

## **RESOLUTION NO.**

**WHEREAS**, Austin is ranked the 11<sup>th</sup> largest city in the US and is experiencing significant traffic congestion issues that are increasing as the region continues its rapid expansion; and

**WHEREAS**, the City is responsible for addressing transportation at three levels simultaneously- neighborhood, key arterials, and regional highways- which all require different transportation strategies, but must work together to be successful; and

**WHEREAS**, no single fix will address our mobility challenges, we must consider and provide more options to create a roadway system that is better connected with higher capacity and appropriately scaled transit, pedestrian, and bike infrastructure; and

**WHEREAS**, on February 3, 2016 the City Council Mobility Committee received a briefing discussing public process options for prioritizing and funding of transportation projects; and

**WHEREAS**, on February 11, 2016 the City Council approved moving forward with a public process described as “Mobility Talks” and included input from the Planning Commission, Zoning & Platting Commission, Urban Transportation Commission, Bond Oversight Commission, Public Safety Commission, Commission on Seniors, Pedestrian and Bicycle Advisory Committees, Vision Zero Task Force, as well as utilization of the City’s Conversation Corps, collaboration with Council Members in their Districts; and

**WHEREAS**, on June 1, 2016 the City Council Mobility Committee received a briefing discussing public process options for prioritizing and funding of transportation projects; and

**WHEREAS**, the Mobility Talks, a public engagement effort by the City to collect input concerning the public's priorities for transportation projects and funding, found the top priority for Mobility Talks respondents is to focus improvement of mobility along major City corridors (46 percent), a preference to use public transportation as most desired means to get around (42 percent) and investments in sidewalks would improve safety and connections; and

**WHEREAS**, traffic safety is a top priority for the City of Austin, with a record 102 traffic-related fatalities occurring in Austin in 2015 of which nearly 30% of those killed being pedestrians and at a cost of over half a billion dollars annually to our community; and

**WHEREAS**, the City Council recently adopted the Vision Zero Plan outlining some immediate actions and additional phased implementation steps; and

**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 the Liveable City Affordability Report cites the annual costs to a typical family of owning a vehicle at \$8,876 per 2014 Triple A yearly study; and

**WHEREAS**, a transportation system providing more traveling options and complete infrastructure, and paired with advancing technologies will reduce necessity for some to own cars and potentially reduce number of vehicles on roadways, providing benefit for all parts of Austin; and

**WHEREAS**, incomplete and aging sidewalk infrastructure impedes citizens, including those with disabilities, in their ability to access transit opportunities, schools, parks, food, healthcare and other critical quality of life elements, especially in older and east Austin neighborhoods; and

**WHEREAS**, efforts are currently underway to update our Austin Strategic Mobility Plan and CapMetro Connections 2025 study; 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 utilizing the full amount would preclude funds for other needs beyond mobility, such as housing, flood mitigation, high capacity transit, parks, libraries, and affordability, and would preclude funds for needs related to Mobility and identified through potentially transformative planning efforts to be completed prior to 2018 such as the Strategic Mobility Plan; and

**WHEREAS**, Imagine Austin Comprehensive Plan recognizes the interrelated nature of needs to achieve the vision of complete communities and a healthy and sustainable City; **NOW, THEREFORE,**

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

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 \$300 million in general obligation bonds comprised of \$300 million of the City's \$500 million of bond capacity under its existing debt tax rate which will be referred to as the "proposed November 2016 Mobility Bond Program," to fund the following mobility improvements listed in Attachment A to this resolution:

- \$162.5 million for Safety and Intersection Improvements, Corridor Mobility Projects, and Transit Improvements; and
- \$91 million for Local Mobility Projects, including \$61.7 million for improving neighborhood connections (sidewalk, bike, trail), \$39.7 million of which will be used for Sidewalk Improvements; and \$29.3 million for Capital Renewal, (including Meadow Lake, Cooper Lane, Circle S, Jain Lane, and Spicewood Springs Road)

- \$46.5 million for Regional Mobility Projects

**BE IT FURTHER RESOLVED:**

The City Manager is directed to bring forth recommendations for implementation of the proposed November 2016 Mobility bond program that directs \$39.7 million funding for Sidewalk Improvements be used to prioritize pedestrian safety including for persons with disabilities, creation of safe routes to schools, neighborhood connections to transit, and safe access to walkable routes in neighborhoods with historically unmet needs.

**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 minimize congestion, mitigate construction impact to affected businesses and maintain accessibility for pedestrians and bicyclists, while also maximizing the effectiveness of transit operations within these corridors and throughout the system.

**BE IT FURTHER RESOLVED**

The City Manager is directed to bring forth recommendations for implementation of the proposed November 2016 Mobility Bond Program for Corridor Mobility Projects that at the same time identifies funding to preserve existing affordable housing complexes along the planned corridors and to preserve options for building additional affordable housing units so that Corridor Mobility Projects are planned, designed, and implemented in coordination with affordable housing planning and implementation.

**BE IT FURTHER RESOLVED:**

Before implementation, the City Manager shall update public input where applicable and 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:

- Smart City Challenge Planning;
- Capital Metro Connections 2025;
- 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;
- City of Austin Housing Plan; and
- Vision Zero Plan.

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

Jannette S. Goodall  
City Clerk