

# DEVELOPING AND FUNDING TRANSPORTATION PROJECTS

FEB 3, 2016



# NEED FOR A STRATEGIC APPROACH TO TRANSPORTATION IS CLEAR

- Traffic congestion challenges our economic vitality and quality of life.
- Mobility challenges/Congestion consistently rated amongst our highest concerns.
- Our transportation system is stressed. As more and more people come to Austin, our efforts to ensure our existing system works at capacity can only go so far. We will have to include every tool in the tool box, including managing demand, improving existing and building additional infrastructure.



# RECENT ACTIONS

## ¼ Cent Funding

- Allocated \$21.8 million to both citywide and neighborhood projects
  - Sidewalks - \$8.6 million
  - Signals - \$3.5 million
  - Active Transportation - \$2.3 million
  - Advanced Transportation Management System - \$2 million
  - Arterial Streets Geometric Improvements - \$1.7 million
  - Capital Metro - \$950,000
  - Urban Trails - \$800,000
  - Local Area Traffic Management - \$520,500
  - Other - \$ 1.95 million

# RECENT ACTIONS

## Traffic Congestion Action Plan

- Improving Traffic System Operations
  - Traffic Management Center
  - “Don’t Block the Box”
  - Advanced Traffic Management System
- Provide (or free up) additional capacity
  - Constructing New Infrastructure
    - Corridor Plans
    - Key Intersections
    - Regional Transportation (IH 35, Mopac North, Mopac South, Loop 360, US 183, “Y” at Oak Hill)
    - Strategic Mobility Plan (underway)
    - New Development (Transportation Impact Fees)

# RECENT ACTIONS

## FY2015-2016 Budget

- Improvements at 5 high crash locations
- Preliminary Engineering Reports
  - Parmer Lane
- System Improvements
  - New signals, Pedestrian Hybrid Beacons
- Construction
  - Local Area Traffic Management
  - Intersection Improvements (Riverside at Lakeshore Drive)
  - Howard Lane Extension (Completed)
  - Street Reconstruction (Colorado Street, Justin Lane, Rio Grande, 3rd Street)
  - New Street Construction (2nd Street/2nd Street Bridge)
  - Neighborhood Sidewalk Construction
  - Urban Trails Phased Construction (Northern Walnut Creek, Mopac Mobility Bridges, Upper Boggy Creek, Country Club Creek, JJ Seabrook, Shoal Creek)

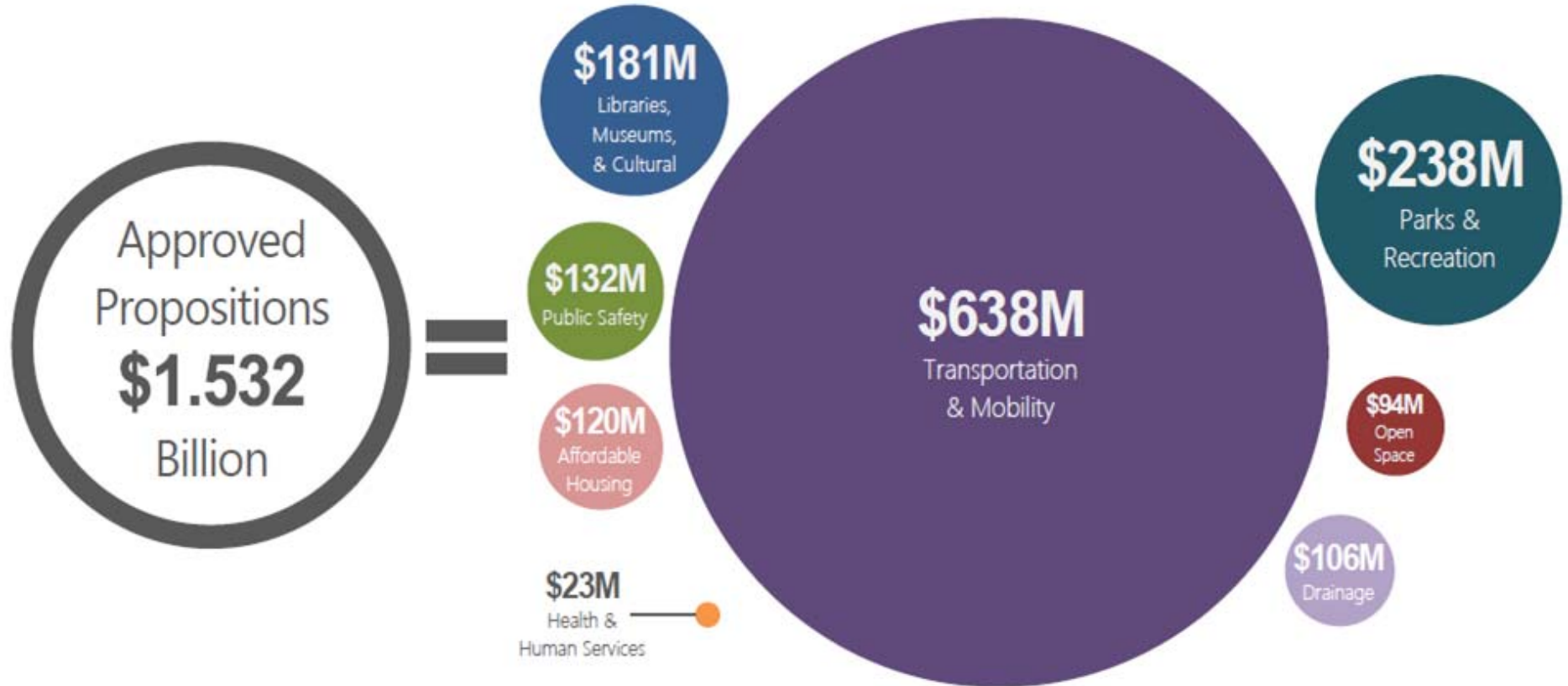
# RECENT ACTIONS

## Teeing up Future Projects

- Master Plans
  - Sidewalk Master Plan update, Urban Trails Master Plan, Bicycle Master Plan
- Preliminary Engineering
  - FM 969, Riverside, S. Lamar, Guadalupe, Congress Avenue, etc.
  - Barton Springs Road, Shelton/Red Bud Trail Bridges
- Detailed Design
  - N Lamar Blvd. & Burnet Rd. Corridor Improvements
  - Sabine Street
  - 51<sup>st</sup> Street Improvements
- Construction Ready
  - Neighborhood Street/Collectors Reconstruction
- Other Mobility Needs
  - Ongoing programs and named projects for capital renewal, new infrastructure

# 1998-2014 BOND PROGRAMS

## BOND ELECTION HISTORY G.O. Bond Elections 1998-2014



# TRANSPORTATION & MOBILITY NEEDS

## SO, HAVE WE DONE ENOUGH?

Identified needs and projects based on department plans, technical assessments, stakeholder engagement and feedback loops.

- \$4.5 billion identified so far for next 30 years  
(preliminary/rough assessment....does NOT include all Needs)



# KEY AREAS OF NEED

## ■ Regional Mobility

Investment in regional mobility and safety to manage congestion primarily through and around Austin by partnering with one or more agencies on improvements to major roadways.

## ■ Corridor Mobility

Corridor Improvement Programs plan for a corridor's changing environment. They involve analyzing and improving roadways to make them safe and accessible to all forms of transportation—primarily by a context sensitive approach to moving people into and out of the urban core and other activity centers.

## Other Mobility Needs

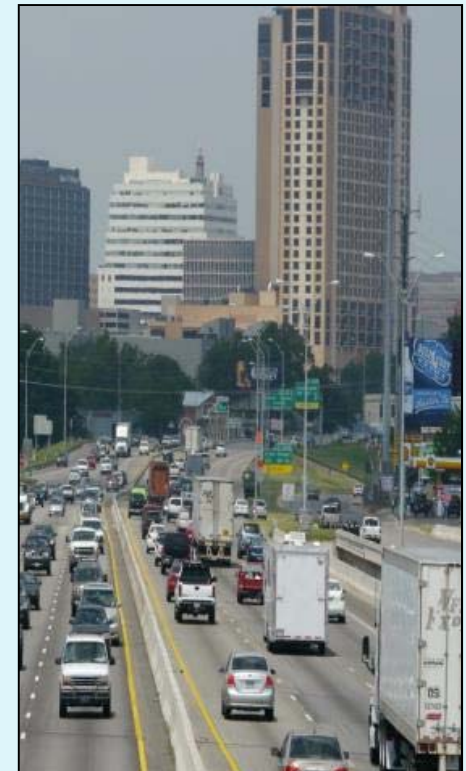
A comprehensive look at identified needs and projects based on department plans, technical assessments, stakeholder engagement and feedback loops. These projects are primarily focused on connecting and improving mobility within neighborhoods and Imagine Austin activity centers.

# REGIONAL MOBILITY NEEDS

## IH 35 Corridor Development Program

- Identifies what can be done within the existing corridor
- Includes potential projects that address congestions through a series of frontage road and interchange improvements.
- Partnerships with TxDOT, the Federal Highway Administration, other jurisdictions to design and implement projects
- Potential for COA/TxDOT partnership

~\$2B to \$2.3B Total Projected Costs, Travis Co.



# CORRIDOR IMPROVEMENTS

Six corridor improvement program reports completed in the past five years or currently underway

- Vision for improvements over ~30-year timeframe
- ~\$120M Short/Medium-term needs; ~\$700M Long-term needs

	<u>\$ short/medium-term &amp; phase to be completed</u>	<u>\$ long-term</u>
■ N. Lamar Blvd./Burnet Road	\$47M design, const.	\$106M
■ Riverside Drive	\$3M design, const.	\$358M
■ Airport Blvd.	\$22M design, const.	\$53M
■ FM 969	\$8M design, const.	\$103M
■ South Lamar Blvd.	\$20M design, const.	\$40M
■ Guadalupe Street	<u>\$20M</u> design, const.	<u>\$40M</u>
	\$120M	\$700M

# CORRIDOR IMPROVEMENTS

## Proposed improvements, Preliminary Engineering Reports (PER) for future corridor development, and substandard street improvements

### ■ ~\$100M identified and anticipated needs

	\$	<u>phase to be completed</u>
■ Brodie Lane	\$15M	design, construction
■ Anderson Mill Road	\$1M	PER
■ Parmer Lane	TBD	design, construction
■ Spicewood Springs Road	\$1M	PER
■ Loop 360	\$50M	design, construction
■ Ross Road	\$1M	PER
■ Cooper Lane	TBD	design, construction

### Other Corridor Needs ~\$200M

- ROW Preservation
- System Safety and Mobility Improvements
- Traffic Signal / ATMS System

# CORRIDOR IMPROVEMENTS

## Improvements include the following:

- Safety enhancements
- Intersection and mobility enhancements
- Sidewalks, bicycle lanes, signals, streetscape improvements
- Enhanced transit connectivity

## Key considerations:

- Coordination with other infrastructure systems in corridors such as drainage and utilities
- Coordination with other entities such as TxDOT, Capital Metro
- Stakeholders input
- Phasing and sequencing of improvements

# OTHER MOBILITY NEEDS

~\$1.3 B needs over next 10 years

## ■ Transportation and Mobility categories:

- Local Mobility ~\$50 M
  - Local Area Traffic Management
  - Railroad Safety Crossings
- Active Mobility, Sidewalks, Trails ~\$800 M
  - Bicycle Network
  - Urban Trail Network
  - Sidewalk Network
- Streets and Bridges ~\$500 M
  - Street Rehabilitation
  - Street Reconstruction
  - Major Bridges
  - Minor Bridges, Culverts and Structures

# SUMMARY - UNIVERSE OF NEED

**Universe of Needs over next 30 years ~\$4.5 billion**  
(preliminary/rough assessment...does NOT include all needs)

- **Regional Mobility:**

- IH 35 Short, Medium and Long Term (~30 years) ~\$2 B to \$2.3 B

- **Corridor Mobility:**

- Short/Medium-Term (~10 years) ~\$420 M
- Long Term (~30 years) ~\$700 M

- **Other Mobility Needs:**

- Short/Medium Term (~10 years) ~\$ 1.3 B

# TYPICAL MOBILITY PROJECT PHASES



- Transportation and Mobility projects are often funded over a series of bond programs advancing a couple phases with each new funding source.
- Multiple funding sources often go into a single project.
- Need for utility coordination and integration.



# KEY CONSIDERATIONS

- **Needs always outweigh available funding**
  - Must balance investments between capital renewal, new capacity and strategic priorities
  - Partnerships leverage limited resources
- **A continuous pipeline of projects allows for consistent delivery of projects over time**
  - Upfront project development is key to successful project delivery
  - Capital project phases typically occur over multiple years
  - Internal Implementation process limits production...can't do everything at once.
- **Approx. \$60 million in Transportation and Mobility planned spending in FY 16**
- **Stakeholder processes inform all phases of project delivery**

# TYPICAL / POTENTIAL FUNDING SOURCES

## ■ Debt funding

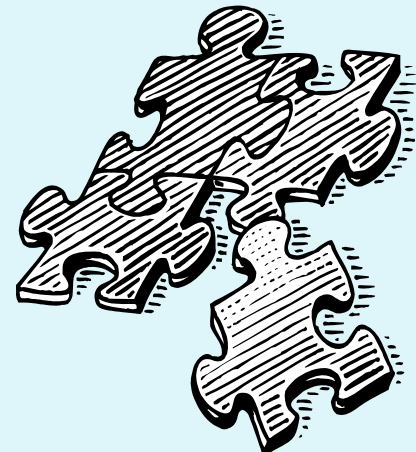
- Voter-approved General Obligation (GO) bonds
- Council-approved Certificates of Obligation (CO) bonds

## ■ Grants

## ■ Partnerships

- With other public entities (TxDOT, Counties, etc.)
- Public-Private Partnerships

## ■ Developer provides infrastructure



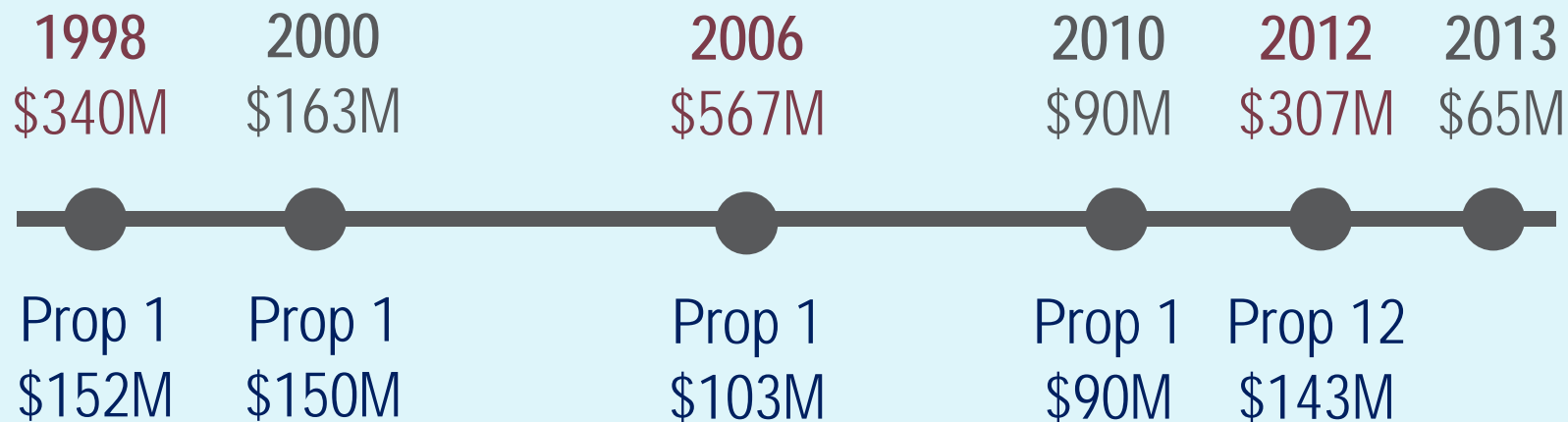
# DEBT FUNDING

## Public Improvement Bonds, Certificate of Obligation, and Contractual Obligations

- \$1.3 billion in outstanding G.O. debt currently
- Bonds for capital projects are issued over multiple years
- Issued once per year in August prior to setting the tax rate
- Revenue pledge – backed by property (ad valorem) and “full faith and credit” of the City
- City has “AAA” credit rating

Types of G.O Debt	Purpose	Voter Approval	Term
Public Improvement Bonds (PIBs)	Capital improvement projects & assets	Yes	20 Yrs
Certificates of Obligation (COs)	Real property; off-bond cycle needs	No	10-20 Yrs
Contractual Obligations (KOs)	Personal property, equipment, vehicles	No	5 -10 Yrs

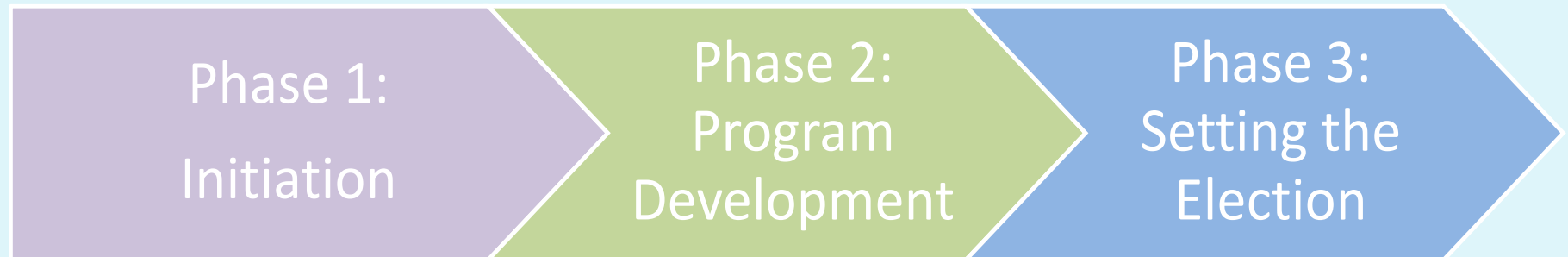
# PAST BOND ELECTIONS



- Over the past 18 years, a total of \$638M has been approved in Transportation/Mobility propositions
- 81% of this total has been expended
- Majority of remaining funds are committed in 2012 bond projects that are currently underway

# BOND DEVELOPMENT PROCESS

Comprehensive Bond Election Program



# BOND DEVELOPMENT PROCESS

## Phase I: Initiation

- City Manager develops Needs Assessments
- Bond capacity projections & tax rate scenarios
- City Manager develops draft Project Selection Criteria
- Council creates Bond Election Advisory Committee (BEAC)
- Council sets objectives/goals of bond election, including adopting Guiding Principles

## Phase 2: Program Development

- BEAC conducts public engagement – meetings, online, etc.
- BEAC receives briefings on City Manager Needs Assessments
- BEAC finalizes Recommendation
- City Manager finalizes Staff Recommendation

## Phase 3: Setting the Election

- BEAC report to City Council
- Updates from City Manager on Needs Assessments and bond capacity
- Council adopts ordinance setting bond election – propositions, \$, ballot language
- Staff prepares Bond Election educational materials
- Public education process

# ALTERNATIVE PATHS FORWARD

## Typical Path: 15-18 months

### Phase I (4-5 months)

- Develop Universe of Needs
- Establish Project Selection Criteria, Guiding Principles

### Phase II (8-9 months)

- Robust Public Engagement via Bond Election Advisory Committee (BEAC)
- BEAC receives briefings on Universe of Needs from City Manager
- Finalize BEAC and Staff Recommendations

### Phase III (3-4 months)

- BEAC report to City Council
- Update from City Manager on Staff Recommendation and bond capacity
- Council adopts ordinance setting bond election – propositions, \$, ballot language
- Staff prepares Bond Election educational information
- Public education process

# ALTERNATIVE PATHS FORWARD

## Accelerated Path: 10-12 months

### Phase I (2-3 months)

- Develop Needs Assessment within selected parameters
- Establish Project Selection Criteria

### Phase II (5-6 months)

- Limited Public Engagement via Bond Election Advisory Committee (BEAC)
- BEAC receives briefings on Needs Assessment from City Manager
- Finalize BEAC and Staff Recommendations

### Phase III (3 months)

- BEAC report to City Council
- Update from City Manager on Staff Recommendation and bond capacity
- Council adopts ordinance setting bond election – propositions, \$, ballot language
- Staff prepares Bond Election educational information
- Public education process



# ALTERNATIVE PATHS FORWARD

## Aggressive Path: 7-8 months

### Phase I (1-2 months)

- Use already Identified Needs developed with public input
- Prioritize projects

### Phase II (3 months)

- Public input via Mobility Committee and existing citizen bodies - Bond Oversight Commission, Planning Commission, Urban Transportation Commission
- Briefings on Prioritized Needs from City Manager
- Finalize Staff Recommendation using citizen group input

### Phase III (3 months)

- Update from City Manager on Staff Recommendation and bond capacity
- Council adopts ordinance setting bond election – propositions, \$, ballot language
- Staff prepares Bond Election educational information
- Public education process

# Next Steps

Depending on Council Direction....