

**RESOLUTION NO. 20141002-079**

**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

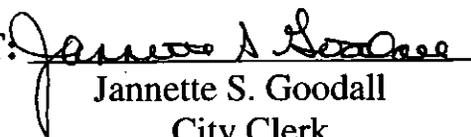
**WHEREAS**, the citizens of Austin, both now and for the past 17 years, have indicated a strong and documented preference for TxDOT's "Depressed" Alternative and rejected TxDOT's "Modified Existing" Alternative also known as the elevated alternative; and

**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:** October 2, 2014

**ATTEST:**   
Jannette S. Goodall  
City Clerk