



City of Austin

Recommendation for Action

File #: 26-2173, **Agenda Item #:** 66.

8/27/2026

Posting Language

Approve a resolution authorizing negotiation and execution of an advance funding agreement with the Texas Department of Transportation for the use of federal earmark funding from Congressman Lloyd Doggett's Office in the amount of \$5,500,000, as engineering design and construction reimbursement for Phase 1 of the West Bouldin Creek Trail and for the Connecting Windsor Park: Belfast Bridge and Trail Projects, for a total estimated project cost of \$7,237,691, plus any costs overruns. Funding: \$1,718,750 for the City's share of the cost is available in the Capital Budget of Austin Transportation and Public Works.

Lead Department

Austin Transportation and Public Works

Fiscal Note

\$1,718,750 for the City's share of the cost is available in the Capital Budget of Austin Transportation and Public Works.

For More Information:

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Council Committee, Boards and Commission Action:

April 29, 2026 - Briefing to the Council Mobility Committee. No action taken.

Additional Backup Information:

The City received a memorandum dated April 24, 2026, from the U.S. Department of Transportation, Federal Highway Administration, allocating \$5,500,000 for Community Project Funding/Congressionally Directed Spending Earmark as part of the Department of Transportation Appropriations Act, 2026 (Title I of Division D of the Consolidated Appropriations Act, 2026 (Public Law 119-75) for design and construction of the initial phase of the West Bouldin Creek Trail (\$3,500,000) from Barton Springs Road to 6th Street and for design and construction of the Connecting Windsor Park: Belfast Bridge & Trail (\$2,000,000) from Broadmoor Drive to East 51st Street.

This accounts for 80% of the estimated total construction amount. The City is required to match 20% of the design and construction total amount, and any cost overruns. The City is also responsible for funding the non-design and non-construction aspects of the project. Funding for the design and construction match and all non-design and non-construction aspects is available in the 2020 Mobility Bonds. Indirect State costs in the amount of \$18,941, will be paid by the State.

West Bouldin Creek Trail

The project will be the initial phase of shared use path improvements between South 6th Street to Barton Springs Road to extend the West Bouldin Creek Trail north to connect with the existing Ann and Roy Butler

Trail.

The Butler Trail encircles Lady Bird Lake in central Austin and connects with several other major trails, serving as a hub for the City's trail system. The connection to the Butler Trail will also encourage residents in the area to bike to Butler Trail for recreation purposes, contributing to the overall health of residents, improving air quality, and reducing the need for parking and impervious surfaces in the parks along Lady Bird Lake.

Separating bicycle traffic from motor vehicle traffic will increase safety for all road users by reducing points of potential conflict and interaction between them. This safety increase is critical for encouraging people who enjoy biking but are unwilling to do so when side-by-side with cars to add more bike trips and thereby decrease their number of car trips because they feel more confident riding in their own neighborhood.

Connecting Windsor Park: Belfast Bridge & Trail

The project includes a shared use path and pedestrian bridge over Tannehill Branch Creek to provide a direct connection between Windsor Park south to 51st Street and the Mueller Neighborhood to the south. This provides a safe pedestrian and bicycle alternative route from Windsor Park to General Marshall Middle School and the Mueller Neighborhood, so residents do not have to use Berkman Drive and Cameron Road high traffic routes. Mueller is home to a wide array of shops, services, restaurants, and employers, including a full-service grocery store, two farmers' markets, Dell Children's Medical Center, and a 24-hour emergency medical clinic.

The project is currently in preliminary engineering heading towards 30% design in Fall 2026; the bidding process is anticipated to complete by September 30, 2029, and construction is anticipated to start in Winter 2029 barring unforeseen circumstances.