

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF PFLUGERVILLE, TEXAS DECLARING
ITS SUPPORT FOR SELECT PROJECT CONNECT NORTH CORRIDOR
ALTERNATIVES FROM THE MOKAN CORRIDOR FEASIBILITY STUDY**

WHEREAS, the City Council finds the Texas Department of Transportation (TxDOT) has completed a feasibility study to determine what transportation alternatives offer the greatest potential for providing mobility options and whether the MoKan Corridor should be preserved for further analysis; and

WHEREAS, the City Council finds the MoKan Corridor is a north-south abandoned railroad right-of-way that extends approximately 28 miles parallel to I-35 from downtown Austin to Georgetown, traversing the cities of Pflugerville and Round Rock; and

WHEREAS, the City Council finds the MoKan Corridor was acquired through collaborative efforts TxDOT (formerly SDH&PT) and local political subdivisions based on agreements to work together in development of mass transit plans, appropriate to the Corridor; and

WHEREAS, the City Council finds the MoKan right-of-way passes adjacent to approximately 30 different subdivisions, passing within 200 feet of more than 400 homes; and

WHEREAS, the City Council finds the study included twelve preliminary alternatives for comparison and reduced the number of viable alternatives to six without stakeholder and / or public input; and

WHEREAS, the City Council finds it approved Resolution 1412-12-07-08-0212 supporting Project Connect utilizing the MoKan Corridor for High Capacity Transit (Commuter Rail) that is financially feasible, integrates one or more station locations in Pflugerville, and does not unduly impede other modes of transportation or result in grade separations; and

WHEREAS, the City Council finds high-capacity transit projects should maximize the use of dedicated rights-of-way, such as the MoKan Corridor, and other means of gaining a travel time advantage where financially and physically reasonable and not otherwise detrimental to adjacent land uses or existing transportation infrastructure; and

WHEREAS, the City Council finds future high-capacity transit projects should strive for a “true alternative” to driving, providing quality competitive trips among and within the CAMPO adopted and emerging regional activity centers utilizing seamless connectivity between high-capacity transit components and other modes; and

WHEREAS, the City Council finds the city's comprehensive plan establishes that the Mokan Corridor shall continue to be utilized as a hike and bike trail and evaluate the potential for developing public transit options; and

WHEREAS, the City Council finds the City of Pflugerville has twice passed resolutions opposing rail implementation in the abandoned rail (Mokan) Corridor and as presented, the Project Connect Vision proposes regional commuter rail in the Corridor without consideration of a transit station opportunity; and

WHEREAS, the City Council finds the MoKan Corridor Feasibility Study Executive Summary presents various alternatives with conceptual drawings for each, and per the report, "in locations where the general use lanes crossed existing streets at grade, the cross streets were either closed with a cul de sac or an intersection was included in the conceptual drawing. If the cross street was already elevated, the MoKan general use lanes were drawn passing under the existing elevated facility [and] managed lanes were assumed to be elevated over existing facilities and only providing access at specific locations"; and

WHEREAS, the City Council finds to secure Pflugerville's support for any specific project or transit system component, such proposed project or system must demonstrate a financial cost/benefit to our community; and

WHEREAS, the City Council finds the City of Pflugerville is a home rule city in Travis and Williamson counties and reserves the right to evaluate compatibility of any proposed plans for the Mokan Corridor and approve any plans and mitigation efforts; and

WHEREAS, the City Council finds the Transit Working Group agrees that participating communities in the region should participate financially for the benefit yielded from the regional transit system; and

WHEREAS, the City Council finds that the Project Connect effort to plan, fund and operate a regional high-capacity transit system as a "Single System" provides a solid framework that should be further evaluated; and

NOW THEREFORE BE IT RESOLVED that the City of Pflugerville:

- 1) continues to support the concept of a regional vision as was outlined in the Project Connect process, but notes additional revisions and clarifications are necessary and currently under consideration with the Project Connect North Corridor alternatives analysis process;
- 2) supports Alternative 1, showing a hike and bike trail as shown in Exhibit A; alternative 4B, showing a dual track commuter rail plus hike and bike trail as shown in Exhibit A;
- 3) opposes Alternative Numbers 2B, 3D, 5A, 6, 6B as shown in Exhibit A
- 4) supports the development of secondary alternatives but does not support Alternatives 7 or 8 through Pflugerville;

- 5) authorizes the City Manager to retain The Goodman Corporation to develop a Transit Development Plan to implement the short to medium term relevant components of the Project Connect North Corridor Locally Preferred Alternative that provides for a park and ride facility near the SH 45 and SH 130 interchange; and,
- 6) supports Project Connect's continued collaborative efforts to inform area agencies, organizations and the public about the TWG's recommendations and Project Connect efforts to implement high-capacity transit in Central Texas.

APPROVED this _____ day of _____, 2015.

CITY OF PFLUGERVILLE, TEXAS

By: _____
Jeff Coleman, Mayor

ATTEST:

Karen Thompson, City Secretary

EXHIBIT A

Figure 2-3: Alternative 1 Typical Section - Hike and Bike Trail

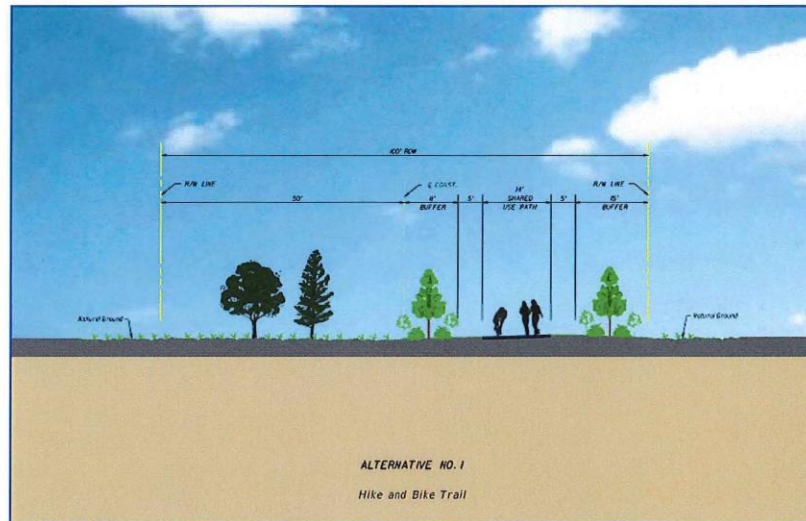


Figure 2-4: Alternative 2B Typical Section - Four Lane Divided Roadway with Adjacent Hike and Bike Trail

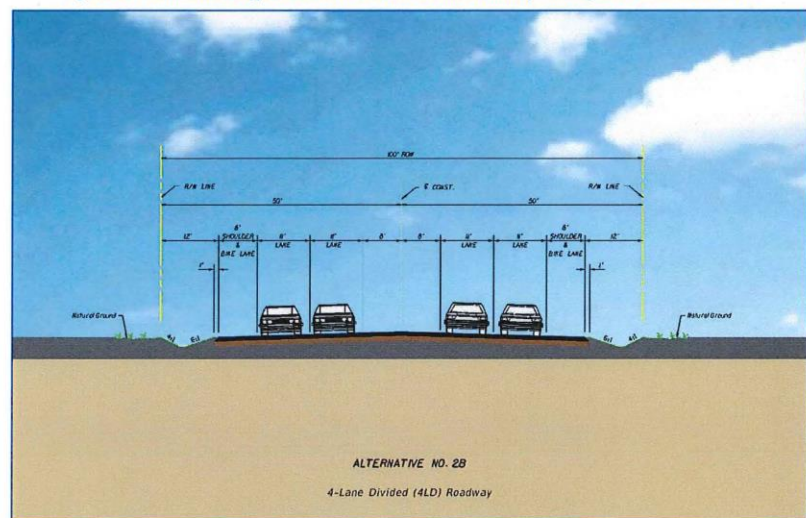


Figure 2-5: Alternative 3D Typical Section – Two Lane Bus Rapid Transit with Center Passing Lane and Hike and Bike Trail

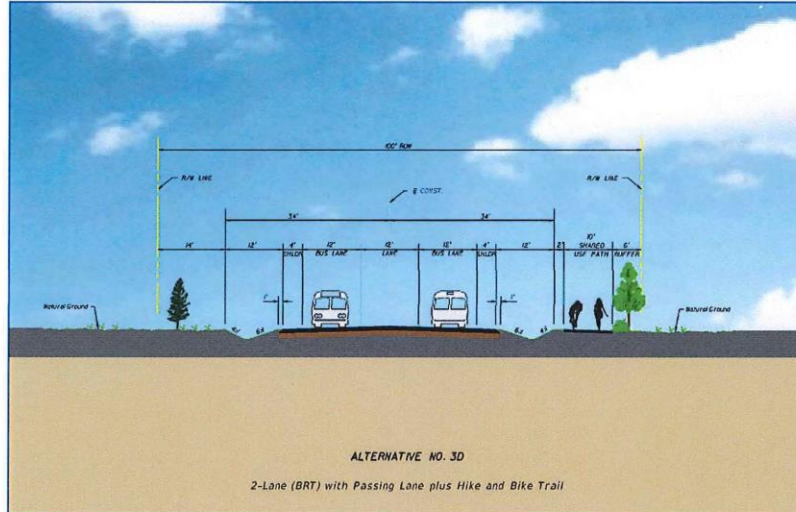


Figure 2-6: Alternative 4B - Dual Track Commuter Rail with Hike and Bike Trail

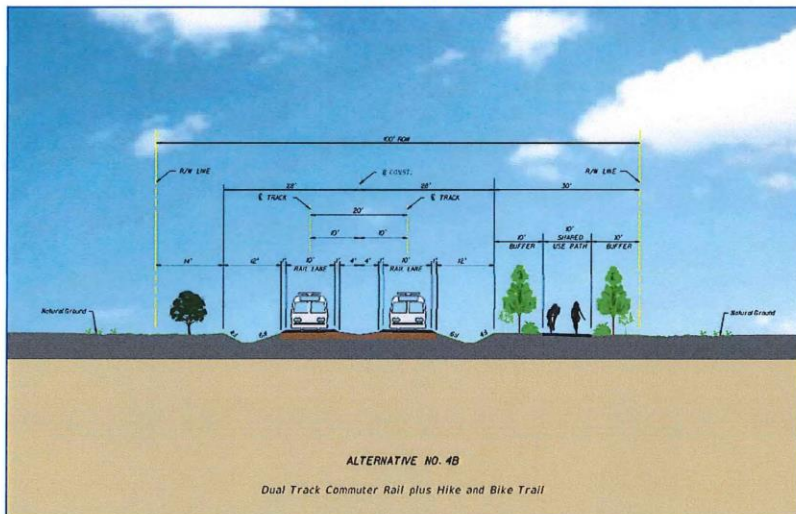


Figure 2-7: Alternative 5A Typical Section – Dual Track Commuter Rail with Two Lane Roadway

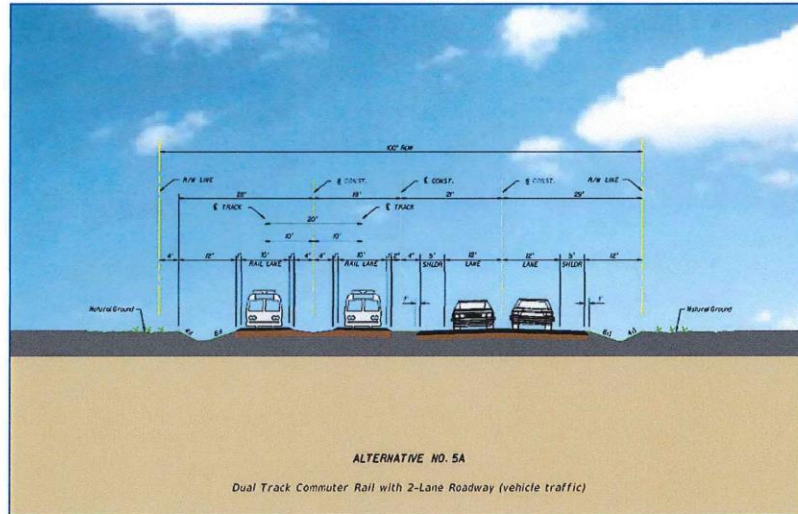


Figure 2-8: Alternative 6 At Grade Typical Section - Four Managed Lanes Divided

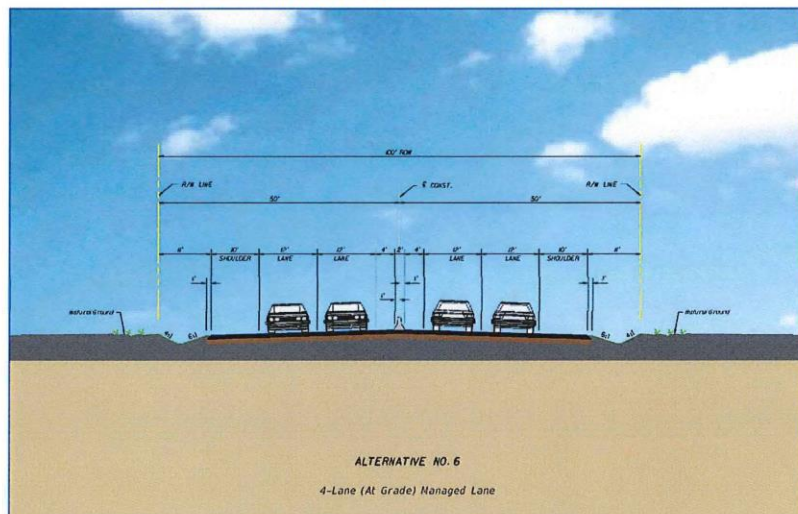


Figure 2-9: Alternative 6 Elevated Typical Section - Four Managed Lanes Divided

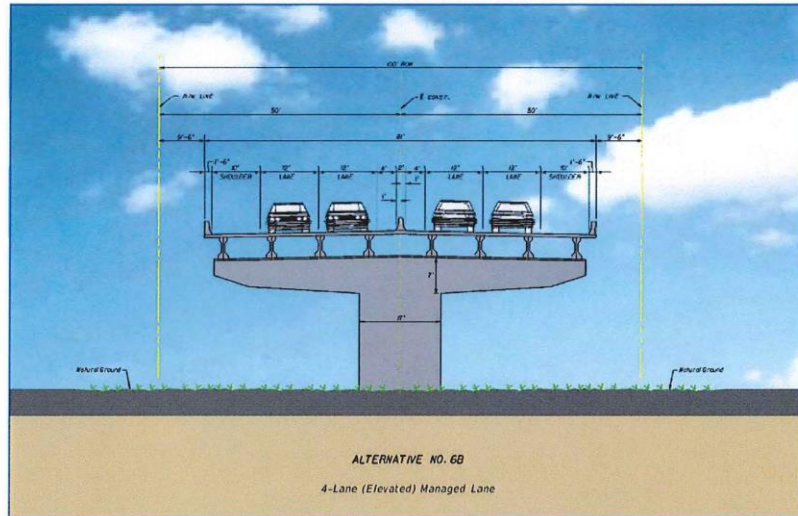


Figure 3-1: Alternative 7 Typical Section – Two Managed Lanes with Express Bus and a Hike/Bike Trail

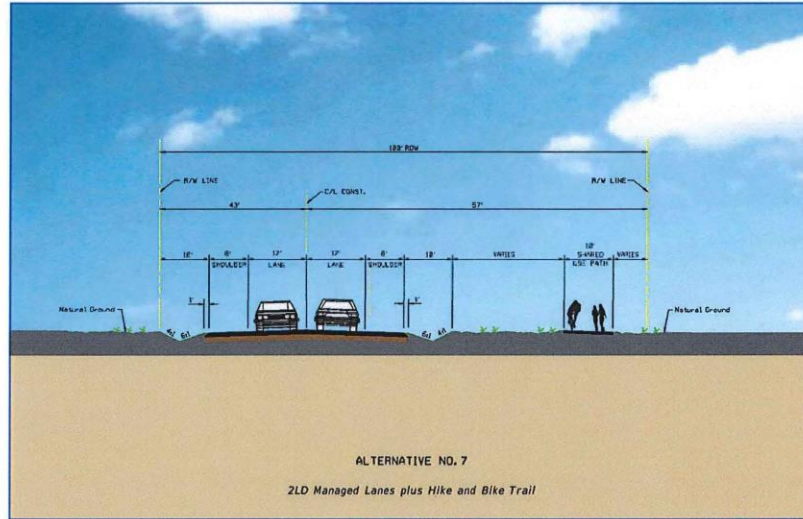


Figure 3-2: Alternative 7 Typical Section - Four Managed Lanes with Express Bus, Frontage Roads, and a Hike/Bike Trail

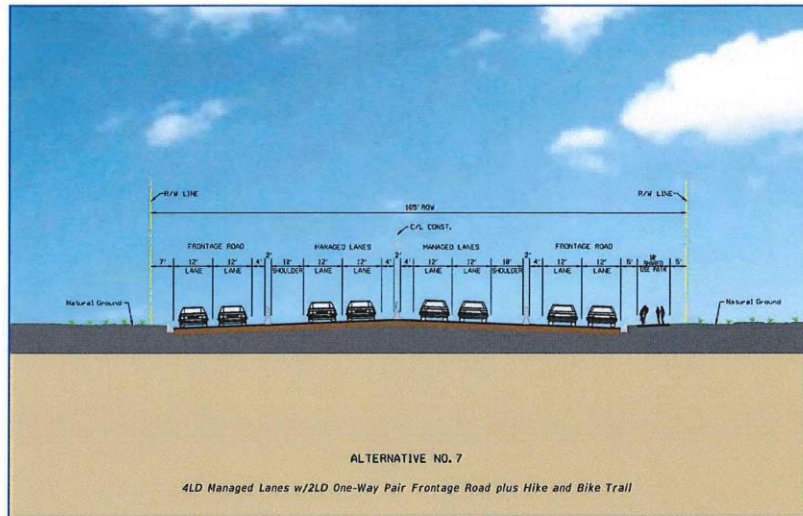


Figure 3-3: Alternative 7 Typical Section - Four Managed Lanes with Express Bus and a Hike/Bike Trail

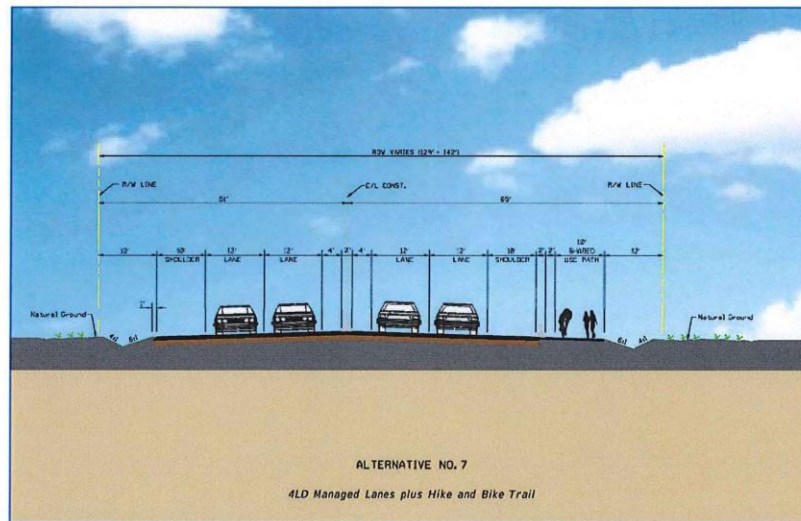
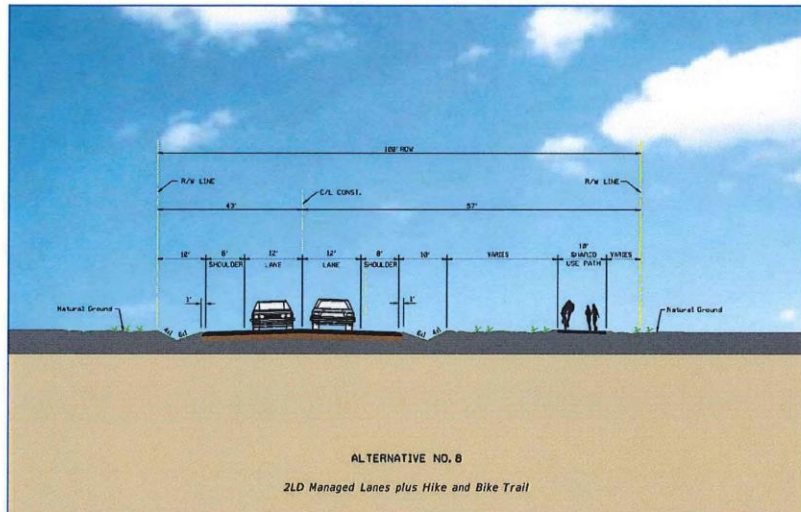


Figure 3-4: Alternative 8 Typical Section – Two Managed Lanes with Express Bus and Hike/Bike Trail



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