

RESOLUTION NO.

WHEREAS, equitable mobility and accessibility are vital to a functioning and prosperous society; and

WHEREAS, the average American family spends more on transportation-related expenses than all other types of expenses except housing; and

WHEREAS, transportation costs are regressive and lower-income residents spend a larger share of their resources on mobility; and

WHEREAS, Black, Latinx, lower-income, immigrant, and differently-abled residents have disproportionately lower access to car ownership; and

WHEREAS, transportation and mobility systems, at 35 percent, accounted for the largest share relative to any other category of greenhouse gas emissions in Travis County in 2010; and

WHEREAS, between 2012 and 2019, an average of 79 people died each year using Austin’s transportation system, accounting for a total of 635 fatalities, 210 of whom were people walking; and

WHEREAS, the Imagine Austin Comprehensive Plan (2012) calls for a “complete-streets design that includes features such as traffic calming elements, street trees, wide sidewalks, and pedestrian, bicycle, and transit access throughout Austin, considering the safety needs of people of all ages and abilities”; and

WHEREAS, the Austin Strategic Mobility Plan (ASMP) (2019) calls for a 50/50 mode share whereby 50 percent of commutes are made in ways other than driving alone and envisions completing the Bicycle, Sidewalk, and Urban Trails Plans by 2039; and

WHEREAS, the ASMP directs transportation decisions to be centered on equity, including a policy to “partner with the public and private sectors to expand and improve mobility solutions for historically underserved communities”; and

WHEREAS, the Vision Zero Action Plan (2016) sets the goal of eliminating traffic deaths and serious injuries by 2025; and

WHEREAS, in June 2020, Council adopted Ordinance No. 20200611-045, approving specific changes to implement speed management; and

WHEREAS, the Austin Sidewalk Plan/ADA Transition Plan (2016) sets a target to “address all very high and high priority sidewalks within one-quarter mile of all identified schools, bus stops, and parks” by constructing sidewalks at a rate of 39 miles per year; and

WHEREAS, the Austin Bicycle Plan (2014) sets the goal of implementing, by 2025, 80 percent of an all-ages-and-abilities bicycling network to increase ridership, improve safety, and provide equitable access; and

WHEREAS, the Austin Community Climate Plan (2015) set the goal of reaching net-zero community-wide greenhouse gas emissions by 2050; and

WHEREAS, Council’s Strategic Direction 2023 has as one of its mobility goals to: “Provide equitable access to multimodal transportation choices to link people to opportunities, such as education, healthcare, healthy food including community amenities such as grocery stores, open space, and jobs, especially in historically underserved and underrepresented communities”;

WHEREAS, City Council is ordering a Special Election to be held on November 3, 2020 for the purpose of asking the voters to authorize \$450 million in general obligation bonds for transportation and mobility purposes; and

WHEREAS, City Council desires that the \$450 million bond program be completed within six years from the date Council approves the first project funded with these bond funds and in accordance with the guidance and procedures set forth in this resolution; **NOW, THEREFORE,**

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

The Council, by this official action, reaffirms its commitment to the voters regarding the conditions and guidance contained in the ordinance calling the November 2020 Bond election. Further, Council, by this official action, clarifies and declares its intent and commitment to the voters to create a contract with the voters that specifies that the proceeds from the bonds and notes shall be used for the projects and programs identified in the ordinance calling the November 2020 Bond election.

BE IT FURTHER RESOLVED:

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Council, by this official action declares its intent to contract with the voters as to the following permissible purposes for which bond proceeds must be expended and the processes that must be followed in determining and prioritizing those expenditures.

BE IT FURTHER RESOLVED:

City Council desires to allocate the \$450 million for transportation improvements identified in the Austin Strategic Mobility Plan as follows:

- \$80 Million for Sidewalks, including construction and rehabilitation of high- and very-high priority sidewalk segments and elimination of ADA barriers and gaps in the sidewalk system.
- \$80 Million for Urban Trails, including construction of transportation-related Tier I urban trails and identification of alignments and development of designs for transportation-related Tier II urban trails.
- \$40 Million for transportation-related Bikeways, including implementation of the All Ages and Abilities Bicycle Network.
- \$65 Million for Safety/Vision Zero, including projects that reduce conflicts and improve safety for all users by systematically implementing both major reconstruction and rapid implementation of low-cost, high-impact engineering countermeasures, including speed management.
- \$20 Million for implementation of Safe Routes to Schools Infrastructure Plans.

- \$19 Million for Local Transit Enhancement Program as described in the Austin Strategic Mobility Plan, including projects not being delivered by Project Connect that improve the speed and reliability of public transportation service.
- \$1 Million for Neighborhood Partnering Program, including active transportation mobility projects that leverage community-led partnerships.
- \$43 Million for Improvements to Substandard Streets, including improvements to Ross Road, Johnny Morris Drive, Cooper Lane, Circle S Road, and Nuckols Crossing Road.
- \$102 Million for Major Capital Improvements to be used for the Longhorn Dam Bridge, Congress Avenue Urban Design Initiative, Barton Springs Road Improvements, and South Pleasant Valley Corridor Improvements.

BE IT FURTHER RESOLVED:

Funding for Barton Springs Road Improvements shall only be used for improvements between Barton Boulevard and Lou Neff Road after completion of the preliminary engineering study for a Barton Springs Bridge, which shall include a community engagement process, and after presentation of improvement options, a public hearing, and approval of options by City Council. Any improvements shall be aligned with as identified by the Zilker Park Vision Plan once approved by Council.

BE IT FURTHER RESOLVED:

The funding shall be used in a manner that provides equitable access to transportation choices that connect people to opportunities, such as education, healthcare, healthy food and grocery stores, open space, and jobs, especially in historically underserved and underrepresented communities.

BE IT FURTHER RESOLVED:

The City Manager is directed to develop recommendations for implementation of these proposals in manner that prioritizes investments in traditionally underserved communities, low-income communities, and other vulnerable communities; and anticipates unintended consequences that may disproportionately affect historically underserved and underrepresented populations and proactively mitigates these effects. Existing project prioritization criteria for all programs identified in this resolution should be reevaluated and, where necessary, modified to further prioritize equitable outcomes.

BE IT FURTHER RESOLVED:

Council contracts with the voters to adopt guidelines for the implementation of this bond program in a manner that maximizes opportunities for local hiring, apprenticeships, and other workforce development activities in traditionally underserved communities, low-income communities, and other vulnerable communities.

BE IT FURTHER RESOLVED:

Council contracts with the voters to adopt guidelines for implementation of the projects funded with these bond funds that maximizes opportunities to integrate green infrastructure, increase the urban tree canopy, complete open space connections, and enhance water quality.

BE IT FURTHER RESOLVED:

The City Manager is directed to analyze existing capital project delivery systems and processes in order to recommend potential changes and resource requirements to accelerate project delivery and maximize the number of projects to be included in the \$450 Million Bond Program to be completed within six years of Council approval of the first project funded with these bond funds.

BE IT FURTHER RESOLVED:

The City may amend the funding levels and purposes established in this resolution, after a bond proposition passes, only to the extent that the amendments comply with the law, comply with the ballot language passed by the voters, comply with the guidance in the preceding Be It Resolved Clauses in this resolution, and with an affirmative vote from the City Council.

ADOPTED: _____, 2020 **ATTEST:** _____
Jannette S. Goodall
City Clerk