

RESOLUTION NO. 20210422-055

WHEREAS, the Austin Strategic Mobility Plan (ASMP) adopted by Council in April of 2019 sets the goal of achieving a 50/50 transportation mode share by 2039, including through investments in urban trails and transit infrastructure and embraces the following policy guidance:

- Provide high-quality urban trails that can serve all users: Acknowledge urban trails as assets that should be constructed, operated, and maintained in a manner equivalent to other parts of the transportation network.
- Provide high-quality urban trails designed for people of all ages and abilities: Implement a system of urban trails designed for people of all ages and abilities.
- Pursue opportunities to connect to and expand the urban trail system: Expand the urban trail system to connect more people to nature and provide recreation and mobility opportunities; and

WHEREAS, the Strategic Direction 2023 Plan adopted by Council in March of 2018, includes the following Mobility and Health & Environment Strategies:

- Improve Austin's street network grid and fill gaps in our sidewalk, bicycle, and urban trail systems based on highest need and greatest impact.
- Increase options for travelers and employees to get to and from the airport, including by frequent and high-capacity transit.

- Leverage innovative financing models and partnerships to support, maintain, and expand parks, open spaces, recreational facilities, and our urban trail network; and

WHEREAS, the Bergstrom Spur is an approximately 6-mile long inactive rail corridor running from Vinson Drive in Southwest Austin to U.S. 183 in Southeast Austin near the Austin-Bergstrom International Airport; and

WHEREAS, this corridor will provide vital connections, not just to the Austin-Bergstrom International Airport but to the South Pleasant Valley Corridor, the Country Club Creek Trail, the buffered cycle tracks on Todd Lane, Burleson Road, East and West St. Elmo Road, South Congress Avenue, current and future transit stations, and other civic assets ; and

WHEREAS, the Urban Trails Master Plan, adopted by Council in September of 2014 identified the Bergstrom Spur as a Tier I Urban Trail; and

WHEREAS, in June of 2019, City Council authorized the execution of an interlocal cooperation agreement with the Capital Area Metropolitan Planning Organization (CAMPO) for the development of a corridor Platinum Planning study for the Bergstrom Spur; and

WHEREAS, the Bergstrom Spur Corridor Study, funded through a CAMPO grant of \$280,000 and \$70,000 matching funds from the voter-approved Proposition 1 - 2016 City of Austin Mobility Bond - was completed in December of 2020; and

WHEREAS, this study envisions the Bergstrom Spur as “a vibrant multi-use corridor that is accessible by and connected to the regional transportation network” and “will provide safe, functional, and equitable transportation options for utilitarian and recreational purposes” and it identified opportunities to transform the Bergstrom Spur into a corridor that will

- Enhance public health;
- Improve connectivity and mobility;
- Celebrate and value the corridor’s people and historical character;
- Promote environmental and social sustainability; and
- Catalyze economic development and upward mobility; and

WHEREAS, improvements to this corridor would serve historically underserved neighborhoods in Southeast Austin and would provide residents in the area more options for transportation to transit, schools, employment centers, commercial centers, and recreation facilities; and

WHEREAS, increasing active transportation options to Austinites can reduce traffic congestion, improve air quality, and have positive impacts on public health and our local economy; **NOW, THEREFORE**,

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

The City Council formalizes its support for U.S. Representative Lloyd Doggett’s Member Designated Project Funding request of up to \$25 million to the U.S. House Committee on Appropriations to provide connectivity improvements to

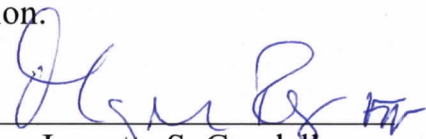
the approximately six-mile Bergstrom Spur and commits to fund a 20% local grant match for this project.

BE IT FURTHER RESOLVED:

The City Manager is directed and authorized to identify, including exploring use of general obligation bonds, 20% local matching funds and a contingency plan for any project cost overruns or funding shortfalls if the Member Designated Project Funding award provided is less than \$25 million.

ADOPTED: April 22, 2021

ATTEST:



Jannette S. Goodall
City Clerk