

RESOLUTION NO.

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

WHEREAS, City Council desires to preserve \$250 million of bond capacity for a future bond referendum in 2017 or 2018; and

WHEREAS, City Council is ordering a Special Election to be held on November 8, 2016 for the purpose of asking the voters to authorize \$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 2.25 cents per \$100 worth of property valuation; and

WHEREAS, City Council desires to allocate the \$720 million as follows:

(i) \$101,000,000 for the following Regional Mobility projects to address congestion and enhance safety: (a) \$46,000,000 for improvements to the Loop 360 corridor intersections at Westlake Drive, Courtyard Drive, FM 2222, Lakewood Drive and Spicewood Springs Road/Bluff Stone Lane, (b) \$17,000,000 for improvements to Spicewood Springs Road east of Loop 360, (c) \$30,000,000 for improvements to Anderson Mill Road, intersection

of RM 620 and RM 2222, and Parmer Lane between SH45 and Brushy Creek, and (d) \$8,000,000 for improvements to Old Bee Caves Road Bridge;

(ii) \$482,000,000 for the following Corridor Improvement Projects: (a) implementation of corridor plans for North Lamar Boulevard, Burnet Road, Airport Boulevard, East Martin Luther King Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive and Guadalupe Street (b) implementation of corridor plans for Slaughter Lane and/or William Cannon Drive, and (c) preliminary engineering and design of improvements for the following additional critical arterials and corridors: William Cannon Drive, Slaughter Lane, North Lamar/Guadalupe Street, Rundberg West, Rundberg East, East Colony Park Loop Road, East Martin Luther King Jr. Boulevard/FM 969, South Congress Avenue, Manchaca, and South Pleasant Valley; and

(iii) \$137,000,000 for the following Local Mobility Projects: (a) \$37,500,000 for sidewalks, (b) \$27,500,000 for implementation of Safe Routes to School, to be divided evenly among each Council District, (c) \$26,000,000 for urban trails for transportation and mobility purposes, (d) \$20,000,000 for bikeways for transportation and mobility purposes, (e) \$15,000,000 for implementation of fatality reduction strategies including

projects listed on the Top Crash Location Intersection Priorities Improvements List, and (f) \$11,000,000 for the following sub-standard streets/capital renewal: Falwell Lane, William Cannon Overpass Bridge, FM 1626, Cooper Lane, Ross Road, Circle S. Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country, Johnny Morris Road, and Brodie Lane; and

WHEREAS, City Council desires that the \$720 million bond program be completed within eight years from voter approval; **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 contained in the ordinance calling the November 2016 Mobility 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 \$720,000,000 in bonds and notes shall only be used for the projects identified in the ordinance calling the November 2016 Mobility Bond election.

BE IT FURTHER RESOLVED:

Council, by this official action declares its intent to contract with the voters in regard to these bonds as follows:

(A) Upon voter approval of the November 2016 Mobility Bond Program, the City Manager shall begin coordination, design, and engineering activities associated with the \$482,000,000 allocated for Corridor Improvement Projects as soon as possible in order to develop recommendations for a construction program for City Council consideration. When City staff has gathered sufficient data to develop potential construction elements for the Corridor Improvement Projects, and before any construction funds are requested for these projects, the City Manager is directed to bring forth recommendations for implementation of a “Corridor Construction Program” in ways that are coordinated to: a) maximize reduction in congestion; b) maximize level of service and minimize delay at intersections for all modes of travel; c) maximize connectivity, while also maximizing the effectiveness of transit operations within these corridors and throughout the system; d) preserve and develop 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 affordable housing bonds and the Housing Trust Fund; e) consider geographic dispersion of funding; and f) facilitate increased supply of mixed-income housing;

(B) The City Manager is directed to develop a “Corridor Construction Program” for City Council consideration that coordinates the items listed above and prioritizes implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans as identified in this resolution;

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

(D) The City Manager shall revisit and update existing corridor plans as needed to ensure that final design and implementation conforms to 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 Strategic Housing 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;
- applicable National Association of City Transportation Officials standards;
- and
- Imagine Austin Comprehensive Plan;

(E) The City Manager shall prioritize final design and implementation for corridors with existing plans, and as planning, preliminary engineering, and design is completed for additional corridors, those corridors shall also be considered for implementation utilizing unencumbered funds from the November 2016 Mobility Bond Program as part of the annual Capital Improvement Program planning process;

(F) Funding for sidewalks included in Local Mobility Projects should prioritize pedestrian safety, accounting for persons with disabilities, creation of safe routes to schools and neighborhood connections to transit;

(G) The City Manager is directed to coordinate with other local taxing entities and identify and pursue potential opportunities for collaborative funding from federal, state, and local grants, as well as private sources. If the cost of the improvements is less than the amounts designated for a specific project or corridor, the City Manager will bring forth recommendations to use the excess funds on additional improvements in that corridor. If additional funding is required to complete improvements in the specified corridor, the City Manager is directed to identify available funding within existing capital budgets and other sources described above; and

(H) The City Manager is directed to analyze existing capital project delivery systems and processes in order to recommend potential changes and resource requirements to complete the proposed bond program within eight years from initiation. Further, the City Manager shall bring forth recommendations to City Council within 90 days of voter approval, outlining a process for City Council oversight, including a report to the Mobility Committee, a report to the full Council, and a timeline and process for reporting to the Citizen Bond Oversight Committee.

ADOPTED: _____, 2016 **ATTEST:** _____

Jannette S. Goodall
City Clerk