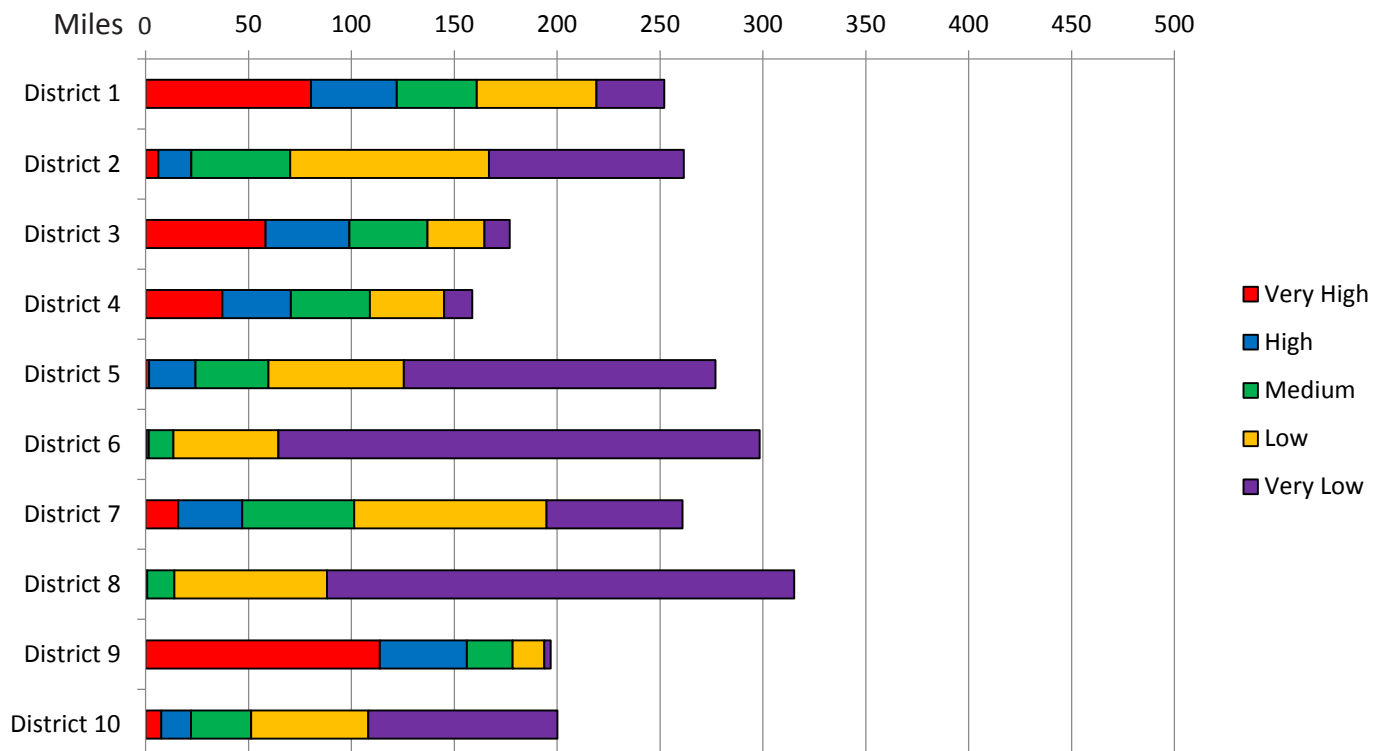
APPENDIX C: ABSENT SIDEWALK INVENTORY, BY COUNCIL DISTRICT AND PRIORITY

Miles of Absent Sidewalk, by Council District and Priority (Prioritization Score > 25)							
	Very High	High	Medium	Low	Very Low	District Subtotal	District Percent
District 1	73	76	106	38	24	317	14%
District 2	6	16	49	72	32	176	8%
District 3	42	39	36	27	9	153	7%
District 4	38	47	44	15	1	146	7%
District 5	1	14	56	91	44	207	9%
District 6	2	3	27	90	77	198	9%
District 7	19	66	84	84	19	272	12%
District 8	1	2	26	102	79	211	10%
District 9	62	54	42	33	5	197	9%
District 10	8	11	55	151	107	332	15%
Priority Subtotal	252	328	526	703	398	2,207	100%
Priority Percent	11%	15%	24%	32%	18%	100%	



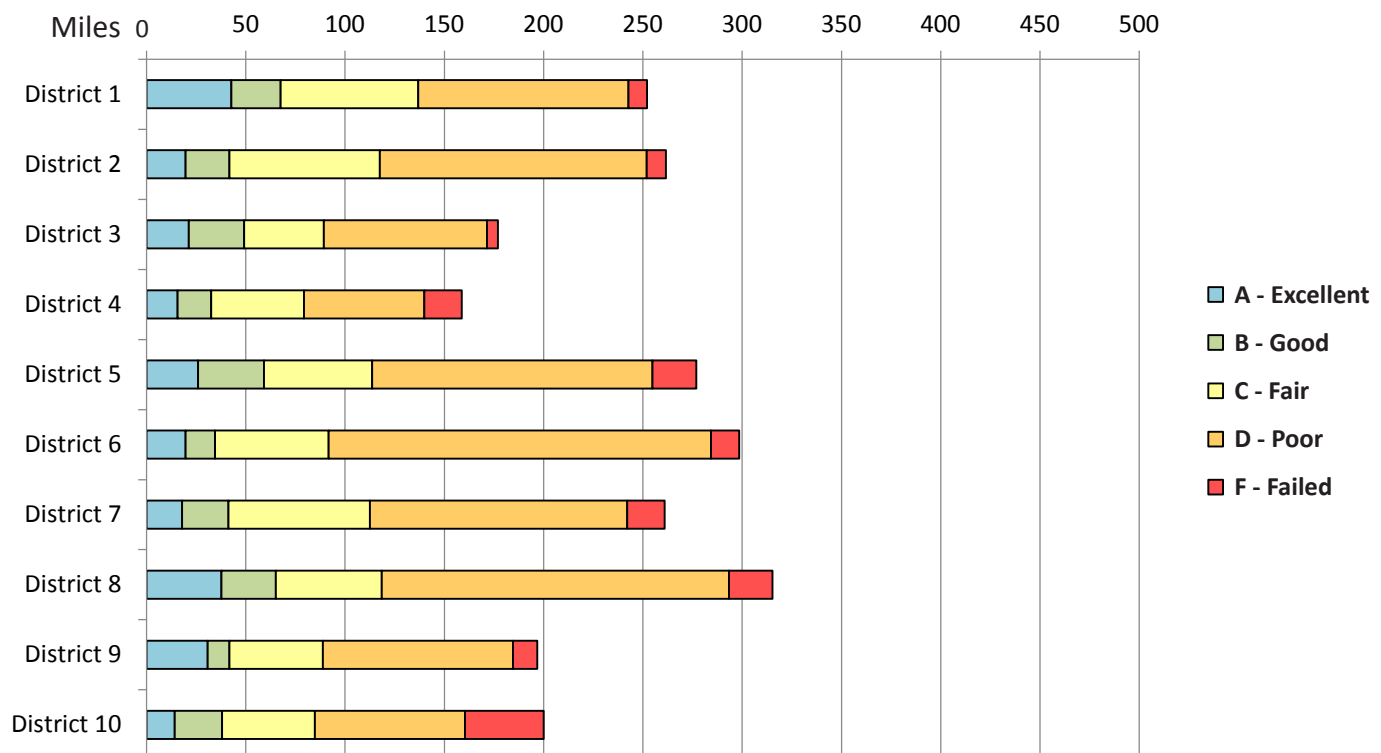
APPENDIX D: EXISTING SIDEWALK INVENTORY, BY COUNCIL DISTRICT AND PRIORITY

Miles of Existing Sidewalk and Driveway, by Council District and Priority							
	Very High	High	Medium	Low	Very Low	District Subtotal	District Percent
District 1	80	42	39	58	33	252	11%
District 2	6	16	48	97	95	262	11%
District 3	58	41	38	28	12	177	7%
District 4	37	33	38	36	14	159	7%
District 5	2	23	35	66	151	277	12%
District 6	0	1	12	51	235	298	12%
District 7	16	31	54	93	66	261	11%
District 8	-	1	13	74	227	315	13%
District 9	114	42	22	16	3	197	8%
District 10	8	14	29	57	92	200	8%
Priority Subtotal	321	244	330	575	927	2,398	100%
Priority Percent	13%	10%	14%	24%	39%	100%	



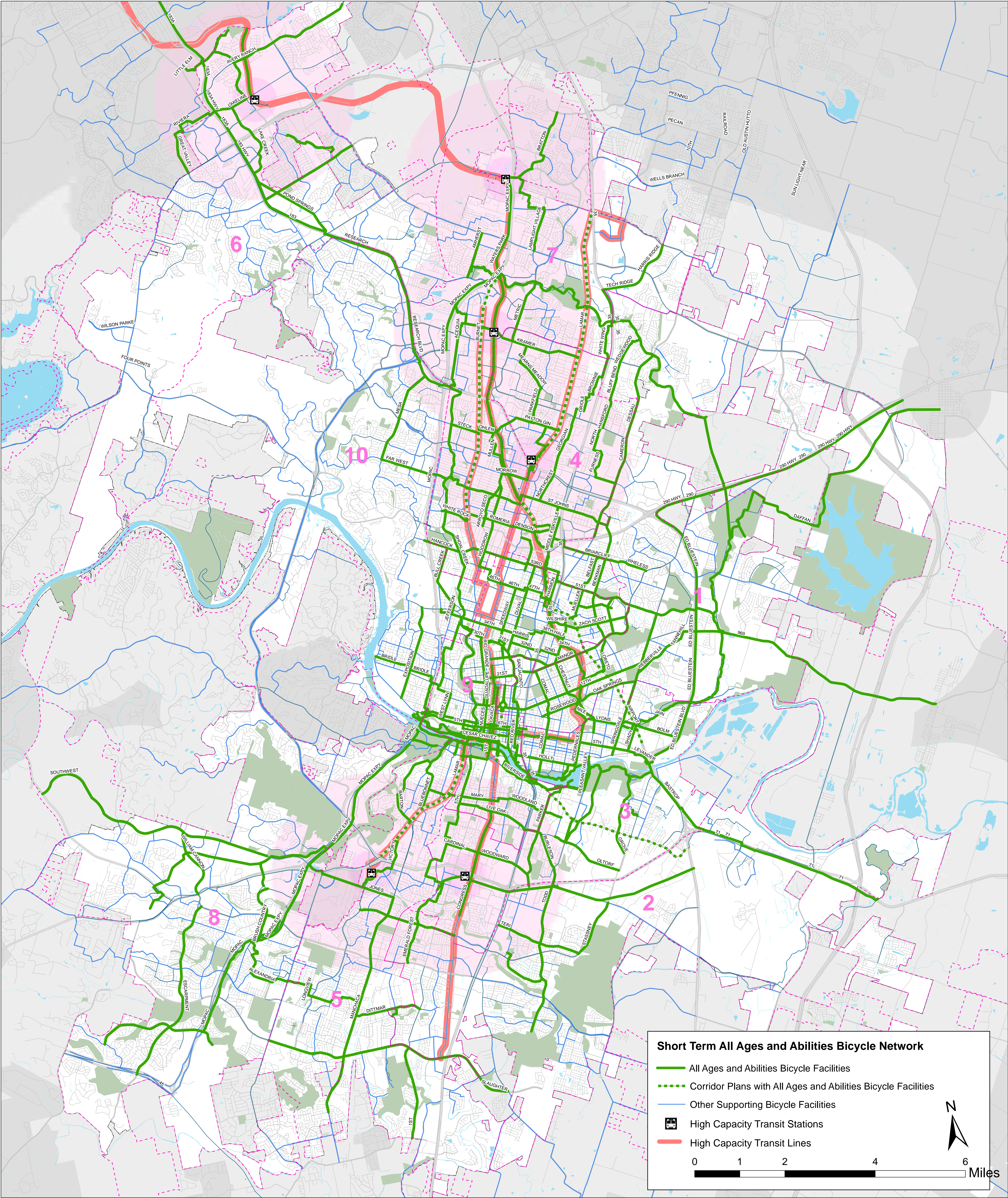
APPENDIX E: EXISTING SIDEWALK CONDITION ASSESSMENT RESULTS, BY COUNCIL DISTRICT

Percentage of existing sidewalk, by Council District and Condition						
	A-Excellent	B-Good	C-Fair	D-Poor	F-Failed	District Percent
District 1	17%	10%	27%	42%	4%	11%
District 2	8%	8%	29%	51%	4%	11%
District 3	12%	16%	23%	46%	3%	7%
District 4	10%	11%	29%	38%	12%	7%
District 5	9%	12%	20%	51%	8%	12%
District 6	7%	5%	19%	65%	5%	12%
District 7	7%	9%	27%	50%	7%	11%
District 8	12%	9%	17%	55%	7%	13%
District 9	16%	6%	24%	49%	6%	8%
District 10	7%	12%	23%	38%	20%	8%
Condition Percent	10%	9%	23%	50%	7%	



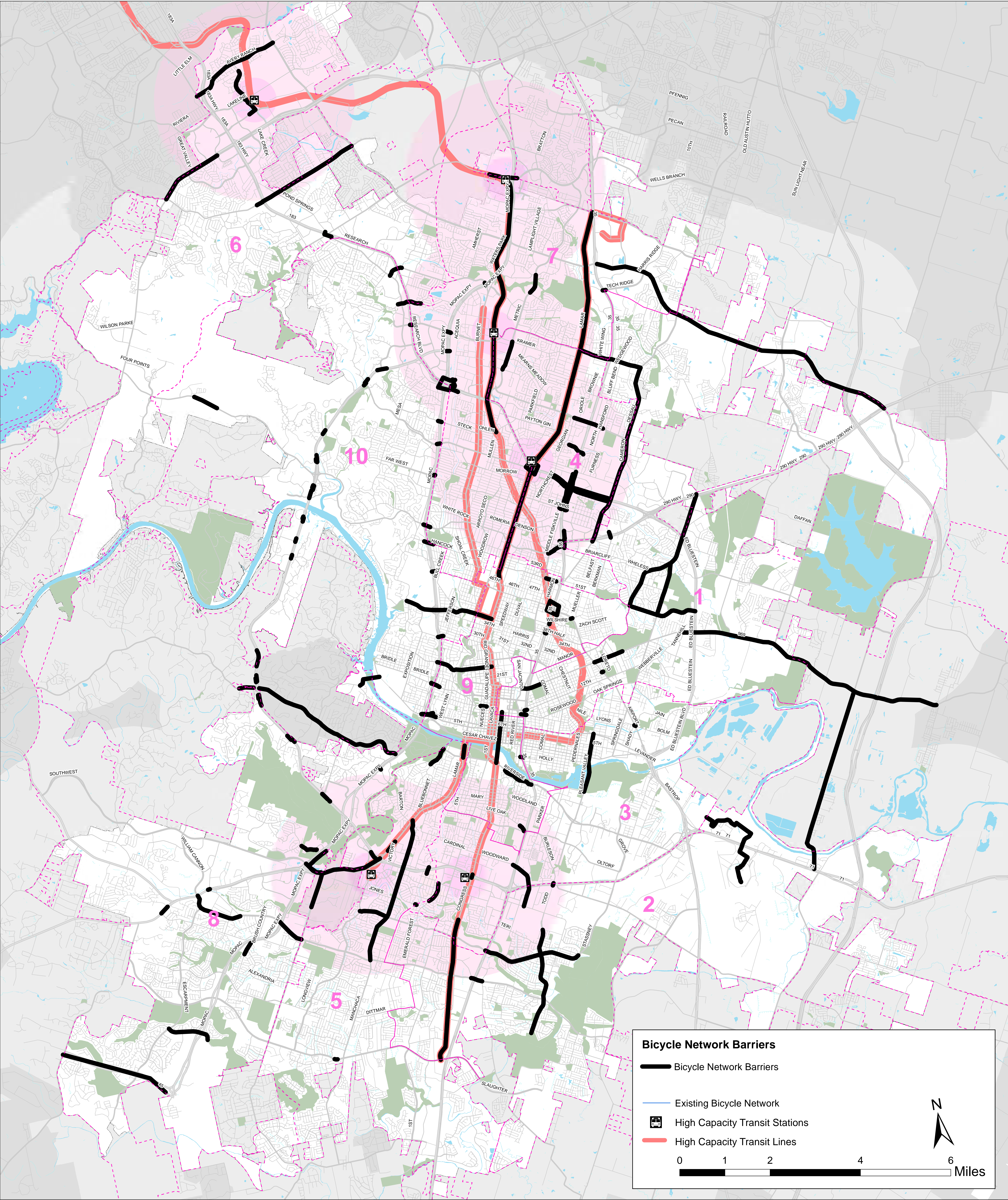
2014 Bicycle Master Plan

Short Term All Ages and Abilities Bicycle Network



2014 Bicycle Master Plan

Bicycle Network Barriers





TO: Mayor and Council Members

Cc: Marc A. Ott, City Manager

From: Robert Goode, P.E., Assistant City Manager

DATE: June 22, 2016

SUBJECT: Responses to City Council questions regarding Corridor Reports from June 21 Council Work Session

This memorandum provides responses to questions the City Council posed during and in follow up to the June 21, 2016 Work Session of the City Council regarding developing and funding transportation projects; specifically about the Mobility Corridor projects.

Q1: What are the anticipated outcomes of investment in the seven key corridors at various funding levels?

Outcomes expected for implementation of Corridor Development Program report recommendations are generally described below.

Complete Streets sections include the following types of multi-modal improvements that have direct benefits on mobility and safety:

- **Intersection improvements** to improve vehicle through-put and efficiency through the following types of improvements:
 - New and upgraded signals
 - Signal timing improvements
 - Added turn lanes for motor vehicles
 - Signal spacing/relocation improvements
 - Regulated pedestrian crossing via new and improved signals or pedestrian hybrid beacons
- **Sidewalks with shade trees and Protected Bicycle Lanes:** shaded sidewalks improve accessibility and the environment/experience for active transportation modes and protected bicycle facilities improve safety for bicycle users by providing separated and protected lanes reducing conflicts with motor vehicles.
- **Transit:**
 - **Bus shelters:** provide shade for transit riders to improve the experience and attract increased transit use
 - **Relocation of bus stops:** moving and reconfiguring stop locations to decrease delays associated with loading and unloading
 - **Center-running transit lanes:** improve quality of transit service, including increasing efficiency and decreasing cost of service
 - **Queue jumps:** transit specific signal timing to increase transit reliability and frequency

Other improvements:

- **Drainage improvements:** conversion of drainage ditches to storm drains allows for construction of sidewalks and contributes to attracting and therefore leveraging development and redevelopment opportunities.
- **Transit:** Improvement as identified by Capital Metropolitan Transit Authority that improve transit reliability and frequency.

Overall, anticipated outcomes as identified in the corridor reports include intersection level of service improvements, overall corridor delay improvements, conversion of some automobile trips to bicycling, walking, and transit modes, travel time decreases, increased safety for all modes, and emission reductions. **See Attachment 1: Key Corridors Outcomes Summary** for anticipated projects that could be funded at the specific investment levels that have been presented.

Staff is unable to provide more detailed information regarding anticipated impacts and outcomes of potential partial corridor improvements at this point in time. Additional implementation planning, project development and coordination with internal and external entities is needed to further scope the short/med/long-term projects to be implemented. The program (group of projects) and project development process that occurs during bond program initiation and implementation planning after an election would provide additional information about the outcomes anticipated to be achieved through a project or a set of projects occurring in a given corridor.

Q2: What was the criteria for selecting the seven corridors that have complete/near complete plans?

As per the June 13 Corridor Mobility Development Program memo, the City began funding Corridor Mobility Development Program preliminary engineering for key city corridors in the 2010 Bond Program. In 2009 and 2010, City staff embarked on a community engagement initiative to collect input from residents on their top priorities and needs. Through four community-wide meetings, a mobility forum, and public meetings of a Council-appointed citizen bond task force, the City received more than 3,500 suggestions/comments. To further guide the prioritization for the identified mobility needs, Council approved strategic principles, which helped whittle down 3,000-plus service “gaps”/mobility needs to 474 projects. The strategic principles were:

- Focus on near-term needs—obligate funds within 2 years where possible (projects ready for implementation)
- Design projects for next series of funding opportunities
- Promote multiple forms of travel, reduce reliance on automobile, seek cost effective and sustainable solutions
- Respond to immediate congestion needs
- Provide geographic balance
- Position City to leverage State, federal dollars, coordinate with regional partners
- Preserve and maintain existing investments

The North Lamar/Burnet, East Riverside, Airport Boulevard, and FM 969 were selected for preliminary engineering as part of the 2010 Bond Program. In addition to being priorities that aligned with community input, these four corridors were selected because they had some or all of the following characteristics: substandard conditions; posing safety and connectivity risks to pedestrians and bicyclists; having significant private development activity; the existence of other planning efforts that could be leveraged or enhanced by mobility planning; the opportunity to leverage investment in mobility projects by other entities such as Travis County and TxDOT; related City Council resolutions/policy guidance; inclusion in the Austin Metropolitan Area Transportation Plan (AMATP); and imminent mobility and safety information collected through Austin 3-1-1 as well as other means.

Preliminary engineering for the South Lamar and Guadalupe Street corridors was funded as part of the 2012 Bond Program. The 2012 Bond Program was developed with extensive input from a citizen task force and the community. The City received more than 3,000 community inputs from people living throughout the City via

citizen communication at the task force's 15 regular meetings, 24 committee meetings, and two public forums; four community workshops; an online survey; social media; email; texts; comment cards; and an open house.

The investments in the PERs for South Lamar and Guadalupe are the result of this input, Council policy direction, and the same factors that led to the investment in the four initial corridors in 2010, including posing safety and connectivity risks to pedestrians and bicyclists as well as having significant private development activity.

The Critical Arterials list was created in 2015 and serves an operational purpose by identifying arterials that have higher traffic and transit boardings, making them critical to system-wide movement. This arterials list informed staff recommendations for corridors to be included in the Corridor Mobility Development Program.

Q3: Which Corridors in South Austin would staff prioritize for future Corridor Mobility Development Program and ultimately for design and construction?

William Cannon Drive, South Congress and Slaughter Lane are recommended for Corridor Mobility Development Reports. These are the top South Austin Critical Arterials that do not have a completed Corridor Mobility Development Report. Additionally, these roads meet the other factors considered when developing recommendations for future corridor reports, including leveraging investment in mobility projects by other agencies, City Council resolutions, the Austin Metropolitan Area Transportation Plan, private sector development, as well as mobility and safety information as collected through Austin 3-1-1 and other means. For other prioritized PERs that could be undertaken in addition to the aforementioned South Austin corridors, refer to Page 9 of the June 13 Corridor Mobility Development Program memo.

Q4: What amount of funding has already been dedicated to the N. Lamar Boulevard/Burnet Road corridor, East Riverside Drive corridor, and Airport Boulevard?

There is currently \$22.63 million of funding dedicated to these four corridors from multiple funding sources. The current or anticipated projects are near-term improvements identified in the Corridor Mobility Development Plans. They are supportive of improvements and outcomes currently considered for funding as part of a 2016 Bond but have not been included in the corridor estimates that staff has provided per Council request. If a bond proposition is approved by voters in 2016, project sequencing and coordination will take place.

N. Lamar Boulevard and Burnet Road

To date, \$18.53 million has been previously approved for N. Lamar Boulevard/Burnet Road. The breakdown of funding sources is as follows:

- 2012 Bond Program—**\$15 million**
- Grant funds for sidewalk construction on N Lamar from US 183 to Braker Lane—**\$1.2 million**
- District 4 ¼-cent funding—**\$730,000**
- District 7 ¼-cent funding for sidewalks on N Lamar Blvd from Braker Ln to W Scurry St (will be coordinated with overall N Lamar Blvd & Burnet Rd Corridor Improvements)—**\$200,000**
- Safety Improvements at N Lamar Blvd and Rundberg Lane—**\$700,000**
- Safety Improvements at N Lamar Blvd and Parmer Lane—**\$700,000**

This funding is being used to implement near-term recommendations from the completed N. Lamar Boulevard/Burnet Road Corridor Mobility Development Program. The proposed scope of the improvements include:

- Sidewalk, bicycle and shared use connectivity throughout both corridors in accordance with priorities outlined in the respective Sidewalk, Bicycle, and Urban Trails Master Plans.
- Intersection improvements, to include optimizing signal timing, crosswalks, and Pedestrian Hybrid Beacons.
- Burnet Rd and W Koenig Ln/RM 2222 intersection improvements
 - Pedestrian safety improvements

- Bus stop connectivity
- Improved access to a grocery store
- New urban trail (shared use path) around Lamar Middle School to connect existing pedestrian facilities and bicycle route
- Complete Street section on N. Lamar Blvd between Rundberg Ln and W. Longspur Blvd.
- Landscaping throughout both corridors.

Current Status

In summer 2016, City staff will present recommended improvements, project scope, and sequencing through a series of community meetings. There will be two phases to the construction work. Tentatively, Phase 1 will complete sidewalk gaps along both corridors with construction anticipated to begin in early 2017, while Phase 2 will include two main components: a Complete Street section on N Lamar Blvd from Rundberg Ln to W. Longspur Blvd and a shared use path on Burnet Rd and FM 2222/Koenig Ln (around Lamar Middle School) with construction anticipated to begin in early Summer 2017. It is important to note that the scope and timeline may be adjusted based on public feedback from the community meetings and outreach efforts.

East Riverside Drive

To date, \$1.6 million has been approved for East Riverside Drive. The breakdown of funding sources is as follows:

- 2012 Bond Program for East Riverside Drive and Lakeshore intersection improvements project—**\$1.2 million**
- District 3 ¼-cent funding for protected bicycle lanes on E Riverside Dr from IH-35 to SH 71—**\$400,000**

Current Status: Riverside Drive and Lakeshore Intersection

The East Riverside Drive and Lakeshore Intersection Improvements Project is part of the East Riverside Drive Corridor Development Program to improve safety, mobility and quality of life along Riverside Drive between IH 35 and SH 71. The project will respond to the changing nature of the corridor by improving mobility and safety at this intersection for multiple travel modes. Protected pedestrian crossings will be added on East Riverside Drive; a safer design for the interaction between cyclists and turning drivers will be implemented; and the intersection will be reconstructed to provide safer left turns for motorists. The project will also feature rain gardens and bicycle lanes on Lakeshore Drive near the intersection. Design is completed, and based on Council authorization, the City has executed the construction contract with Smith Contracting Company, Inc. The tentative Notice to Proceed (begin construction work) date is July 18th with an estimated construction timeline of eight months for final completion.

Current Status: Protected Bicycle Lanes

The project funded by the District 3 ¼-cent funding is being used to investigate the feasibility of adding protected bicycle lanes to the street while maintaining and/or enhancing the safety and operations for transit, pedestrians, and motor vehicles. Staff is in the process of procuring an engineering consultant. The feasibility study and any recommended outcomes would be responsive to any additional funding approved for the Riverside Corridor and would undergo typical City processes for project delivery, including public stakeholder engagement, prior to implementation.

Airport Boulevard

To date, \$2.5 million has been approved for Airport Boulevard. The breakdown of funding sources is as follows:

- District 9 ¼-cent funding for sidewalk/shared use path improvements on Airport Blvd from E 46th St to E 51st St—**\$500,000**
- ¼-cent funding approved and allocated by previous City Council—**\$2 million**

Current Status

The funding is being used to implement near-term recommendations from the Airport Boulevard Corridor Mobility Development Program. A project manager has been assigned to the project, and there is ongoing

coordination between the Urban Trails Program, the Sidewalk Program, and the Active Transportation Program to develop the scope and implementation strategy.

xc: Assistant City Managers
Elaine Hart, Chief Financial Officer
Greg Canally, Deputy Chief Financial Officer
Ed Van Eenoo, Deputy Chief Financial Officer
Mike Trimble, Capital Planning Officer
Rob Spillar, Director, Austin Transportation Department
Robert Hinojosa, Acting Director, Public Works Department

Attachments:

Attachment 1: Key Corridors Outcomes Summary

Spreadsheet overview: The information provided in this spreadsheet includes investment levels for each corridor that can achieve some level of outcomes identified in the respective corridor plan reports. The scope for what work can be accomplished for Complete Streets, bicycle and sidewalk improvements, as indicated in the spreadsheet below, are estimates at this time based on current knowledge and professional best judgement and will be refined as projects are developed and designed. Outcomes and metrics to be developed will take into account stated City Council priorities and guiding principles, Imagine Austin Comprehensive Plan Complete Communities Indicators and outcomes from other applicable City plans, Community Benefits outlined in Mobility Talks, Corridor Plan measures and industry best practices.

Complete Streets: In June 2014, the City Council adopted a robust Complete Streets Policy focused on developing corridors within a multi-modal transportation system that will be supportive of mixed-use, pedestrian, transit, and bicycle friendly development patterns. This policy is intended to realize the community’s vision articulated in the Imagine Austin Comprehensive Plan for a healthy, green, vibrant, compact and connected community. The eight Complete Street Principles adopted as City Policy are as follows: Complete Streets 1) serve all users and modes, 2) require a connected travel networks, 3) are beautiful, interesting and comfortable places for people, 4) require best-practice design criteria and context-sensitive approaches, 5) protect Austin’s sustainability and environment, 6) include all roadways and all projects and phases, 7) are the work of all City departments, and 8)require appropriate performance measures.

Keystone investment: A project or set of projects that will implement a significant improvement to address one or more of the community benefits/outcomes identified in the corridor reports. A keystone improvement will require coordination with other improvements occuring in the corridor by the city, private investment and/or other agency partners.

***Additional investments** (not previously identified in the corridor reports but have been identified through further review and coordination with partner agencies and/or departments) that are included in proposed corridor funding levels. This information is also provided in the June 16, 2016 MEMO Attachment 1 for staff response to Capital Metro Suggestions to Maximize Transit Efficiency.

N. Lamar Blvd (US 183 to IH35):	\$18M for near-term design & construction	\$35M for near/mid-term design & construction	\$85M for near/mid/long-term design & construction	\$70M for achieving keystone investment
Description	Short-term operational, safety, transit (bus stop shelters/relocation) and intersection improvements, and design and construction of a 0.3 mile Complete Streets section from W. Longspur Blvd north to Masterson Pass.	In addition to the \$18 million package, design and construction of a 0.4 mile Complete Streets section from Masterson Pass north to W. Grady Drive.	In addition to the \$35 million package, design and construction of a 0.4 mile Complete Streets section from W. Grady Drive north to Braker Lane and a 1.4 mile Complete Streets section from Rundberg Lane south to US 183.	Includes design and construction of a 0.7 mile Complete Streets section from Longspur Blvd. to Grady Drive and drainage and transit improvements. This package is significant as it addresses current mobility needs, plans for future needs, and the drainage improvements* contribute to attracting and therefore leveraging development and redevelopment opportunities.
Mile(s) and % of corridor converted to Complete Streets	0.3 mile or 5% of corridor	0.3 + 0.4 = 0.7 mile or 12% of corridor	0.7 + 0.4 + 1.4 = 2.5 miles or 42% of corridor	0.7 mile or 12% of corridor
Mile(s) of new or improved bicycle facilities	0.6 mile (total for both directions)	1.4 miles (total for both directions)	5.0 miles (total for both directions)	1.4 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.6 mile (total for both sides of corridor)	1.4 miles (total for both sides of corridor)	5.0 miles (total for both sides of corridor)	1.4 miles (total for both sides of corridor)
Transit	Development of 16 bus shelters, relocation of one bus stop, optizmizing existing transit signals, and developing queue jumps or other transit priority treatments.	Not specifically analyed by Cap Metro. Will include \$300M package improvements.	Development of bus pull-outs, pedestrian hybrid beacons, 16 bus shelters, relocation of one bus stop, optimizing existing transit signals, and developing queue jumps or other transit priority treatments.	"Transit turn-around" serving the North Lamar transit Center*, conceptual study of rail grade separation at Crestview Station*, bus pull-outs, pedestrian hybrid beacons, optimizing existing transit signals and queue jumps or other transit priority treatments at intersections.
Drainage				Conversion of drainage ditch to storm drains*

Key Corridor Investment Summary

Burnet Rd (Koenig Ln/RM 2222 to MoPac):	\$19M for near-term design & construction	\$40M near/mid-term design & construction	\$80M near/mid/long-term design & construction	\$80M for achieving keystone investment
Description	Short-term operational, safety, transit (bus stop shelters/relocations) and intersection improvements, and design and construction of a 0.3 mile Complete Streets section from Koenig Lane/RM 2222 north to White Horse Trail.	In addition to the \$19 million, a 0.4 mile Complete Streets section from White Horse Trail north to Addison Ave.	In addition to the \$40 million package, a 0.7 mile Complete Streets section from Addison Ave north to Northcross Dr./St Joseph Blvd.	Includes design and construction of a 0.7 mile Complete Street section from Koenig Lane/RM 2222 north to Addison Avenue and drainage and transit improvements. This package is significant as it addresses current mobility needs, plans for future needs, and the drainage improvements* contribute to attracting and therefore leveraging development and redevelopment opportunities.
Mile(s) and % of corridor converted to Complete Streets	0.3 mile or 6% of corridor	0.3 + 0.4 = 0.7 mile or 13% of corridor	0.7 + 0.7 = 1.4 miles or 26% of corridor	0.7 mile or 13% of corridor
Mile(s) of new or improved bicycle facilities	0.6 mile (total for both directions)	1.4 miles (total for both directions)	2.8 miles (total for both directions)	1.4 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.6 mile (total for both sides of corridor)	1.4 miles (total for both sides of corridor)	2.8 miles (total for both sides of corridor)	1.4 miles (total for both sides of corridor)
Transit	Development of 16 bus pull-outs, 8 bus shelters, 4 bus stops and queue jumps or other transit priority treatments, optimizing existing transit signal priority, ensuring all bus pull-outs include traffic signals to allow buses to reenter through lanes.	Not specifically analyzed by Cap Metro. Will include \$300 million package improvements.	Development of 16 bus pull-outs, 8 bus shelters, 4 bus stops and queue jumps or other transit priority treatments, optimizing existing transit signal priority, ensuring all bus pull-outs include traffic signals to allow buses to reenter through lanes.	Initial design phase for center running mass transit north of US 183, development of 16 bus pull-outs, 8 bus shelters, 4 bus stops and queue jumps or other transit priority treatments, optimizing existing transit signal priority, ensuring all bus pull-outs include traffic signals to allow buses to reenter through lanes.
Drainage				Conversion of drainage ditch to storm drains*

Key Corridor Investment Summary

East Riverside Dr (I-35 to US 71):	\$40M for near-term design & construction	\$60M for near/mid-term design & construction	\$83M for near/mid/long-term design & construction	\$40M for achieving keystone investment
Description	Includes design/construction of a 1.3 mile Complete Streets section from IH-35 to Pleasant Valley Rd; driveway consolidation corridor-wide; median improvements corridor-wide; pedestrian improvements corridor-wide; bicycle improvements on Lakeshore Blvd, Grove Blvd, Montopolis Dr, Tinnin Ford Rd, Burton Dr, Elmont Dr, Arena Dr (Shore District Dr) & Parker Ln; and intersection improvements at IH-35, Arena Dr (Shore District Dr)/Parker Ln, Tinnin Ford Rd/Burton Dr, Willow Creek Dr, Pleasant Valley Rd, and Montopolis Dr.	In addition to the \$40 million, the design and construction of an additional 1.0 mile Complete Streets section from Pleasant Valley Rd east to Grove Blvd; intersection improvements at E. Riverside & Wickersham Ln; and a connection to the proposed Tier I Urban Country Club Creek Trail*.	In addition to the \$60 million, the design and construction of the remaining 1.2 mile Complete Streets section from Grove Blvd east to SH 71.	Include design and construction of a 1.3 mile Complete Street section from IH-35 to Pleasant Valley Road which will include center running transit and other bicycle and/or pedestrian improvements along and adjacent to the corridor. This project leverages improvements and mobility investment by TxDOT through My35 Project, specifically improvements at Riverside Drive and IH-35.
Mile(s) and % of corridor converted to Complete Streets	1.3 miles or 37% of corridor	1.3 + 1.0 = 2.3 miles or 66% of corridor	2.3 + 1.2 = 3.5 miles or 100% of corridor	1.3 miles or 37% of corridor
Mile(s) of new or improved bicycle facilities	17.2 miles (total for both directions)	19.2 miles (total for both directions)	21.4 miles (total for both directions)	17.2 miles (total for both directions)
Mile(s) of new or improved sidewalks	2.6 miles (total for both sides of corridor)	4.6 miles (total for both sides of corridor)	7.0 miles (total for both sides of corridor)	2.6 miles (total for both sides of corridor)
Top Safety Intersections			Riverside Dr @ Willow Creek Dr, Riverside Dr @ Wickersham Ln, Riverside @ Tinnin Ford Rd, Pleasant Valley @ Elmont, Riverside Dr @ Pleasant Valley	
Transit	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.

Key Corridor Investment Summary

Airport Blvd (N Lamar Blvd to US 183):	\$20M for near-term design & construction	\$40M for near/mid-term design & construction	\$75M for near/mid/long-term design & construction	\$40M for achieving keystone investment
Description	Short-term pedestrian improvements, mid-block crossings with pedestrian hybrid beacons (PHB), and removal of the elevated pedestrian crossing near Airport Blvd and Goodwin Ave.	In addition to the \$20 million, the design and construction of a 0.5 mile Complete Streets section from Denson Dr. south to Koenig Ln consistent with the Phase II ACC Highland Redevelopment Plan.	In addition to the \$40 million, the design and construction of a 0.7 mile Complete Streets section from 46th St south (under IH-35) to Wilshire Blvd/Aldrich.	Includes design and construction of a 0.5 mile Complete Street section from Denson Drive to Koenig Lane, consistent with the Phase II ACC Highland Redevelopment Plan. Additional mobility improvement include pedestrian and bicycle improvements along the corridor.
Mile(s) and % of corridor converted to Complete Streets	0.0 or 0% of corridor	0.5 mile or 8% of corridor	0.5 + 0.7 = 1.2 miles or 18% of corridor	0.5 mile or 8% of corridor
Mile(s) of new or improved bicycle facilities	0.0 miles (total for both directions)	1.0 miles (total for both directions)	2.4 miles (total for both directions)	1.0 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.0 miles (total for both sides of corridor)	1.0 miles (total for both sides of corridor)	2.4 miles (total for both sides of corridor)	1.0 miles (total for both sides of corridor)
Top Safety Intersections			Airport @ MLK, Airport @ 12th St, Airport @ Oak Springs Dr, Airport @ Koenig	
Transit	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.

Key Corridor Investment Summary

FM969/E. MLK Jr Blvd (US 183 to Webberville):	\$16M for near-term design & construction	\$25M for near/mid-term design & construction	\$40M for near/mid/long-term design & construction	\$25M for achieving keystone investment
Description	Short-term operational, safety, transit (improved bus stop access) and intersection improvements and design of a 1.8 mile ultimate 6-lane Superstreet from US 183 east to FM 3177/Decker Ln, where Travis County/TxDOT Pass-Through-Financing (PTF) project Phase I begins.	In addition to the \$16 million, construction of an interim portion of the 1.8 mile ultimate 6-lane street.	In addition to the \$25 million, construction of additional interim portions of the 1.8 mile ultimate 6-lane street.	Includes design and construction of a 1.8 mile Complete Street design with the inclusion of “Super Street” innovative intersection design, from US 183 to FM 3177/Decker Lane. This project leverages mobility improvements and investment by Travis County and TxDOT east of Decker Lane.
Mile(s) and % of corridor converted to Complete Streets	1.8 miles or 17% of corridor	1.8 miles or 17% of corridor	1.8 miles or 17% of corridor	1.8 miles or 17% of corridor
Mile(s) of new or improved bicycle facilities	Design of 3.6 miles (total for both directions)	Design of 3.6 miles (total for both directions)	3.6 miles (total for both directions)	Design of 3.6 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.1 mile (total for both sides of corridor)	0.1 mile (total for both sides of corridor)	0.1 mile (total for both sides of corridor)	0.1 mile (total for both sides of corridor)
Transit	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.

Key Corridor Investment Summary

South Lamar Blvd (Riverside Dr to Ben White Blvd./US 290):	\$23M for near-term design & construction		\$45M for near/mid/long-term design & construction	\$23M for achieving keystone investment
Description	Includes design and construction of 0.6 mile ultimate cross section from Riverside Dr. south to Treadwell St., including transit bus queue jumps and bus pullouts.		In addition to the \$23 Million, short-term operational, safety and intersection improvements.	Includes design and construction of a 0.6 mile Complete Street section from Riverside Drive to Treadwell Street as well as transit improvements. This project improves bicycle and pedestrian connectivity to the Pfluger Bridge, leveraging past multi-modal investment.
Mile(s) and % of corridor converted to Complete Streets	0.6 mile or 18% of corridor		0.6 mile or 18% of corridor	0.6 mile or 18% of corridor
Mile(s) of new or improved bicycle facilities	1.2 miles (total for both directions)		1.2 miles (total for both directions)	1.2 miles (total for both directions)
Mile(s) of new or improved sidewalks	1.2 miles (total for both sides of corridor)		1.2 miles (total for both sides of corridor)	1.2 miles (total for both sides of corridor)
Transit	Development of queue jumps, bus pullouts and bus stop relocations confined between Riverside Dr and Treadwell St. Optimizing existing transit signal priorities. Planning and developing the corridor improvements to lay the groundwork for future transit priority lanes.		Development of queue jumps, bus pullouts and bus stop relocations confined between Riverside Dr and Treadwell St. Optimizing existing transit signal priorities. Planning and developing the corridor improvements to lay the groundwork for future transit priority lanes.	Development of queue jumps, bus pullouts and bus stop relocations confined between Riverside Dr and Treadwell St. Optimizing existing transit signal priorities. Planning and developing the corridor improvements to lay the groundwork for future transit priority lanes.
Guadalupe Street (approximately from W 29th St to MLK Jr):	\$20M for near-term design & construction			
Description	The report has not been finalized and cost estimates for the recommended improvements are still in progress. The report includes recommendations for Guadalupe, San Antonio, and Nueces from MLK to 29th as well as 24th from Guadalupe to Lamar. The recommended improvements include transit only lanes on Guadalupe St from MLK Jr. Blvd to W 29th St to improve transit frequency and reliability, bicycle and pedestrian improvements, and implementing two-way operation on Nueces/San Antonio. Up to 10 new signals will be included.			
Mile(s) and % of corridor converted to Complete Streets	Up to 3.0 miles – assumes entire corridor including 24th & San Antonio/Nueces			
Mile(s) of new or improved bicycle facilities	Up to 4.0 miles (each side of corridor) including 24th & San Antonio/Nueces			
Mile(s) of new or improved sidewalks	Up to 2.0 miles (each side of corridor)			
Transit	Northbound and southbound transit-only lanes, queue jumps			



TO: Mayor and Council Members

FROM: Greg Canally, Deputy Chief Financial Officer

DATE: June 22, 2016

SUBJECT: Update on Debt Capacity Analysis

gdc

As a follow-up to this week's worksession discussion regarding a mobility bond election, I wanted to provide an update to the debt capacity analysis that was presented to City Council on June 1st.

As we discussed at that briefing, assuming the debt service portion of the tax rate remains constant beginning in FY17, the City could issue \$500 million in new bonds over the next eight years. On Tuesday, Council discussed allocating this \$500 million in the following manner: \$250 million to be used in a potential 2016 mobility bond election, and \$250 million to be preserved for a potential 2018 comprehensive bond election. With this new allocation, below is an update to the 2016 debt capacity scenarios:

Debt Service Tax Rate Impact	2016 Election: New Capacity
Constant	\$250 million
¼ -cent	\$300 million
1 ¼ - cents	\$500 million
2 ¼ -cents	\$720 million

Again, the above scenarios would preserve \$250 million for a potential 2018 comprehensive bond election, with no tax rate increase.

In terms of the tax bill, if, for example, a 2 ¼ cent tax increase occurred all in the current year for a \$250,000 house, the impact would be \$56 per year, or \$4.67 per month. Attached are the pertinent updated slides from the June 1st presentation.

Finally, as City Council considers a bond package, as general rule of thumb, each \$10 million change in the bond package has about a 1/20th of a cent impact on the tax rate, which equates to approximately \$1.25 per year, or \$0.10 per month, on the typical \$250,000 household.

xc: Marc A. Ott, City Manager
Robert Goode, Assistant City Manager
Elaine Hart, Chief Financial Officer
Ed Van Eenoo, Deputy Chief Financial Officer
Art Alfaro, Treasurer
Mike Trimble, Capital Planning Officer
Georgia Sanchez, Assistant Treasurer

DEBT CAPACITY: *SCENARIOS*

Debt Service Tax Rate Impact	2016 Election: New Capacity
Constant	\$250 million
1/4 -cent	\$300 million
1 1/4 - cents	\$500 million
2 1/4 -cents	\$720 million

- Preserves \$250 million for a 2018 bond election at the constant debt-service tax rate
 - Additional tax rate increases would be needed for a 2018 bond election larger than \$250 million
- Debt sold over 8 years
- Tax rate increases spread out multiple years beginning in FY18:
2016 Election
 - 1 1/4 - cents fully implemented by FY19
 - 2 1/4 - cents fully implemented by FY21

DEBT CAPACITY: *TAX BILL IMPACT*

- If a 2 ¼ -cent increase all occurred in current year for a \$250,000 house, current year impact is \$56/yr or \$4.67 / month
- Actual tax rate increases would occur over multiple years, as value of that \$250,000 increases over those years:

Tax Rate Scenario	FY21 Tax Bill vs Current Tax Bill <i>Annual Increase</i>	FY21 Tax Bill vs Current Tax Bill <i>Monthly Increase</i>
Constant	\$40	\$3.33
¼ -cent	\$48	\$4.00
1 ¼ - cents	\$78	\$6.50
2 ¼ - cents	\$108	\$9.00

- *Debt service portion of current FY 16 property tax bill for a \$250,000 home is \$265*



TO: Mayor and Council Members

Cc: Marc A. Ott, City Manager

From: Robert D. Goode, Assistant City Manager

DATE: July 18, 2016

SUBJECT: **Potential 2016 Mobility Bond Election – Next Steps**

As per Council Resolution 20160623-083, the City Manager is directed to develop recommended proposition and ballot language for Council consideration by August 11th for placement on the November 8, 2016 election ballot. In consideration of this directive, staff will develop and bring back to Council the proposed bond package and funding amounts as described in the approved resolution as well as draft ballot and proposition language for Council to consider, along the following proposed timeline:

STEP	DATE/MEETING
City staff develops draft bond proposition and ballot language, other backup materials in preparation for Council consideration	July – August
Council hears presentation from staff regarding bond package, draft proposition and ballot language at work session. Council can discuss and have executive session if need be on August 4 th as well.	August 2nd, work session and August 4 th Potential Executive Session during Council Meeting
Draft bond package, funding amounts, proposition and ballot language are placed on Council agenda for discussion and possible action; staff also provides a recommended 2017/2018 general bond development process/timeline as per Council Resolution	August 9 th Council Work Session (Discussion) August 11 th Council Meeting (Discussion and possible Action)
Option for additional Council discussion on draft bond package, funding amounts, proposition and ballot language, proposed general bond development process	August 16 th Council Work Session (Discussion) August 18 th Council Meeting (Discussion and possible Action; Last <u>Scheduled</u> meeting to Set Election Ballot)
Staff prepares information that factually describes the purposes of the bond election and makes available to the public.	September 9th – 23rd
Early Voting Period	October 24th – November 4th
Election Day	November 8th

During consideration of bond proposition language and setting the ballot, Council may determine that a special called meeting may be necessary. Please note that Council must call the special election and approve proposition and ballot language for a November 8, 2016 bond election between August 11th and August 22nd. If Council has questions about the ballot or the proposition that need to be reviewed by the Texas Attorney General's Office, these questions must be resolved as early as possible before August 22nd.

If Council calls the special election for a mobility bond, also note that there are certain legal considerations for use of City resources, including staff, in communications or provision of information regarding bond propositions put before the voters. We have attached a Brochure from the Texas Ethics Commission regarding these matters.

Please feel free to contact me if you have any questions. Please contact Leela Fireside or Sandra Kim in the Law Department if you have any legal questions.

xc: Assistant City Managers
 Elaine Hart, Chief Financial Officer
 Greg Canally, Deputy Chief Financial Officer
 Ed Van Eenoo, Deputy Chief Financial Officer
 Art Alfaro, City Treasurer
 Mike Trimble, Capital Planning Officer
 Anne Morgan, City Attorney
 Leela Fireside, Assistant City Attorney, Law Department
 Sandra Kim, Assistant City Attorney, Law Department
 Rob Spillar, Director, Austin Transportation Department
 Robert Hinojosa, Acting Director, Public Works Department

Violations of the law often occur because someone finds it irresistible to wrap up a factual explanation with a motivational slogan such as:

**GOOD SCHOOLS ARE THE FOUNDATION
OF A GOOD COMMUNITY**

or

EVERY CHILD DESERVES A GOOD EDUCATION

Another common misstep is to include “calls to action” such as:

PUT CHILDREN FIRST

or

SHOW THAT YOU CARE ABOUT EDUCATION

Remember: No matter how much factual information about the purposes of a measure election is in a communication, *any amount* of advocacy is impermissible.

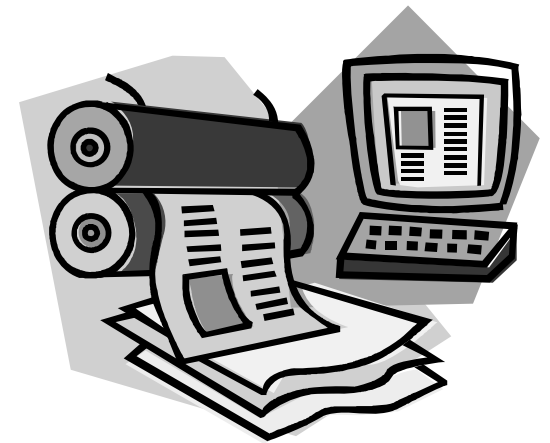
★ A violation of the prohibition is a **Class A misdemeanor**. This means that a violation could lead to criminal prosecution. Also, the Ethics Commission has authority to impose fines for violations of section 255.003.

Another provision of the Texas Election Code prohibits an officer or employee of a political subdivision from using or authorizing the use of an internal mail system to distribute political advertising. An internal mail system is a system operated by a political subdivision to deliver written documents to its board members or employees. A violation of this prohibition could also lead to the imposition of fines by the Ethics Commission or to criminal prosecution.

Although you may not use *political subdivision resources* for political advertising, you are free to campaign for or against a proposition on your own time and with your own resources. If you do plan to become involved in a campaign, you should educate yourself about filing requirements and about the rules regarding disclosures on political advertising.

Information is available from the Texas Ethics Commission by phone at (512) 463-5800 or on the Ethics Commission’s web site at <http://www.ethics.state.tx.us>.

A Short Guide to the Prohibition Against Using Political Subdivision Resources For Political Advertising In Connection With An Election



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Revised September 1, 2009

A Short Guide to the Prohibition Against Using Political Subdivision Resources For Political Advertising In Connection With An Election

No matter how enthusiastic you are about an election, it is important to remember that the Texas Election Code prohibits the use of political subdivision resources to produce or distribute political advertising in connection with an election. Section 255.003 of the Election Code provides as follows:

- An officer or employee of a political subdivision may not spend or authorize the spending of public funds for political advertising.
- This section does not apply to a communication that factually describes the purposes of a measure if the communication does not advocate passage or defeat of the measure.
- A person who violates this section commits an offense. An offense under this section is a Class A misdemeanor.

New legislation effective September 1, 2009, further clarifies that an officer or employee of a political subdivision may not spend or authorize the spending of public funds for a communication describing a measure if the communication contains information that:

- (1) the officer or employee knows is false; and
- (2) is sufficiently substantial and important as to be reasonably likely to influence a voter for or against the measure.

To understand the practical significance of this prohibition, it is useful to look at some of the specific words and phrases used in the law.

★ **“Political advertising”** is a communication that advocates a particular outcome in an election. It can be a communication in almost any written or broadcast form, such as a billboard, a flier, a newsletter, a poster, a television or radio ad, or an Internet site.

Newsletter of Public Officer of a Political Subdivision. The Ethics Commission adopted a rule providing guidelines for when a newsletter of a public officer of a political subdivision is not political advertising. Texas Ethics Commission Rule 26.2 provides as follows:

For purposes of section 255.003 of the Election Code, a newsletter of a public officer of a political subdivision is not political advertising if:

- (1) It includes no more than two pictures of a public officer per page and if the total amount of area covered by the pictures is no more than 20 percent of the page on which the pictures appear;
- (2) It includes no more than eight personally phrased references (such as the public officer’s name, “I”, “me”, “the city council member”) on a page that is 8 ½” x 11” or larger, with a reasonable reduction in the number of such personally phrased references in pages smaller than 8 ½” x 11”; and
- (3) When viewed as a whole and in the proper context:
 - (A) is informational rather than self-promotional;
 - (B) does not advocate passage or defeat of a measure; and
 - (C) does not support or oppose a candidate for nomination or election to a public office or office of political party, a political party, or a public officer.

★ The prohibition applies to any **“officer or employee of a political subdivision.”** In other words, if an officer or employee of a political subdivision makes a decision to use political subdivision resources in violation of the prohibition, the employee could be fined by the Ethics Commission or held criminally liable. School board members, as “officers” of a school district, are also subject to the prohibition.

★ The prohibition applies to **“spending or authorizing the spending of public funds”** for political advertising. Not only does this mean that the political subdivision may not purchase or authorize the purchase of new materials for use in creating political advertising, it also means that a political subdivision would violate the prohibition by using existing paper and machinery to generate, display, or distribute political advertising.

Also, it is not permissible to use or authorize the use of the paid time of an employee of a political subdivision to create or distribute political advertising.

★ The prohibition does not apply to **“a communication that factually describes the purposes”** of a measure election. In other words, it is permissible to use the resources of a political subdivision to produce explanatory material about what is at stake in a measure election. However, the communication may not contain information that an officer or employee of a political subdivision knows is false. The information must not be sufficiently substantial and important, such that it would be reasonably likely to influence a voter to vote a certain way.