



RECA

REAL ESTATE COUNCIL
OF AUSTIN

**THE REAL ESTATE COUNCIL OF AUSTIN, INC.
BOARD OF DIRECTORS RESOLUTION
IN SUPPORT OF REGIONAL MOBILITY**

WHEREAS, part of the Real Estate Council of Austin's (RECA) mission is to facilitate and support the creation of a prosperous regional economy; and

WHEREAS, regional business executives continue to identify traffic and peak hour congestion as weaknesses affecting our environment, quality of life, and the business community's ability to attract and retain top jobs and talent; and

WHEREAS, RECA supports the Austin Chamber of Commerce's affirmation that reducing congestion is a high priority; and

WHEREAS, RECA supports the two specific metrics for gauging the success of such efforts: 1) reducing the percentage of commuters traveling by single-occupancy vehicle from the 2011 benchmark of 74.7 percent to 68.7 percent by end of 2018 and 2) reducing the travel time index from the 2011 benchmark of 1.28 to 1.20 by end of 2018; as measured by the Austin Chamber of Commerce's five-year, five-county economic development strategy and Opportunity Austin 3.0; and

WHEREAS, additional transportation investment, in a transportation system including rail, roads, traffic management systems, toll roads, express lanes, alternative modes of transportation, bus rapid transit, and buses, will play a critical role in reducing the regional congestion index and reducing the percentage of commuters driving by single occupancy vehicle; and

WHEREAS, since 2007, RECA has supported the inclusion of the following road projects in Capital Metropolitan Planning Organization's (CAMPO) 2035 Plan and FY 2008-2011 Transportation Improvement Plan (TIP), and continues to advocate these roads as critically important to our region's long-term mobility:

- US Highway 183 from Springdale Road to Patton Avenue - six lane non-toll or toll controlled access facility with frontage roads;
- US Highway 290 from east of I-35 to east of State Highway 130 - six to eight lane non-toll or toll controlled access facility with frontage roads and multi-level interchange at US Highway 183;
- "Y" at Oak Hill
 - US Highway 290 from west of FM 1826 to east of Williamson Creek - six lane controlled access non-tolled or tolled facility with frontage roads
 - State Highway 71 from US Highway 290 to Silvermine Road - frontage roads and two non-tolled or tolled direct connectors
- State Highway 45 SW from Loop 1 to FM 1626 - four or six lane controlled access non-tolled or tolled facility

- State Highway 71 from west of Riverside Drive to State Highway 130 - six lane controlled access non-tolled or tolled facility with frontage roads and multi-level interchange at US 183; and

WHEREAS, planning for the mobility system should be coupled with consistent land-use policies;

WHEREAS, RECA 2012 President Scott Flack serves on CAMPO's Transit Working Group and, as a part of his work with that group, has studied examples of how high capacity transit can positively impact regional mobility, especially in a rapidly growing region, with the use of "congestion- proof" lanes such as regional express lane systems or rail systems and have therefore concluded that high capacity transit is also critical to our long-term regional mobility; and

WHEREAS, construction of express lanes that will greatly facilitate high capacity transit will begin very soon on MoPac north of Lady Bird Lake; such lanes are in discussion for implementation on I- 35 and US Highway 183 and the southern portion of MoPac; and successful ridership has been demonstrated on the limited rail service that has been deployed on the rail right-of-way which Capital Metro owns; and

WHEREAS, the Transit Working Group was charged with laying out a long-term vision for a multimodal transit system that could serve our entire region, and such a vision has been developed, as reflected on a transit system map of the region and, within that regional map, transportation corridors have been identified with the most congested corridors, North Corridor and Central Corridor, identified as the first priority corridors for further transit study and investment; and

WHEREAS, RECA supports the Transit Working Group's Vision Map as a critical starting point for continued analysis and regional discussion about specific transit projects necessary to an efficient, balanced, and multimodal transportation system throughout our region during the 20-year CAMPO planning horizon and beyond.

NOW, THEREFORE, BE IT RESOLVED, that in order to ensure a comprehensive, cohesive, and integrated mobility system within our region, RECA urges the CAMPO Transportation Policy Board, as soon as possible to: 1) take the steps necessary to include the Transit Working Group's Vision Map in the 2040 Long-Range Transportation Plan planning process; 2) advance all of the above-referenced road projects as expeditiously as possible; and 3) in the future, consider all regionally significant mobility projects in the context of how roads and transit will work together to ensure maximum mobility for the region.

BE IT FURTHER RESOLVED that RECA urges elected officials and all transportation agencies throughout the region to continue their cooperation and collaboration to expeditiously advance the planning, funding, and implementation of road and transit projects, which preserve and maximize use of existing right-of-way and complement one another to provide the maximum mobility for our region.

BE IT FURTHER RESOLVED that RECA urges CAMPO to continue the Transit Working Group and its regionally-focused work of ensuring that high capacity transit is deployed in a way that enables maximum mobility throughout the region and is used to its full capacity; is

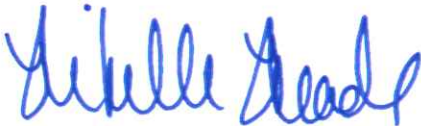
planned, funded, and implemented with the highest priorities to relieve the most congested corridors; and provides the best opportunity to leverage federal and private dollars, therefore conserving local tax dollars.

BE IT FURTHER RESOLVED that RECA urges Project Connect and its partnering agencies, Capital Metropolitan Transportation Authority, the City of Austin, Lone Star Rail District, and CAMPO, in collaboration with the cities, counties, and other affected jurisdictions in the region's highest priority corridors, the North and Central Corridors to:

- begin implementation of transit and complimentary road and traffic management projects that significantly impact congestion in these two corridors;
- expeditiously address operational and organizational questions so as to clarify roles and responsibilities among agency partners;
- provide financial and other analysis necessary to understand the long-term impact of funding such a system;
- develop equitable funding sources that encourage regional participation and support a viable regional transit system, maximizing the contribution by the federal government; and
- conduct such alternative analysis, environmental analysis, ridership studies, and other such analyses as will provide a sound basis for future support of specific projects by RECA and the community at large.

BE IT FURTHER RESOLVED that the mobility of our region, being of the highest priority, requires the utmost urgency in advancing these actions; and, therefore, RECA seeks a thorough, impactful, fiscally-sound, and expeditious response to our region's greatest mobility needs.

Adopted on this 2nd day of April 2013 by the Real Estate Council of Austin, Inc.



Nikelle Meade
President, Board of Directors
The Real Estate Council of Austin, Inc.