

MOBILITY GEORGETOWN

MAY 2021 BOND ELECTION

CITY COUNCIL WORKSHOP: FEBRUARY 9, 2021



BACKGROUND

January 12 Council Workshop:

Staff presented the Citizen Advisory Committee recommendations to Council and tax rate capacity for 5-year and 10-year bond programs.

Council provided direction to staff to provide scope options for the top projects and options for a 7-year bond term.

January 26 Council Workshop:

Council direction to pursue the 7-year bond term for \$117 million at a tax rate increase of \$.03.

Further clarification on Austin Avenue Bridges project was requested.

POTENTIAL BOND PROGRAM (3 CENTS) = \$117,850,000

Planning Level Cost Estimates - Georgetown Mobility Bond 2021

Project (Committee Ranking)	Total Project Cost	Reduction 1 - Rural Section	Reduction 2 - One-Side Shared Use Path	Reduction 3 - No Sidewalk or Bikes
M - SE Inner Loop (Ranked #1)	\$ 43,116,000	\$ 34,820,000	\$ 32,061,000	\$ 28,496,000
C - Shell Rd (Ranked #2)	\$ 14,234,000	N/A	\$ 12,503,000	\$ 9,707,000
E - Williams (Ranked #3)	\$ 10,188,000	N/A	N/A	\$ 5,394,000
A - DB Wood (Ranked #4)	\$ 18,895,000	N/A	N/A	\$ 16,099,000
R - Leander (Ranked #5)	\$ 7,743,000	N/A	\$ 7,211,000	\$ 6,412,000
I - NE Inner Loop (Ranked #6)	\$ 18,094,000	\$ 14,898,000	\$ 14,499,000	\$ 11,703,000
Q - SH 29 (Ranked #7)	\$ 22,380,000	\$ 19,450,000	\$ 18,119,000	\$ 15,456,000
P - Austin Ave (Ranked #8)	\$ 11,484,000	\$3.8M for Ped/Bike Bridge Only		
B - Williams (Ranked #9)	\$ 8,590,000	N/A	N/A	\$ 4,196,000
L - Southwestern (Ranked #10)	\$ 11,496,000	\$ 10,805,000	\$ 10,406,000	\$ 8,669,000
N - Rockride (Not in Top 10)	\$ 5,776,000	N/A	\$ 5,403,000	\$ 3,544,000
Y - SE Inner Loop (Wilco Partnership)	\$ 4,000,000	Fixed City Contribution		
Z - Westinghouse (Wilco Partnership)	\$ 8,200,000	Fixed City Contribution		
Sidewalks, Bikes, Intersections, Tech	\$ 7,000,000	Fixed City Contribution		
Total¹	\$ 183,512,000	\$ 168,399,000	\$ 160,875,000	\$ 132,676,000
Change	\$ -	\$ 15,113,000	\$ 22,637,000	\$ 50,836,000

Selected projects in **BLUE** =
\$117.9 Million

Note - "N/A" means that the scope was already reduced for the consideration in the column

¹ Total Costs only include 3.8M for Austin Avenue ped/bike bridge

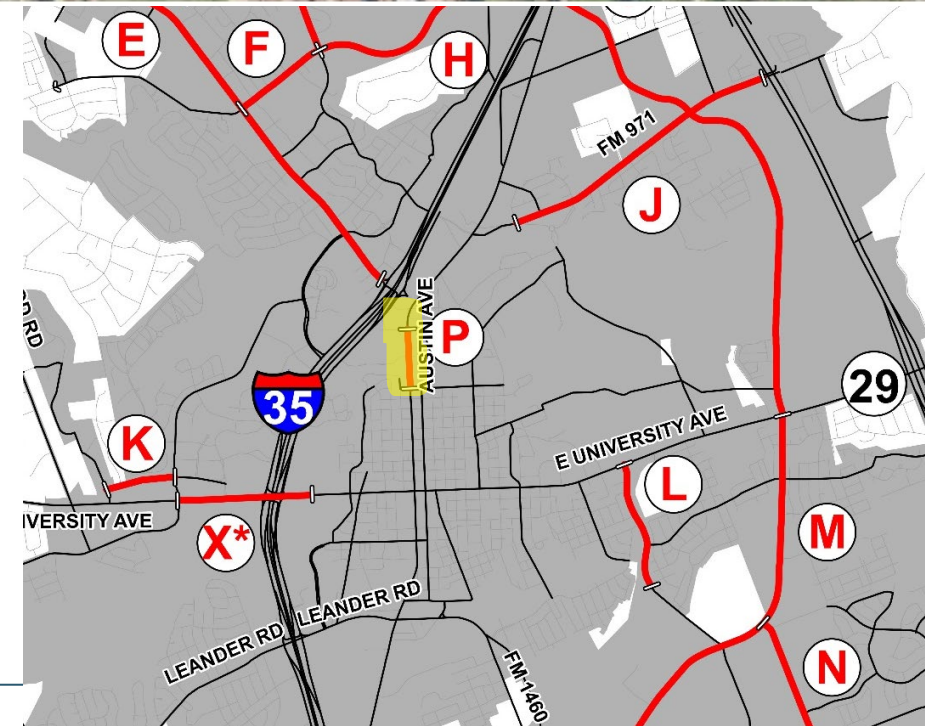
COUNCIL DIRECTION NEEDED

- Final scope of Austin Avenue Bridges to include in bond program
- Final allocations for sidewalks, intersections, bicycle facilities and transportation technology

AUSTIN AVENUE BRIDGES

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- **Total Cost: \$11.5 Million (\$10.1 million City cost)**
- **Limits: Second St to Morrow St**
- **This project consists of rehabilitating the bridges on Austin Ave and constructing a new pedestrian and bicycle bridge**
- **Potential Scope Edits:**
 - Ped/Bike Bridge Only – \$3.8M



CURRENT CONDITION OF ROADWAY BRIDGE

- Bridges built in 1940 and no major updates, maintenance or rehabilitation completed on the bridges since

- **Nov. 2019 TxDOT Inspection:**

- Bridges rating was 5 (fair condition)
- Next level down would be 4 (poor condition)
- Bridges inspected at least every 2 years

Condition Rating	Description*
N	Not Applicable
9	Excellent Condition
8	Very Good Condition - no problems noted
7	Good Condition - some minor problems
6	Satisfactory Condition - minor deterioration of structural elements (limited)
5	Fair Condition - minor deterioration of structural elements (extensive)
4	Poor Condition - deterioration significantly affects structural capacity
3	Serious Condition - deterioration seriously affects structural capacity, local failures possible
2	Critical Condition - advance deterioration of primary elements, bridge should be closed until repaired
1	Failing Condition - bridge closed but repairable
0	Failed Condition - bridge closed and beyond repair

CURRENT CONDITION OF ROADWAY BRIDGE

- **Structural Deficiencies:**

- Deterioration, resulting in falling debris on and below the bridges, which creates safety hazards for traffic and trail users

- **Functional Obsolescence/Geometric Deficiencies:**

- Bridges are functionally obsolete due to their width and lack of shoulders; these characteristics do not meet current AASHTO standards for a minor arterial roadway type
- Further - or more constrained - load restrictions could be applied
- Current pedestrian bridge does not meet ADA standards (separating the pedestrian bridge will meet the ADA requirements)

CURRENT PROJECT STATUS

- 30% design complete
- Timing of further design and construction will depend on funding
- Approximately 1½ years to complete design and construction plans before construction begins once funding is identified



CONSTRUCTION TIMING

- **Consultants designed the phasing so that the pedestrian bridge should be constructed first – prior to the roadway bridge maintenance – so we can keep bike and pedestrian connectivity during the bridge rehabilitation**
- **Bike/pedestrian bridge could be done without addressing the maintenance needs on the main lanes**
- **Maintain one lane in each direction through construction (except for pre-scheduled nighttime closures) to allow for continued access to downtown**

FUNDING

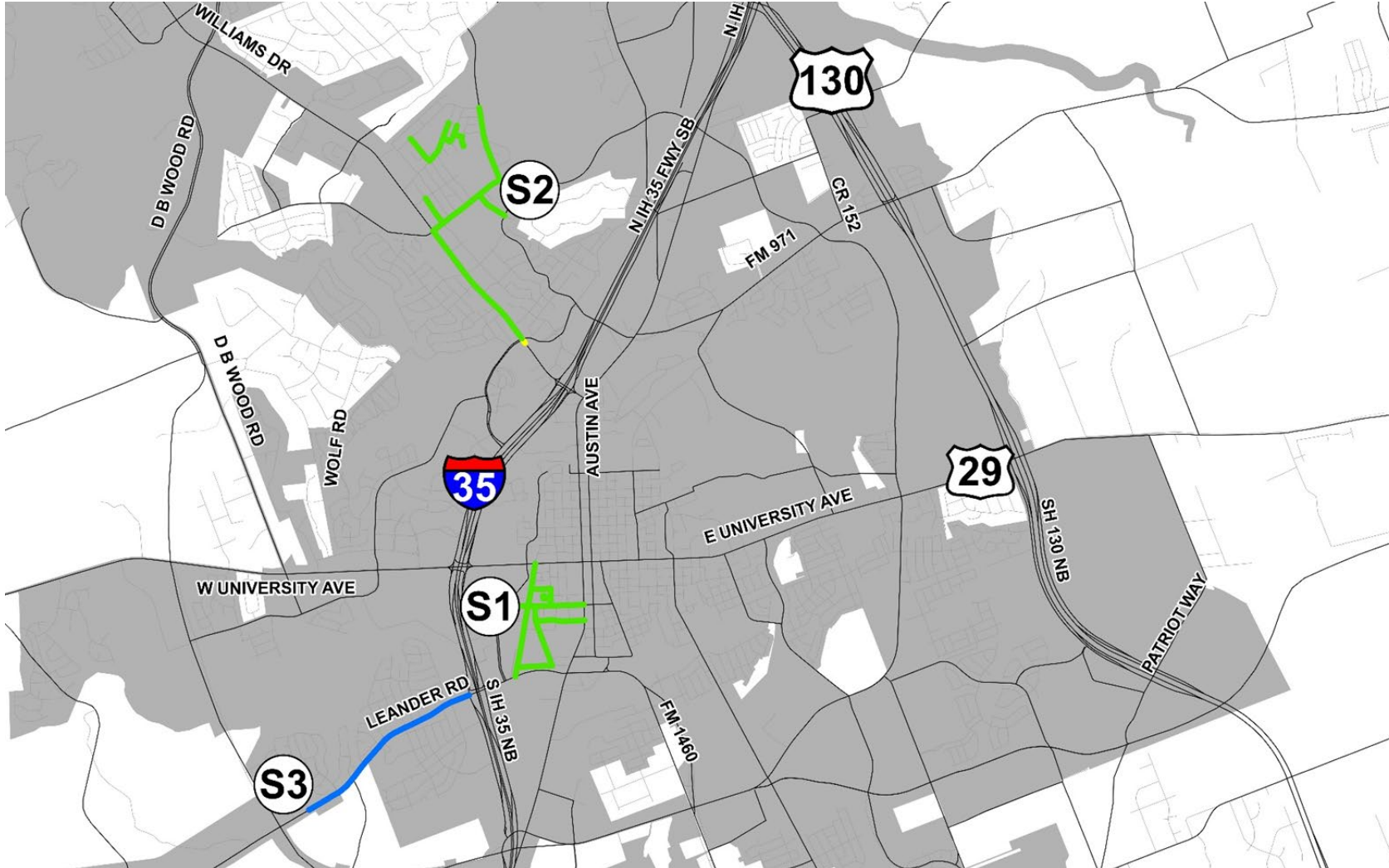
- **\$11.5 cost estimate does not include \$1,299,174 million in federal funding facilitated through CAMPO that has been allocated for the rehabilitation of the roadway bridge**
- **Total City funding bridge rehabilitation and pedestrian/bike bridge is \$10,184,826**
- **For this project, along with other projects, staff will work to identifying partnership funding through grant opportunities**

ADDITIONAL PROJECT ALLOCATIONS

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- **Committee Recommended Allocations: \$7 Million (preliminary)**
- **Allocations:**
 - Priority 2 Sidewalks - \$2.5 Million
 - Bike Plan Projects - \$1.5 Million
 - Intersection Projects - \$1.7 Million
 - Transportation Technology - \$1.3 Million
- **Committee made these recommendations with the intention of remaining within the \$50 million bond target amount initially provided by Council**

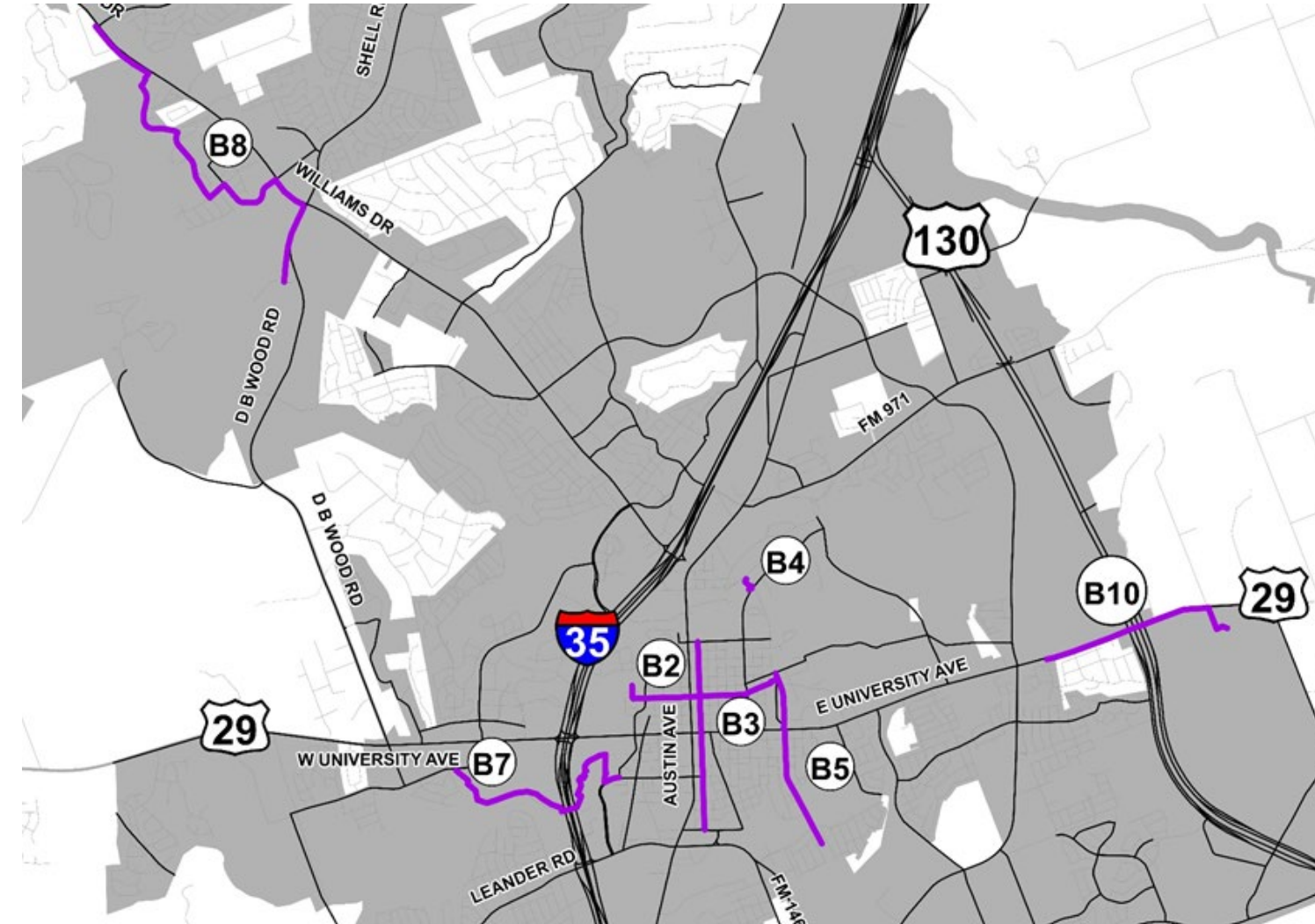
SIDEWALK PROJECTS: \$2.5 MILLION ALLOCATION



Note: Estimated cost to complete Projects shown is \$12.6 Million

\$2,500,000 will complete approximately 3 miles of 6' sidewalk

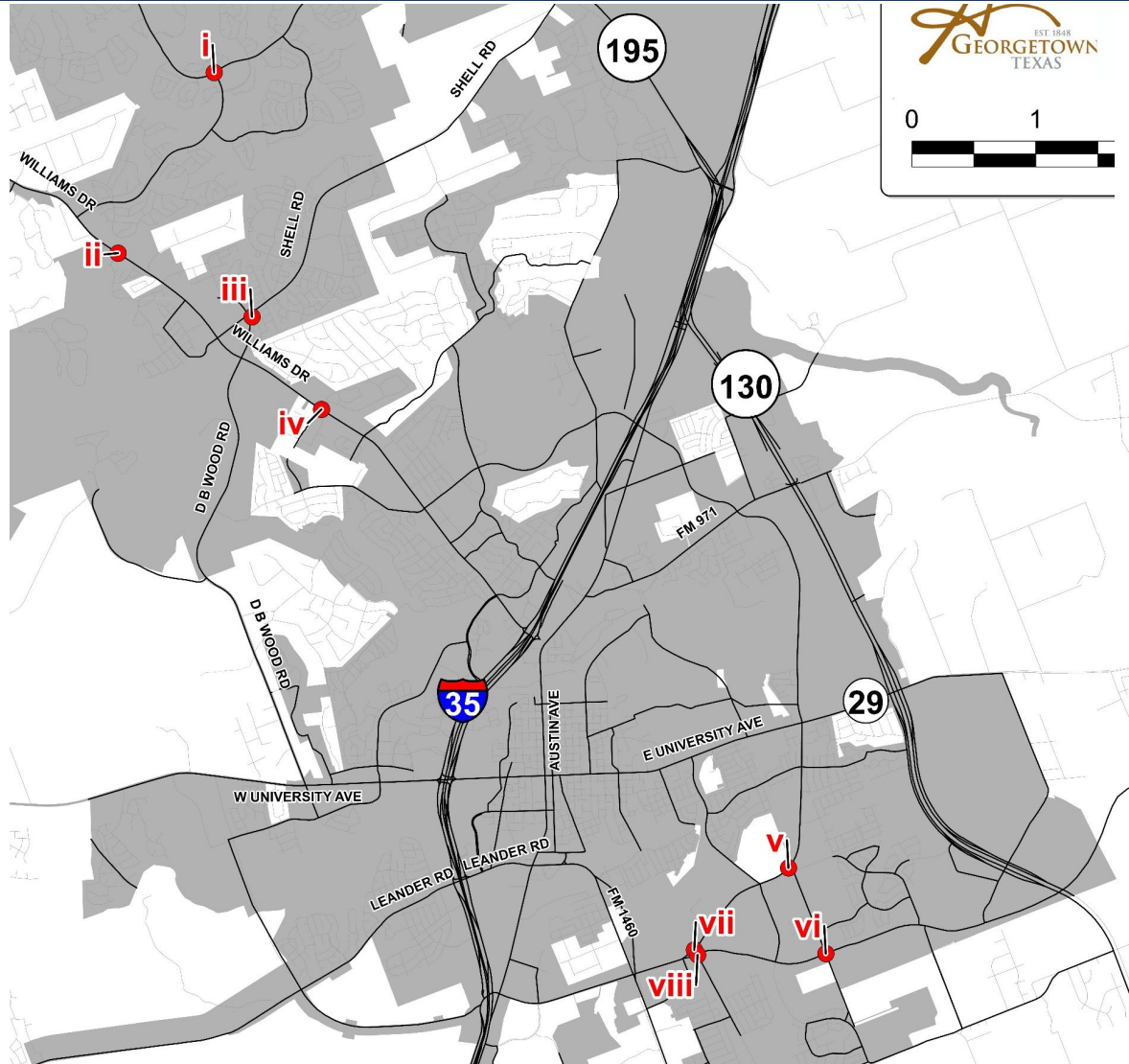
BICYCLE PROJECTS: \$1.5 MILLION ALLOCATION



Note: Estimated cost to complete Projects shown is \$10.4 Million

- Shared Use Paths and Trails – up to \$1.6M per mile
- On-street bike lanes with protection / separation - \$70k - \$200k per mile
- Painted bike lanes without buffer - \$50k per mile
- Wayfinding signs & dots - \$3k per mile

INTERSECTION PROJECTS: \$1.7 MILLION ALLOCATION



Note: Estimated cost to complete Projects shown is \$5.8 Million

\$1,700,000 will complete two intersections:

- Signals - \$600k each
- Turn Lanes - \$150k each (depends on length)

TRANSPORTATION TECHNOLOGY: \$1.3 MILLION



\$1,300,000 will complete:

- **Corridor timings - \$50k each (\$100k per year if 2 per year)**
- **Communications infrastructure & TxDOT takeover - \$500k**

FUNDING AUTHORIZATION

PREVIOUS FUNDING AUTHORIZATION AVAILABLE

2008 Road Bond: \$17,050,000

2015 Road Bond: \$13,617,625

Total: \$30,667,625

POTENTIAL 2021 BOND PROGRAM

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Total¹	\$ 209,960,826	\$ 168,399,000	\$ 160,875,000	\$ 132,676,000	Selected Projects
Change	\$ -	\$ 41,561,826	\$ 49,085,826	\$ 77,284,826	\$ 110,166,000

\$110,166,000 (in projects) - \$30,667,625 (previous funding authorization) = \$79,498,375

\$120 million in projects would be a \$.03 impact on tax rate



NEXT STEPS AND DIRECTION

NEXT STEPS

Texas Secretary of State Deadline of Last Day to File for Place on General Election Ballot: February 12, 2021

- Resolution to call election on February 9, 2021 Council Agenda

February – April: Public Education Outreach

May 1, 2021: Election Date

DIRECTION FROM COUNCIL

Direction needed from Council:

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THANK YOU | QUESTIONS