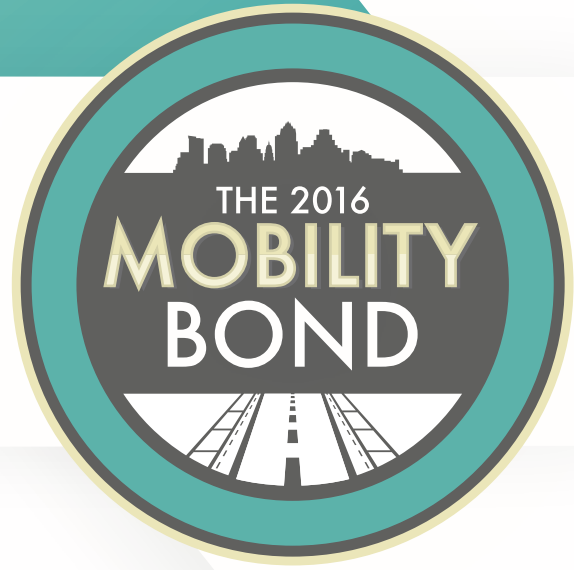


CITY OF AUSTIN

VOTER INFORMATION BROCHURE

TUESDAY NOVEMBER 8, 2016



For interpretation services about information in this document, call Austin 3-1-1.

이문서 관련 통역 문의사항은 Austin 3-1-1로 전화 주십시오.

Nếu bạn cần dịch tài liệu này, xin gọi Austin ba-một-một

如果你須要有關本文內容的翻譯服務, 請撥打 311 奧斯汀市政府熱線。



The City of Austin has called a special election for Tuesday, Nov. 8, 2016. Voters will consider one City of Austin proposition for \$720 million in General Obligation bonds to fund transportation and mobility improvements. Voters will consider this proposition in conjunction with the November General Election for Federal, State, County, and City offices as well as propositions for other taxing entities.

This brochure is designed to provide a general description of the City of Austin 2016 Mobility Bond Election. It does not advocate passage or defeat of the measure and is intended only for informational purposes.

The City of Austin is committed to compliance with the Americans with Disabilities Act. Reasonable accommodations and equal access to communications will be provided upon request by calling [512-974-7840](tel:512-974-7840).

The information in this document is available in Spanish on the other side of the brochure.

BALLOT LANGUAGE

The Proposition will appear on the official ballot in substantially the following form, and the ballot shall be prepared to permit voting “for” or “against” the Proposition:

Proposition

The issuance of \$720,000,000 transportation and mobility improvement bonds and notes for improvements to Loop 360 corridor, Spicewood Springs Road, Old Bee Caves

Road Bridge, Anderson Mill Road, intersection of RM 620 and RM 2222, Parmer Lane, North Lamar Boulevard, Burnet Road, Airport Boulevard, East Martin Luther King Jr Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive, Guadalupe Street, Slaughter Lane, William Cannon Drive, Rundberg Lane, East Colony Park Loop Road, South Congress Avenue, Manchaca and South Pleasant Valley Road; sidewalks, Safe Routes to School, urban trails, bikeways, fatality reduction strategies, and the following local mobility substandard streets/capital renewal projects: Falwell Lane, William Cannon Drive Railroad Overpass, FM 1626, Cooper Lane, Ross Road, Circle S Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country, Johnny Morris Road, and Brodie Lane; and the levy of a tax sufficient to pay for the bonds and notes.

TYPES OF PROJECTS AND PROGRAMS TO BE UNDERTAKEN AS PART OF THE BOND PROPOSITION

A map of potential projects that would be funded if the proposition is approved is on Page 10.

\$101,000,000 for Regional Mobility Projects

If approved, the proposition would provide:

- \$46,000,000 to allow the City to address intersections on Loop 360 at Westlake Drive, Courtyard Drive, FM 2222, Lakewood Drive, and Spicewood Springs Road/Bluffstone Drive. Improvements may include signal modifications, changes to the design of medians, and installation of accessible pedestrian facilities.
- \$17,000,000 to allow the City to fund improvements on Spicewood Springs Road east of Loop 360. Improvements may include a roadway expansion, signals, medians, sidewalks, bike facilities and driveway reconstruction.
- \$30,000,000 to allow the City to address Anderson Mill Road from Spicewood Parkway to US Hwy 183, the intersection of RM 620 and FM 2222, and Parmer Lane between SH 45 to Brushy Creek Road. Improvements may include projects to increase pedestrian, bicycle, and vehicular mobility.
- \$8,000,000 to allow the City to fund design and replacement of the Old Bee Caves Road Bridge crossing Williamson Creek.

\$482,000,000 for Corridor Improvement Projects

If approved, the proposition would allow the City to address implementation of Corridor Mobility Reports, which identify short-, medium-, and long-term transportation improvements on the following corridors:

- North Lamar Boulevard from US Hwy 183 to Howard Lane
- Burnet Road from Koenig Lane to MoPac Expressway
- Airport Boulevard from North Lamar Boulevard to US Hwy 183
- East Martin Luther King Jr. Boulevard/FM 969 from US Hwy 183 to Decker Lane

- South Lamar Boulevard from Riverside Drive to Ben White Boulevard/US Hwy 290 West
- East Riverside Drive from I-35 to SH 71
- Guadalupe Street from Martin Luther King Jr. Boulevard to West 29th Street
- Approval would also allow the City to develop a Corridor Mobility Report for Slaughter Lane and/or William Cannon Drive and address recommendations identified in the report

Projects along these corridors may include:

- Intersection improvements, such as signals, turn lanes, pedestrian crossings
- Sidewalks and ADA-accessible curb ramps
- Bicycle Facilities, including separated and protected lanes
- Transit, including bus shelters, relocation of bus stops, center-running transit lanes, and transit-specific signal timing (queue jumps)
- Address utility issues, including drainage, as needed for mobility issues

If approved, the proposition would also allow the City to develop Corridor Mobility Reports (preliminary engineering) for William Cannon Drive, Slaughter Lane, North Lamar Boulevard/Guadalupe Street, East Rundberg Lane, West Rundberg Lane, Colony Loop Drive, East Martin Luther King Jr Boulevard/FM 969, South Congress Avenue, Manchaca Road, and South Pleasant Valley Road.



\$137,000,000 for Local Mobility Projects

If approved, the proposition would provide:

- \$37,500,000 to allow the City to address sidewalks based on the 2016 Sidewalk Master Plan/ADA (Americans with Disabilities Act) Transition Plan, with a focus on sidewalks rated as “very high” or “high” priorities. The City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan establishes asset management practices and contains prioritization criteria for sidewalks within the City of Austin’s Full Purpose Jurisdiction. Improvements may include installation of new curb ramps, sidewalks, curbs, driveway aprons and related construction and rehabilitation/replacement of existing curb ramps, sidewalks, curbs, driveway aprons and related construction to conform with the Department of Justice guidance and ADA requirements.
- \$27,500,000 divided evenly among the ten City Council Districts to allow the City to address Safe Routes to School. The Safe Routes to School Program is a partnership with local school districts to address safety concerns of routes to school and encourage children and families to bike or walk to school. Improvements may include infrastructure options that create a safer environment such as sidewalks, traffic calming devices, protected bicycle facilities, and urban trails.
- \$26,000,000 to allow the City to address urban trails with a transportation and mobility purpose, using the Urban Trails Master Plan. The Urban Trail Network is a citywide network of non-motorized, multi-use pathways that provide important accessible routes for transportation and recreation for all ages and abilities. Projects may include design and construction of various trail connections and Tier I trails as identified in the City’s Urban Trails Master Plan.
- \$20,000,000 to allow the City to address bikeways with a transportation and mobility purpose, using the Bicycle Master Plan. The Bicycle Master Plan includes recommendations for Complete Streets that accommodate bicyclists of all ages and abilities. The Bicycle Master Plan is implemented

through the City of Austin's Active Transportation Division. Improvements may include separated and/or protected bicycle facilities, bicycle detection and signal equipment, and other on-street bicycle facilities, such as bike lanes.

- \$11,000,000 to allow the City to fund improvements for Substandard Streets/Capital Renewal projects. Substandard streets are publically owned roadways within the City of Austin's Full Purpose Jurisdiction that do not meet current City of Austin requirements because they have pavement widths that are less than 24 feet across and typically lack some curb and gutter, drainage, bicycle facilities and sidewalk infrastructure. "Capital renewal" refers to the rehabilitation of existing City of Austin assets to maintain service levels.
 - William Cannon Railroad Overpass includes the preliminary engineering and design for a future capital renewal construction project that will replace existing mechanically stabilized earthen walls approximately 300 feet east of the eastern abutment with a bridge structure to support the existing six-lane bridge over the Union Pacific Railroad.
 - Falwell Lane: Improvements may include preliminary engineering and some design for a future project to reconstruct Falwell Lane east of SH 130. Falwell Lane is a roadway that serves private housing as well as City facilities that provide services to many citizens. The existing roadway experienced significant damage due to flooding events in both 2013 and 2015, and permanent restoration or replacement is required.
 - Preliminary Engineering for Brodie Lane, Circle S Road, Cooper Lane, FM 1626, Johnny Morris Road, Latta Drive/Brush

Country, Ross Road, Rutledge Spur: These projects would include preliminary engineering for future design and construction projects that would aim to address the existing substandard street conditions as well as increase connectivity and capacity for all roadway users.

- \$15,000,000 to allow the City to address implementation of fatality reduction strategies for projects listed on the Top Crash Location Intersection Priorities Improvement List. The list may be found at austintexas.gov/2016bond Improvements may include intersection reconfiguration, median modification, pedestrian and bicycle facilities, and traffic and pedestrian signals.

CONTRACT WITH THE VOTERS

The Austin City Council, through approval of Resolution No. 20160818-074, has established a Contract with the Voters providing that authorized bond funding will be spent on projects and programs named within Ordinance No. 20160818-023, calling the special bond election, and in accordance with Resolution No. 20160818-074. The projects and programs are also included in this Voter Information Brochure.

Upon voter approval, the City of Austin would begin coordination, design, and engineering activities as soon as possible for the Corridor Improvement Projects in order to develop a construction program for City Council consideration and approval.

Corridor Improvement Projects for the Corridor Construction Program will be prioritized in ways that prioritize:

- Reduction in congestion
- Improved level of service
- Reduced delay at intersections for all modes of transportation
- Connectivity
- Improved effectiveness of transit operations

Corridor Improvement Projects for the Corridor Construction Program will be prioritized in ways that make allowances for:

- Preservation of existing affordable housing and local businesses
- Opportunities for development of new affordable housing
- Geographic dispersion of funding
- Opportunities to facilitate increased supply of mixed-income housing

The Corridor Construction Program shall recommend implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans.

Implementation of the Corridor Construction Program shall emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, with the goals of reducing vehicle miles traveled, increasing transit ridership and non-vehicular trips, and promoting healthy, equitable, and complete communities.

Existing Corridor Mobility Development Plans will be revisited as needed to ensure that the final design and implementation conforms to the region's most recently

adopted transportation plans and recently adopted policies and standards for transportation infrastructure design.

The City of Austin will coordinate with other local taxing entities and identify and pursue potential opportunities for grants and other collaborative funding from federal, state, local, and private sources.

If additional funding is required to complete specified improvements, the City of Austin will identify available funding within existing capital budgets and other sources. If the cost of improvements associated with an identified Regional Mobility project is less than the amount designated for that specific project, excess funds shall be used on additional improvements in the corridors on which the identified Regional Mobility project is being implemented. Existing capital project delivery systems and processes will be analyzed in order to recommend potential changes and resource requirements to complete the proposed bond program within eight years.

The City Manager will provide recommendations to the City Council within 90 days of voter approval, outlining a process for City Council oversight, including a report to the Mobility Committee of the City Council, a report to the full City Council, and a timeline and process for reporting to the citizen Bond Oversight Commission.

FINANCIAL AND TAX IMPACT

The City of Austin is one of multiple taxing entities to which property owners pay taxes annually.

The property tax rate is composed of two parts: the Operations and Maintenance rate (O&M) and the debt service rate. The debt service rate is set in order to generate the revenue necessary to make the City's payments for its tax-supported debt. The 2016 fiscal year debt service tax rate is 10.62 cents for every \$100 of taxable assessed property value. The 2016 fiscal year O&M tax rate is 35.27 cents for every \$100 of taxable assessed property value.

General Obligation bonds are backed by the City of Austin's levy of an ad valorem tax to secure payment of the bonds. This means the City of Austin is obligated to pay back the bonds by levying an ad valorem tax to repay the debt. Passage of the proposition and issuance of the bonds and notes would affect only the debt service tax rate portion of the City of Austin tax rate.

The following table provides the anticipated tax bill impact that may result from the issuance of transportation and mobility bonds, if approved by voters.

The anticipated annual tax bill impact is based on taxable home value. Taxable home value is the value of a home after property tax exemptions, such as the homestead exemption, or senior exemption, have been applied.

The estimated tax bill impact of passage of the proposition and issuance of the proposed bonds and notes contained in this section is an approximation based on the 2016 property tax rate as well as assumptions about market and economic conditions, and may be subject to change. The numbers provided do not guarantee a certain impact on a property owner's annual tax bill. To view a property's taxable value, visit the Travis Central Appraisal District at traviscad.org if the property is located in Travis County; the Williamson Central Appraisal District at wcad.org if the property is in Williamson County; or the Hays County Central Appraisal District at hayscad.com if the property is located in Hays County.

Visit austintexas.gov/2016bond for an online calculator to estimate the annual increase in property taxes.

Anticipated tax bill impact resulting from passage of the bond proposition

Taxable Property Value	Anticipated annual tax bill impact*	Anticipated monthly tax bill impact
\$100,000	\$23	\$1.88
\$200,000	\$45	\$3.75
\$251,994 (median)	\$57	\$4.72
\$300,000	\$68	\$5.63
\$400,000	\$90	\$7.50
\$500,000	\$113	\$9.38
\$600,000	\$135	\$11.25
\$700,000	\$158	\$13.13
\$800,000	\$180	\$15
\$900,000	\$203	\$16.88
\$1,000,000	\$225	\$18.75

*Numbers have been rounded up to the closest whole number.

Information provided Pursuant to Section 3.009, Texas Election Code

As required by Section 3.009, Texas Election Code, the following disclosures were provided in Ordinance No. 20160818-023:

If the issuance of bonds and notes is authorized by voters, taxes sufficient, within the limits prescribed by law, to pay the annual principal of and interest on the bonds and notes and to provide a sinking fund to pay the bonds and notes may be imposed. Bonds and notes authorized pursuant to this ordinance may be issued to mature over a time period not to exceed 40 years from their date of issuance and bearing interest at the rate or rates (not to exceed 15%), as authorized by law and determined by the Council. As of the beginning of FY 2016, the aggregate amount of outstanding principal of the City's debt obligations

was \$1,302,730,000, and the aggregate amount of outstanding interest on the City's debt obligations was \$485,909,029.50, and (vii) the City's ad valorem debt service tax rate as of the date of adoption of this ordinance is \$0.1062 per \$100 of taxable property.

Based upon market conditions as of the date of this ordinance and using taxable assessed values for the 2015 tax year (2015/16 fiscal year), without adjustment for anticipated growth in taxable assessed value in future years, if the bonds and notes are authorized, the estimated total tax rate of the City is expected to be approximately \$0.5339 per \$100 of taxable assessed value (which represents an increase of \$0.0750 per \$100 taxable assessed valuation as compared to the City's total tax rate as of the date of adoption of this ordinance), based on



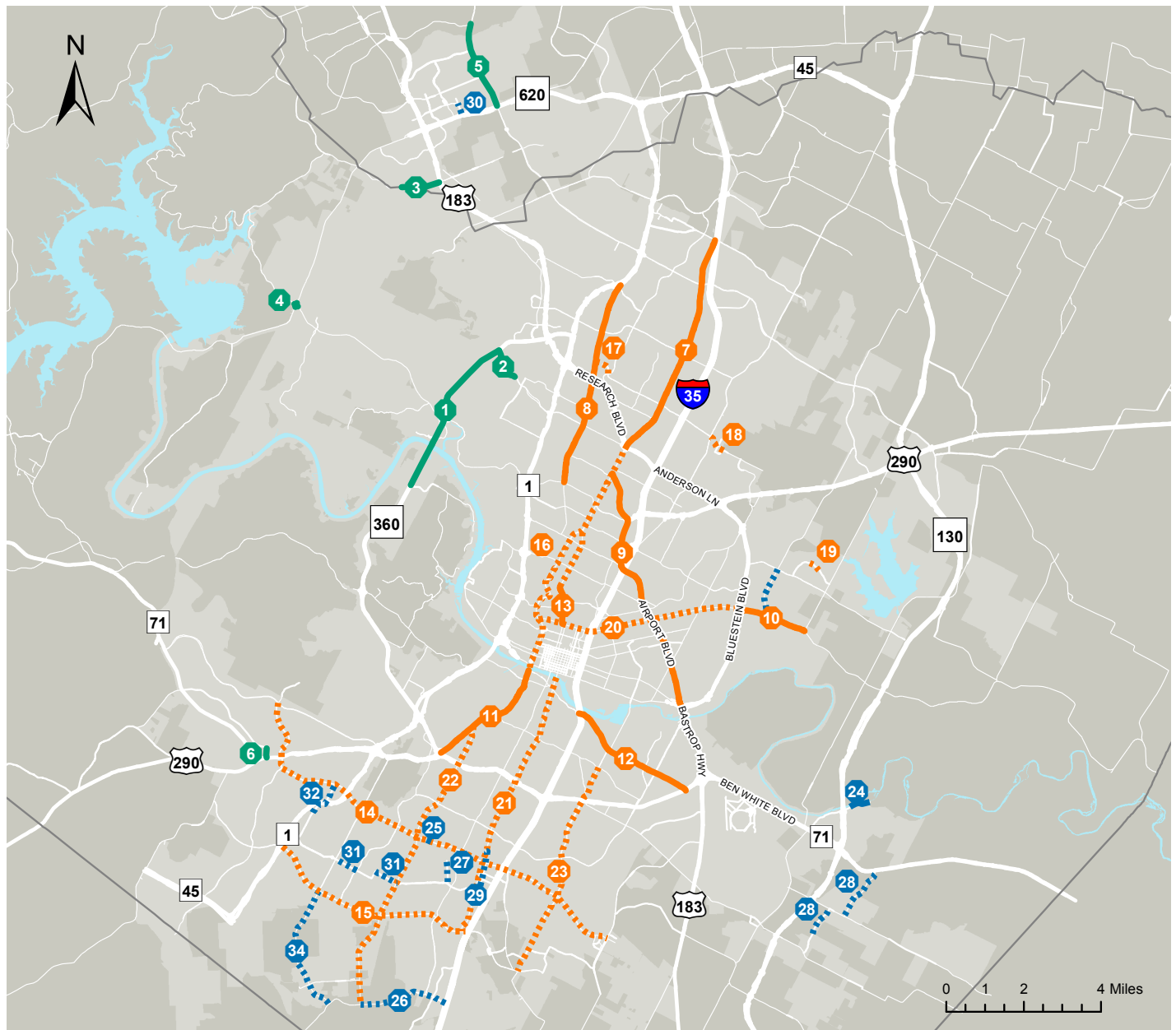
current State law, which is subject to change.

As was presented to Council, applying the assumptions used in the General Obligation Bond Capacity Analysis dated June 1, 2016, which includes forecasted growth in taxable assessed value, City financial staff has determined that, if the bonds and notes are authorized, the City's total tax rate would increase by an estimated \$0.0225 per \$100 of taxable assessed valuation (as compared to the City's total tax rate as of the date of adoption of this ordinance). If the bonds and notes are authorized, actual tax rates will depend upon, among other factors, the assessed valuation of taxable property, prevailing interest rates, the market for the City's bonds and notes and general market conditions at the time that bonds and notes are issued.

The estimated tax rates and other statements contained under this caption are (i) based on certain assumptions (including assumptions concerning prevailing market and economic conditions at the time(s) of issuance of the bonds and notes), (ii) subject to change to the extent that actual facts, circumstances and conditions prevailing at the time that the bonds and notes are issued differ from such assumptions and projections, (iii) provided in Ordinance No. 20160818-023 solely in satisfaction of the requirements of Section 3.009, Texas Election Code, and for no other purpose, without any assurance that such projections will be realized, and (iv) not intended to give rise to a contract with voters or limit the authority of the Council to issue bonds and notes in accordance with the proposition submitted pursuant to Ordinance No. 20160818-023.



2016 BOND PROJECT AND PROGRAM MAP



Regional Mobility Projects

- 1 Loop 360 Intersections
- 2 Spicewood Springs Road
- 3 Anderson Mill Road
- 4 RM 620 at RM 2222
- 5 Parmer Lane
- 6 Old Bee Caves Road Bridge

Corridor Mobility Projects

- 7 North Lamar Boulevard
- 8 Burnet Road
- 9 Airport Boulevard
- 10 East Martin Luther King Jr. Boulevard / FM 969
- 11 South Lamar Boulevard
- 12 East Riverside Drive
- 13 Guadalupe Street
- 14 William Cannon Drive
- 15 Slaughter Lane
- 16 North Lamar Boulevard / Guadalupe Street
- 17 West Rundberg Lane
- 18 East Rundberg Lane
- 19 Colony Loop Drive
- 20 Martin Luther King Jr. Boulevard
- 21 South Congress Avenue
- 22 Manchaca Road
- 23 South Pleasant Valley Road

Local Mobility Projects

Sub-Standard Streets/Capital Renewal

- 24 Falwell Lane
- 25 William Cannon Railroad Overpass
- 26 FM 1626
- 27 Cooper Lane
- 28 Ross Road
- 29 Circle S Road
- 30 Rutledge Spur
- 31 Davis Lane
- 32 Latta Drive/Brush Country Road
- 33 Johnny Morris Road
- 34 Brodie Lane

Citywide (Not Mapped)

- Sidewalks
- Safe Routes to School
- Bikeways
- Intersection Safety Improvements
- Urban Trails

Notice: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Capital Planning Office for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Project and Program Map

The map on Page 10 contains Regional Mobility Projects, Corridor Improvement Projects, and the Sub-Standard Streets/Capital Renewal projects included in the Local Mobility Projects as per the City Ordinance approved by Council. The extents of the projects on the map generally represent the limits of existing Corridor Mobility Development Reports (solid orange lines) and proposed Regional Mobility Projects (solid green lines), but improvements funded by the bond proposition, if approved, are not expected to take place along the full extent of the roadway. Improvements would be implemented on prioritized locations of the roadway.

Preliminary Engineering and/or Design, represented by the dashed lines, may include a traffic analysis, watershed impact determination and remediation plan, a public involvement process, project scope, and preliminary design. Projects that address citywide mobility, such as sidewalks, bikeways, and urban trails, are not included on this map and will be prioritized through established capital program processes.

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