

Late Backup**RESOLUTION NO.**

WHEREAS, vehicle miles traveled has almost quadrupled from 1980 to 2010, annual hours of delay has seen an almost 12 fold increase during that same time period; and our travel time index is at 1.32, taking us about 32% longer to make a trip during congested periods and ranking us 4th highest in travel time in the country; and

WHEREAS, there is a need for lower cost, more immediate congestion relief while we tackle long-term issues. And because no single fix will address our problem, we must provide more options to build a better-connected system of roads, buses, transit, and sidewalk and bicycle infrastructure; and

WHEREAS, example solutions include:

1. Redesigning streets and intersections to improve traffic flow through improved signal light management and turn lanes;
2. Encouraging employers to avoid peak traffic for their employees with flexible hours, work days and telecommuting;
3. Building needed sidewalk and bike infrastructure;
4. Putting more emphasis on maintaining and improving existing roads; and
5. Improving access to Metro Rapid and other bus routes.

WHEREAS, the City has 10 new geographic districts with varying needs and priorities and there is the will to provide for transportation solutions across all districts; and

WHEREAS, Capital Metropolitan Transportation Authority (Capital Metro) imposes a one cent sales tax on sales within the limits of the City of Austin and in the early 2000s, Capital Metro and the City entered into an interlocal agreement whereby Capital Metro would pay to the City its pro rata share of 25% (1/4 Cent) of its sales tax from the years 2001-2004 to carry out various approved transportation projects; and

WHEREAS, the total amount of the "1/4 Cent" funding was \$139.4 million, of which \$113.4 million has been spent to date and approximately \$4.3 million is obligated to authorized work, leaving \$21.7 million; and

WHEREAS, the interlocal agreement with Capital Metro allows the City to modify the projects for which the funds may be used and also established that each transportation project be located in the Capital Metro service area and meet one or more of the following criteria:

1. Enhances regional mobility;
2. Supports public transit;
3. Provides leverage for federal or private funds;
4. Adds to an existing program; or
5. Expedites a critical mobility project.

WHEREAS, the City has launched a Traffic Congestion Action Plan to reduce congestion using a variety of tools (short term methods coupled with a mid- long term strategy);
NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to disperse equitably across all districts the remaining \$21.8 million from the Capital Metro 1/4 Cent Fund to pay for infrastructure improvements as determined by each Council District member to improve mobility.

BE IT FURTHER RESOLVED:

Council Members may choose to use funds within the Neighborhood Partnering Program to the extent the projects meet the same transportation related criteria as outlined in this resolution.

BE IT FURTHER RESOLVED:

The City Manager shall establish parameters for which the money can be used, including but not limited to the purposes of:

- transportation safety;
- improved access to schools;
- new traffic signals;
- existing infrastructure needs;
- traffic calming;
- improved access to transit;
- Other transportation/mobility needs as outlined in the 1/4 Cent Fund interlocal agreement criteria with Capital Metro, which are:
 1. Enhances regional mobility;
 2. Supports public transit;
 3. Provides leverage for federal or private funds;
 4. Adds to an existing program; or,
 5. Expedites a critical mobility project.

BE IT FURTHER RESOLVED:

The City Manager shall provide staff from the City's Transportation Department and Public Works Department to work with Council Offices to identify each District's needs and/or potential projects that meet the parameters for use of the ¼ Cent funds, including projects presented during the public comment to Mobility Committee on June 3, 2015 as examples of projects that should be included in evaluation by each district.

ADOPTED: _____, 2015

ATTEST: _____

Jannette S. Goodall City
Clerk