



**CONGRESS
FOR THE NEW
URBANISM**
*CENTRAL TEXAS
CHAPTER*

CHAPTER OFFICE

P.O. Box 685261
Austin, TX 78768
info@centraltexascnu.org
www.centraltexascnu.org

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NATIONAL OFFICE
140 S. Dearborn St.
Suite 404
Chicago, IL 60603
Tel: 312-551-7300
Fax: 312-346-3323
cnuinfo@cnu.org
www.cnu.org

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WHEREAS, the Charter of the Congress for the New Urbanism (CNU) recognizes that “the physical organization of the region should be supported by a framework of transportation alternatives” and that “transit corridors, when properly placed and coordinated, can help organize metropolitan structure and revitalize urban centers”; and

WHEREAS, the City's Imagine Austin Comprehensive Plan, which supports the goals of the Charter, calls for a compact and connected city with a variety of transportation choices (e.g., LUT P12: “Achieve the goals of area transit plans through effective planning, sufficient funding, and continued partnerships between the City of Austin, Capital Metro, and other area transportation providers”); and

WHEREAS, the City of Austin and the Capital Metropolitan Transit Authority (Cap Metro) have been working toward the Project Connect regional vision since 2010 with the goal of fulfilling the transit component of the Capital Area Metropolitan Planning Organization (CAMPO) 2035 Plan; and

WHEREAS, Project Connect has begun with investments in the voter-approved Red Line and federally funded MetroRapid, with routes 801 and 803 to begin in 2014 providing high capacity service to North Lamar, Burnet Rd, Downtown, South Congress, and South Lamar; and

WHEREAS, the Transit Working Group (TWG), a stakeholder committee formed by the Mayor and the Capital Area Metropolitan Planning Organization (CAMPO), has determined that the Central Corridor should be the next major Project Connect investment; and

WHEREAS, a key component of the Project Connect vision for the Central Corridor includes high-capacity transit, likely urban rail, through the core of downtown Austin; and

WHEREAS, the Central Corridor includes nine sub-corridors adjacent to the core Downtown/Capitol Complex/UT area, which have been compared and considered for the initial investment through an extensive, data-driven public process; and

WHEREAS, Project Connect staff have recommended the Highland and Riverside sub-corridors to advance to the next phase of study, to determine the route alignment that best meets the needs of the City of Austin and the Federal Transit Administration Small Starts Grant requirements; and

WHEREAS, the Central Corridor Advisory Group (CCAG), has made a recommendation that the Highland and Riverside sub-corridors progress to the next phase of study; and

WHEREAS, many in the community have expressed a preference for the Lamar sub-corridor over the Highland sub-corridor, even though FTA's existing funding of MetroRapid creates a risk that this choice may jeopardize availability of future federal funds; and

WHEREAS the current process moving toward selecting a “first” investment segment does not preclude future service in other sub-corridors and in fact reduces the risk involved in serving those alignments;

THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CONGRESS FOR THE NEW URBANISM CENTRAL TEXAS CHAPTER THAT

The CNU-CTX Board recognizes the extensive public process conducted by the Project Connect Staff and supports the conclusions of the process; and

The CNU-CTX Board further recognizes the need for an initial rail investment in Austin, wherever it may be, as the first stage of a long-range plan for more sub-corridors to be served in the future.