

WHEREAS, Austin faces growing demands on our existing transportation network, resulting in increased traffic congestion and travel delay; and,

WHEREAS, strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently; and,

WHEREAS, on April 11, 2019 the Council unanimously passed Ordinance No. 20190411-033 adopting the Austin Strategic Mobility Plan (ASMP) as the transportation element of the Imagine Austin Comprehensive Plan to guide future growth of the city's transportation network; and,

WHEREAS, the ASMP establishes a policy of investing in, and supporting, the creation of a high-capacity transit system in Austin, noting "we must work with our public transportation partners and enhance services to create an experience that attracts and retains riders"; and,

WHEREAS, Project Connect is a vision for how we move people today and plan for tomorrow, and will create an integrated transit system that eases traffic, brings jobs to our region, improves the environment and better connects people so everyone in our community can thrive; and

WHEREAS, more than 60,000 people have participated in the creation of the System Plan Recommendation and Locally Preferred Alternatives through in person and online public input opportunities; and,

WHEREAS, an investment in public transportation is an investment in the economy and we cannot have sustained economic development in this region without a significant investment in transit; and

WHEREAS, investment in transit has the opportunity to provide the most vulnerable in our community with access to high-quality transportation to better access jobs, healthy food, education, and more; and

WHEREAS, investment in transit is an investment in equity, and a significant action we can take to correct historical inequities is to make the Capital Metropolitan Transportation Authority (Capital Metro) transit system more robust, more affordable, and more widely available; and

WHEREAS, the ASMP also established that the policy of the City is to proactively assess displacement impacts of transportation projects, stating "it is important that we recognize this fact during the planning phase of all transportation infrastructure projects and that, before we begin the implementation of these projects, we work with our partners, develop strategies, and utilize tools to support current neighborhood residents and businesses, stopping or limiting their displacement;" and

WHEREAS, the Capital Metro Board of Directors unanimously adopted the Project Connect System Plan that includes the Locally Preferred Alternatives for the Orange, Blue, Gold, Green, and MetroRapid Lines on June 10, 2020; and

WHEREAS, the Austin City Council unanimously passed Resolution No. 20200610-002 in support of the Project Connect System Plan that includes the Locally Preferred Alternatives; and

WHEREAS, the Austin City Council unanimously passed Resolution No. 20190808-081 directed the City Manager to provide options to support the creation, operation, and maintenance of a high-capacity transit system; NOW, THEREFORE

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

The City Council directs the City Manager to include __. __ cents in the Fiscal Year 2020-2021 property (ad valorem) tax rate for the purposes of creating a dedicated fund for a joint local government corporation, created by the City of Austin and Capital Metro, to invest in the Project Connect System Plan and transit-supportive investments, including at least \$100 million for transit-supportive displacement mitigation.

BE IT FURTHER RESOLVED

The City Manager is directed to draft an Interlocal Agreement with Capital Metro identifying initial roles and responsibilities to create the Austin Transit Partnership, a local government corporation, and return on August 7, 2020 with a resolution for approval for the City Council.