

## **RESOLUTION NO.**

**WHEREAS**, the City of Austin has benefited greatly from affordable housing projects that leverage private dollars and city funding to receive state tax credits in order to build projects; and

**WHEREAS**, the Texas Department of Housing and Community Affairs (TDHCA) administers the Low Income Housing Tax Credit program and allocates the housing tax credits at the state level; and

**WHEREAS**, TDHCA uses a Qualified Allocation Plan which determines how the tax credits will be awarded, and they also have competitive housing tax credits selection criteria that is used to evaluate and rank applications; and

**WHEREAS**, recent selection criteria changes have resulted in some projects receiving high scores although the projects do not have good access to public transportation; and

**WHEREAS**, the City of Austin already has a requirement that projects meet S.M.A.R.T. housing guidelines, which includes having a bus route located within ¼ mile of a development for urban boundary and within ½ mile of development for any project within the city limits; and

**WHEREAS**, there is a large body of research that shows that the cost of transportation is the second largest expense for the typical American family,

trailing only housing costs and more expensive than the cost of food, clothing, or health care; and

**WHEREAS**, the City Council wishes to express its desire to have the state scoring system prioritize access to public transportation for projects that receive state tax credits; **NOW, THEREFORE**,

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

The City's legislative agenda is amended to include support for prioritizing access to transit for the TDHCA Low Income Tax Credit program.

ADOPTED: \_\_\_\_\_, 2014      ATTEST: \_\_\_\_\_  
Jannette Goodall  
City Clerk