



**RECA**  
REAL ESTATE COUNCIL  
OF AUSTIN

**THE REAL ESTATE COUNCIL OF AUSTIN, INC.  
BOARD OF DIRECTORS RESOLUTION  
IN SUPPORT OF THE 2014 STRATEGIC MOBILITY PLAN**

WHEREAS, RECA's mission is to be an effective resource and advocate for the interests of the real estate industry and to promote and sustain the Central Texas region as an outstanding community with an exceptional quality of life; and

WHEREAS, the Austin metropolitan area is the 35<sup>th</sup> largest metro in the nation and the fastest growing large metro with an estimated 110 person daily net population gain and 4 million residents projected to be living in Central Texas by 2040; and

WHEREAS, RECA believes all Central Texans – and future generations of Central Texans —should have access to meaningful employment, a reasonable cost of living, affordable housing, and outstanding education within a clean and safe environment; and

WHEREAS, regional business executives and business prospects consistently identify traffic and peak hour congestion as negative factors affecting our environment and quality of life, thereby threatening the community's ability to attract businesses and retain top jobs and talent; and

WHEREAS, demographically, Austin has the highest percentage of "millenials" than any city in the U.S., a demographic group that will soon be the largest in Central Texas and which has demonstrated high levels of support for multi-modal transportation options; and

WHEREAS, Austin and the entire Central Texas region must invest in transportation infrastructure to match the needs of the future workforce; and

WHEREAS, the City of Austin's comprehensive plan, Imagine Austin, calls for a "compact and connected" community with denser development in the city's central core and along selected corridors; and

WHEREAS, RECA recognizes that two of the region's biggest challenges – traffic congestion and housing affordability - are intertwined issues that must be addressed simultaneously; and

WHEREAS, RECA supports the 2013 Chamber Mobility Report which finds that improving traffic congestion requires multiple, complementary strategies including 1) the expansion of transportation capacity; 2) increased adoption of demand-management approaches such as telecommuting/mobile workforce, flexible scheduling, and shifting single-occupant vehicles to other modes, especially high-capacity transit; and 3) updated land use policies, such as Transit Oriented Development zoning to encourage density, that allow for shorter trips from home to work; and

WHEREAS, the 2014 Strategic Mobility Plan incorporates a variety of roadway and transit system improvements intended to address congestion and expand mobility options available to Austin and Central Texas residents, including high capacity transit along a route developed through the Project Connect initiative; and

WHEREAS, RECA supports Project Connect's Locally Preferred Alternative (LPA) for the initial phase of the high-capacity transit plan for the central corridor: a 9.5 mile rail route from Austin Community College's flagship campus at Highland through the University of Texas, State of Texas Capitol complex, downtown Austin and crossing Lady Bird Lake to Southeast Austin terminating at Riverside and Grove as one component of a comprehensive approach to addressing the congestion and mobility needs of the region; and

WHEREAS, implementation of the 2014 Strategic Mobility Plan and the Project Connect recommendation will require significant funding, including a significant amount to advance the high capacity transit project; and

WHEREAS, it has been represented as part of discussions concerning Project Connect and the 2014 Strategic Mobility Plan that a local investment in the capital cost of high capacity transit will be matched by grants available through programs administered by the Federal Transit Agency (FTA); and

WHEREAS, RECA believes that a properly structured bond package would separate funding for a high capacity transit project and funding for regionally significant roadway improvements into two separate bond propositions; and

WHEREAS, RECA is nevertheless prepared to support a comprehensive transportation bond package provided that bond funding advances a variety of projects which, as a whole, will improve mobility, decrease congestion, and provide mobility choices to residents in the region, and further provided that bond funds to be used for high capacity transit are matched by FTA grant funds.

NOW, THEREFORE, BE IT RESOLVED, that the Real Estate Council of Austin supports the City of Austin's 2014 Strategic Mobility Plan and will support a November 2014 transportation bond package as long as the following conditions are met:

- No more than 60 percent of the package is dedicated for high-capacity transit and no less than 40 percent is allocated for "regionally significant roadway projects" as identified in the 2014 Strategic Mobility Plan adopted by the Austin City Council on June 26, 2014;
- The City of Austin will not begin construction of a high-capacity transit project unless the Federal Transit Authority and the City have entered into a full-funding agreement whereby federal funds match local funds dollar for dollar;
- The above two requirements are included in the Austin City Council's official action authorizing a November 2014 election for a transportation bond package in a manner sufficient to create a contract with the voters; and

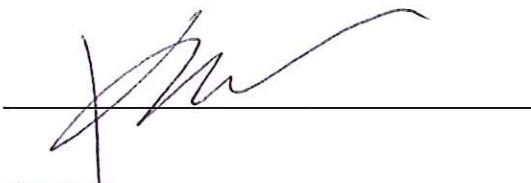
BE IT FURTHER RESOLVED, that, in connection with the pursuit of any high capacity transit project, RECA believes that the City of Austin should undertake and make public:

(i) an economic study of the impact of the project on businesses within the LPA corridor during and after construction; (ii) a full traffic impact analysis of the impacts of the project on traffic and mobility within the LPA corridor; and (iii) a study of the impact of the project and associated debt on local property taxes; and

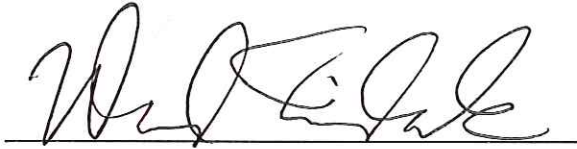
BE IT FURTHER RESOLVED, RECA strongly recommends that the City of Austin expedite the adoption of land development policies that enable denser development near the high capacity lines to increase ridership and ensure the sustainability of the projects; and

BE IT FURTHER RESOLVED, RECA expects the City to take the opportunity, presented by the current land development code rewriting initiative, to remove onerous zoning overlays and commercial design standards that prohibit transit oriented development.

Adopted on this 25th day of July 2014 by The Real Estate Council of Austin, Inc.



KC Willis  
Chairman  
The Real Estate Council of Austin, Inc.



Ward Tisdale  
President  
The Real Estate Council of Austin, Inc.