



MEMORANDUM

TO: Mayor and Council

CC: City Manager Marc Ott, Assistant City Manager Robert Goode

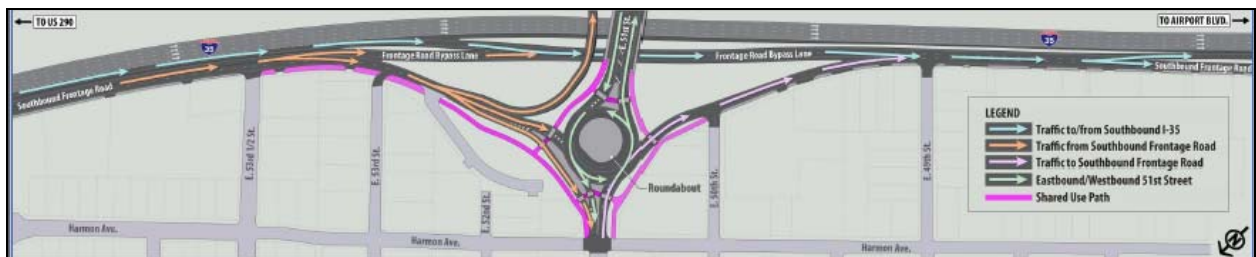
FROM: Robert Spillar, Director Austin Transportation Department (ATD) *Robert Spillar*

DATE: November 16, 2015

SUBJECT: Advance Funding Agreement with TxDOT (Item #69 on 11-19-15 Council Agenda) and update on I-35 Corridor Development Program

The City of Austin has been working with the Texas Department of Transportation (TXDOT) on a series of I-35 corridor program improvements since 2010. The item on the Council agenda on 11-19-15 is to approve an Advance Funding Agreement with TXDOT for \$9.2M for the intersection improvements to the I-35 Southbound Frontage Road at 51st Street Intersection and ramp reconfiguration project. These monies were dedicated from the Austin 2012 bond program, which designated \$15M for the I-35 corridor.

The I-35/51st Street interchange improvements for the Southbound Frontage Road of I-35 were designed by TXDOT and will provide improved access through the 51st Street intersection, reduce congestion on 51st Street and improve southbound ramp operations between 51st Street and Airport Blvd. Pedestrian and bicycle connectivity will be considered and enhanced as part of this effort. TXDOT developed a conceptual design that is responsive to the needs expressed by stakeholders in numerous neighborhood meetings and open houses attended by both their staff and by staff from the City of Austin.



More specifically, the project will realign the southbound frontage road to make room for the addition of a collector-distributor road between the frontage road and main lanes, reconfigure the ramps on the southbound frontage road, construct a new roundabout at the 51st Street intersection, and improve bicycle and pedestrian facilities. The project is located in Council Districts 4 and 9.

I-35 Corridor Development Program



The Mobility35 Program is a region-wide effort to improve mobility and safety along I-35 in Williamson, Travis and Hays counties from SH 130 north of Georgetown to Posey Road south of San Marcos.

It is a community-driven initiative, kick started with an initial investment of \$1M by the City of Austin in 2011. Since then, TXDOT has worked in conjunction with local stakeholders including CAMPO, Capital Metro, the City of Austin, and other regional partners to develop a program of projects with a total estimated cost of \$4.6 billion.

The program team has held more than 250 outreach events to neighborhood groups, civic organizations and others in the community.

Overarching Concepts for Mobility 35:

- Add capacity to main lanes
 - Build express lanes in Travis County (auto and transit)
- Improve main lane and frontage road traffic flow
 - Modify entrance/exit ramps
 - Add auxiliary lanes or extended entrance/exit
 - Add collector-distributor roads or frontage road bypass lanes
- Address intersection bottlenecks
- Enhance transit options
- Address bicyclist and pedestrian needs
- Maintain east/west connectivity
- Reduce peak-hour single occupant auto commuting
- Manage traffic better during peak periods, events and special events

Current I-35 Projects scheduled for construction within City of Austin limits:

The statewide Proposition 1 approved by Texas voters last year allowed funding to become available through TxDOT for the following projects, which will also be let for construction in 2016:

- I-35 from William Cannon to Stassney Lane - Ramp modifications and intersection improvements
- I-35 at Slaughter Creek Overpass - bridge reconstruction

Potential Candidate Projects for Near-Term Funding 2016 – 2019:

Additional projects within City of Austin jurisdiction to help the mobility and operational efficiency along the I-35 corridor are being designed and pre-cleared for environmental sufficiency, although funding is yet to be obtained. These projects include:

- I-35 at Oltorf St. – reconstruct bridge, add u-turn, improve ramps, frontage roads
- I-35 from Rundberg Lane to US 183 – construct new north and southbound flyovers
- I-35 from US 183 to US 290E – construct new bridge at St. Johns Ave, add collector-distributor lanes, improve east-west pedestrian and bicycle mobility
- I-35 at Parmer Lane – Diverging Diamond Interchange
- I-35 at Riverside Drive – reconstruct main lanes, frontage roads, reconstruct bridge crossings at Riverside/ Woodland; improve bike and pedestrian facilities

Travis County Express Lane Schematics

The I-35 Corridor Development program is designed to add capacity and operational efficiency to the main lanes and provide the opportunity to construct an Express lane in the center of the highway. This express lane proposal within Travis County limits could also be configured to include a transit focus.

Travel Demand Management (TDM)

In the I-35 Mobility Investment Priorities Project report dated Aug. 2013, the Texas Transportation Institute (TTI) concludes that adding capacity will not solve the problem alone and a “hybrid approach involving capacity increases and demand pattern changes will almost certainly be required. The demand appears too large for any single congestion strategy.”

The hybrid approach assumed the following aggressive strategies:

- Adding and managing capacity similar to Scenario 2 (one express lane in each direction), and
- Shifting 40% of region-wide work commuter trips to work-at-home jobs, shifting trips to off-peak periods, increasing transit usage by 25% and more.

While funding for adding and improving infrastructure is in various states of being secured or discussed by TxDOT and the other regional partners, funding for TDM programs, including a more than 40 % shift to non- auto solutions, have no identified sources.

TxDOT is working with City of Austin, Movability Austin, the Greater Austin Chamber of Commerce, and private partners trying to develop TDM strategies to reduce the number of single occupant vehicles driving in peak congestion periods.

Integrated Corridor Management

Intelligent Transportation Systems Five-Year Master Plan

Early action Intelligent Transportation Systems

- Driver information signs
- Construction information to users

I-35 Aesthetics Plan

In addition to the above projects, TxDOT will soon initiate a community involvement effort to address aesthetic treatments along the corridor from south of Rundberg Lane to Woodland Ave.

Mobility 35 Roadmap

While many infrastructure improvements are not currently funded, Mobility35 has developed a Road Map showing how individual improvement projects could be implemented. This Road Map developed by TxDOT shows candidate projects by anticipated year of readiness. Each project on the Road Map, and on a Candidate Project list improves localized mobility; together the projects represent a significant regional improvement to I-35.

More detailed briefings will be presented to the Mobility Committee in the near future and available to Councilmembers as requested.

Please feel free to call me at 512-974-2488 if you have any questions. Thank you.

Attachments: Mobility35 Roadmap, Candidate Project List

Mobility35

A regionwide effort to improve mobility and safety along I-35 in Williamson, Travis, and Hays counties.
There are 44 projects proposed through 2024.

- I-35 needs**

 - I-35 in central Texas is one of the most congested highways in the state, with more than 200,000 vehicles a day in some sections
 - I-35 through Austin has a higher crash rate than the state average
 - Improvements to I-35 have not kept pace with population and economic growth, resulting in increased traffic congestion and less reliability
 - I-35 is too important to ignore because it's the only interstate in the area and it provides vital access to jobs and for the movement of goods
 - Transit cannot travel reliably on I-35
- Mobility35 Goals**

Mobility35 is the effort of local, state and federal agencies to ensure I-35 meets the needs of users. Mobility35 is working to:

 - Optimize the existing facility
 - Enhance safety
 - Increase capacity
 - Minimize need for additional right-of-way
 - Manage traffic better
 - Improve east-west connectivity
 - Improve compatibility with neighborhoods
 - Enhance bicycle, pedestrian and transit options
- Funding**

To date, funding has not been identified for all the Mobility35 projects. Funding the Mobility35 program will require collaborative action from local, state and federal agencies, as well as from citizens and elected officials.

The total Mobility35 program's estimated costs are:

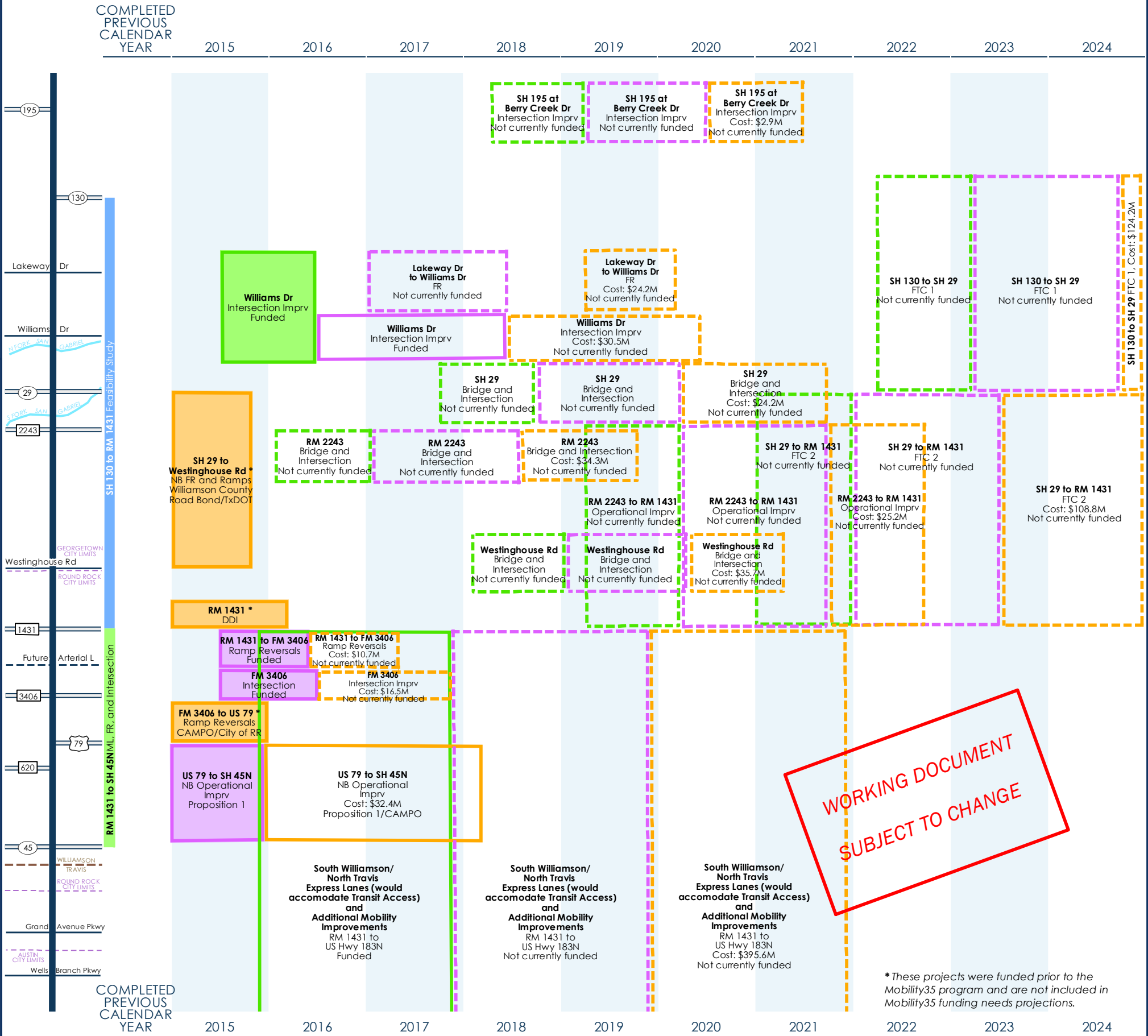
 - Williamson County: \$815M
 - Travis County: \$2.016B – \$2.328B¹
 - Hays County: \$1.494B

Note: Total project costs include other project development costs beyond construction costs below.

With limited federal and state funding, TxDOT may leverage local and private partnerships to meet its goals. Approximately \$100 million in Prop 1 funding is available for I-35 in the Austin area in 2015.

¹This estimate is dependent on final downtown Austin concept and does not include caps.
- Other Strategies include:**

 - Transportation Demand Management
 - Time shifting/flex time
 - Mode shifting
 - Ridesharing
 - Teleworking
 - Integrated Corridor Management/ Intelligent Transportation Systems
 - Better communication with motorists
 - Quicker response to incidents
 - Route planning



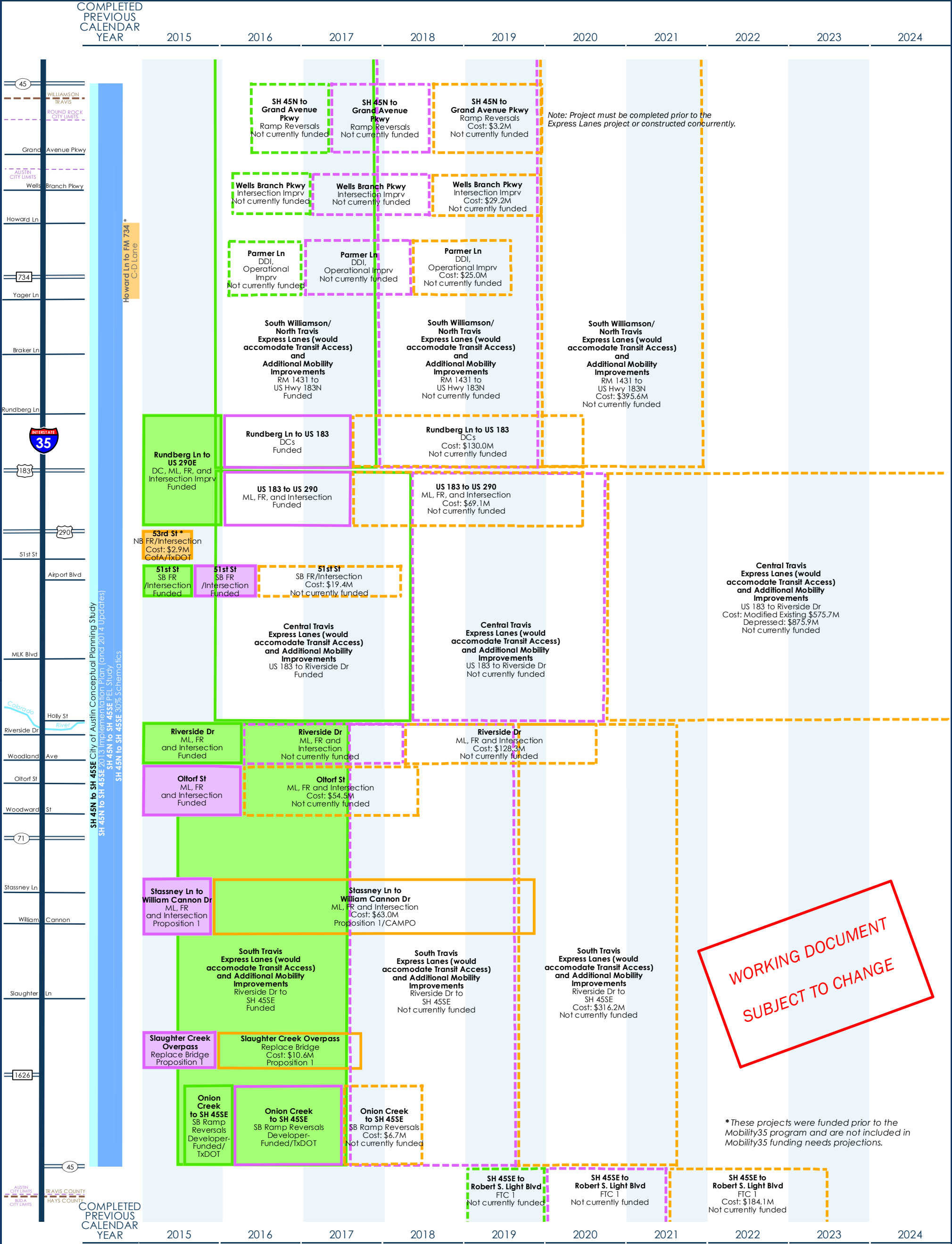
Project Phases

- Phase 1 - Conceptual Planning
- Phase 2 - Implementation Plan
- Phase 3 - Schematic and Environmental Coordination
- Phase 4 - Construction Plans, ROW, and Utility Adjustments
- Phase 5 - Letting and Construction
- Need Funding
- Funded
- In-process



Note: Estimated construction costs are in dollar values corresponding to the let year for projects letting in years 2015-2019. All remaining projects are inflated to year 2019\$.

NOT TO SCALE



Project Phases

- Phase 1 - Conceptual Planning
- Phase 2 - Implementation Plan
- Phase 3 - Schematic and Environmental Coordination
- Phase 4 - Construction Plans, ROW, and Utility Adjustments
- Phase 5 - Letting and Construction

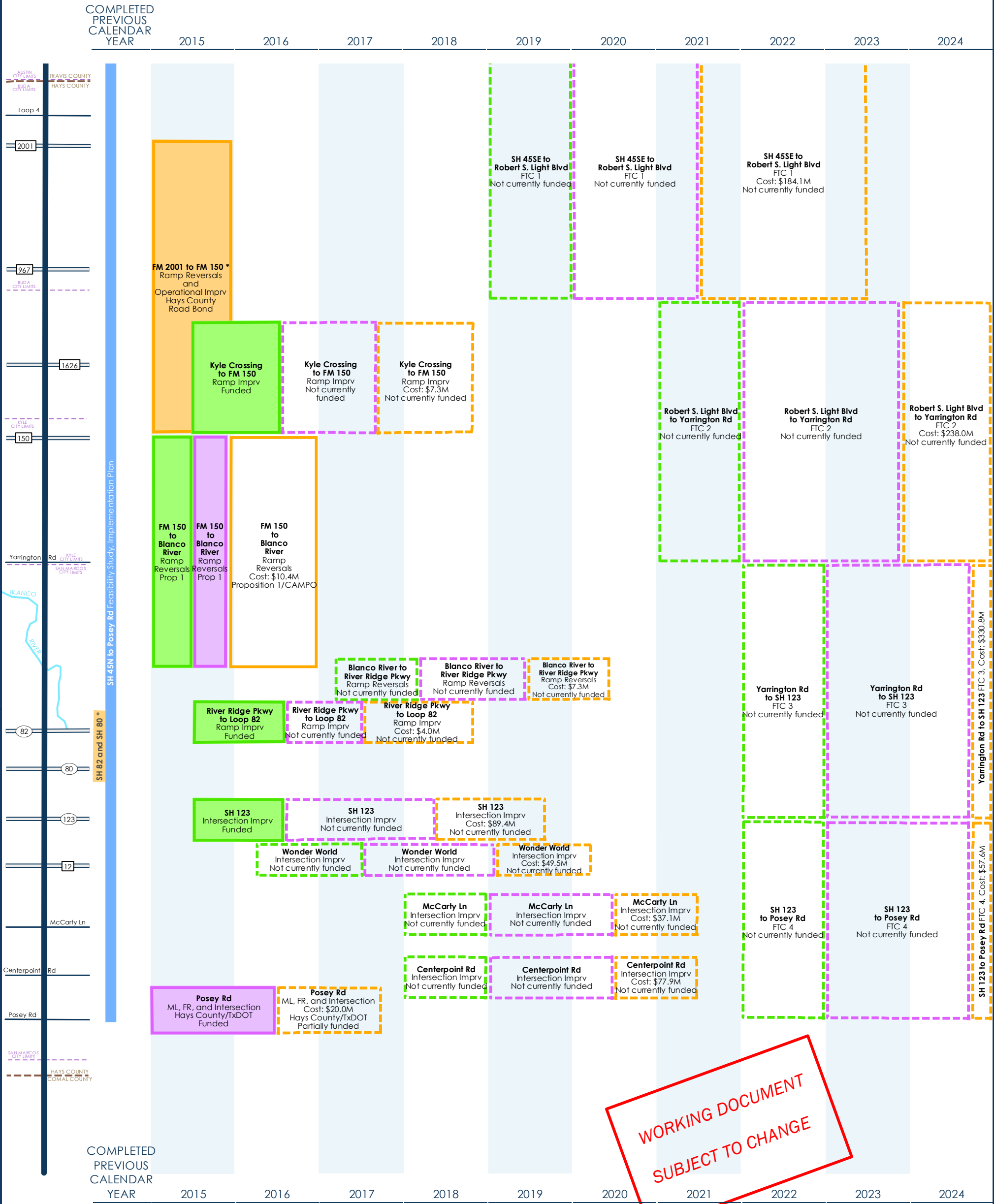
Legend

- Need Funding
- Funded
- In-process



Note: Estimated construction costs are in dollar values corresponding to the let year for projects letting in years 2015-2019. All remaining projects are inflated to year 2019\$.

NOT TO SCALE



*These projects were funded prior to the Mobility35 program and are not included in Mobility35 funding needs projections.

Project Phases

- Phase 1 - Conceptual Planning
- Phase 2 - Implementation Plan
- Phase 3 - Schematic and Environmental Coordination
- Phase 4 - Construction Plans, ROW, and Utility Adjustments
- Phase 5 - Letting and Construction
- Need Funding
- Funded
- In-process



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NOT TO SCALE



Mobility35

Candidate projects for near-term funding by calendar year

Potential 2016 Projects

I-35 from RM 1431 to FM 3406

- Construction cost estimate: \$10.7 million

I-35 at FM 3406

- Construction cost estimate: \$16.5 million

I-35 at 51st Street

- Construction cost estimate: \$19.4 million

I-35 at Oltorf Street

- Construction cost estimate: \$54.5 million

I-35 at Posey Road

- Construction cost estimate: \$20 million*

Potential 2017 Projects

I-35 from Rundberg Lane to US 183

- Construction cost estimate: \$130 million

I-35 from US 183 to US 290E

- Construction cost estimate: \$69.1 million

I-35 from Onion Creek Parkway to SH 45SE

- Construction cost estimate: \$6.7 million

I-35 from Kyle Crossing to FM 150

- Construction cost estimate: \$7.3 million

I-35 from north of River Ridge Parkway to Loop 82

- Construction cost estimate: \$4 million

Potential 2018 Projects

I-35 at Williams Drive

- Construction cost estimate: \$30.5 million

I-35 at RM 2243

- Construction cost estimate: \$34.3 million

I-35 from SH 45N to Grand Avenue Parkway

- Construction cost estimate: \$3.2 million

I-35 at Wells Branch Parkway

- Construction cost estimate: \$29.2 million

I-35 at Parmer Lane

- Construction cost estimate: \$25 million

I-35 at Riverside Drive

- Construction cost estimate: \$128.3 million

I-35 at SH 123 (Guadalupe Street)

- Construction cost estimate: \$89.4 million

Potential 2019 Projects

I-35 from Lakeway Drive to Williams Drive

- Construction cost estimate: \$24.2 million

North Travis Express Lanes

- Construction cost estimate: \$395.6 million

South Travis Express Lanes

- Construction cost estimate: \$316.2 million

I-35 from Blanco River to River Ridge Parkway

- Construction cost estimate: \$7.3 million

I-35 at Wonder World

- Construction cost estimate: \$49.5 million*

*Partially funded project

Note: Additional projects not listed are being proposed through 2026.

my35.org/capital | facebook.com/TxDOT | [@TxDOTAustin](https://twitter.com/TxDOTAustin) | info@mobility35.org