

Travis County 2005 Bond Public Meeting • Speaker Summary
Tuesday, July 26, 2005 • Commissioners' Court Room

NAME	COMMENTS
Scott Johnson	Consider when you put the bond package together to get a presentation from TNR about how to structure the bond projects so they have high environmental standards including requiring cleaning burning vehicles and equipment in their construction. Also consider effects of projects on air quality two or three years from now. Set high environmental standards for projects to minimize the air pollution released from the construction of these projects.
Jane Faulkenburg	Ms. Faulkenberg lives north of 290 East, off Springdale Road, and supports reinstating Arterial A into the bond package. She states that the stress level of living along this road since she moved there in 1989 has increased; the street is now a racetrack for drivers cutting through to IH 35 or Cameron Road. She also cites an incident where a car hit the curb, and rolled over three times; the passengers were driving a stolen car and intoxicated. These types of incidents increase the neighborhood stress level. She asked the CBAC to please include Arterial A in the bond package.
Dominique Chavez	Mr. Chavez, with the Capital Area Transportation Coalition, supports additional funding for mobility projects. He thanked the CBAC for their hard work over the last six months, and for facing the challenge of balancing priorities. He asks the CBAC to be bold in terms of the important mobility projects, and states that this community has a crisis with people trying to find ways to get around town. He notes that on one of the slides shown earlier, the challenges of federal-state funding is shown; he says that everyone is fighting for the money, and a lot of times it's just reserved for the state and federal highway systems. His concern with the bond proposal is that \$54 million for mobility projects is not bold enough. He asks the Committee to add a separate bond item to this package so the voters can choose whether they want to approve additional road projects that address their local mobility issues. He says that in the 2001 bond election, the community overwhelmingly approved \$150 million for mobility even though those proposals result in increased taxes. Therefore, he wants voters to have the opportunity, just as they will have with the open space proposition, to vote for a stand-alone roadway and mobility proposition that is tied to a tax increase. He thinks that voters should be allowed to choose, instead of the Committee making the decision, what roads get built.

The 2001 bond package amounted to \$3.50 per month in tax increases for the average homeowner. Those bonds were approved overwhelmingly. Almost 60% of voters approved. I am here today to suggest the concept of having additional items placed on the ballot and offer voters to voice their opinion.

John Hutchinson

Lives off Springdale Road and US 290, and would like the CBAC to reconsider funding the building of Arterial A. He states that many years ago they began planning SH130 and the first plans included Arterial A. At first SH 130 was where the present alignment of Arterial A is now. Once the alignment for SH 130 was moved east, that left that the strip of land open which the COA got dedicated to Arterial A. The section of road we are concerned about is between Blue Goose and US 290. The reason why we are so desperate and that we are emphasizing to our people to present our side of the story is mainly because we have a neighborhood coming in north of us on Sprinkle Road or Sprinkle Cut-Off. That neighborhood will consist of 3,142 homes, which is 30,000 plus cars per day going somewhere. If Arterial A gets built, that will be the road for this traffic; if not, there are no plans to build anything. Cameron Road back north is like a parking lot. There are lots of wrecks and people. If anyone has experienced Parmer Lane and Dessau, you can sit through that intersection 5 or 6 lights even without bad weather. Add the other problems, and you got an issue that goes on for hours which will make you late for work every time. There is no better north-south road on this ladder of arterials. You have all these projects that are proposed to be built in northern Travis County that connect east-west; well, what about us. If we don't reinstate Arterial A, Springdale Road would have to be widened, with turning lanes, to 114', which is a problem because it is my neighbor's house. So if we want a north-south corridor, they are going to have to come down Springdale Road or Arterial A. If they come down Springdale Road, sooner or later, that road will have to be widened or some other route is going to be picked. We have looked and there are no other routes that can be pinpointed at this time. The problem you have is limited funds. Also, it goes through Waste Management's landfill system, which is the real problem why some people do not want this built. It will force Waste Management to prematurely move to the Wilder tract, which they are not trying to get a permit. That gives them a much longer life expectancy to do landfill operations. That is why this bond package is so important to Arterial A because of a time crunch. So we are asking for you to reconsider or add it to bond package and raise the amount. It may be expensive but it has several issues including an intersection with the highway, and if it is not placed on bond package now; its over, and the other option (widen Springdale Road) is going to be expensive.

- Angela Michaels Speaking on behalf of the drainage & flood plain project on Walnut Creek, and requesting that Arterial A be placed back in the bond package. She states that Arterial A is separate from the landfill problem. The tremendous amount of development being planned in the area, and the City of Austin's intention to annex the area make Arterial A necessary. She believes that if Arterial A is not placed back into the bond package, her neighborhood will be destroyed.
- Joyce Thoresen Asks for Arterial A to be reinstated into the bond package. She says that years ago it was designated as an alternative route to Springdale Road to help the neighborhood, and that it is still needed because increased traffic volume and speed has become a threat to the neighborhood's safety and quality of life. Ms. Thoresen says that people who live in Harris Branch and Pflugerville regularly use Springdale to reach US 290. Arterial A would provide a more direct route for these residents, to the north and east, to access US 290.
- Beth Ann Sprengel Attended several meetings and would like to speak to the CBAC about the jail proposition. She states that the County is often referred to as "meat and potatoes" government, and that a part of the "meat and potatoes" is corrections and rehabilitation services. Although this is not "sexy" it is something that the County is required to address by the state. She asks that the committee consider all options, look hard at the numbers on the jail, and consider the impact that it has on the entire County budget.
- Kristina Kubeck As a member of Walnut Place Neighborhood Association and a resident of this neighborhood since 1976, Ms. Kubeck stated her support for Drainage and Flood Plain Project #6. "My backyard has suffered severe erosion and needs all the help that it can get." She also supports Mobility Project #1, Arterial A. She feels that, without Arterial A, her neighborhood will be overwhelmed by traffic from the new developments occurring in the area. She asks the CBAC to please reconsider Arterial A and notes that funding for a north – south arterial in a northeast section of Travis County must be secured now.
- Amy Wanamaker She thanks the Committee for their service and states her support for the \$60 million stand-alone bond proposition for open space that the Committee is recommending. She feels that the County has an opportunity to purchase open space now, while it is still available, and states that it may not be available several years from now. She thinks that this would be a significant investment for our future; and that a tax increase averaging \$16.00 per year per household is a fair allocation to ensure having open space and clean water in our future.

Colin Clark Supports the park recommendations and open space proposition. He emphasizes that there is need throughout the county for open space protection. He tells the committee that he, along with Amy Wanamaker, was part of the Southwest Growth Dialogue Committee that recommended protecting 6,000 acres in Southwest Travis County, and that he feels that there is need in other areas of the county as well. He identifies the City's Walnut Creek greenbelt as a place that could be built on; he also says that Gilleland Creek, areas near SH130, and other creeks in eastern Travis County and the Colorado River would benefit from open space protection.

Roger Baker Interested in both roadway issues and the separate proposition to purchase natural ranch areas on the ballot. He supports parks and open space projects but believes that people inside the city should not see their parks deteriorate while new parks are built without long term funding for their maintenance. He feels that consideration should be given for the long-term maintenance costs of these proposals, including the jail project. He's skeptical about the road projects, saying that they tend to be public subsidies for private land speculation. He's also very skeptical of public-private partnerships for building over the Aquifer, and believes that it is a bad idea. He would like to see development concentrated inside or near the city because compact growth is much cheaper to pay for in the long run. Mr. Baker believes that we should have metropolitan government that combines City and County governments.

Charles Betts Executive Director of the Downtown Development Alliance that consists of the property owners in the downtown area that are assessing themselves an additional tax to pay for projects in the downtown area. Mr. Betts asks the Committee to consider including payment for 1/3 of the costs for Waller Creek flood control project in the County bond package.

Eric Anderson Wants to discuss trails, and asks staff to look into ground breaking work on open space and determine what percentage of mobility funding goes for bike projects and sidewalks. He made a specific comment on sidewalks, asking that the County not build sidewalks that no one wants to use because they are too close to traffic. He suggested that sidewalks be sited 10-20 feet off the roadside. He supports all parks and open space projects. One thing that is not in bond package proposal is a trail built on the Reserves Canyon Texas, which has problems because it does not have all the funding. He is in support of the Lance Armstrong dedicated to right away. Would like for staff to focus on making trails connection if it receives federal funding.

Ted Siff Mr. Siff thanked committee members for giving their time to serve on the bond committee. He also commended their recommendations

for parks and open space projects but noted that many cities are ahead of Travis County in acquisition of open space. He supports acquisition of more open space and parkland, as well as completing acquisition of land for the Balcones Canyonlands Preserve. He also thinks that the open space purchased with bond funds should allow people to have public access. He noted that the Commissioners Court is dedicated to improving the County park system, and that the County parks well maintained.

Glen Hodges

Mr. Hodges represents landowners along the alignment of the proposed extension of Howard Lane at SH 130. Some of these landowners have been there for many years, and they support the road project and would like to see it built. He thanked the Committee for their hard work, and thanked staff for including both segments of Howard Lane in the preliminary recommendation for regional mobility bond projects, noting that the Howard Lane extension is included in the CAMPO plan. Mr. Hodges said that the landowners have been willing to donate the right of way, and have also offered to share the engineering design and construction costs for the road section crossing their property. He stated that the County and City are working on an inter-local agreement for this project, and that there is lots of local support for the road. There is also a public private agreement that has been drafted and currently being discussed with County staff. He hopes that the County will keep this project in the bond proposal.