

## Indicators and Targets



**Increase the understanding of transportation options (aside from a personal vehicle) and satisfaction of users to get around Austin (rideshare, bus/train, bike, walk, etc.), reported by socioeconomic demographic measures**



**Increase the share of City of Austin employees commuting by walking, bicycling, sharing rides, or taking transit**



**Reduce vehicle miles traveled (VMT)**

*Achieve a 20% reduction in VMT by 2039  
(32.351 million vehicle miles of travel (19.26 per capita) were estimated in 2019)*



**Increase the share of Austin residents who work at home instead of commuting to work**

*Achieve 15% of Austin residents who work at home by 2039  
(7.9% of residents worked at home between 2013 and 2017)*



**Increase the share of City of Austin employees who work at home instead of commuting to work**

*Ensure that, whenever appropriate, all new City telework and remote work policies contribute towards the goal of achieving 15% Austin residents working from home by 2039*



**Increase the share of Austin residents who carpool to work**

*Achieve 11% of Austin residents who carpool to work by 2039  
(10.8% of residents carpooled to work between 2013 and 2017)*



**Increase the share of work trips that are taken during off-peak hours**

*(51.6% of work trips leave home between 7:00 a.m. and 9:00 a.m.)*



**Increase the number of people reached by transportation demand management programming**

## Transportation Demand Management Programming

Action Item	Description
53 Government employer TDM strategies	Seek partnerships with various federal, state, and local government agencies and universities that are major employers within Austin to encourage employees to telework or to take public transportation and other modes to work and disincentivize employees to drive alone to work. <b>Prioritize the alignment of City of Austin workplace policies, including telework policies, to achieve these goals.</b>
54 Regional TDM collaboration	Collaborate with CAMPO's regional TDM plan efforts to implement prioritized TDM strategies regionwide.
55 Statewide TDM Policies	Support state-level legislative actions such as highway congestion management through TDM, statewide telework policies, TDM as a construction project requirement, etc.
56 Congestion pricing	Implement congestion pricing in regional centers as a method of managing demand at peak travel times.
57 Barriers to multimodal transportation	Work with partners to develop and promote discounted passes for carshare, bike-share, scooter-share, and public transit for low-income community members. Expand access to the internet and technology to enable equity in use of telecommuting, access to shared mobility services and ride hailing, etc.
58 Targeted TDM education and programming	Develop targeted educational materials marketed to Austin's historically underrepresented and underserved communities. Target programs and tailored one-on-one education on transportation options to these communities.
59 City employee commuter program	Continue to implement and strengthen the City of Austin's employee commute program. Provide incentives to employees to reduce their drive-alone trips. Provide multimodal options for mid-day trips to reduce the desire to bring a vehicle to work.
60 Parking policies for City employees	Phase out the practice of providing free parking spaces to City of Austin employees working in transit-rich locations. Develop and implement a permanent parking cash-out program for City buildings in areas with managed parking.
61 City telework, flexible schedule, and hoteling policy	Strengthen City of Austin policy to support teleworking and provide employees with the opportunity to use shared worksites close to where employees live (remote workstations known as hoteling). Provide employees with the technology to work remotely. Where flexible schedules are allowed, encourage employees to consider compressed work weeks and work schedules that avoid the morning and evening peak congested times.
62 City facility colocation	Select City of Austin facilities and proactively develop City land assets in transit-rich locations with the goals of supporting multimodal commute options, consolidated City functions, and improved access for community members.

## Shared Mobility

Action Item	Description
63 Shared mobility services using managed and tolled lanes	Seek regional recognition of registered private mass transit vanpool/shuttle operators to access regional tolled and managed lanes for free.
64 Integrated transportation and payment platform	Pursue regional integrated multimodal transportation and payment platform, including a cell phone app and integrated payment method, with options for those without smartphones and the unbanked.
65 Mobility hubs	Create family-friendly multimodal mobility hubs, including park-and-rides, adjacent to transit stops to offer a variety of first- and last-mile mobility options and a complete trip experience. Incorporate community-knowledge sharing, maintenance programming, and integrate civic space where strategic.