

CIP EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

10/24/13
Transportation

SUBJECT: Approve a resolution authorizing negotiation and execution of an advance funding agreement between the City and the Texas Department of Transportation for the Planning and Environmental Linkages Study along the I-35 Corridor between SH45 to the north and SH45 to the south, for a future transportation corridor in an amount not to exceed \$2,000,000.

CURRENT YEAR IMPACT:

Project Name:	Corridor Mobility Improvements
Fund/Department/Unit:	8112-2507-A002
Funding Source:	2012 G.O. Bond Program
Current Budget	6,185,195
Unencumbered Balance	
This Action	(2,000,000)
Estimated Available	<u>4,185,195</u>

ANALYSIS / ADDITIONAL INFORMATION: This Advance Funding Agreement originates from the I-35 Corridor Development Program, initiated with 2010 Mobility Bond funds, to evaluate creative solutions to reduce congestion and improve safety and mobility along and across I-35. The initial investment by the City generated a 100% return on investment when the Texas Transportation Commission provided additional funds to extend the original project limits. The State's portion was funded by Rider 42 appropriations from Proposition 12 General Obligation Bond Proceeds for Bridge, Safety, Connectivity, and Congestion Relief Projects. (The State's Proposition 12 had no relation to the City of Austin's Proposition 12 included in the November 2012 Bond Program election.)

The City of Austin is offered an opportunity to leverage its funds with State funds to efficiently and effectively analyze considerations, expedite improvements to I-35, and ultimately reduce congestion and improve safety and mobility for the traveling public. With this agreement and new investment of \$2,000,000 from 2012 Bond, efforts to address the issues along I-35 will again benefit by leveraging an additional State Fund of \$2,030,000 from State Rider 42. The total \$4,030,000 will support project development for a Planning and Environmental Linkages (PEL) Study required by U.S. Department of Transportation MAP-21 Legislation. The PEL "promotes accelerating project delivery and encourages innovation through the increased use of programmatic approaches and planning and environment linkages."

The concept from the I-35 Corridor Development Program that will be analyzed with this agreement is the Future Transportation Corridor (FTC) which is envisioned to be one additional travel lane in each direction along the center of the existing I-35 corridor. The PEL will address the purpose and need for the FTC, mode choice for the FTC (general purpose, managed lane, transit and HOV etc.), and determine FTC segments of independent utility. The PEL will be complete in approximately two years. The Advance Funding Agreement will be negotiated in a manner that protects the City of Austin's