TRANSPORTATION
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BEATF
Transportation and Electrification Working Group

September 17, 2025

Proposed Schedule

Meeting Date	Agenda Topics/Staff Presentations

September 17	• Overview
	  • TPW submitted programs and projects
	  • Recap of evaluation criteria
	• Street Rehabilitation and Reconstruction Program
	• Bridge Rehabilitation and Reconstruction Program

October 15	Local Mobility and Safety Programs
November 19	Named CIP Projects: • Complete Streets • ACT Plan

Today's Agenda

TPW Overview

2026 Bond Submissions

- Programs and Projects
- Evaluation Criteria

Street Rehabilitation and Reconstruction Program

Bridge Rehabilitation and Reconstruction Program

MISSION

We are a highly reliable organization that builds and maintains mobility infrastructure for our community.

VISION

Austin is the model for safe, reliable and sustainable transportation.

VALUES

Safety, Unity, Reliability, Accountability, Integrity, Community-Focused, Employee Fulfillment

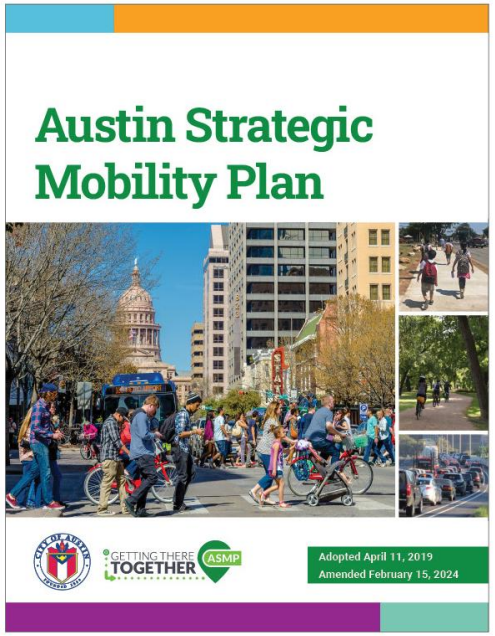
TPW Network

- **8,000** lane miles of streets
- **2,800+** miles of sidewalks
- **250+** miles of bike lanes
- **1,300** alleys
- **1200+** bridges and structures
- **1,056** traffic signals, **101** pedestrian hybrid beacons, **671** CCTV cameras
- **200,000+** traffic signs
- **6,500** crosswalk markings, **862** miles of roadway markings, **41,600** specialty markings
- **60+** miles of urban trails
- **200+** crossing guards around area schools

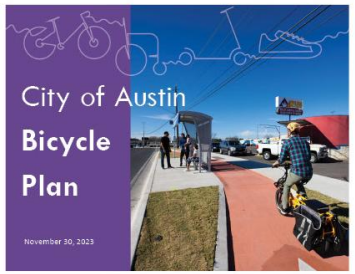
...and more!

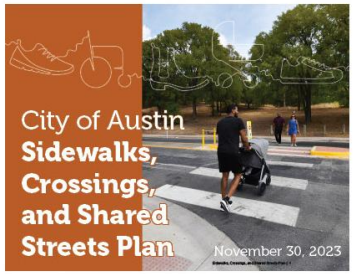
Identifying Capital Needs and Projects

Austin Strategic Mobility Plan

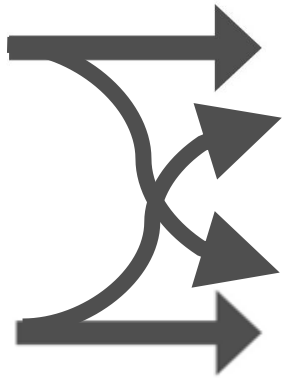


Modal Plans





Small Area Mobility Plans



PROGRAMS: SMALL CAPITAL AND SPOT IMPROVEMENTS

NAMED PROJECTS: LARGE CAPITAL PROJECTS

Refresher - Evaluation Criteria for Capital Projects

Gatekeeper Criteria:

- Can an asset be delivered in 6 years?
- Project Readiness
- Timing of construction related to other projects (e.g., I-35 CapEx, Project Connect)

Anchor	Weight	Ratio	Points
Equity	**2.00**	**19%**	**19.05**
Equity Analysis Zones	*1.00*	*50%*	*9.52*
Title VI Transit Routes	*1.00*	*50%*	*9.52*
Affordability	**2.00**	**19%**	**19.05**
Bike Facility Improvement	*1.00*	*25%*	*4.76*
Existing Transit Service	*1.00*	*25%*	*4.76*
Sidewalk/Crossing Priority	*1.00*	*25%*	*4.76*
Growth Concept	*1.00*	*25%*	*4.76*
Sustainability & Resilience	**2.00**	**19%**	**19.05**
Sidewalk/Crossing Priority	*1.00*	*20%*	*3.81*
Transit Priority Network	*1.00*	*20%*	*3.81*
Bike Facility Improvement	*1.00*	*20%*	*3.81*
Street Level	*1.00*	*20%*	*3.81*
Green Infrastructure	*1.00*	*20%*	*3.81*
Proactive Prevention	**2.00**	**19%**	**19.05**
Vision Zero ranking list	*1.00*	*33%*	*6.35*
High Injury Network	*1.00*	*33%*	*6.35*
Safe Routes to School	*1.00*	*33%*	*6.35*
Community Trust & Relationships	**2.00**	**19%**	**19.05**
Surrounding Land Use Density	*1.00*	*50%*	*9.52*
Public Participation	*1.00*	*50%*	*9.52*
Innovation	**0.50**	**5%**	**4.76**
Smart Technology (ITS)	*1.00*	*33%*	*1.59*
Project Readiness	*1.00*	*33%*	*1.59*
Project Leverage	*1.00*	*33%*	*1.59*
		Total Points =	**100**

Programs and Projects

The City's transportation system requires both broad, citywide improvements in programs and major investments in key projects.

Programmatic Approach

- **Flexible**
  Allows funding to be distributed across many smaller locations (e.g., sidewalks, bikeways). Provides ability to fill network gaps and connect existing infrastructure
- **Funding Opportunities**
  Allows pursuit of grant funds at a rapid pace
- **Scalable**
  Enable the city to respond to emerging needs, safety priorities, and community input over time

Named Project Approach

- **Targeted**
  Focus on specific high-priority corridors or intersections that typically have clearly defined limits, scope, and outcomes
- **High investment**
  Projects require substantial, long-term planning, and major design and construction
- **Transformational**
  Deliver large-scale improvements with measurable outcomes

TPW 2026 Bond Submissions (Full Universe of 6-year Needs)

Programs

Street Rehabilitation & Reconstruction Program		**$194,000,000**
Bridge Rehabilitation & Reconstruction Program		**$61,000,000**
Local Mobility	**Maintain funding levels from 2020**	**$305,000,000**
	Sidewalks	$80,000,000
	Urban Trails	$80,000,000
	Bikeways	$40,000,000
	Safe Routes to School	$20,000,000
	Vision Zero/Safety	$65,000,000
	Transit Enhancement	$19,000,000
	Neighborhood Partnering Program	$1,000,000

Named Projects

Austin Core Transportation Plan	**$80,000,000**
6th Street - I-35 to Bowie Street	
7th Street - I-35 to Guadalupe Street	
8th Street - I-35 to Guadalupe Street	
Complete Streets	**$319,800,000**
Funding for design and construction of the Complete Streets program. Improvements will build on Preliminary Engineering Reports that have already been completed.	

Street Rehabilitation and Reconstruction

Programmatic Approach
A programmatic approach allows us to respond to emerging critical needs and unknown conflicts.

Street Rehabilitation Focus
This Street Rehabilitation program is the major infrastructure renewal component of our 2026 bond cycle. Rehabilitation is proposed because it is **the most cost-effective strategy** to address the poor condition of our **heavily traveled arterial network**.

Arterials are the backbone of our street network and are currently in poorer condition as compared to collectors and residentials. All motorists must use one or more arterials daily. Furthermore, arterials have higher speeds, more traffic and transit, and must be in good condition to facilitate mobility and safety.

Street Rehabilitation and Reconstruction Program - Potential 2026 Bond Funding and Outcomes

Program	Recommendation	Outcome
Street Rehabilitation & Reconstruction Program	$194,000,000	Rehabilitate or reconstruct **170 lane miles**, with a focus on arterial streets. This investment will increase arterial streets in "fair or better" condition from **56%** today to **71%** by 2033.

Long-term goal - 80% satisfactory level for the network:

- This equates to improving at least 11% (877 LMS) of the streets that are currently in unsatisfactory condition requiring a significant investment.
- Arterials and Transit Networks need significant investments to reset the clock on pavement life through major rehabilitation or reconstruction efforts.

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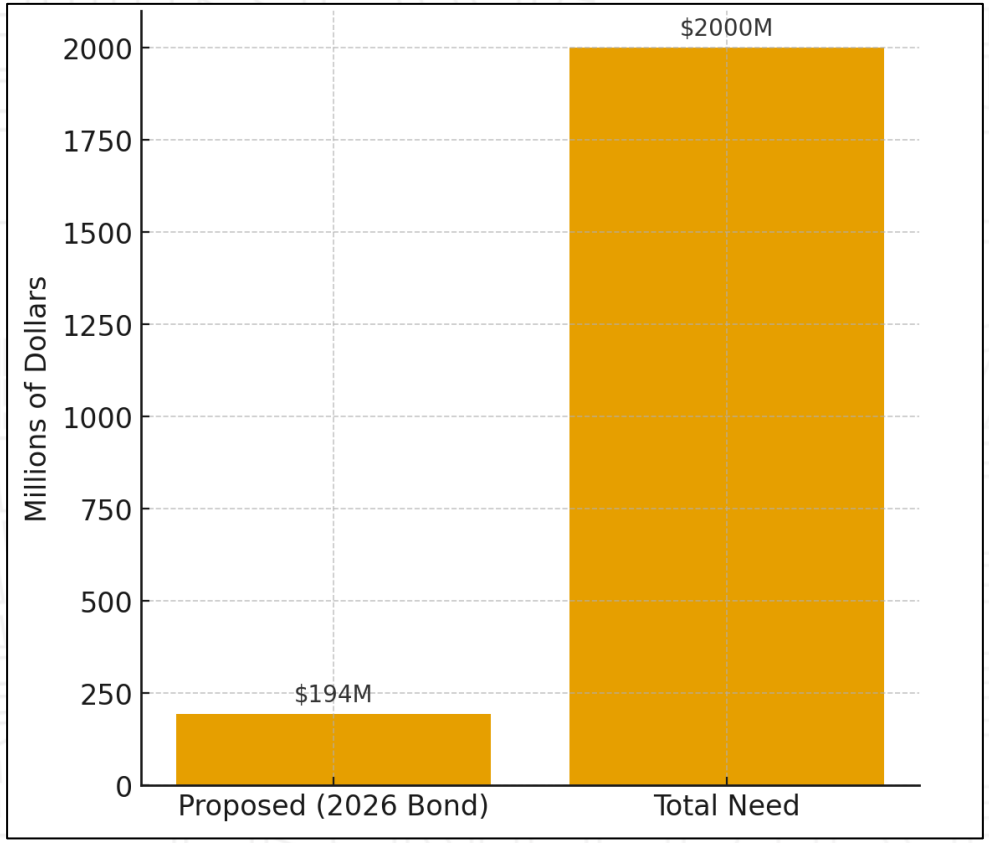
Street Rehabilitation and Reconstruction ($194M)

Relative Magnitude of the Program
The full backlog to address all poor and failed streets would cost over **$2 Billion**. This $194 Million is intended to address the most critical portion of that backlog **on the arterial streets**.



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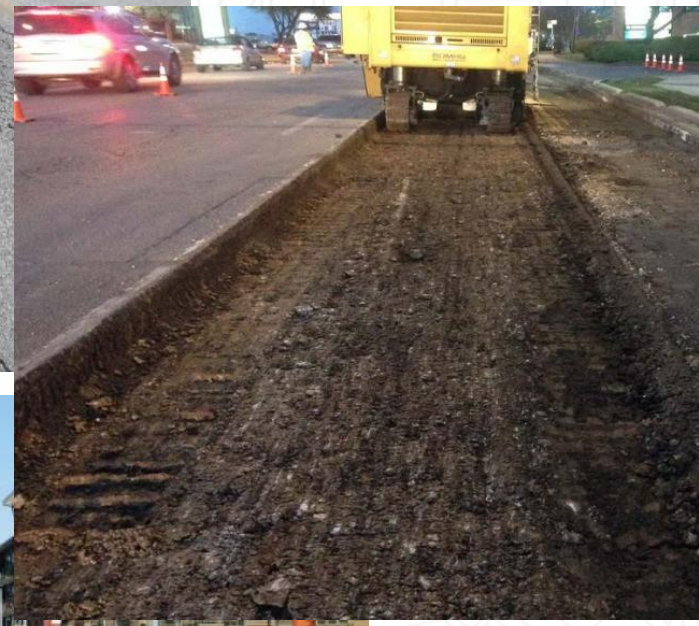
Street Rehabilitation

A street should be Rehabilitated when the pavement structure has deteriorated to a point where routine preventative maintenance (PM) is no longer adequate.

Rehabilitation occurs within the top 10 inches of existing roadway – it does not widen or expand the existing roadway footprint.

Rehabilitation may also include damaged or ponding curb & gutter, valley gutters, driveways, and other spot structural improvements.

Before



After

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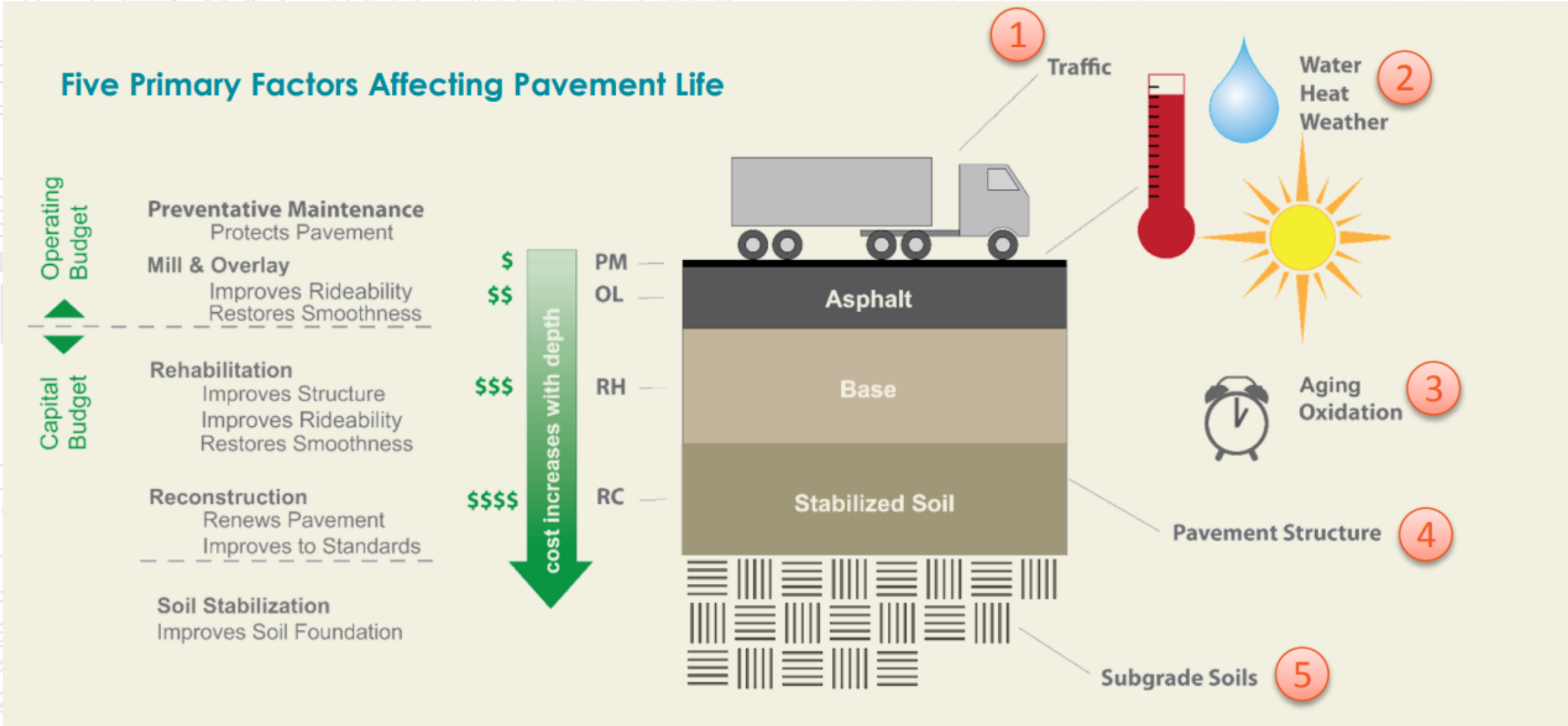
Street Reconstruction

Street Reconstruction is warranted when more than 40% of the pavement requires full-depth repair due to generalized failures.

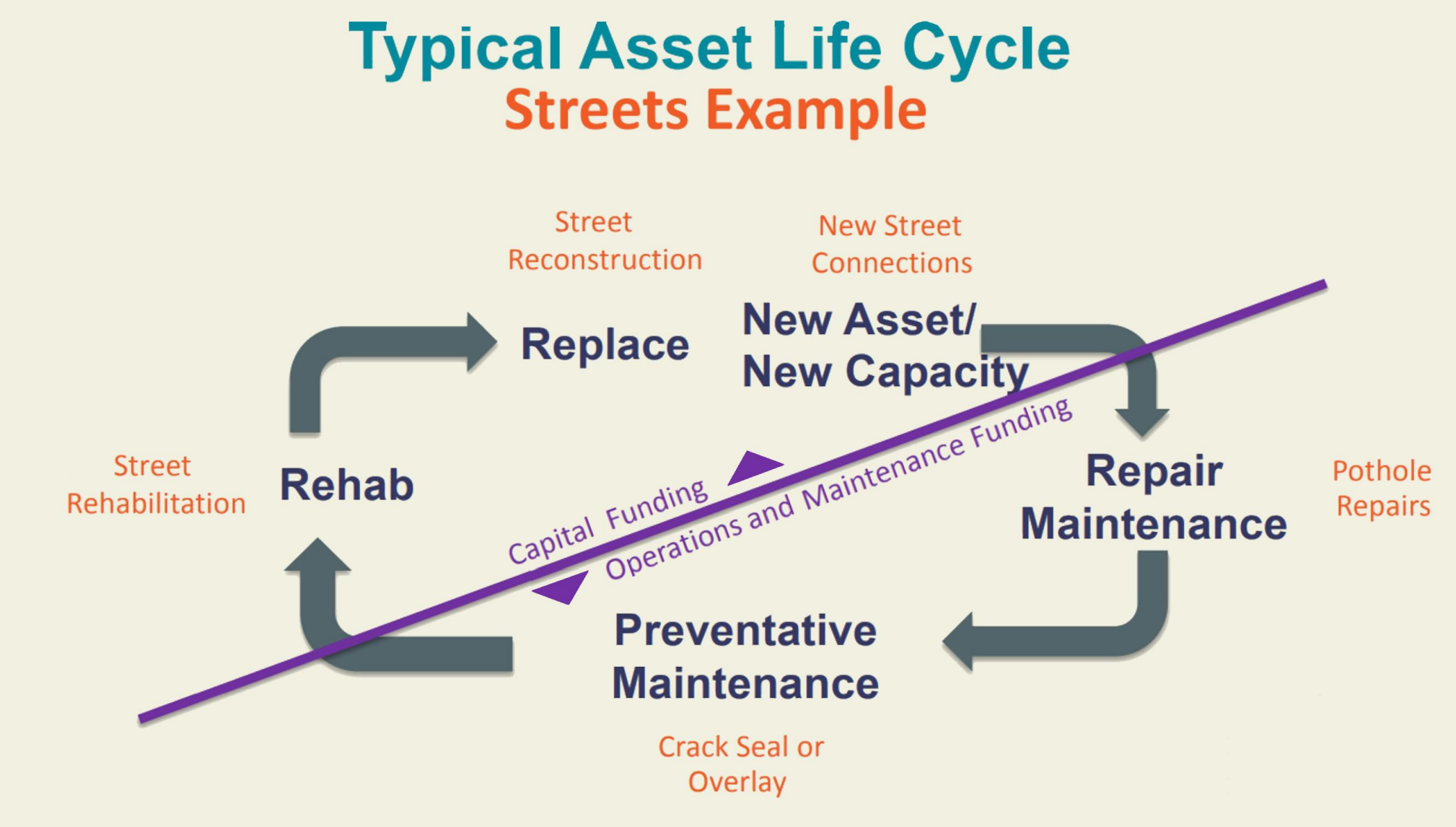
Full street reconstruction consists of replacing the entire depth of the pavement section.

Failed streets are selected for renewal via complete reconstruction when no other cost-effective actions are feasible.

Street Rehabilitation and Reconstruction



Street Rehabilitation and Reconstruction



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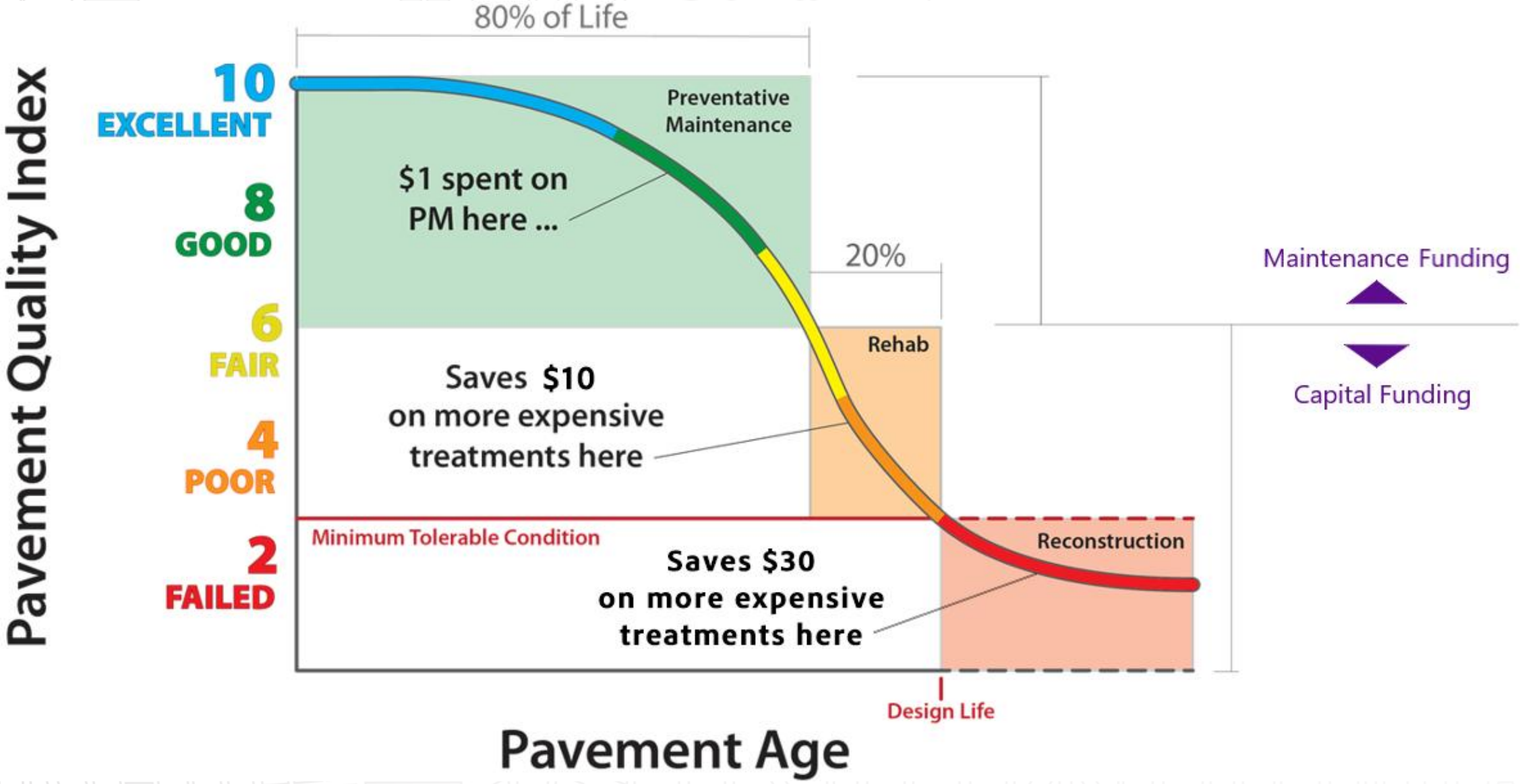
Street Rehabilitation and Reconstruction



Street Rehabilitation and Reconstruction

Pavement Data Collection (PDC)
New street condition data is gathered by a certified contractor on half (50%) of the street network each year.

Automated Pavement Condition Data Collection

- Ride Quality – International Roughness Index (IRI)
- Surface Distresses – Pavement Condition Index (PCI)

Street Rehabilitation and Reconstruction

Street Grading System:
The Street Grading System assesses pavement quality using a standardized grading scale (A to F) based on ride quality and condition.

Criteria: Grades are derived from the Pavement Quality Index (PQI) and International Roughness Index (IRI)

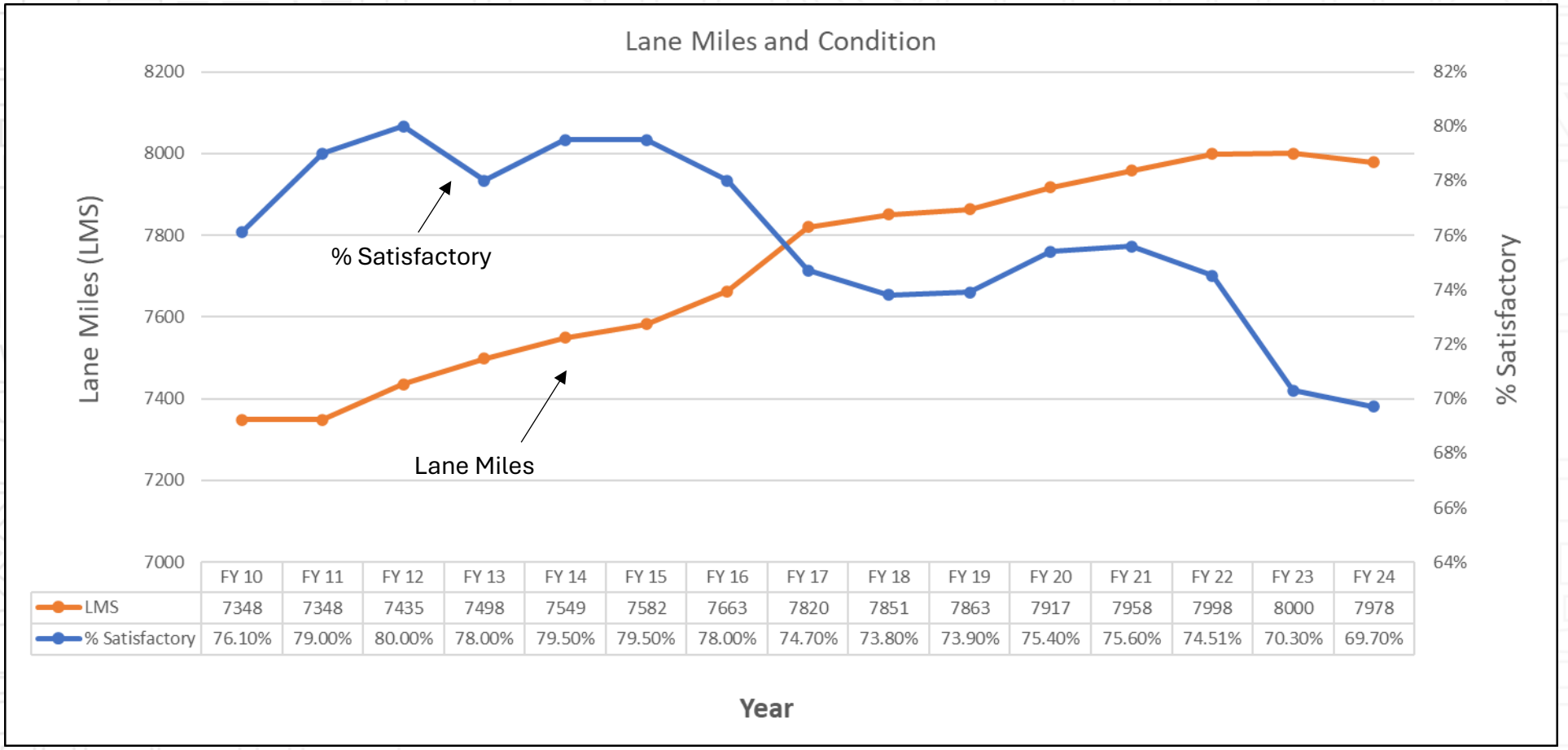
Condition Grade and Description

A – Excellent (very smooth ride)
B – Good (smooth ride)
C – Fair (acceptable ride/minor roughness)
D – Poor (moderately rough ride)
F – Failed (very rough ride)

Austin Historical Pavement Network Snapshot

In the Past 10 Years:

- 10% ↓ in pavement condition
- Aging network with not enough investment for renewal
- Maintenance funding not at a rate to achieve pavement condition goal of **80%** satisfactory
- 8% ↑ in new pavement lane miles - due to new development and annexation.



	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
LMS	7348	7348	7435	7498	7549	7582	7663	7820	7851	7863	7917	7958	7998	8000	7978
% Satisfactory	76.10%	79.00%	80.00%	78.00%	79.50%	79.50%	78.00%	74.70%	73.80%	73.90%	75.40%	75.60%	74.51%	70.30%	69.70%

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Street Rehabilitation and Reconstruction

Project Selection Factors prioritize street projects based on conditions, impacts, and resources to optimize the city's pavement network:

- **Safety**
- **Cost efficiency**
- **Usage levels/demand (e.g., transit)**
- **Coordination with utilities, projects, and development**
- **Ensure sustainability, resilience, & adaptability to climate change**
- **Ensure equitable and practical interventions**

Together the **Street Grading System** and **Project Selection Factors** create an optimized pavement management strategy that assigns a final grade to each location. Prioritization is based on the grade.

Street Rehabilitation and Reconstruction - Summary

2018 Bond – TPW recommended $180 M and received only $66.5 M

2026 Bond – TPW recommends $194 M for Street Rehabilitation and Reconstruction

- Recommendation is less than one-tenth of the total need for street rehabilitation and reconstruction.
- Recommended funding is necessary to address the critical needs on Arterial and Transit networks that are beyond the maintenance stage.
- Will improve the Arterial network condition from 56% to 71% satisfactory.
- Benefits: improved multimodal safety, comfort, mobility, and reduced fuel consumption.
- Future cost of this need, if unfunded at this time, will be double or more considering:
  - Further deterioration needing total reconstruction
  - Increased material and construction costs over time.
  - Increased reactive spot maintenance in the interim.

Bridge Rehabilitation and Reconstruction

Bridges and structures form critical links within the roadway system. They cannot be left structurally unsound, deficient in safety, or have damage that is left unaddressed for any substantial length of time.

Bridges at end of life are scheduled for complete replacement. Some obsolete bridges, while structurally adequate, are upgraded as needed to improve functionality for all modes of travel.

Bridge Rehabilitation and Reconstruction ($61M)

$61 Million is based on addressing the most critical and urgent needs

- At a rate of 1% failure per year and optimistically assuming a 100-year life, our bridge needs could be as high as approximately $30 Million/year
- Bridge needs over the next 20 years are estimated to be on the order of $400 Million

Bridge Rehabilitation and Reconstruction Program Potential 2026 Bond Funding and Outcomes

Program	Recommendation	Current Priorities
Bridge Rehabilitation & Reconstruction Program	$61,000,000	- Slaughter Lane Bridge - Delwau Lane Bridge - William Cannon Drive Bridge (eastern approach) - Hart Lane Retaining Walls - East 7th Street Bridge - Barton Springs Road Bridge - River Plantation Drive Bridge - Pedestrian Bridges - Culverts

Bridge Rehabilitation and Reconstruction

Current Condition

466 major bridges and 810 culverts and pipes crossing the right of way

- Average condition is currently very good: 82.8 (100-point scale)
- Value of the Bridge & Culvert network: $3 Billion
- Average age: 45 years old; many are nearly 100 years old
- 35% are past their anticipated design life

Bridge Rehabilitation and Reconstruction

Prioritization

- Goal: no bridges in poor condition based on their network importance
- A programmatic approach is recommended to allow for modest changes within the program due to unanticipated critical needs
- Age is also a factor – have a long, but not limitless useful design life
- Detours to next crossing can be long and inconvenient. Bridge closures would significantly affect traffic and could drastically impact emergency response times.
- Bridges must be replaced before they fail to avoid drastic mobility issues. Bridges cannot be rehabilitated or replaced quickly.

Bridge Rehabilitation and Reconstruction

2026 Bond – TPW recommends $61 M for Bridge Rehabilitation and Reconstruction

- Recommendation reflects the **most critical needs** and highest-risk structures identified at this time.
- Recommendation is only 15% of the $400 M in total identified need for bridge rehabilitation and reconstruction.
- Aging bridge network: average age is 45 years old with many nearly 100 years old.
- A full one-third of our bridges are past their anticipated design life.
- Bridges must be replaced before they fail because failed bridges cannot be rehabilitated or replaced quickly.
- Program will improve safety, avoid drastic mobility issues, and avoid long and inconvenient detours from load posting, or worse, complete closure.

- While not anticipated, **priorities may shift** due to unforeseen events such as flooding, accidents, or unexpected damage.

Discussion – Question/Answer