

**RESOLUTION NO.**

**WHEREAS**, the 2016-2017 City Budget Forecast estimates that housing (21.6 percent) and transportation (14.9 percent) are the two largest expense categories for the typical Austin family; and

**WHEREAS**, the Department of Housing and Urban Development Guide for Creating Connected Communities reports that typical households in auto-dependent neighborhoods spend 25 percent of their income on transportation costs, but this number drops to 9 percent in neighborhoods with a variety of mobility options; and

**WHEREAS**, a community survey conducted by the ETC Institute in 2015 on behalf of the City found Austin residents rate the City well below the national average on “how well the city is planning growth” (-15 percent) and “traffic flow in major streets” (-23 percent); and

**WHEREAS**, the Texas Department of Transportation (TxDOT) determined that in 2015, the segment of Interstate 35 (IH-35) from U.S. Highway 290 North to State Highway 71 was the most congested road in Texas; and

**WHEREAS**, a record 102 traffic-related fatalities occurred in Austin in 2015, with nearly 30% of those killed being pedestrians; and

**WHEREAS**, in 2012, Council adopted the Imagine Austin Comprehensive Plan, which established the following policies:

- Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to healthy food, schools, retail, employment, community services, and parks and recreation options;
- Direct housing and employment growth to activity centers and corridors, preserving and integrating existing affordable housing where possible;
- Protect neighborhood character by directing growth to areas of change and ensuring context-sensitive infill in such locations as designated redevelopment areas, corridors, and infill sites;
- Promote complete street design that includes features such as traffic calming elements, street trees, wide sidewalks, and pedestrian, bicycle, and transit access through-out Austin, considering the safety needs of people of all ages and abilities;
- Achieve the goals of area transit plans through effective planning, sufficient funding, and continued partnerships between the City of Austin, Capital Metro, and other area transportation providers; and
- Promote safer routes to schools for students of all ages.

**WHEREAS**, the Imagine Austin Comprehensive Plan established the following short term work program elements:

- Continue to implement the Austin Strategic Mobility Plan, Bicycle Master Plan, and Capital Area Metropolitan Planning Organization’s (CAMPO) 2035 Regional Transportation Plan in support of the Growth Concept Map; and
- Continue working on demonstration corridors (Lamar Boulevard, Burnet Road, Riverside Drive, Airport Boulevard, and East MLK Boulevard/FM 969) to plan and build complete street improvements. These include separated bike lanes, wider sidewalks, and improved transit infrastructure with more user friendly bus shelters.

**WHEREAS**, Mobility Talks, a public engagement effort by the City to collect input concerning the public’s mobility priorities, found the top priority for respondents is the improvement of mobility along major City corridors; and

**WHEREAS**, the Mobility Talks Public Engagement Report stated 52 City planning efforts related to mobility since 1998 have consistently yielded the themes of “interest in more mobility options, emphasis on pedestrian infrastructure, and enhancing safety and connectivity”; and

**WHEREAS**, segments of seven activity corridors identified in the Imagine Austin Comprehensive Plan have undergone planning for extensive improvements

following thorough public input processes, and include East Riverside Drive, Martin Luther King Jr. Boulevard/FM 969, North Lamar Boulevard, Burnet Road, South Lamar Boulevard, Airport Boulevard, and Guadalupe Street; and

**WHEREAS**, elements of existing City corridor improvement plans include improving vehicle throughput, significantly shifting travel modes toward active transportation and transit, making neighborhoods and communities more walkable and complete, and realizing outcomes as defined by the Imagine Austin Comprehensive Plan; and

**WHEREAS**, developing activity corridors is critical to achieving the City's goal of stable, mixed-income communities that provide opportunity for all residents through planning and integrating mixed income housing, transportation options, small business preservation and expansion, and employment opportunities; and

**WHEREAS**, Senator Kirk Watson has identified multiple options for the City to partner with the Texas Department of Transportation and other regional entities to complete improvements on IH-35 without a bond election, allowing the City to devote resources to other mobility needs; and

**WHEREAS**, City staff estimate that \$500 million in bond capacity for an eight year bond program is available under Austin's current debt tax rate; and

**WHEREAS**, the Mobility35 Implementation Plan is a planning effort involving TxDOT, the City, CAMPO, and other local partners that identifies improvement concepts, and recommended projects and strategies aimed at improving mobility and safety along and across IH-35 for all modes of transportation.

**NOW, THEREFORE,**

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

The City Manager is directed to collaborate with the Office of Senator Kirk Watson, TxDOT, Central Texas Regional Mobility Authority (CTRMA), CAMPO, Capital Metropolitan Transit Authority (Capital Metro), and other regional partners in the development of options for a potential funding partnership to accelerate projects identified in the Mobility35 plan utilizing a variety of mechanisms, which may include, but are not limited to:

- CTRMA Regional Infrastructure Fund Payments;
- Transfer of ownership and associated maintenance responsibilities of state roads within Austin's city limits;
- Credit for participation in other local TxDOT priority projects
- Pass-through financing or financing of a portion of TxDOT's debt on the project, thus reducing interest costs while ensuring that TxDOT would be responsible for repayment of the debt;

- Tax Increment Reinvestment Zones; and
- Transportation Reinvestment Zones.

The Manager shall analyze the potential budget impact over time for all options for potential funding partnerships, including the projected ongoing maintenance costs associated with TxDOT roads conveyed to the City, and provide recommendations for Council consideration and approval.

**BE IT FURTHER RESOLVED:**

The City Manager is directed to develop recommended proposition language for council consideration by August 11, 2016 for placement on the November 2016 ballot requesting authority for the sale of \$720 million in general obligation bonds comprised of \$250 million of the City's \$500 million of bond capacity under its existing debt tax rate, and an additional \$470 million associated with an estimated debt tax rate increase of approximately two cents, which will be referred to as the "proposed November 2016 Mobility Bond Program," to fund the following mobility improvements:

- \$101 million for Regional Mobility Projects to address congestion and enhance safety: representative projects may include improvements on Loop 360 corridor, Spicewood Springs Road, Oak Hill Parkway, Anderson Mill Road, the intersection of RM 620 and RM 2222, and Parmer Lane;
- \$482 million for Corridor Improvement Projects; and

- \$137 million for Local Mobility Projects, including \$85 million for implementation of the Sidewalk and Urban Trails Master Plans, \$20 million for implementation of the Bicycle Master Plan, \$15 million for implementation of the Vision Zero Master Plan, and \$17 million for Sub-Standard Streets/Capital Renewal.

**BE IT FURTHER RESOLVED:**

The City Manager is directed to bring forth recommendations for implementation of the proposed November 2016 Mobility Bond program, particularly corridor improvements, in ways that maximize the preservation and development of affordable housing and local businesses along the corridors, including, but not limited to the use of Community Land Trusts, Tax Increment Finance Zones along corridors, Homestead Preservation Zone tools, revisions to the S.M.A.R.T. Housing Program, and targeted investments on the corridors utilizing remaining Affordable Housing Bonds authorized in previous elections, and the Housing Trust Fund.

**BE IT FURTHER RESOLVED:**

The City Manager is directed to bring forth recommendations for implementation of the proposed November 2016 Mobility Bond program, particularly the corridor improvements, in ways that reduce congestion, maximize level of service and minimize delay at intersections for all modes of travel, and

maximize connectivity, while also maximizing the effectiveness of transit operations within these corridors and throughout the system.

**BE IT FURTHER RESOLVED**

As the corridor plans are designed and implemented, that the City Manager is directed to prioritize improvements that make corridors livable, walkable, safe, and transit-supportive, and adhere to the principles and metrics in Imagine Austin, with goals of reducing vehicle miles traveled, increasing transit ridership and increasing non-vehicular trips, and promoting healthy and equitable communities as growth occurs on these corridors.

**BE IT FURTHER RESOLVED:**

Before implementation, the City Manager shall revisit existing corridor plans to ensure that their final design and implementation conforms with the region's most recently adopted transportation plans, and recently adopted policies and standards for transportation infrastructure design, including, but not limited to:

- Capital Metro Connections 2025;
- Capital Metro Service Guidelines and Standards;
- Project Connect Regional High Capacity Transit Plan;
- City of Austin Transit Priority Policy;
- City of Austin Strategic Mobility Plan;
- City of Austin Complete Streets Policy

- City of Austin Sidewalk Master Plan;
- City of Austin Urban Trails Master Plan;
- City of Austin Bicycle Master Plan;
- Vision Zero Plan; and
- Applicable National Association of City Transportation Officials standards.

**BE IT FURTHER RESOLVED:**

Funding for sidewalks included in Local Mobility Projects should prioritize creation of safe routes to schools and neighborhood connections to transit.

**BE IT FURTHER RESOLVED:**

The City Manager is directed to coordinate with other local taxing entities to identify potential opportunities for collaborative capital investments and develop recommendations for council consideration by August 4, 2016 for a bond development process, including a Bond Election Advisory Committee, to identify priorities for a potential 2017 or 2018 election, including but not limited to parks, libraries, flood mitigation, public safety, and affordable housing, utilizing \$250 million in remaining bond capacity under the City's current debt tax rate.

**ADOPTED:** \_\_\_\_\_, 2016    **ATTEST:** \_\_\_\_\_

Jannette S. Goodall  
City Clerk

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