

RESOLUTION NO. 050303-77

WHEREAS, the Phase 2 toll road plan adopted by the Capitol Area Metropolitan Planning Board ("CAMPO") in July, 2004 has generated controversy and division in our community; and

WHEREAS, there is widespread desire for more thorough information on the issue; and

WHEREAS, there is widespread desire for independent review of the information relating to that plan; **NOW, THEREFORE**,

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

The Austin City Council authorizes the City Manager to negotiate an agreement with an outside expert with substantial national experience and expertise in toll financing. The toll financing expert shall conduct an independent financial analysis of the Phase 2 toll road plan that addresses at a minimum the issues set forth in Exhibit A to this Resolution; and

BE IT FURTHER RESOLVED:

The toll financing expert shall present a report to the City Manager and the City Council no later than April 26, 2005; and

BE IT FURTHER RESOLVED:

The Austin City Council authorizes the City Manager to negotiate an agreement with a consultant with substantial national experience in highway planning, including experience in planning of freeways, managed lanes, high occupancy lanes and toll roads. The highway planning consultant shall work with the toll financing expert to develop alternatives to the Phase 2 Plan that build U.S. Highway 183, State Highway 71 (East), U.S. Highway 290 (East) and U.S. Highway 290 (West) in the most cost beneficial manner from the perspective of Austin region drivers; and

BE IT FURTHER RESOLVED:

The City Manager is directed to inquire if the Regional Mobility Authority or other governmental entities would be willing to participate in the cost of the study, however, the study is not to be delayed; and

BE IT FURTHER RESOLVED:

The City Manager is directed to see if CAMPO can respond to some of the items in the scope of services to narrow the scope and reduce the costs of the study.

ADOPTED: March 3, 2005

ATTEST:

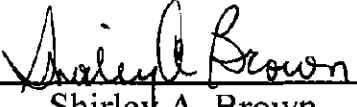

Shirley A. Brown
City Clerk

Exhibit A

The Expert shall analyze at least the following issues and present their findings to the Austin City Council and City Manager:

1. How does the Texas Department of Transportation/Central Texas Regional Mobility Authority (TxDOT/CTRMA) Phase 2 toll plan compare with the plans submitted to the Texas Transportation Commission in 2004 by the other seven Texas metropolitan areas? What approaches are other metro areas taking?

Prepare a historical perspective on the congestion index for the present, ten years ago and twenty years ago, including comparisons to reflect relative baseline situations in cities mentioned.

2. The information contained in TxDOT documents ¹ reflects that Travis County drivers will have to pay operation and maintenance costs for the three highways (US 183, SH 71 and US 290W) and that the roads will also generate net toll revenue.

By tolling U.S. Highway 183, State Highway 71 and U.S. Highway 290 (West) and thereby assuming the operation and maintenance costs for these highways and receiving access to toll revenues, will Travis County residents realize a net gain or loss?

This analysis should be performed from the perspective of tolling's impact on Travis County and Travis County drivers—not from the perspective of the plan's impact on the TxDOT budget.

In determining the cost/benefit analysis, determine the costs estimated to be paid by non-Travis County residents. Austin is in three counties, so include any counties that were included in the Phase 2 Plan.

¹ http://www.ctrma.org/documents/US_290_W_Feasibility_Analysis.pdf and http://www.ctrma.org/documents/US_183_S_Feasibility_Analysis.pdf.

3. Could the capacity in the Phase 2 Plan be built without tolling? Describe the options for the CAMPO Transportation Policy Board and the costs and benefits of each.
4. What alternative financing and traffic management models (such as high occupancy toll lanes and managed lanes) exist to build this system?
 - a. Which model does the most to reduce traffic congestion?
 - b. Which model has the best cost/benefit to Austin residents?
5. Analyze the ramifications and impact of the Phase 2 Plan on Travis County, and in particular the ramifications of any loss of state highway funding and transfer of operations obligations to Travis County and Travis County residents.

Specifically, confirm whether the State gasoline tax dollars for maintenance will be reduced due to the use of toll roads in the Austin area. Determine the impact of no toll roads of new capacity dollars.

Clarify the nature of construction costs and maintenance costs included in the study.

6. How do the toll rates for the roads in the Phase 2 Plan compare to the toll rates for urban highways in cities across the United States?
7. How does Austin's level of tolling of 50% of all highway lane miles compare to the rate of tolling in other American metropolitan areas?
8. The Phase 2 Plan proposed tolls up to seven times higher than the national average. The tolled segments range from 2.33 miles to 4.5 miles. Each tolled segment has a free frontage road. In light of these facts, analyze the following:
 - a. How realistic are the usage level assumptions in the toll feasibility studies?

- b. What cities and road comparisons exist to gauge the effect of charging these toll rates on demand for the roads?
 - c. What levels of usage are most likely?
 - d. How do tolls at these prices affect the projections in the toll feasibility studies?
9. For the revenue analysis, confirm with the specific agency the funds available in both tolled and non-tolled scenarios. Confirm that TxDOT will fund the right-of-way and utility relocation costs for tolled projects in lieu of the City of Austin and confirm dollar amounts.
10. Determine the most current data to be used in the update analysis. All inflation factors should be updated to this date.

Process:

- ✚ Confirm the “facts” and updated baselines to be used in the analysis.
- ✚ Develop the proposed assumptions and scenarios to be modeled to complete the scope of work and review with the full Council prior to modeling to determine whether other scenarios should be added.