Comprehensive Mobility Project Development Process: Capital Metro ¼-Cent Funding

Austin Transportation Department

Public Works Department

November 16, 2015

Mobility Committee

Purpose

Respond to **Council Resolution 20150618-093** by providing a staff recommendation on use of **$21.8M** for Capital Metro ¼-Cent funding.

Staff recommendation projects meet the following criteria:

Interlocal Agreement:
Enhances Regional Mobility
Supports Public Transit
Provides Leverage for Federal or Private Funds
Add to an Existing Program
Expedites a Critical Mobility Project

Council Resolution:
Transportation Safety
Improved Access to Schools
New Traffic Signals
Traffic Calming
Improved Access to Transit

Capital Metro Transit Authority (CMTA)
¼-Cent Fund Background

The ¼-Cent program began in 2001, and is the funding mechanism for the CMTA Build Central Texas Program.

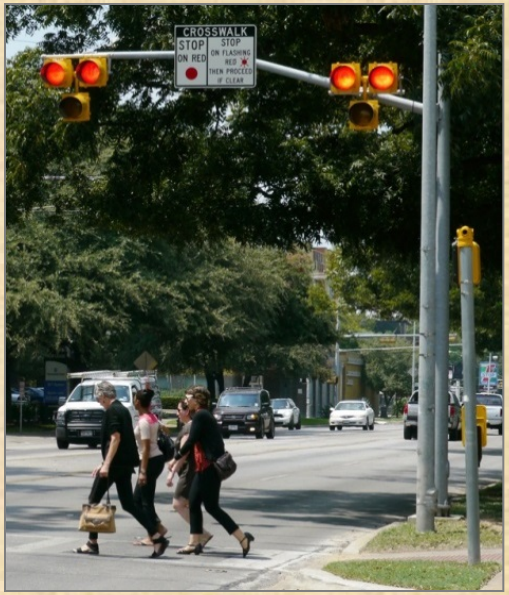
Funding source was a quarter (1/4) of the City of Austin 1 cent sales tax dedication to Capital Metro.

Total funding	$139.4M
Spent:	$113.4M
Obligated:	$4.3M
Remains:	$21.8M

This program ended in 2004 and is no longer receiving new funding, but continues to build projects.

Types of Projects supported by ¼-Cent Funding

Sidewalks



Pedestrian Hybrid Beacons / Signals

Local Area Traffic Management

Bicycle Facilities

Schedule for Council Briefings & Coordination

July 30 to August 14 - Staff compiled data.

August 17 to August 28 – Staff reviewed the process & proposed projects with the Mayor and his staff as well as the Council Members and their staff members.

August 17 to September 25 – Staff was available to answer questions, analyze new potential projects, and speak at Council District meetings as needed.

September 21 to September 25 – Staff finalized discussions on District priorities.

September 28 to October 7 – Staff finalized project recommendations for the City Manager.

November 16 – City Manager's proposal is presented to the Council Mobility Committee.

Comprehensive Mobility Project
General 10-Step Development Process

1. Define Mobility Assets *
2. Identify Mobility-Related Programs*
3. Perform a Mobility Needs Assessment
4. Create Project-specific information
5. Identify Prioritization & Exception Factors*
6. Organize Needs into Project Candidates*
7. Review Project Development Process
8. Adopt Project List by City Council
9. Coordinate Project Candidates
10. Deliver Mobility Projects

*General process information to be updated per funding source parameters

Goals of Comprehensive Mobility Project Development

1. Meet Interlocal Agreement and Council Resolution tenants.
2. Create a Comprehensive Mobility Project Development process that:
   - Develops high-impact projects that maximize outcomes.
   - Is a city-wide approach that is sensitive to district needs.
   - Utilizes and incorporates on-going transportation infrastructure asset management programs and their defined processes.
   - Can be utilized and tailored to address future needs and funding source requirements.
   - Integrates opportunities for stakeholder inputs and validation.

Mobility Programs

Program	Description	Project Types
Active Transportation Program	New and improved bicycle facilities and signage projects identified by the Bicycle Master Plan.	Cycle Track Protected Bike Lane
Advanced Transportation Management System	Includes technologies and communications infrastructure that assist with reducing the impact on roadway travelers during peak commute times.	Signal communications equipment Traffic cameras Signal battery back up system
Arterial Streets Geometric Improvements	Alterations to a roadway to improve mobility and safety on arterial streets.	Intersection improvements Adding or extending turn bays Closing median openings
Local Area Traffic Management	Traffic calming requests to improve the quality and safety of neighborhood streets.	Roundabouts Median islands Speed humps & cushions Chicanes & bulb-outs

Mobility Programs (cont'd)

Program	Description	Project Types
Sidewalk Program	Addresses infrastructure needs in the pedestrian network.	Sidewalks Curb ramps Safety features (e.g. hand railings) Curb & gutter improvements
Signals Program	Provide multimodal mobility and access for the transportation system.	New signals Pedestrian Hybrid Beacons (PHBs) Signal upgrades
Urban Trails	Non-motorized, multi-use pathways used by bicyclists, walkers, runners, and others that link to the on-street pedestrian and bicycle networks.	Upper Boggy Creek Trail Pleasant Valley over Lady Bird Lake Seaholm Pedestrian Crossing

Travel Demand Management Program

What is Travel Demand Management (TDM)?

Strategies that increase the transportation system efficiency.

What is SmartTrips?

An individualized marketing methodology that focuses on every household in a targeted neighborhood.

Leverages past investment in mobility infrastructure, and involves collaboration with community leaders & groups about transportation options.

Outcomes in other cities are listed below:

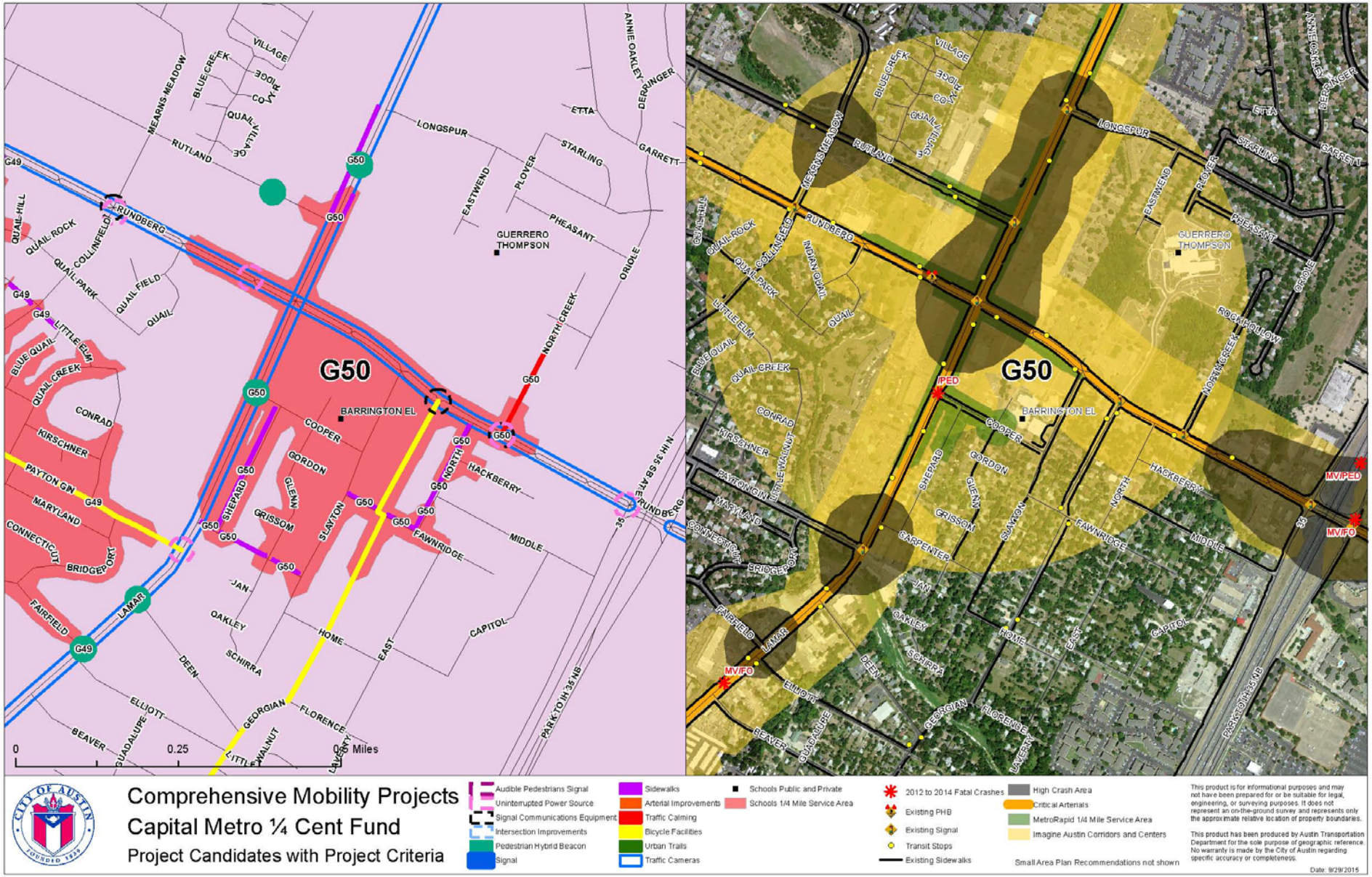
City	Results
St. Paul, MN	3% reduction in single-occupant vehicle trips
Bellingham, WA	13% reduction in vehicle trips
Seattle, WA	15% reduction in vehicle miles traveled

Summary of Staff Recommendation

Distribution	Sum of Costs	% of Total ($21.8M)
System Improvements	$6,769,000	31%
Grouped Mobility Projects Around Schools and Transit and Council Member Top Priorities	$14,966,200	69%
TOTAL	**$21,735,200**	**100%**

Program	Sum of Cost	% of Total
Active Transportation (Bicycle Facilities)	$1,678,120	8%
Advanced Transportation Management System	$2,704,000	12%
Arterial Streets Geometric Improvements Program	$1,650,000	8%
Capital Metro	$200,000	1%
Local Area Traffic Management	$154,200	1%
Sidewalk Program	$7,483,880	34%
Signals Program	$3,490,000	16%
Travel Demand Management Program	$1,000,000	5%
Urban Trails Program	$3,375,000	16%
TOTAL	**$21,735,200**	**100%**

Grouped Mobility Projects Around Schools and Transit - Example



Grouped Mobility Projects Around Schools and Transit - Example

Different mobility improvement types within schools and transit stop service areas.

Sorted by Citywide Project Rankings, which are based on program priorities and process prioritization factors.

Example: G50

District	Program	Asset Type	Project Name	Cost	Program Score	Program Ranking	Project Score	Citywide Project Ranking
4	Sidewalk	Sidewalks		$563,400	79	1	5	1
4	Arterial Streets Geometric Improvements	Intersection Improvements	Construct westbound left turn lane in median on Rundberg Ln at North Creek Dr	$100,000	NA	NA	2	3
4	Signals	Pedestrian Hybrid Beacon	N Lamar Blvd. @ Cooper Dr.	$75,000	550	6	4	8
4	Local Area Traffic Management	Traffic Calming	North Creek Drive from Rundberg Lane to Rock Hollow Lane LATM	$6,400	83	28	2	11
			G50 Total	**$744,800**	**550**	**1**	**5**	**1**

Next Steps

1. City Council adopts projects for ¼-Cent funding.

2. Projects are assigned to a project manager or departmental work crews, depending on the project scope.

3. Projects are coordinated with ongoing City construction work, private development, and/or partnering agencies.

4. Projects are designed, permitted, and then constructed.

5. Status updates are made available to Council.

Contacts

Rob Spillar, P.E.
Director, Austin Transportation Department
Rob.Spillar@austintexas.gov

Howard Lazarus, P.E.
Director, Public Works Department
Howard.Lazarus@austintexas.gov