



MEMORANDUM

TO: Mayor and City Council
FROM: Robert Goode, P.E., Assistant City Manager
DATE: February 2, 2016
SUBJECT: Mobility35 Program Update to the Mobility Committee on February 3, 2016

Purpose

The purpose of this memorandum is to communicate progress on the Mobility35 Program.

Background

Since 2010, the City of Austin has been working with the Texas Department of Transportation (TxDOT) on a series of I-35 improvements, called the Mobility35 Program. This program is the regionwide effort to improve mobility and safety along 65-miles of I-35 across Travis, Williamson and Hays counties.

The Mobility35 Program is a community-driven initiative. In 2011, the City of Austin started the Mobility35 program with the initial \$1 million investment. Since then, City of Austin leaders have continued to include I-35 in their strategic planning efforts.

Citizen participation is an important part in moving forward with any I-35 improvements, and community input is welcomed and encouraged. In fact, the program team has held over 300 outreach events to neighborhood groups, civic organizations and others in the community.

With public input, city staff continues to work alongside TxDOT to refine projects, including those that add capacity, improve intersections and modify ramps to enhance traffic flow and safety.

Status Updates

The Mobility 35 Program Implementation Plan for Travis County identified and estimated costs of the feasible projects along the I-35 corridor from SH45 to the north, and SH45 to the south. TxDOT has begun implementing some of those projects with the passage of State Proposition 1 in 2014. Mr. Terry McCoy, TxDOT's Austin District Engineer, will present an overview of the Mobility35 Program at the Mobility Committee scheduled on Wednesday, February 3rd. We are certainly looking forward to that update.

If you have any questions regarding the Mobility35 Program, please contact Rob Spillar. Mr. Spillar is working closely with TxDOT and will be able to answer your questions, or work with TxDOT to provide data.

Attachments:

Mobility 35 Road Map – December 8, 2015 SnapShot

CC: Marc A. Ott, City Manager
Rob Spillar, Austin Transportation Department Director
Howard Lazarus, Public Works Department Director

Mobility35

A regionwide effort to improve mobility and safety along I-35 in Williamson, Travis, and Hays counties.
There are 46 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-user 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:

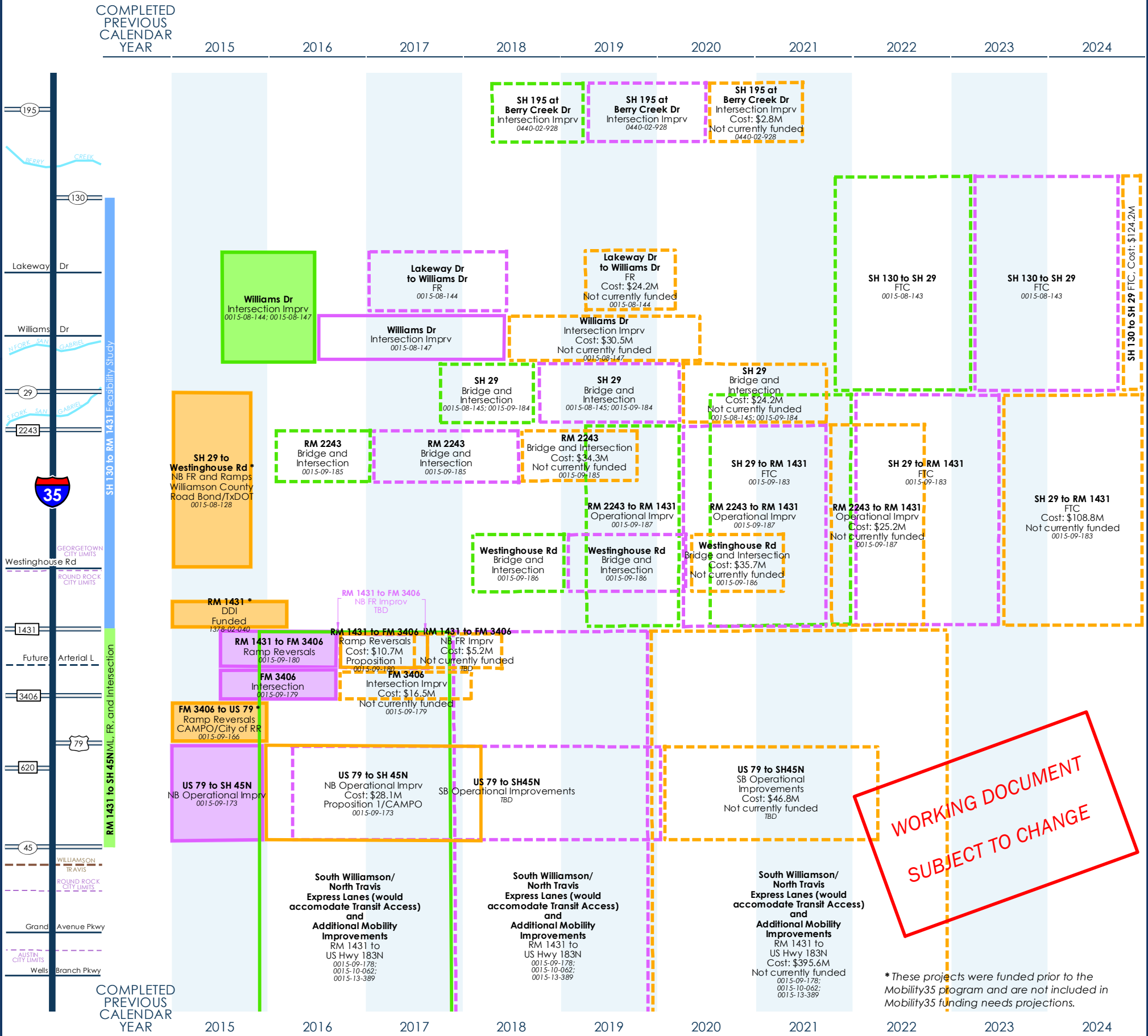
 - Williamson County: \$815M
 - Travis County: \$2.016B – \$2.328B¹
 - Hays County: \$1.494B

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
 - Traffic Management System
 - Better communication with motorists
 - Quicker response to incidents
 - Route planning
 - Construction Information



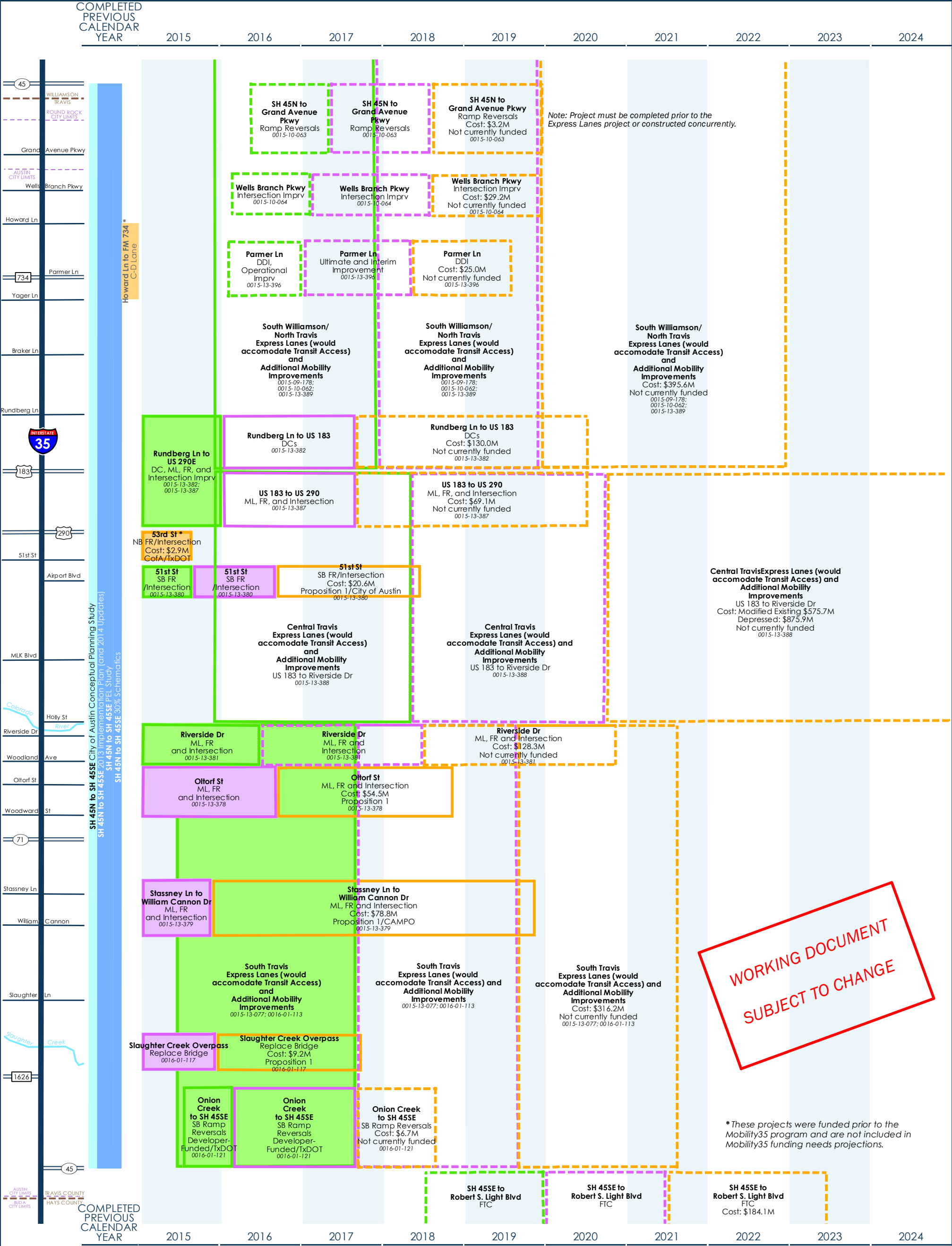
Project Phases

- 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



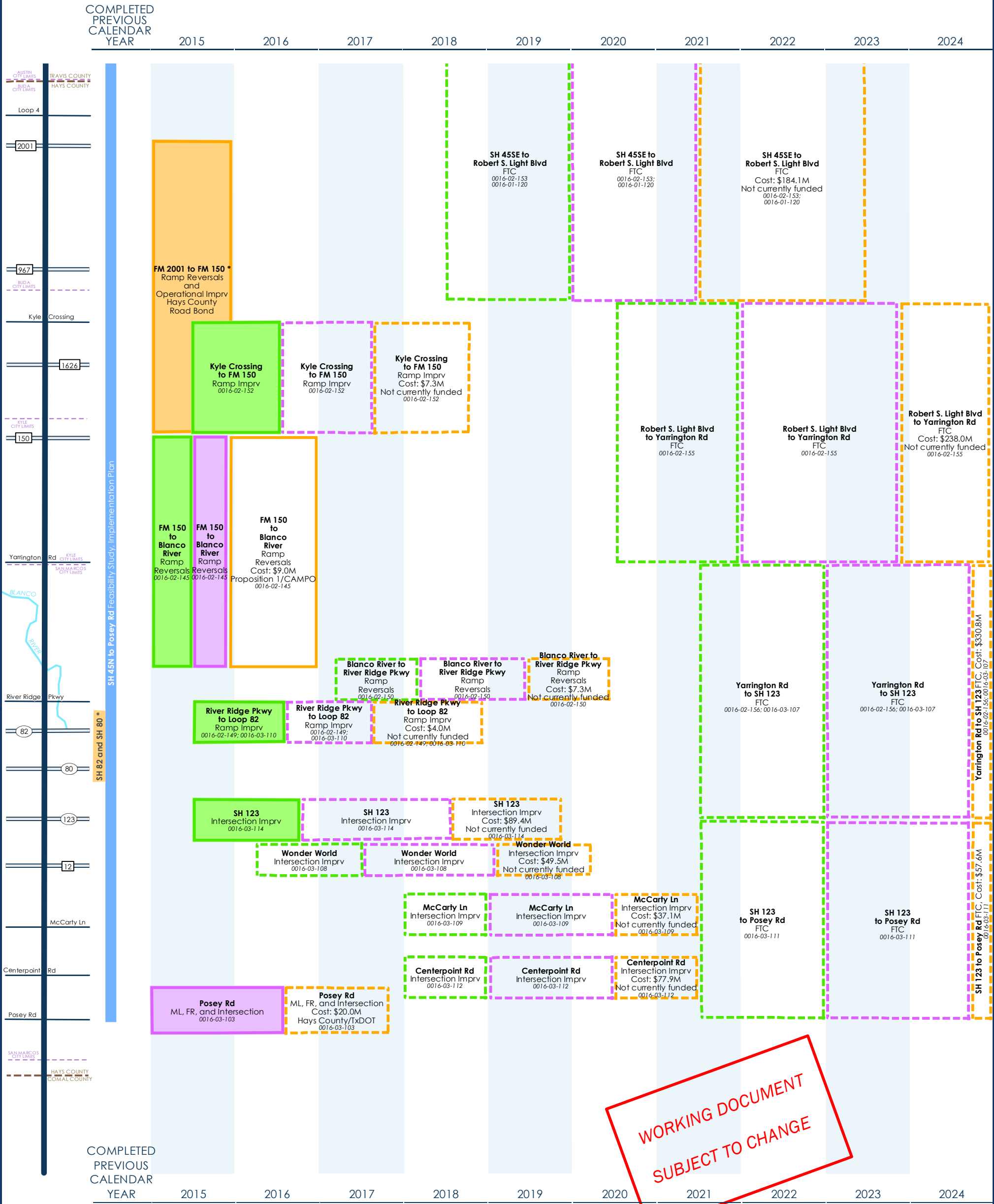
Project Phases

- 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
- 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



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