

1 **RESOLUTION NO.**

2 **WHEREAS**, the Greater Austin region faces increasing traffic congestion and
3 transportation problems that have monetary, health and environmental impacts on the
4 community; and,

5 **WHEREAS**, on December 17, 2018 the Capital Metropolitan Transit Authority
6 (CMTA) Board approved 6-0 the Project Connect vision plan for the area under its
7 jurisdiction; and,

8 **WHEREAS**, the CMTA’s plan includes a strategy to increase the efficiency,
9 attractiveness, and use of high-capacity transit into, out of, and around Central Texas;
10 and,

11 **WHEREAS**, Chapter 451 of the Texas Transportation Code authorizes CMTA
12 to operate a high-capacity transit system and continue to collect the maximum 1% sales
13 and use tax; and,

14 **WHEREAS**, § 451.060 of the Texas Transportation Code allows a metropolitan
15 transit authority to partner with any other public or private utility, communication
16 system, common carrier, or transportation system for the joint use of the property of the
17 agreeing entities in the authority or the establishment of through routes, joint fares, or
18 transfers of passengers; and,

19 **WHEREAS**, the Capital Metropolitan Transit Authority and other affected
20 entities like the City of Austin will need to create ways to leverage resources to
21 successfully create a high-capacity transit infrastructure system; and,

22 **WHEREAS**, on April 11, 2019 the Council unanimously passed Ordinance No.
23 20190411-033 adopting the Austin Strategic Mobility Plan (ASMP) as the

24 transportation element of the Imagine Austin Comprehensive Plan to guide future
25 growth of the city’s transportation network; and,

26 **WHEREAS**, the ASMP establishes a 2039 target of 16% of residents taking
27 transit to work and decreasing transit travel time to work by 10%; and,

28 **WHEREAS**, the ASMP establishes a policy of investing in, and supporting, the
29 creation of a high-capacity transit system in Austin including a variety of commuter
30 rail, light rail, streetcar, bus rapid transit, and other emerging technologies; and,

31 **WHEREAS**, the ASMP states that the City must also continue to strengthen its
32 partnership with the CMTA to improve public transportation services operated on City
33 right of way and, even more importantly, to ensure high-capacity transit can be
34 implemented; and,

35 **WHEREAS**, the ASMP establishes a policy for the City to collaborate with
36 internal departments, regional partners, and outside agencies by identifying and
37 pursuing opportunities to strengthen local and regional policies, programs, and projects
38 through partnerships; and,

39 **WHEREAS**, the ASMP establishes a policy for the City to synchronize
40 transportation infrastructure projects with other public capital investments by
41 coordinating with other infrastructure projects in the same locations early in the
42 planning process to increase cost-effectiveness and minimize disruptions in the
43 community; and,

44 **WHEREAS**, the ASMP establishes a policy for the City to improve the
45 transportation network through private development by seeking opportunities to
46 coordinate with and harness private capital investments to rehabilitate, expand, and
47 connect transportation infrastructure; and,

48 **WHEREAS**, the ASMP establishes a policy for the City to balance mobility
49 needs with utility needs by optimizing mobility and utility needs when planning for
50 street design and allocation of space in the right of way and when operating the
51 transportation network; and,

52 **WHEREAS**, the ASMP establishes a number of targets and indicators for each
53 of its policies regarding coordination, including:

- 54 1) Increase the number of transportation projects, programs, and initiatives that
55 are coordinated across City of Austin departments;
- 56 2) Increase the number of transportation projects, programs, and initiatives that
57 are coordinated with partner agencies;
- 58 3) Increase the number of transportation projects that are coordinated through
59 multi-departmental construction planning activities; and
- 60 4) Increase the number of partnerships with private development to contribute to
61 transportation improvements; and,

62 **WHEREAS**, accomplishing these coordination and collaboration goals align
63 with other City of Austin goals such as affordable housing; and,

64 **WHEREAS**, on April 13, 2017 the Council passed Ordinance No. 20170413-
65 010 adopting the Austin Strategic Housing Blueprint (ASHB) that recommends
66 approaches to address the interconnected issues of affordable housing, land use, and
67 high-capacity transit in a comprehensive manner; and,

68 **WHEREAS**, the ASHB establishes a goal for the construction of 60,000 housing
69 units affordable to households at 80% median family income (MFI) and below, and
70 another 75,000 units for households earning greater than 80% MFI; and,

71 **WHEREAS**, the ASHB establishes a number of policies to link affordable
72 housing with high-capacity and high-frequency transit, including:

- 73 1) Make strategic investments in economic development, transit, and education
74 to minimize displacement;
- 75 2) Maximize public property to build or include affordable housing near transit
76 and job centers;
- 77 3) Implement consistent density bonus programs for centers and transit
78 corridors;
- 79 4) Strengthen scoring criteria and develop policies to prioritize affordable
80 housing near current and future transit service;
- 81 5) Minimize the displacement of core transit riders;
- 82 6) Link housing choices with transportation choices by strengthening policies to
83 direct subsidies for the preservation and creation of income-restricted
84 affordable housing within ¼ mile of a transit stop and prioritize infrastructure
85 investments in activity centers and along activity corridors; and,

86 **WHEREAS**, coordinating between the CMTA and the City's ASMP and ASHB
87 can accomplish goals at lower total cost to both entities; and,

88 **WHEREAS**, the creation of a high-capacity transit system within the jurisdiction
89 of the City of Austin will involve numerous City departments and utilities including but
90 not limited to: Austin Energy, Austin Water, Austin Transportation, the Economic
91 Development Department, the Fleet Services Department, the Parks and Recreation
92 Department, the Planning and Zoning Department, and the Public Works Department;
93 and,

94 **WHEREAS**, utilities operating within the right of way for a high-capacity transit
95 system typically include drinking water, reclaimed water, wastewater, gas, and electric
96 transmission infrastructure, along with communications infrastructure provided by
97 private entities; and,

98 **WHEREAS**, utilities may need to relocate or expand infrastructure for public
99 and private systems operating within the right of way depending on transit development;
100 and,

101 **WHEREAS**, as the provider of electric and water utilities within its jurisdiction,
102 the City of Austin can leverage its assets and abilities to create a high-capacity transit
103 system at lower cost than cities with private utilities; and,

104 **WHEREAS**, infrastructure investments such as those for a high-capacity transit
105 system can create new opportunities to leverage existing bond dollars for affordable
106 housing, creative spaces, parkland, or others; **NOW, THEREFORE**,

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

108 The Council directs the City Manager to analyze and report on:

- 109 1) Options for the City of Austin and other related or interested public or private
110 entities to leverage resources to support the creation, operation, and maintenance
111 of a high-capacity transit system in order to achieve established outcomes and
112 goals including but not limited to:
- 113 a. Opportunities for the City of Austin to leverage its varied and diverse
114 economic and financial assets and abilities;
 - 115 b. Opportunities to maximize and diversify the revenue generated from
116 investment in high-capacity transit system infrastructure.
- 117 2) Options for coordination including, but not limited to, the targets and policies set
118 by the Austin Strategic Mobility Plan and the Austin Strategic Housing Blueprint;
- 119 3) Means by which to achieve the goals set by the Austin Strategic Mobility Plan
120 and the Austin Strategic Housing Blueprint in the most cost-efficient way;
- 121 4) Possibilities for public-private partnerships to include adjacent real estate
122 opportunities to help achieve the goals of the Austin Strategic Housing Blueprint;

123 **BE IT FURTHER RESOLVED:**

124 The Council directs the City Manager to provide this report and its
125 recommendations by the first council meeting of 2020.

126

127 **ADOPTED:** _____, 2019

ATTEST: _____

128 Jannette S. Goodall
129 City Clerk

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