

## **RESOLUTION NO.**

**WHEREAS**, the population of Austin has increased by more than two percent annually since 2006 and the Austin metro is projected to double in population by 2045; and

**WHEREAS**, traffic congestion is one of the most serious problems that threatens our region's economic health and quality of life. Residents now spend an average of 50 hours annually in peak hour congestion, costing \$1.1 billion/year in travel delays; and

**WHEREAS**, respondents to the City of Austin's 2016 Mobility Talks community-wide survey indicated that while most people are currently driving alone for most trips, more than 60 percent of respondents would prefer to use public transit; and

**WHEREAS**, it is a shared goal and responsibility of both Capital Metro and the City of Austin to provide transportation solutions to our community that get us where we want to go, when we want to get there, safely and cost effectively; and

**WHEREAS**, Council adopted the *Strategic Direction 2023* in March, 2018 and in April, 2018, as part of the budget development process, Council prioritized "Mobility: Accessibility to and equity of multi-modal transportation services" within its top 10 indicator categories among the outcomes; and

**WHEREAS**, Austin voters approved a \$720 million mobility bond program in 2016 of which \$482 million is dedicated toward Corridor Improvements; and

**WHEREAS**, City Council Resolution No. 20160818-074, adopted August 18, 2016, directed the City Manager to bring forth recommendations supported by identifiable metrics for implementation of a "Corridor Construction Program" for

the \$482 million in the 2016 Mobility Bond in ways that prioritize: a) reduction in congestion; b) improved level of service and reduced delay at intersections for all modes of travel; c) connectivity, and improved effectiveness of transit operations within these corridors and throughout the system. The Resolution also directed the City Manager that the Corridor Construction Program shall further emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, 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; and

**WHEREAS**, the City Manager was directed by City Council via Resolution No. 20180426-028, adopted April 26, 2018, to continue coordination with Capital Metro staff and the Austin Strategic Mobility Plan to advance projects and programs to improve transit performance and availability through transit priority treatments, ensuring that the Corridor Construction Program planning does not preclude options for further transit investments along the corridors, and that the preliminary engineering phase include studying transit supportive corridor improvements; and

**WHEREAS**, Capital Metro is developing a high-capacity transit system plan (“Project Connect”) to address the region’s need for improved mobility choices, improve regional connectivity and reduce transportation costs for households to improve affordability; and

**WHEREAS**, Project Connect has been and will continue to be closely coordinated with City of Austin transportation initiatives including the 2016 Mobility Bond Corridor Program and the Austin Strategic Mobility Plan and is complementary to and supportive of those programs; and

**WHEREAS**, conducting preliminary engineering work and environmental analysis on Project Connect corridors and projects will require an estimated \$17-\$22 million over two years depending on the results of upcoming community engagement and Capital Metro Board prioritization; and

**WHEREAS**, absent funding partnerships, Capital Metro's budget can only support an estimated \$5 million of the work in the 2019-2020 time period; and

**WHEREAS**, Capital Metropolitan Transportation Authority (Capital Metro) imposes a one cent tax on sales within the limits of the City of Austin and in the early 2000's, Capital Metro and the City entered into an Interlocal agreement (ILA) whereby Capital Metro would pay to the City its pro rata share of 25% (1/4 of a cent, or Quarter Cent) of its sale tax from the years 2001-2004 to carry out various approved transportation projects; and

**WHEREAS**, the ILA was amended in April, 2010 to direct that Capital Metro shall reimburse the City annually, commencing November 1, 2010, and on or before November 1 of each subsequent year for expenses incurred on Quarter Cent funded transportation projects invoiced by the City; and

**WHEREAS**, Resolution No. 20150618-093, adopted on June 18, 2015 identified that the total amount of the "Quarter Cent" funding was \$139.4 million with \$113.4 million spent at that time and \$4.3 million obligated, leaving \$21.7 million remaining; and

**WHEREAS**, the June 18, 2015 resolution directed the City Manager to identify projects for the remaining Quarter Cent funds that meet the criteria established in the ILA (enhances regional mobility, supports public transit, provides leverage for federal or private funds, adds to an existing program, or

expedites a critical mobility project), as well as those that address the following purposes: transportation safety, improved access to schools, new traffic signals, existing infrastructure needs, traffic calming, and improved access to transit; and

**WHEREAS**, the June 18, 2015 resolution directed the City Manager to develop a list of projects dispersed equitably across all Council Districts to pay for infrastructure improvement projects that address district specific and/or citywide priorities for improving mobility as determined by each Council District Member and the Mayor; and

**WHEREAS**, the June 18, 2015 resolution directed the City Manager to work with the Mayor and Council Offices to identify individual district needs and/or potential projects that impact all parts of the city; and

**WHEREAS**, on January 28, 2016, by Resolution No. 20160128-050, Council adopted a list of projects to be funded by the remaining Capital Metro Quarter Cent funds in an amount not to exceed \$21.8 million; and

**WHEREAS**, of the projects on the list adopted in 2016 to be funded by the remaining Capital Metro Quarter Cent funds, \$15.8 million of work is in progress or completed, leaving approximately \$6 million unallocated to a specific project; and

**WHEREAS**, the ILA provides that the City may modify the project list, as it has been modified over time, that the modifications may include the addition of new transportation projects, and that any modification will not affect amounts available to the Quarter Cent program or in the Quarter Cent funds; **NOW, THEREFORE**,

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

The City Manager is authorized to work with the Capital Metropolitan Transportation Authority (Capital Metro) to negotiate and execute an amendment to the Interlocal Agreement for Regional Mobility and Transportation Projects between the City of Austin and Capital Metro related to the “Quarter Cent program” (the “ILA”) that will effectively remove the requirement that Capital Metro reimburse the City for the unallocated \$6 million and that will effectively obligate Capital Metro to use those funds for preliminary engineering work and environmental analysis on Project Connect corridors.

**BE IT FURTHER RESOLVED:**

The City Manager is directed to identify funding sources (e.g. FY 19-20 Budget) to replace the \$6 million in unallocated Capital Metro funding for transportation projects in the Quarter Cent program with \$6 million from one or more other funding sources, so that the Mayor’s and each Council Member’s District’s 1/4 cent allocation is not reduced.

**BE IT FURTHER RESOLVED:**

The process to select and implement the remaining Quarter Cent funded (or replacement funded) projects is modified as follows:

1. The project list will no longer require any City Council approvals other than the conditioned approval under this resolution.
2. The City Manager is directed to continue to work with each Council Office to develop Quarter Cent funded projects within their district.
3. The City Manager is authorized to modify the project list to add new projects in the Mayor’s and each Council Member’s District using remaining Quarter Cent (or replacement) fund balances, such projects to

be scoped as determined by the respective Council Member and the Mayor.

4. The project list, as modified by the City Manager in accordance with this resolution, is hereby approved by City Council and may be implemented on the condition that each project on the list: (i) adheres to the criteria outlined in the ILA and Council Resolution 20150618-093 and meets the purpose and requirements of the Quarter Cent fund program, as determined by the City Manager; (ii) is determined by each Council Member or the Mayor to be a selected priority infrastructure project for their respective District, the cost of which totals no more than the District's Quarter Cent fund balance; and (iii) is deemed by the City Manager to be a feasible project that meets the City's engineering standards and public works project requirements.

**BE IT FURTHER RESOLVED:**

The City Manager is authorized to work with Capital Metro to negotiate and execute an amendment to the ILA that will effectively remove the requirement for Capital Metro's approval of projects and the City's modifications to the project list, so long as the projects still adhere to the criteria outlined in the ILA and Council Resolution 20150618-093.

**BE IT FURTHER RESOLVED:**

The City Manager is authorized to negotiate and execute an amendment to the ILA with terms consistent with this resolution.

**ADOPTED:** \_\_\_\_\_, 2018

**ATTEST:** \_\_\_\_\_

Jannette S. Goodall  
City Clerk