

RESOLUTION NO.

WHEREAS, TxDOT is studying I-35 from Georgetown to Buda in a process referred to as Mobility 35; and

WHEREAS, the I-35 Capital Area Improvement Program (CAIP) currently being conducted by the Texas Department of Transportation (TxDOT) represents a once-in-a-generation opportunity to rebuild the downtown Austin segment (Segment 5) of I-35; and

WHEREAS, in October 2013, Senator Watson helped appoint representatives of community groups to participate in the I-35 Downtown Stakeholder Working Group to recommend solutions to mobility, safety and connectivity challenges along the interstate corridor in the downtown area; and

WHEREAS, this represents an opportunity to not only improve congestion, but also make central Austin safe and more connected, in keeping with Austin's community vision outlined in the adopted *Imagine Austin* Comprehensive Plan; and

WHEREAS, depressing the main lanes of I-35 provides future opportunities for caps (or lids); and

WHEREAS, TxDOT's work on Klyde Warren Park cap in Dallas is now seen as a huge economic and cultural generator for the region; and

WHEREAS, TxDOT's current I-35 CAIP Implementation Plan shows one alternative with the main lanes of I-35 depressed below grade through downtown; and

WHEREAS, since 1997, Austin community and grassroots organizations have been vocally advocating for a depressed I-35 through downtown Austin, including a formal request from the Downtown Austin Alliance which notes the

DAA's primary priority with regard to the design of I-35: "Remove the barrier to East Austin and reconnect the grid with depressed traffic lanes;" and

WHEREAS, neighborhoods on both sides of I-35 through downtown including the East Cesar Chavez Neighborhood Association and the Downtown Austin Neighborhood Association have expressed strong interest through multiple resolutions asking for I-35 to be "depressed" through downtown; and

WHEREAS, community groups representing 23,000 citizens of Austin again wrote letters to TxDOT in 2013 requesting further study of depressing and potentially capping I-35; and

WHEREAS, the citizens of Austin, both now and for the past 17 years, have indicated a strong and documented preference for TxDOT's "Depressed" Alternative and rejected TxDOT's "Modified Existing" Alternative also known as the elevated alternative; and

WHEREAS, the I-35 Downtown Stakeholder Working Group overwhelmingly supports TxDOT's "Depressed" Alternative; **NOW, THEREFORE**,

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

The City Manager is directed to communicate to TxDOT the City of Austin's preference that the "Modified Existing" Alternative, also known as the elevated alternative, not proceed in the National Environmental Policy Act, "NEPA", process.

ADOPTED: _____, 2014

ATTEST: _____
Jannette S. Goodall
City Clerk

