



Item #: 22

Travis County Commissioners Court Agenda Request

Meeting Date: July 19, 2011

Prepared By/Phone Number: Citizens Bond Advisory Committee 854-9418

Division Director/Manager: Carol B. Joseph, TNR

Department Head/Title: Steven M. Manilla, P.E., County Executive-TNR

Sponsor by County Judge Samuel Biscoe

AGENDA LANGUAGE: RECEIVE FINAL REPORT ON THE 2011 BOND PROJECTS PROPOSAL FROM THE CITIZENS BOND ADVISORY COMMITTEE

SUMMARY AND COMMITTEE RECOMMENDATIONS:

Since 1984 Travis County has invested significant amounts of bond funds in capital improvements for roadways and parks within its jurisdiction, the unincorporated areas of the county. These improvements are typically coordinated with both municipalities and the State and are consistent with the adopted plans for the metropolitan area. The preponderance of the county's investments are within the extraterritorial jurisdiction of municipalities within the county, that is, the area likely to be urbanized within twenty years and to be annexed by these cities. In effect, the county helps to provide infrastructure to future urban populations. Whereas the Committee's recommendations include roadway and parks projects throughout Travis County, the proposed 2011 Bond Program follows a sequence of past investments that emphasizes and accommodates urban growth within the SH 130 corridor, currently the City of Austin's Preferred Development Corridor. The county's location of the capital improvements, proximate to the existing urban area, helps to ensure that the investments are both timely and cost effective. The Committee has continued a program of public/private partnerships in order to leverage the county tax dollars and to ensure that the cost of infrastructure is proportionately borne by both sectors.

In December 2010 the Court approved TNR to begin preparing for a November 2011 Bond Referendum. In subsequent meetings the Planning and Budget Office recommended a \$150,000,000 limit on a Transportation and Parks bond referendum. A Bond Advisory Committee was appointed by the Court in February 2011 and it was charged with preparing recommendations to the Court on the overall scope of a bond package and on a prioritized list of projects. Based on staff experience and public input, TNR provided the Committee with a listing of approximately 120 projects totaling approximately \$638,000,000. To assist with their evaluations, the Committee solicited feedback from staff and the public through a

variety of methods. The Committee encountered many issues which are identified in the Issues section of this report. The following issues were the most notable:

1) **Land Conservation Easements:** Funds allocated to this will be used to help acquire development rights and in that way preserve open space, riparian corridors, and farm and ranch land. Guidelines for the effective use of these funds should be established prior to the November 8 election so that property owners will know in advance the requirements for participation in this program. The County Attorney's Office has been asked to advise if it must stand alone and if it is eligible for Park bond funds, if approved.

2) **Lohmans Ford Road:** This project would improve the safety of approximately 2.75 miles of the road by straightening it and adding paved shoulders and intersection alterations. This was the only project that received notable opposition. Reasons for opposition were that it benefits a few developers; it could result in development that would interfere with existing views; it will change the character of the road; there are no identifiable safety issues with the current alignment, and it is not a good use of county funds. In a split decision the committee recommends that the scope of the project be reduced to only the preliminary engineering costs in order to achieve community consensus.

3) **Pedernales River Land Acquisition:** This project has the highest cost at \$20,000,000. It includes the acquisition of nearly 800 acres of land located between, and abutting, Hamilton Pool Preserve and Reimers Ranch Park. The Committee highly recommends completing negotiations for a Purchase Contract before the bond election order to gain assurance that these funds can be spent if approved. TNR staff is currently working toward that end.

4) **TxDOT Pass Through Toll Finance Projects for FM 969 and FM 1626:** The Committee wholeheartedly supports these projects and suggests using Certificates of Obligation or an alternative source of funding. It was noted that these projects are part of the state highway system and as such should be fully funded by TxDOT. The total amount to be initially financed by the County changes from \$26M to approximately \$28.2M and TNR is under negotiation with TxDOT on the amount and timeframe to be reimbursed.

5) **State Highway 45 South West:** Soon after the Committee finalized its project list in early July, it began receiving letters of support for funding SH45 SW. The current tally of support letters is over 80. This project was not included on the original list of projects submitted by TNR to the committee because it is a state highway and because the Court withdrew support for the project in May 2010.

The end result of this evaluation process is the attached prioritized lists from the Roads and Parks Subcommittees. Exhibit A includes a list that totals \$123,546,533, including inflation and issuance costs, and is comprised of Transportation and Drainage projects. These include projects needed to address issues with traffic safety, insufficient roadway capacity, poor pavement condition, low water crossings, subdivision drainage, and pedestrian and bicycle safety. Exhibit B includes a list that totals \$82,102,900, including inflation and issuance costs, and is comprised of projects including the purchase of land and conservation easements, and park and greenway improvements.

The CBAC unanimously agrees there is a need for a bond election and supports the inclusion of all the projects on the attached lists which have a combined total of \$205,649,433 (not including funding for the Pass Through Finance projects). The Committee makes this recommendation after having heard from concerned citizens at its regularly scheduled meetings, at six public outreach meetings held in each precinct throughout the county, as well as via a telephone 'hotline' and e-mail link from Committee pages on the county website. The Committee has also taken into consideration the financial impact on the taxpayers, along with programmatic impact and community benefits. The CBAC also reviewed the Project list by Precinct. Attached in Table A is the Project List Funding by Precinct.

Information about each project and potential partnerships is also included in Exhibits C and D.

BUDGETARY AND FISCAL ISSUES:

It has been the County's practice to present to voters its request for General Obligation Bonds to pay for large capital improvement projects. Bond referendums have been successfully passed by voters in 1984, 1997, 2000, 2001, and 2005. The current status of each referendum is included in the Background Section of this report. In early 2011 the Court approved TNR to prepare a bond package for transportation, drainage, and park projects to be presented to voters in a November 2011 referendum. The Planning and Budget Office recommended a \$150,000,000 cap on the referendum. The Committee's recommendation is to seek voter approved funds for projects totaling \$205,649,433 and to seek an alternative source of funding for the two Pass Through Finance projects currently estimated at \$28,200,000, making the total amount of new debt \$233,849,433. A breakdown of the amounts currently allocated to each precinct is shown in the Table A, below.

The Committee recommends using unallocated funds resulting from failed partnership attempts or project cost savings to be used first, to fund higher than expected costs on other projects and second, to make whole those projects that were downscoped in an attempt to reduce the overall bond referendum amount,

these included, Arterial A, Bee Creek Road, Lohmans Ford Road, and Slaughter Lane East.

Another budgetary issue facing us is that recently the Auditor's Office has advised TNR that staffing for the bond programs will no longer be allowed to be charged to the bonds. This change comes as the result of several factors taken into consideration by the Auditor's Office. The bond staff is County employees. Financially speaking, it is not a good business practice to fund ongoing labor with long-term bonds. Additionally, when labor is charged to bond funds, the respective employees cannot be used for any other purpose than on the bond projects. This limitation makes it difficult to manage from a workload standpoint. The IRS interpretation of what constitutes allowable capitalized labor has changed throughout the years. The liability that is created by charging labor to bonds creates more risk than benefit. Therefore, the Auditor's Office has advised that we take a conservative approach to the use of funds from the bond program. The current cost of staff is estimated to be approximately, \$1,333,104. This will be an immediate additional cost to the General Fund. In addition, as parks and open space are acquired and there will be additional budget request for staffing and maintenance.

ISSUES AND OPPORTUNITIES:

The Committee feels strongly that no further cuts should be made to the project list but it also recognizes that the Court has the discretion to size the referendum as it believes is appropriate. To assist the Court with decisions of this matter Exhibit E shows a side-by-side prioritized listing of the Transportation and Parks projects with cumulative cost totals.

Although consensus was ultimately achieved, despite its best efforts not all recommendations were 100% supported by committee members and staff disagrees with some decisions as well. Exhibit I is essentially a Minority Report that indicates the projects and decisions that were most conflicted.

The City of Austin had a successful \$90M bond referendum in November 2010 and they have set aside \$4,000,000 of their funds for City-County partnership projects. Funds will be allocated to Tuscany Way South, Slaughter Lane East, the Austin to Manor Trail, and the Onion Creek Trail.

Public-Private Partnerships were a significant part of the 2005 bond referendum. Although several of these projects have been delayed for financial reasons, these partnerships are still a viable means of leveraging public funds. To help reduce the risk of finance-driven delays on future partnerships TNR and the County Attorney's Office revised the guidelines and presented them to Court in January. Due to the

variety of potential partnerships associated with these projects, the Guidelines will need to be reviewed and likely revised once again.

Partner projects may be prioritized for commencement of construction based upon the timing of the partner pledge contributions which are anticipated to supplement any shortfalls in the County bond funding.

The County has entered into Advance Funding Agreements with TxDOT for seven Off-System Bridge Projects. In October 2009 TxDOT advised TNR that they discontinued work on all but one of the projects because of a funding shortage. They did not anticipate receiving funding for the remaining bridges for at least two years. Due to the indefinite timeframe given by TxDOT, TNR recommended forgoing the state funds and asked the committee to consider funding several of the highly traveled bridges.

The Committee suggests the County give serious consideration to using an Owner / Rolling, Owner Controlled Insurance Program. This option allows the County to reap the benefit of reduced Contractor costs by insuring the contractor. It requires a rigorous effort to ensure good safety practices are adopted by Contractors and if done well could save the County \$1M to \$2M on total construction costs. Details of this program are included in Exhibit F.

BACKGROUND

Status of existing Bond Programs

Included below is a brief summary of the status of our past bond programs. Generally, all road, bridge, and park improvement projects included in the 1984, 1997 and 2001 bond orders are completed with the exception of McKinney Falls Parkway which will be completed in the summer of 2011. The most significant amounts remaining are for right-of-way the County agreed to acquire for TxDOT projects. TxDOT has been unable to continue many of their projects due to funding shortages so the acquisitions have been delayed. Savings from these programs have been and are being used for a variety of smaller projects that have been presented to the Court for approval. The 2005 program consisted of twenty-six projects of which ten are completed, two are temporarily suspended due to TxDOT financial issues, one is indefinitely suspended due to a Corp of Engineers funding issue; one has been delayed due to a suspension directed by the Court, and the remainder are in various stages of completion ranging from design to right-of-way acquisition to construction.

1984 CIP Bonds

All funds for the 1984 Road and Park Bonds have been issued. All of the 1984 Bond projects have been completed but remnant funds have been, and are being used for smaller projects such as intersection improvements at FM 969/Hunters Bend Road,

the realignment of a portion of Blake-Manor Road, and design services for the replacement of Bridge #155 on Old Highway Twenty and for a new access road into Austin's Colony subdivision.

AMOUNT ISSUED: \$157,912,000

AMOUNT OF INTEREST EARNED: \$7,523,793

AMOUNT REMAINING AVAILABLE TO SPEND: \$1,406,733

PENDING OBLIGATIONS: \$1,295,733

1997 CIP Bonds

All funds for the 1997 Road and Park Bonds have been issued and this bond program is complete. All of the 1997 Bond Program road, bridge, and park projects have been completed.

All State Highway 130 (SH130) bond proceeds have been transferred to the State and all right-of-way acquisitions for State Highway 45 South (SH45) are complete.

AMOUNT ISSUED: \$62,650,000

AMOUNT REMAINING AVAILABLE TO SPEND: \$2,319,349

PENDING OBLIGATIONS: \$441,374

2000 CIP Bonds

This referendum was limited to four ROW only projects that included SH 130, SH 45, Loop 1 N. and US 290 W. Only the US 290 W funds have not been issued. However, TNR has requested PBO include them in the 2011 bond issuance so that they can be used for a joint TxDot, City of Austin, Travis County project to improve intersections on US 290 W between Joe Tanner Road and FM 1826. The intersection improvements will reduce congestion significantly over a 5 to 10 year timeframe, during which time TxDot will continue developing the long-term solution for the US 290/SH 71 congestion problems.

AMOUNT ISSUED: \$28,000,000

AMOUNT REMAINING AVAILABLE TO SPEND: \$2,000,000

PENDING OBLIGATIONS: \$2,000,000

2001 CIP Bonds

Most of the funds for the 2001 Road and Park Bonds have been issued and this bond program is substantially complete. All of the 2001 Bond Program road, bridge, and park projects will have been completed with the completion of improvements to McKinney Falls Parkway, which will occur in summer 2011. The 2001 Bonds included Right of Way funding for SH130, FM 1826, and SH 45. All of the SH130 bond proceeds have been transferred to the Texas Department of Transportation.

TNR and TxDot have reconciled the SH45 funding to determine what amount remains to be sent to TxDOT and approximately \$12.8M in savings will remain with the county. Until recently TxDot was working to rescind the Minute Order pertaining to the FM 1826 funds but has recently applied for an STPMM grant that would allow them to begin the project again. The \$12.8M in County funds will be tied up until the grant is approved or rejected this fall. PBO has recommended that any funds remaining with the County go towards debt service.

AMOUNT ISSUED: \$182,565,000
 AMOUNT REMAINING AVAILABLE TO SPEND: \$30,368,602
 RESTRICTED USE TBD BY COURT: \$18,007,432
 PENDING OBLIGATIONS: \$1,547,516

2005 CIP Bonds

The 2005 bond program consisted of two roadway projects that are completed; 2- bridge projects that are under design; 2- design-only projects, one of which is completed; 7-Public/Private projects (one is completed; the funds for two were reallocated to a Tier 2 Project because agreements could not be reached with developer partners; one is partially constructed; two have been delayed but are now under design; and, two have been delayed because of private party financial issues and resultant changes of ownership). 2-TxDot ROW acquisition projects which are temporarily suspended due to TxDot funding issues; two drainage improvement projects of which one is completed and one is awaiting Corp of Engineer permitting and design; four flood prone property buy-out projects of which three are substantially complete and one will be recommended by TNR to cancel because the Corp of Engineers determined it is not eligible for their matching funds; four park improvement projects of which one is completed, one is under construction, one is under design, and one has been delayed by private sector financial issues that have delayed the donation of property needed to complete the project; and, two Open Space acquisition projects, one of which is completed and the other under way.

AMOUNT ISSUED: \$121,755,000
 AMOUNT REMAINING AVAILABLE TO SPEND: \$51,113,878
 PENDING OBLIGATIONS: \$37,930,898

REQUIRED AUTHORIZATIONS: N/A

CC:

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EXHIBIT - A
2011 CITIZENS BOND ADVISORY COMMITTEE
ROAD SUBCOMMITTEE PRIORITIZED PROJECT LIST
July 14, 2011

ROADWAY, DRAINAGE, BRIDGE AND BIKE/PEDESTRIAN PROJECTS					
Pct	Project Name	Scope	Total	Total	Rank
1	Austin Colony Secondary Access to FM969	New 2 lane collector roadway with bike lanes and sidewalks from Westall Street and Sandifer Street to FM969 @ Gilbert Lane	\$ 3,730,000	49	1
3	Old San Antonio Road/Onion Creek Bridge	Construct new bridge on new location	\$ 2,190,000	73	2
1	Wildhorse Connector	New 4 lane divided arterial with bike lanes and sidewalks from Parmer Lane to FM 973	\$ 7,898,000	75	3
1	Old Highway 20 Bridge #155	Rehabilitate/replace bridge	\$ 1,400,000	76	4
1	Hunters Bend Road Sidewalk	New sidewalk from Austin's Colony Blvd to Red Tails Drive	\$ 293,000	96	5
3	Flint Rock Road	New 4-lane roadway from RM 620 to Wild Cherry Drive; shoulder and safety improvements from Wild Cherry Drive to Serene Hills	\$ 3,715,000	100	6
1	FM 973-Blake Manor Road Connector	New 4 lane divided arterial with bike lanes and sidewalks from FM 973 to Blake Manor Road	\$ 7,871,000	102	7
2	Weiss Lane Bridge #229	Rehabilitate/replace bridge	\$ 730,000	104	8
4	Slaughter Lane East	New 2-lane arterial from Goodnight subdivision to McKinney Falls Parkway	\$ 6,500,000	105	9
2	Rowe Lane	Safety Improvements from SH130 to Martin Lane	\$ 1,463,000	116	10
1	Blake-Manor Road	Widen 2 lane road to 4 lane arterial with bike lanes and sidewalks from future Wildhorse Connector to East Metro Park entrance	\$ 12,442,000	118	11
2	McNeil Road Drainage Improvements	Remove Ashton Woods Drive & McNeil Road from floodplain	\$ 2,770,000	119	12
1	Tuscany South	New 4-lane arterial with bike lanes and sidewalks from US 290 E to Springdale Road	\$ 3,250,000	120	13
4	William-Cannon Drive	New 4 lane divided arterial with bike lanes and sidewalks from McKinney Falls Parkway to US183	\$ 8,599,000	123	14
1,2	Cameron Road (West of SH 130)	Widen and realign existing 2 lane roadway to 4 lane divided arterial with bike lanes and sidewalks from Howard Lane to SH 130	\$ 13,760,000	124	15
3	Lost Creek Sidewalks	Cost participation with MUD to provide sidewalks to Lost Creek Blvd and other roadways	\$ 500,000	129	16
2	Wells Branch Parkway Improvements	Widen existing 2 lane roadway to 4 lane divided arterial with bike lanes and sidewalks from Immanuel Road to Cameron Road	\$ 7,009,000	135	17
3	Big Sandy Drive @ Long Hollow Creek	Improve existing low water crossing to an all weather crossing	\$ 794,000	135	17
3	US 290-Circle Drive Intersection Improvements	Realign Circle Drive and Spring Valley @ US 290W	\$ 810,000	139	19
2	Weiss Lane Improvements	Widen 2 lane roadway with shoulders and turn lanes from Pecan Street to Cele Road	\$ 6,731,000	139	19
3	Bee Creek Road @ Bee Creek	Improve existing low water crossing to an all weather crossing	\$ 1,237,000	145	21
1	Arterial A	Preliminary engineering, design and right-of-way acquisition for future 4-lane divided arterial from US 290 E to Cameron Road	\$ 1,553,000	145	21
3	Lohman Ford Road	Provide preliminary engineering design for a 4 lane divided arterial from Boggy Ford Road to Ivan Pearson Road	\$ 500,000	146	23
3	Bee Creek Road	Widen existing 2 lane road to 4 lane divided arterial with bike lanes and sidewalks from SH 71 W to future Middle School and widen 2 lane roadway to 3 lanes from Middle School to Highlands Boulevard	\$ 7,369,000	162	24
1,4	Road Reconstruction/Substandard Roads	TNR Staff will assess project priority and assign funds as needed	\$ 4,489,000	185	25
All	Bike Safety Projects - Unspecified	TNR staff to work with bike advocacy groups to identify projects	\$ 3,000,000	197	26
3	El Rey Blvd. Sidewalk	Provide new sidewalk	\$ 600,000		

TOTAL: \$ 111,203,000
TOTAL (with inflation and issuance costs): \$ 123,546,533

EXHIBIT - B
2011 CITIZENS BOND ADVISORY COMMITTEE
PARKS SUBCOMMITTEE PRIORITIZED PROJECT LIST
July 14, 2011

PARKS AND LAND CONSERVATION PROJECTS				
Pct	Project Name	Scope	Total	Rank
3	Arkansas Bend/Dink Pearson Park Improvements	Build recreational facilities and support infrastructure for day use, camping, and boat ramp areas at Arkansas Bend Park and boat launch at Dink Pearson park; restore disturbed land at both parks	\$ 8,500,000	1
1, 4	Eastern Creek Land Acquisition	Acquire and develop parkland on Onion and Gilleland creeks and other eastern waterways in the SH 130 corridor to develop greenways; master plan capital improvements	\$ 15,000,000	2
All	Land Conservation	Conserve open spaces through the use of perpetual land conservation agreements with willing landowners so that Travis County can leverage bond funds with other public and private partners to protect water resources, working farms and ranches, wildlife habitat, and scenic views	\$ 7,500,000	3
4	Onion Creek Greenway Improvements	Build recreational facilities and support infrastructure on county-owned land from McKinney Falls Parkway to the confluence of Onion Creek with the Colorado River; restore bottomland woods, grasslands, and riparian areas	\$ 12,000,000	4
3	Pedernales River Land Acquisition	Acquire parkland on the Pedernales river to build a river corridor park system; master plan capital improvements	\$ 20,000,000	5
1	Timber Creek Allotment	Acquire frequently flooded Timber Creek subdivision properties on Onion Creek	\$ 2,500,000	6
1, 4	Park Improvements for Eastern Travis County Parks	Southeast Metro Park \$670,000; East Metro Park \$975,000; Webberville Park \$350,000; Richard Moya \$205,000	\$ 2,200,000	7
2	Northeast Metro Park Entrance Road	Build new southwest entrance road to park	\$ 3,200,000	8
2	Northeast Metro Park Improvements	Complete loop road; improve multi-use play field and build restroom, parking, and support facilities for sports fields and multi-use play field; build road and parking for BMX race track and cricket field	\$ 3,000,000	9

TOTAL: \$ 73,900,000
TOTAL (with inflation and issuance costs): \$ 82,102,900

TABLE - A
CBAC RECOMMENDED BOND PROJECT LIST (FUNDING BY PRECINCT)
July 14, 2011

	Pct 1	Pct 2	Pct 3	Pct 4	Total	% of Total
Roads Recommended Project Total	\$ 46,614,800	\$ 28,029,700	\$ 18,911,700	\$ 17,646,800	\$ 111,203,000	60.1%
<i>% of Road Project Total</i>	42%	25%	17%	16%	100%	
Parks Recommended Project Total	\$ 14,325,000	\$ 7,700,000	\$ 30,500,000	\$ 21,375,000	\$ 73,900,000	39.9%
<i>% of Parks Project Total</i>	19%	10%	41%	29%	100%	
Total (All Projects)	\$ 60,939,800	\$ 35,729,700	\$ 49,411,700	\$ 39,021,800	\$ 185,103,000	
<i>% of Total</i>	33%	19%	27%	21%	100%	

Note: Project costs do not include inflation or issuance costs

Exhibit C
DETAILED ROAD SUBCOMMITTEE REPORT

Road Sub-Committee – Mr. John Williams, Chair and Mr. Terrence Irion, Co-Chair
Members: Nicole Francois, Thomas Fritzinger, Leigh Naftolin, Joyce Thoresen,
Jeffrey Travillion, and Rosa Rios Valdez

In the decade from 2001 to 2011, the County has averaged funding of County road improvements through County bonds of about \$12.2 million per year. If the Court approves funding of all the projects on the attached list, the County would average spending about \$15.9 million per year over the next seven years. The staff believes it has the capacity to implement this bond package over the seven year period, provided the additional staffing request is approved by the Commissioners Court. We believe this increase is justified for many reasons. There has been rapid growth in the County and there is a backlog of unmet needs, as evidenced by the large number of roadway safety, bicycle safety, drainage and pedestrian projects we evaluated. We also support getting ahead of the demand curve with roadway capacity projects which address the needs of planned (and, in many cases, already-approved) new developments in identified preferred growth corridors where municipal planners are concentrating the expansion of municipal utility services (such as CAMPO “centers”).

The Road Subcommittee reviewed roadway capacity projects, roadway safety projects, road reconstruction projects, drainage and bridge projects, pedestrian and bikeway safety projects and pass-through financing projects. The Committee unanimously supports the County’s participation in “pass-through financing” for improvements to FM 969 and FM 1626 for which the Commissioners Court requested State approval in February, 2011. It is a fact that revenue sources for funding of State roadway projects are not expanding with the growth in need, placing an unfair burden on County taxpayers to at least partially fund these State road projects. This request shifts how State roadway improvements are financed (previously a user based tax upon the revenues received from fuel purchases, to local options such as Certificates of Obligation or General Obligation bonds backed by local property taxes). The Committee recommends that if a local option gas tax is adopted in upcoming legislative sessions, this revenue source should be applied to projects such as the proposed Pass Through Finance Projects. Nevertheless, the State will partially reimburse the County. Although the Committee wants to see these projects completed no matter what funding source is used, we believe another funding mechanism may be more appropriate. An example of alternate funding could include Certificates of Obligation or local gas tax, if approved in future sessions. Removing this expense from the bond package opened room for other needed projects.

Although the charter instructed us to “recommend a prioritized list” we want to emphasize to the Court that the committee strongly and unanimously supports the inclusion of all 27 road projects on the list. In early May the Road Subcommittee was considering about 70 road projects (not including pass-through funding projects) with an estimated cost of over \$413,000,000, not including inflation and issuance costs. Our proposal totals about \$111,203,000, not including inflation and issuance costs; a reduction of almost 75%. There are many projects not on the list which we believe have great merit and we would like to build but have not included in order to reduce the burden on County taxpayers. As we evaluated need/cost/benefit we gave consideration to safety, partnership participation (public-public and public-private), connectivity to civic and employment centers, existing and future needs in targeted growth areas, project readiness, and public support. The list we present to you now has been reduced down to what we believe are the critically important projects that will need to be developed over the next six to seven years.

As the Court instructed us, we acted to maximize cost/benefit by using public/public and public/private partnerships. Should funds from any of these partnerships with cities or private developers not materialize timely to the Court’s satisfaction, and based on how quickly partnership funds are available, we recommend the Court, with recommendation from TNR staff, have the discretion to move county funding to any other project on this entire 27 item list. Also, the Court may wish to reduce the size or scope of a project if there is insufficient partnership funding.

The Road subcommittee was able to reach a consensus supporting this entire list. Each member then voted to separately rank each project. The ‘priority’ we are presenting to you is the simple arithmetic ranking of that vote. This reflects strong support for every one of the projects.

Whatever level of funding the Court determines appropriate, should it be insufficient to fund all 27 projects, the Road subcommittee recommends that all the rest of the prioritized projects remain eligible to receive funding in case public/public or public/private partnerships fail to realize timely and satisfactory contributions of right of way and cash.

The following list provides some insight into why the Committee believed each project was important to place on the list. Note that the individual project cost shown does not include costs for inflation and bond issuance. The Sub-Committee was advised by staff that 10% will be added to the total proposition amounts for inflation and 1% of that resultant will be added for issuance costs.

SAFETY, BRIDGE, DRAINAGE BICYCLE AND PEDESTRIAN PROJECTS

1. Austin Colony Secondary Access to FM 969 \$3,730,000

Except for the pass through financing projects, this project received the highest 'priority'. There is a serious safety issue, as well as a road capacity issue, with the single Hunters Bend/FM 969 access to Austin Colony. This secondary access will provide much needed relief. (Small partnership opportunity with Del Valle ISD for right-of-way donation valued at less than \$10,000.)

2. Old San Antonio Rd/Onion Creek \$2,190,000

Construct new bridge next to existing and convert existing to one-way. (Partnership opportunity with Developer for right-of-way donation valued at \$50,000 to \$100,000).

4. Old Hwy 20 Bridge #155 \$1,400,000

Construct new bridge next to existing and convert existing to one-way. (No partnership opportunity).

8. Weiss Lane Bridge #229 \$730,000

Each of these bridges is currently only one-lane, already insufficient and a safety hazard. These projects are urgently needed to accommodate school bus routes, neighborhood traffic, and 'pass-through' traffic trying to avoid overcrowded alternate routes. (No partnership opportunity).

5. Hunters Bend Sidewalks \$293,000

Students walking to school currently must walk in streets with no sidewalks and small or no shoulders. This project provides great safety benefit at relatively low cost. (No partnership opportunity).

6. Flint Rock Rd County Only Share \$3,715,000

Improvements are needed from RR620 to Serene Hills Drive for the safety of school busses and emergency responders, especially because a new hospital will soon open on the road. (This is a public-private-public partnership between Travis County, the City of Lakeway, and the Lakeway Regional Medical Center. The value of the Lakeway and Hospital financial commitment to the project is estimated at \$2M to \$3M).

10. Rowe Lane County Only Share \$1,463,000

This road serves a high-growth area. There are two elementary schools in close proximity and this project will provide shoulders on the road which will improve safety for children who have to walk to school. It provides improvements from SH 130 to Martin Lane. (Partnership opportunity with the City of Pflugerville for 40% (\$0.5 to \$1M) of total project cost).

12. McNeil Rd. Drainage Improvements **\$2,700,000**

This project would remove Ashton Woods Drive and McNeil Road from floodplain. We believe it has a very high priority among all the drainage/crossings presented to us, based on staff recommendations. (No partnership opportunity).

16. Lost Creek Sidewalks **County Only Share \$500,000**

The lack of sidewalks in existing neighborhoods, especially along roads near schools, is an important safety issue. (Public-Public partnership with the Lost Creek MUD agreeing to match the county's \$500,000).

17. Big Sandy Drive at Long Hollow Creek **\$794,000**

Like Bee Creek Rd. at Bee Creek, we believe this project has a high cost/benefit ratio and deserves a high priority from among the 27 stream crossing proposals presented to us. (No partnership opportunity).

19. US 290-Circle Drive Intersection **County Only Share \$810,000**

This is a high accident location and this project to improve intersection alignment and geometrics has a high cost/benefit ratio. (Public-Public partnership with TxDOT agreeing to provide new traffic signal for the improved intersection; est. value of TxDOT contribution is \$150K).

21. Bee Creek Rd at Bee Creek **\$1,237,000**

Travis County has a significant number of drainage/low water stream crossings, documented in the 2009 drainage study. Based on the study, as well as staff recommendations, we believe this crossing has good cost/benefit ratio and deserves a high priority from among the 27 presented to us. (No partnership opportunity).

23. Lohman Ford Rd **\$500,000**

This road is an important arterial that serves Point Venture, Lago Vista, Arkansas Bend Park and Dink Pearson boat ramps. The need for safety improvements will increase with continued development and additional traffic to/ from the park. Road improvement has the support of the City of Lago Vista. The scope of this project is to conduct preliminary engineering on the segment of Lohmans Ford between Boggy Ford Road and Ivean Pearson Road.

25. Road Reconstruction and Substandard Roads **\$4,400,000**

There is currently a backlog of approximately \$18,000,000 in needed roadway reconstruction projects on county roads. This amount is a small step toward meeting an unmet need to address deferred maintenance. We recommend using approximately \$1,400,000 of this toward inclusion of 'substandard roads' into the

county road system. (No partnership potential for Road Reconstruction Projects; Potential \$300K in partnership commitments for Substandard road projects).

26. Bicycle Projects **\$3,000,000**

Increasingly bicyclists are using county roads in the unincorporated for both recreation and transportation. CAMPO has identified 588 miles of county road in the unincorporated area as priority bicycle transportation routes on its 2035 Priority Bicycle Corridor Map. Its higher priority routes are within the extraterritorial jurisdiction of municipalities, the area likely to be urbanized within twenty years. Many of these same priority routes are advertised by one bicycle club or another for recreational bicycling. However, the predominantly two-lane, rural county road system was not designed nor is it maintained for bicycle use. Due to the speed differential between motorist and bicyclist and the pavement conditions of the county roads, bicyclists are exposed to greater risks on the narrow roadways. Almost all of the Committee’s proposed 2011 Bond road improvement projects, including the Pass-Thru financing projects on the State Highway System, are also along a CAMPO medium priority bicycle corridor. The County’s proposed scope of work on the county road projects includes bike lanes; the scope of work on the Pass-Thru projects on the State Highway System include shoulders but not specifically bike lanes. The Committee recommends that the bike lanes and shoulders be built to CAMPO guidelines or City of Austin guidelines, whichever provides the greater exclusive space for bicycle traffic. The Committee further recommends that the County add bike lanes to county road reconstruction projects if these roads are also CAMPO priority bicycle routes. Aside from bicycle lanes within road improvements, the Committee recommends a separate \$3 Million in bond funds to be devoted to the implementation of a “Bike Safety Plan and Capital Improvement Program” to be prepared by county staff and a citizens committee and subsequently adopted by the Commissioners Court. The plan will identify the highest priority bicycle safety projects. Travis County does not currently have its own plan to assign priorities among competing bicycle safety needs within its jurisdiction.

27. El Rey Boulevard Sidewalk **\$600,000**

Construct 3,700 feet of sidewalk from US 290 West to Espanola. Project is needed to improve pedestrian safety along the road.

ROADWAY CAPACITY PROJECTS

3. Wildhorse Connector **County Only Share \$7,898,000**

TxDoT did not accept the County’s application for pass-through financing for realignment of FM 973 around Manor. This project is therefore important (along with Blake-Manor) to relieve traffic in the Manor area, providing access from 973 to SH

130 and employers such as Samsung, Dell and Applied Materials. FM 973 intersections are already overcrowded, and this serves a high-growth area. (Partnership commitment for 100% ROW donation, 50% Engineering Cost, 50% road cost, and 20% bridge cost; est. value \$3M to \$4M for engineering and const and \$1M to \$2M for right-of-way).

7. FM 973-Blake Manor Connector \$7,871,000

This project is a continuation of the Wildhorse Connector, It will allow the more efficient movement of traffic from Blake-Manor Road to Parmer Lane. (Potential Public-Private Partnership with private sector reimbursing County for up to 50% of project costs over a period of time to be negotiated; est. value \$3M).

11. Blake Manor Rd \$12,442,000

Together these projects provide connectivity from East Metro Park to the Wildhorse Connector, and Parmer Lane, SH 130 and US 290. Currently there is no pedestrian or bicycle access to East Metro Park. Blake Manor Rd. is unsafe (recent accidents have included a fatality); it has no sidewalks – even near the existing elementary school on the road. Manor ISD has purchased land on this road in order to build a new middle school/high school complex. (Potential Public-Private Partnership with private sector reimbursing County for up to 50% of project costs over a period of time to be negotiated; est. value \$5M).

9. Slaughter Lane East County Only Share \$6,500,000

This project provides an essential arterial from Goodnight Subdivision to McKinney Falls Parkway. This is a public-public partnership with the City of Austin and it will help fulfill the 2005 Bond Referendum commitment to complete this project. The design is nearly complete and all but three parcels for right-of-way have been acquired. (Public-Public Partnership with City providing \$1.5M).

13. Tuscany South County Only Share \$3,250,000

This project extends already-completed Tuscany Way north. It will provide access (with bike lanes and sidewalks) from Springdale Rd. to US 290, connecting to recently completed Ferguson Lane/Sprinkle Cut-off improvements, which will become even more important when Manor Expressway results in the loss of Walnut Creek Business Park's access to Hwy 183. There is strong community support. (Public-Public partnership with the City of Austin providing \$1.5M).

14. William Cannon Drive County Only Share \$8,599,000

This arterial is essential to completing an already-begun east-west connector. The project we are recommending connects at the east end with US 183; TxDot is submitting applications to CAMPO for an STPMM Grant to extend this route eastward (as FM 812) which will help provide access to the F-1 site. (A Public-

Private Partnership commitment has been made to donate right-of-way and share up to 50% of project costs, est. value \$ 5M to \$6M engineering and construction, and \$1M to \$2M right-of-way)

15. Cameron Rd (West of SH 130) \$13,760,000

This project continues an important north-south arterial connecting US 290 to SH 130, and Austin Executive Airport at the north end and connects Howard Lane in the south to the Wells Branch Parkway extension and the proposed new south entrance to Northeast Metropolitan Park as well as providing improved access to both Pflugerville and Manor ISD planned schools. (Public-Private Partnership opportunity with commitments to donate right-of-way for the realignment and widening of the road. Est. value: \$0.5 to \$1M).

17. Wells Branch Parkway County Only Share \$7,009,000

This continues an already-begun east-west connector from Immanuel to Cameron Rd. in a rapidly growing area. It will provide much-needed access to Northeast Metro Park, including sidewalks and bicycle lanes. (Existing public-private partnership with one developer for right-of-way donation and cash contribution , and commitment to donate right-of-way and cost share on up to 50% of costs with another. Est. .value \$700K for right-of-way and \$\$3M to \$4M for engineering and construction).

19. Weiss Lane County Only Share \$6,731,000

Although this project was originally listed in the 'Roadway Capacity' category, we believe it also deserves to be considered as a safety issue. Propose widening to add shoulders and intersection improvements. (Potential Public-Public Partnership opportunity with Pflugerville to cost share with initial commitment from City to pay all engineering costs (est. value of engineering at \$1M)

21. Arterial A \$1,553,000

CTRMA has announced that the Manor Expressway will be complete in 2014. (That's a full year earlier than we were being told only a year ago.) That earlier date is going to make Tuscany Way south and Arterial A more important sooner than expected. We are recommending Engineering and Right of Way acquisition funding for this project. It has been a high-priority project since at least 2005, when it came close to being approved for inclusion in that bond. Since then, Commissioners Court has approved funding to begin an engineering study, and we believe it is cost-effective to continue that study and begin acquisition. It provides needed north-south connectivity, and is an alternate route to Springdale Rd, reducing cut-through traffic on neighborhood roads. There is now strong neighborhood support, and an Arterial A overpass/intersection has been designed as part of the Manor 290 Expressway. (No partnership opportunity)

24. Bee Creek Rd

County Share Only \$7,369,000

This road provides access (including bike lanes and sidewalks) to schools and is strongly supported by Lake Travis ISD and the City of Lakeway. (This project includes a public-private-public partnership with Lakeway, a developer, and Travis County. The developer has agreed to widen approximately one mile of Highland Boulevard from two to four lanes at his expense (about \$3,000,000) and has agreed to re-engineer the intersection with Bee Creek Road and rebuild the intersection in conjunction with the County project at an estimated cost of \$1.5M inclusive of some lane widening. The developer has also dedicated all ROW in its ownership for the Bee Cave Road project and has agreed to dedicate an improved site to the two ESD's in the area for a joint use fire station; est. value \$4.5M for Developer's engineering and construction, \$200K for developer's previous right-of-way donation, and \$600K for city of Lakeway engineering and construction cost contribution).

Exhibit D
DETAILED PARKS SUBCOMMITTEE REPORT

Parks and Drainage Sub-Committee – Ms. Nell Penridge, Chair and Mr. Mark Evert, Co-Chair

Members: Celia Israel, Joseph P. Gieselman, Carolyn Vogel, and Larry Graham

The Parks and Drainage Sub-Committee considered staff recommendations and public commentary as they set their priorities. They discussed the relative merits of projects based upon established criteria, voted to rank the projects, and reached consensus on a recommended project list that addresses parks needs in the SH 130 corridor and the need to protect and provide recreational access to regional resources on the Pedernales River and Lake Travis. They also are recommending a land conservation initiative for Travis County. The priorities are as follows.

1. Arkansas Bend Park/Dink Pearson Park Improvements \$8,500,000

Project Description: Build recreational facilities and support infrastructure to improve day use, camping, and boat ramp areas at Arkansas Bend Park and boat launch at Dink Pearson Park; restore disturbed land at both parks.

Project Background: This project is ranked as the top priority because of its value as a regional resource that provides opportunities for all county residents to enjoy some of the most popular outdoor recreational activities: swimming in natural waters, picnicking, boating, camping, fishing, and using trails. Arkansas Bend Park improvements are also planned improvements: they are both the top priority for the northwest planning area in the adopted *Parks and Natural Area Master Plan* and top priority in the adopted *Lake Travis Parks Master Plan*. Improving Dink Pearson Park is deemed necessary because once improved it will relieve boat ramp use at Arkansas Bend Park and provide boaters with better access to Lake Travis. Because Dink Pearson Park's underwater topography allows ramps to extend to lower elevations, ramps at this park will be usable for a longer period of time than those at Arkansas Bend Park when lake levels drop.

This project is also the top priority for financial reasons: Arkansas Bend Park generates revenue through park entrance fees; and it is being completed in partnership with the LCRA¹. As a park owned by the LCRA and managed by Travis

¹ Travis County proposes to invest \$8.5 million in park improvements within Arkansas Bend Park, land owned by the Lower Colorado River Authority. It is not without precedence. The County did likewise in 1997 when it invested \$3.48 million to improve Mansfield Dam Park. Travis County and the Lower Colorado River Authority entered into an amended lease agreement on September 9, 1997 that provides for the reimbursement of Travis County for its investments in the event that the LCRA terminates the agreement.

County, it qualifies for funding from a joint LCRA/Travis County capital improvement account established through a 15% allocation of entrance fees to the account. \$1 million from this account is being allocated to Arkansas Bend Park Improvements.

2. Eastern Creek Land Acquisition and Development \$15,000,000

Project Description: Acquire and develop parkland on Onion and Gilleland creeks and other eastern waterways in the SH 130 corridor to develop greenways.

Project Background: Eastern Creek Land Acquisition and Development is a top priority because the SH 130 corridor is a high growth area requiring investment in parks infrastructure. Building greenways – linear parks following the course of waterways – is a planned, Commissioners Court approved strategy for providing recreational opportunities for the growing population. They accommodate popular activities – hiking, biking, and jogging, picnicking, using playgrounds, and playing sports – and connect park activity nodes, neighborhoods, schools, and commercial centers. Because large areas of the greenways will be maintained as natural areas, this project also helps ensure that people moving to the SH 130 corridor will be able to enjoy nature close to where they live.

Building greenways is also a strategy for mitigating the environmental impact of increased impervious cover in affected water sheds as the corridor is developed. Bottomland woods, grasslands, and riparian zones protect water quality, help recharge ground water, lessen storm water damage, provide wildlife habitat, and enhance scenic views.

The amount of development pressure in the corridor lends this project urgency. The window of opportunity to acquire land before it is mined for aggregate or channelized to maximize developable acres is closing.

The agreement can be terminated upon 365 day written notice. Unless terminated or amended, the 40-year agreement will continue for another twenty-one (21) years, until June 16, 2032, about the same term as the 20-year park bonds to be used by the County for Arkansas Bend Park. If terminated, the LCRA is legally obligated to reimburse the County for the un-depreciated cost of the permanent improvements. The depreciation method is straight-line over a 40-year period of the actual cost at the time of construction. The improvements proposed by the County for Arkansas Bend Park are consistent with a Master Plan approved by the LCRA on February 16, 2010 and adopted by the County Commissioners Court on September 14, 2010. The Park will be operated and maintained by Travis County consistent with the lease agreement, which includes a fee for entry similar to other LCRA/Travis County Parks on Lake Travis. The County proposed to supplement its county park bonds with up to \$1 Million from a Capital Improvement Account created by the lease agreement and funded from a portion of the fees collected at the seven LCRA/Travis County parks on Lake Travis.

3. Land Conservation

\$7,500,000

Project Description: Conserve open spaces through the use of perpetual land conservation agreements with willing landowners so that Travis County can leverage bond funds with other public and private partners to protect water resources, working farms and ranches, wildlife habitat, and scenic views.

Project Background: This project launches Travis County's initiative to conserve land in a cost effective way. There is precedent for this based on Travis County's recent participation in the public/public/private partnership with USDA Natural Resources Conservation Service, Hill Country Conservancy, and willing land owner. In this case, Travis County contributed \$250,000 to purchase development rights for a working ranch on Wilbarger Creek with an appraised \$2 million value.

Because this a new endeavor for Travis County, the CBAC strongly urges the Commissioners Court to adopt policies for implementing this program prior to the bond election. Such a policy should address, for example, prioritized purposes and geographic areas to be targeted for conservation, Travis County management responsibilities, public access requirements, and site selection criteria.

Funds allocated to this will be used to help acquire development rights and in that way preserve open space, riparian corridors, and farm and ranch land. Guidelines for the effective use of these funds should be established prior to the November 8 election so that property owners will know in advance the requirements for participation in this program. The County Attorney's Office has been asked to advise if it must stand alone and if it is eligible in for Park bond funds, if approved.

4. Onion Creek Greenway Improvements

\$12,000,000

Project Description: Build recreational facilities and support infrastructure on County-owned land from McKinney Falls State Park to the confluence of Onion Creek with the Colorado River; restore bottomland woods, grasslands, and riparian areas.

Project Background: This project is based on the *Concept Plan for the Onion Creek Greenway* that has been adopted by Commissioners Court. It is valued because it makes parkland purchased with 2005 park bond funds accessible to the public in a rapidly growing part of the county where people need recreational opportunities and access to nature. New recreational activity nodes will be built but perhaps more importantly, gaps between existing County parks will be closed when new hike and bike trails are constructed, in effect, leveraging the recreational "performance" of existing parks.

The potential partnership with the Sustainable Food Center (SFC) is also appreciated as a unique opportunity. Preliminary plans are being generated in which the County would provide facilities at the repurposed Precinct Four Road and Bridge Yard park that SFC could use to stage a Farmers Market, bringing fresh produce to an underserved part of the county.

The restoration of the bottomlands disturbed by the construction of SH 130 across the broad creek floodplain is another first-of-its kind project for the county. This is an opportunity to reestablish the natural services provided by intact bottomlands, provide wildlife habitat, and improve the scenic quality of a highly visible area.

5. Pedernales River Land Acquisition \$20,000,000

Project Description: Acquire parkland on the Pedernales River to build a river corridor park system; master plan capital improvements.

Project Background: The intent of this project is to continue the Court approved plan to build a river corridor park system on the Pedernales River. This initiative was kicked off with the purchase of 2300 acres on the river in 2005 for the purpose of protecting recreational opportunities (e.g., white bass fishing, mountain biking, and rock climbing), water quality of springs, seeps and the river, wildlife habitat, and scenic Hill Country views. It is an important project with respect to both achieving the long-term goal of building a park system along the river and the short term challenge to protect County investments by ensuring that land adjacent to or opposite existing County parks is not developed. As development pressure mounts in the area, the window of opportunity to acquire land is closing.

Project Issues: This project has the highest cost at \$20,000,000. It includes the acquisition of nearly 800 acres of land located between, and abutting, Hamilton Pool Preserve and Reimer Ranch Park. The committee recommends to either execute a purchase contract prior to the posting of the bond election to ensure that the acquisition is certain and the purchase price is firm, or to shift the funds to other worthwhile transportation, drainage or park capital projects that could not be accommodated on the Committee's fiscally-constrained final list. TNR staff is currently working toward that end.

6. Timber Creek Allotment \$2,500,000

Project Description: Acquire frequently flooded Timber Creek subdivision properties on Onion Creek.

Project Background: In November 2000, Travis County began working with the U.S. Army Corps of Engineers (USACE) to study flood damage reduction in the Onion Creek watershed specifically in the Timber Creek subdivision. An area devastated by multiple floods. USACE identified floodplain buy out as a potential solution to the flooding problem, but in order for the potential project to be economically feasible a recreation component had to be added. In 2005, anticipating a cost shared project with the Federal Government (35% local- 65% federal for flood damage reduction and 50%/-50% for recreational components), County voters approved \$3,900,000 in bond funds. The study was completed in December 2007 and a floodplain buy out/ park project in the Timber Creek subdivision was authorized by Congress in the 2007 Water Resources Development Act (WRDA). Because of the emanate risk of flooding in Timber Creek, TNR used the 2005 bond funds to buy out and relocate some of the at risk residents in Timber Creek. Several at risk properties remain and Congress has yet to fund the project. In addition to flood damage reduction, the project will facilitate storm water management, and the scenic value of the Onion Creek Greenway.

7. Park Improvements for Eastern Travis County \$2,200,000

Project Description: Build park improvements at Southeast Metro Park (\$670,000), East Metro Park (\$975,000), Webberville Park (\$350,000) and Richard Moya Park (\$205,000).

Project Background: This park improvement package includes projects requiring relatively low capital expenditures. When completed, enhanced park facilities will support better delivery of recreational services to park visitors.

8. NEMP Entrance Road \$3,200,000

Project Description: Build new southwest entrance road to the park

Project Background: Properties east and west of the park entrance road off Pecan Street are being developed for commercial use. Access to these properties will be provided off the park entrance road, thereby, hindering the free flow of park traffic, particularly during large sporting events. The southwest entrance road is deemed necessary to alleviate traffic congestion in park.

Project Issues: In 1997 the County used park bonds to purchase right of way and construct a park road to its Northeast Metro Park. It is currently the only access to the park and is exclusively used by the county. The Committee recommends \$3.2 Million for a second, southern access to the County's Northeast Metro Park which will require a bridge across Gilleland Creek. The additional entrance is needed for

the most part because land owners adjoining the existing northern access are proposing to use the park road for access to their commercial developments. Such traffic will take precedence over park access and consume most of the park road's current capacity. The land owners are proposing to pay the county about \$800,000 for access to the park road. The Committee believes this amount is neither fair nor sufficient to replace the current value of the county's investment and primary access to the park.

9. NEMP Park Improvements

\$3,000,000

Project Description: Complete loop road; Improve multi-use play field and build restroom, parking, and support infrastructure for sports field and multi-use play field; build road and parking for BMX race track and cricket field

Project Background: The multi-use play field, loop road, and parking are master planned facilities that need to be constructed. Although not included in the adopted master plan, the cricket field and BMX race track are activities that complement the active sports character of the park and use an underutilized area of the park.

Project Issue: Of the \$3,000,000 total, \$500,000 for road and parking lot construction is contingent upon a binding written commitment from the American Bicycle Association to build a BMX racetrack.

EXHIBIT - E
2011 CITIZENS BOND ADVISORY COMMITTEE
CBAC RECOMMENDED BOND PROJECT LIST RUNNING TOTAL
(BY RANKING AND PROJECT COST)
July 14, 2011

ROADWAY, SAFETY, DRAINAGE, BRIDGE AND BIKE/PEDESTRIAN PROJECTS				PARKS AND LAND CONSERVATION PROJECTS					
Rank	Pct	Project Name	Project Total	Running Total	Rank	Pct	Project Name	Project Total	Running Total
1	1	Austin Colony Secondary Access to FM969	\$ 3,730,000	\$ 3,730,000	1	3	Arkansas Bend/Dink Pearson	\$ 8,500,000	\$ 8,500,000
2	3	Old San Antonio Road/Onion Creek Bridge	\$ 2,190,000	\$ 5,920,000	2	1,4	Eastern Creek Greenways	\$ 15,000,000	\$ 23,500,000
3	1	Wildhorse Connector	\$ 7,898,000	\$ 13,818,000	3	-	Land Conservation Easements	\$ 7,500,000	\$ 31,000,000
4	1	Old Highway 20 Bridge #155	\$ 1,400,000	\$ 15,218,000	4	4	Onion Creek Greenway Improvements	\$ 12,000,000	\$ 43,000,000
5	1	Hunters Bend Road Sidewalk	\$ 293,000	\$ 15,511,000	5	3	Pedernales River Corridor	\$ 20,000,000	\$ 63,000,000
6	3	Flint Rock Road	\$ 3,715,000	\$ 19,226,000	6	4	Timber Creek Allotment	\$ 2,500,000	\$ 65,500,000
7	1	FM 973-Blake Manor Road Connector	\$ 7,871,000	\$ 27,097,000	7	1,4	Eastern Park Improvements	\$ 2,200,000	\$ 67,700,000
8	2	Weiss Lane Bridge #229	\$ 730,000	\$ 27,827,000	8	2	Northeast Metro Park Entrance	\$ 3,200,000	\$ 70,900,000
9	4	Slaughter Lane East	\$ 6,500,000	\$ 34,327,000	9	2	Northeast Metro Park Improvements	\$ 3,000,000	\$ 73,900,000
10	2	Rowe Lane*	\$ 1,463,000	\$ 35,790,000					
11	1	Blake-Manor Road	\$ 12,442,000	\$ 48,232,000					
12	2	McNeil Road Drainage Improvements	\$ 2,770,000	\$ 51,002,000					
13	1	Tuscany South	\$ 3,250,000	\$ 54,252,000					
14	4	William-Cannon Drive	\$ 8,599,000	\$ 62,851,000					
15	1,2	Cameron Road (West of SH 130)	\$ 13,760,000	\$ 76,611,000					
16	3	Lost Creek Sidewalks	\$ 500,000	\$ 77,111,000					
17	2	Wells Branch Parkway Improvements	\$ 7,009,000	\$ 84,120,000					
17	3	Big Sandy Drive @ Long Hollow Creek	\$ 794,000	\$ 84,914,000					
19	3	US 290-Circle Drive Intersection Improvements	\$ 810,000	\$ 85,724,000					
19	2	Weiss Lane Improvements	\$ 6,731,000	\$ 92,455,000					
21	3	Bee Creek Road @ Bee Creek	\$ 1,237,000	\$ 93,692,000					
21	1	Arterial A	\$ 1,553,000	\$ 95,245,000					
23	3	Lohman Ford Road	\$ 500,000	\$ 95,745,000					
24	3	Bee Creek Road	\$ 7,369,000	\$ 103,114,000					
25	1,4	Road Reconstruction/Substandard Roads	\$ 4,489,000	\$ 107,603,000					
26	-	Bike Safety Projects - Unspecified	\$ 3,000,000	\$ 110,603,000					
27	-	EI Rey Blvd. Sidewalk	\$ 600,000	\$ 111,203,000					

Note: Totals do not include inflation or issuance costs

EXHIBIT F

Owner / Rolling Owner Controlled Insurance Program

- Structured program providing for a single purchase of insurance for Travis County's identified construction projects
- Insurance is purchased and controlled by the County eliminating traditional methods where each contractor is responsible for purchasing their own coverage
- Insurance ensures the County, general contractors and subcontractors performing at the project work sites are fully and adequately insured
- Program ensures every contractor performing on the subject project has proper types and limits of insurance coverage
- Higher limits and broader areas of coverage are available; effectively providing for better protection to the County
- Benefit of the County being the first named insured, which guarantees protection to the County against incurred loss
- County benefits with insurance limits being dedicated solely to our project(s)
- County controls the insurance ratings and financial stability of the carrier selected to place the coverage
- County pays for the cost of the insurance providing leverage to negotiate much more favorable (premium) rates and coverage than contractors who pay much higher premiums due to factors such as the size of their insurance programs or individual loss experience
- Typical types of coverage available under an Owner Controlled Insurance Program include workers compensation, general liability, builders risk and excess liability
- Other coverages, as required may be added
- Contractors remove insurance cost from their bids lowering cost with the removal of profits and overhead add-on and disparity in premium ratings among contractors
- County recognizes savings due to the pooling of coverage and can negotiate more favorable rates than individual contractors
- Strong, unified safety program is utilized
- Savings are reasonably expected to be between 1% - 3% of the TOTAL construction cost

EXHIBIT - G
2011 CITIZENS BOND ADVISORY COMMITTEE
RECOMMENDED BOND PROJECT LIST
July 14, 2011

ROADWAY, SAFETY, DRAINAGE, BRIDGE AND BIKE/PEDESTRIAN PROJECTS			
Pct	Project Name	Scope	Total
1	Wildhorse Connector	New 4-lane divided arterial with bike lanes and sidewalks from future Parmer Lane to FM 973	\$ 7,898,000
1	Tuscany South	New 4-lane arterial with bike lanes and sidewalks from US 290 E to Springdale Road	\$ 3,250,000
1	FM 973-Blake Manor Road Connector	New 4-lane divided arterial with bike lanes and sidewalks from FM 973 to Blake Manor Road	\$ 7,871,000
1	Blake-Manor Road	Widen 2-lane road to 4-lane arterial with bike lanes and sidewalks from future Wildhorse Connector to East Metro Park entrance	\$ 12,442,000
1	Arterial A	Preliminary engineering, design and right-of-way acquisition for future 4-lane divided arterial from US 290 E to Cameron Road	\$ 1,553,000
1	Austin Colony Secondary Access to FM969	New 2-lane collector roadway with bike lanes and sidewalks from Westall Street and Sandifer Street to FM969 @ Gilbert Lane	\$ 3,730,000
1	Hunters Bend Road Sidewalk	New sidewalk from Austin's Colony Blvd to Red Tails Drive	\$ 293,000
1	Old Highway 20 Bridge #155	Rehabilitate/replace bridge	\$ 1,400,000
2	Wells Branch Parkway Improvements	Widen existing 2-lane roadway to 4 lane divided arterial with bike lanes and sidewalks from Immanuel Road to Cameron Road	\$ 7,009,000
2	Weiss Lane Improvements	Widen 2-lane roadway with shoulders and turn lanes from Pecan Street to Cele Road	\$ 6,731,000
2	Rowe Lane	Safety Improvements from SH130 to Martin Lane	\$ 1,463,000
2	McNeil Road Drainage Improvements	Remove Ashton Woods Drive & McNeil Road from floodplain	\$ 2,770,000
2	Weiss Lane Bridge #229	Rehabilitate/replace bridge	\$ 730,000
3	Bee Creek Road	Widen existing 2-lane road to 4-lane divided arterial with bike lanes and sidewalks from SH 71 W to future Middle School and widen 2-lane roadway to 3-lanes from Middle School to Highlands Boulevard	\$ 7,369,000
3	Lohman Ford Road	Provide preliminary engineering design for a 4-lane divided arterial from Boggy Ford Road to Ivean Pearson Road	\$ 500,000
3	Flint Rock Road	New 4-lane roadway from RM 620 to Wild Cherry Drive; shoulder and safety improvements from Wild Cherry Drive to Serene Hills	\$ 3,715,000
3	US 290-Circle Drive Intersection Improvements	Realign Circle Drive and Spring Valley @ US 290W	\$ 810,000
3	Big Sandy Drive @ Long Hollow Creek	Improve existing low water crossing to an all weather crossing	\$ 794,000
3	Bee Creek Road @ Bee Creek	Improve existing low water crossing to an all weather crossing	\$ 1,237,000
3	Lost Creek Sidewalks	Cost participation with MUD to provide sidewalks to Lost Creek Blvd and other roadways	\$ 500,000
3	Old San Antonio Road/Onion Creek Bridge	Construct new bridge on new location	\$ 2,190,000
3	El Rey Blvd. Sidewalk	Construct new sidewalk	\$ 600,000
4	Slaughter Lane East	New 2-lane arterial from Goodnight subdivision to McKinney Falls Parkway	\$ 6,500,000
4	William-Cannon Drive	New 4-lane divided arterial with bike lanes and sidewalks from McKinney Falls Parkway to US183	\$ 8,599,000

EXHIBIT - G
2011 CITIZENS BOND ADVISORY COMMITTEE
RECOMMENDED BOND PROJECT LIST
July 14, 2011

ROADWAY, SAFETY, DRAINAGE, BRIDGE AND BIKE/PEDESTRIAN PROJECTS			
Pct	Project Name	Scope	Total
1,2	Cameron Road (West of SH 130)	Widen and realign existing 2-lane roadway to 4-lane divided arterial with bike lanes and sidewalks from Howard Lane to SH 130	\$ 13,760,000
1,4	Road Reconstruction - Unspecified	TNR Staff will assess project priority and assign funds as needed	\$ 3,000,000
All	Substandard Roads - Unspecified	TNR Staff will assess project priority and assign funds as needed	\$ 1,489,000
All	Bike Safety Projects - Unspecified	Specific safety improvements TBD by TNR staff and bike advocacy groups	\$ 3,000,000
		SubTotal:	\$ 111,203,000
PARKS AND LAND CONSERVATION PROJECTS			
Pct	Project Name	Scope	Total
2	Northeast Metro Park Entrance Road	Build new southwest entrance road to park	\$ 3,200,000
2	Northeast Metro Park Improvements	Complete loop road; improve multi-use play field and build restroom, parking, and support facilities for sports fields and multi-use play field; build road and parking for BMX race track and cricket field	\$ 3,000,000
3	Pedernales River Land Acquisition	Acquire parkland on the Pedernales river to build a river corridor park system; master plan capital improvements	\$ 20,000,000
3	Arkansas Bend/Dink Pearson Park Imp	Build recreational facilities and support infrastructure for day use, camping, and boat ramp areas at Arkansas Bend Park and boat launch at Dink Pearson park; restore disturbed land at both parks	\$ 8,500,000
4	Timber Creek Allotment	Acquire frequently flooded Timber Creek subdivision properties on Onion Creek	\$ 2,500,000
4	Onion Creek Greenway Improvements	Build recreational facilities and support infrastructure on county-owned land from McKinney Falls Parkway to the confluence of Onion Creek with the Colorado River; restore bottomland woods, grasslands, and riparian areas	\$ 12,000,000
1,4	Eastern Creek Land Acquisition	Acquire parkland on Onion and Gilleland creeks and other eastern waterways in the SH 130 corridor to develop greenways; master plan capital improvements	\$ 15,000,000
1,4	Park Improvements for Eastern Travis County Parks	Southeast Metro Park \$670,000; East Metro Park \$975,000; Webberville Park \$350,000; Richard Moya \$205,000	\$ 2,200,000
All	Land Conservation	Conserve open spaces through the use of perpetual land conservation agreements with willing landowners so that Travis County can leverage bond funds with other public and private partners to protect water resources, working farms and ranches, wildlife habitat, and scenic views	\$ 7,500,000
		SubTotal:	\$ 73,900,000
		Total:	\$ 185,103,000
		Inflation (10%):	\$ 18,510,300
		Issuance (1%):	\$ 2,036,133
		Total:	\$ 205,649,433

EXHIBIT I

MINORITY REPORT

Arterial A was downscoped from being fully funded to receiving funds only for engineering and right-of-way. It was felt by the Precinct 1 representative that this project should receive full funding because of its importance to regional traffic flows. With US290 becoming a controlled access highway, and with continuing congestion on Dessau Road, this roadway will provide a viable option for motorists other than cutting through neighborhoods. Additional Cost: \$15,000,000 (Thoresen, Fritzinger, Francois, Fuentes, Williams)

Slaughter Lane East was downscoped from a four lane divided roadway to two lanes. Some committee members believe the project should be completed as originally scoped to fulfill a commitment made to the public in the 2005 Bond Referendum.

Additional Cost: \$2,000,000 (Fuentes, Rios, Gieselman, Fritzinger, Naftolin, Evert, Thoresen)

Bee Creek Road was originally scoped to be a four lane divided roadway from SH 71 to Highland Boulevard. It has been downscoped to a three lane roadway between the proposed LTISD school site and Highland Boulevard. Some committee members believe the full length should be improved to a four lane roadway to prevent a choke-point between the school and Highland Boulevard that be four-laned by the developer concurrent with the County project. Four lanes now will be less expensive than in the future due to economy of scale and less traffic to control during construction.

Additional Cost: \$1,200,000 (Naftolin, Fuentes, Gieselman, Rios, Evert, Francois, Williams)

Lohmans Ford Road was downscoped to just the preliminary engineering. Some committee members believe that the project should be constructed as originally proposed. Original Cost: \$4,061,000 (Evert, Fuentes, Francois)

Taylor Lane was completely cut from the list of Manor-Area projects in the process of trying to get the cost of the bond package closer to the Court's desired amount. Some committee members believe that cutting this project from the list will jeopardize on-going regional transportation funding negotiations with the largest developer in the area (Whisper Valley). Additional Cost: \$7,662,000 (Williams, Thoresen, Fritzinger, Fuentes)

APPENDIX A

SUMMARY OF PUBLIC INPUT FOR THE PRELIMINARY 2011 BOND PROJECT LIST

The Citizen Bond Advisory Committee (CBAC) received commentary from the public through different media: people spoke directly to them during the Citizen Communications portion of their regular meetings held at the Joe C. Thompson Center and at six Public Meetings held throughout the county. Correspondence was also submitted to the CBAC's for their consideration. Public input was received through July 14, 2011. This summary represents the majority of public input.

Citizen Communications: One half hour was dedicated to Citizens Communications at the beginning of each of the 12 CBAC meetings held since March at the Joe C. Thompson Center. Communications often exceeded the ½ hour allocated to the agenda item.

Public Meetings: Approximately 190 people were in attendance at Public Meetings dedicated to hearing citizen's comments. Attendance at the meetings was as follows:

<u>Location</u>	<u>Date</u>	<u>Attendance</u>
Commissioners Courtroom	June 20, 2011	23
Travis County Service Center	June 22, 2011	22
Del Valle ISD Opportunity Center	June 23, 2011	11
Wells Branch Community Center	June 27, 2011	34
Lago Vista Council Chambers	June 29, 2011	39
Lakeway Council Chambers	June 30, 2011	81
	Total	190

Correspondence: People also submitted correspondence stating their interests and concerns. Participants used this mode of communication the most.

Summaries and tallies of public input on roads, parks and land conservation projects are presented below.

Please note that the information provided below is not based on a representative sample of the Travis County population nor is it a scientific survey of public opinion. This data should not be construed as the sole factor in evaluating projects for prioritization. It includes stakeholder enthusiasm for projects, organized interest groups, and support/opposition for projects.

Road, Safety, Drainage, Bridge, Bicycle and Pedestrian Projects

Preliminary Project List

A total of 439 comments were received regarding Road, Safety, Drainage, Bridge, Bicycle and Pedestrian projects that are on the CBAC's preliminary project list and projects that were not included.

- A majority of the responses (78 comments) supporting projects on the preliminary list were received for the Bike Safety Projects which has a proposal from the League of Bicycling Voters to use bond funds to complete a Bicycle Safety and Capital Improvement Plan that identifies safety and connectivity issues. From that Plan, bicycle safety projects will be identified for the funding allocated to the project.

Added Capacity Projects

- For added capacity projects, Cameron Road West received the most supporting comments (28 comments).
- Four other added capacity projects, William Cannon Drive, Arterial A, Tuscany Way South and Bee Creek Road received between 15 and 17 comments in support of each project.

Safety Projects

- For Safety projects, a majority of the supporting comments (22 comments) were received from e-mails regarding the Old San Antonio Onion Creek bridge replacement. Most of the

comments related to safety issues with the current one-lane bridge.

- Two other projects, Flint Rock Road and Lohmans Ford Road, received the most comments regarding safety projects. Flint Rock Road had 15 supporting comments while Lohmans Ford Road had 21 supporting comments and 35 comments against the project.

Other Projects

Comments have been received (91 comments) concerning projects that are not on the preliminary project list.

The majority (80 comments) have been received by e-mail and phone calls in support of providing funding for the construction of SH 45 SW.

Parks and Land Conservation

- The most notable feedback received for proposed park and land conservation projects is the strong support for parkland acquisition – particularly for parkland acquisition along the Pedernales River (see figure below).
- There is also strong support for the Onion Creek Greenway Improvement project.

Public Comment Summary
Road/Safety/Drainage/Bridge/Bicycle and Pedestrian Projects
July 14, 2011

ROADWAY, SAFETY, DRAINAGE, BRIDGE AND BICYCLE/PEDESTRIAN		Public Meetings		CBAC Meetings (Through 7-14-11)		Correspondence (Through 7-14-11)		Total	
		Pct	Project Name	For	Anti	For	Anti	For	Anti
1	Austin Colony Secondary Access to FM969	2		5		1		8	0
3	US 290-Circle Drive Intersection Improvements							0	0
3	Flint Rock Road	9		4		2		15	0
3	Lohman Ford Road	4	1	16	4	1	30	21	35
2	Rowe Lane	1		1				2	0
3	Old San Antonio Road/Onion Creek Bridge	1		2		19		22	0
1	Old Highway 20 Bridge #155	3				3		6	0
2	Weiss Lane Bridge #229	1		1				2	0
2	McNeil Road Drainage Improvements							0	0
3	Big Sandy Drive @ Long Hollow Creek							0	0
3	Bee Creek Road @ Bee Creek							0	0
1	Hunters Bend Road Sidewalk	1		3				4	0
3	Lost Creek Sidewalks	4		1		3		8	0
1,4	Road Reconstruction							0	0
	Bike Safety Projects - Unspecified	2		1		75	1	78	1
2	Wells Branch Parkway Improvements	1		1		1		3	0
1	Wildhorse Connector	3				7		10	0
1	Arterial A	2				13		15	0
1,2	Cameron Road (West of SH 130)	17		11				28	0
4	William-Cannon Drive	2		10		5		17	0
1	Tuscany South	2				13		15	0
1	FM 973-Blake Manor Road Connector	3				2		5	0
4	Slaughter Lane East			4				4	0
1	Blake-Manor Road	1				2		3	0
2	Weiss Lane Improvements	1		1		1		3	0
3	Bee Creek Road	9		8				17	0
1,3	Pass Through Finance Projects (FM 969 and FM 1626)	4		6				10	0
All	Substandard Roads	6		1				7	0
		79	1	76	4	148	31	303	36
ADDITIONAL PROJECTS NOT ON CBAC RECOMMENDED BOND PROJECT LIST									
4	Onion Creek Parkway	1						1	0
4	Jacobson Road/Mesa Drive	1						1	0
2	Rowe Lane/Steeds Crossing Turn Lanes	1						1	0
All	Large Bond Referendum		1					0	1
3	El Rey Sidewalks (Project added by CBAC 7-14-11)			2		5		7	0
3	FM 1826 Project and Sidewalk			2				2	0
3	SH 45 SW					83		83	0
3	Serene Hills					2		2	0
1	Taylor Lane (Project on needs list, not selected by CBAC)			1		1		2	0
		3	1	5	0	91	0	99	1

**Public Comment Summary
Parks and Land Conservation Project List
July 14, 2011**

PARKS AND LAND CONSERVATION		Public Meetings		CBAC Meetings		Correspondence		Total	
Pct	Project Name (as shown in the Preliminary Bond Project List June 9, 2011)	For	Anti	For	Anti	For	Anti	For	Anti
1,4	Eastern Creek Greenways	11				74		85	
4	Timber Creek Allotment	1				1		2	
3	Pedernales River Corridor	19	1			131		150	
4	Onion Creek Greenway Improvements	2				71		73	
3	Arkansas Bend/Dink Pearson	7				3		10	
2	Northeast Metro Park Entrance Road	1				1		2	
2	Northeast Metro Park Improvements	2	1	15		1		18	1
1,4	Park Improvements (Misc.)	1				1		2	
All	Conservation Easements	15		5		7		27	
		59	2	20		290		369	