

AGENDA



Thursday, February 28, 2008

**Neighborhood Planning & Zoning
RECOMMENDATION FOR COUNCIL ACTION**

Item No. 16

Subject: Approve negotiation and execution of an amendment to the professional services agreement with ROMA Design Group, San Francisco, CA, to provide additional transit planning services outside the original scope of the Downtown Plan, in an amount not to exceed \$250,000.

Amount and Source of Funding: Funding is available in the Fiscal Year 2006-2007 Capital Budget of the Neighborhood Planning and Zoning Department.

For More Information: Jim Robertson, 974-3564; Sylvia Arzola, 974-6448.

Prior Council Action: 12/15/05 – Council approved a resolution directing the City Manager to initiate and create the Downtown Austin Plan and Ordinance, which shall include, but not be limited to: (1) implementing land use ordinance modernizations; (2) identifying transit routes and other transit planning; (3) integrating the Downtown Neighborhood Plan and Convention Center Station Area Planning efforts; and (4) directing the City Manager to return to Council with the completed plan to be adopted by ordinance.

10/5/06 – Council approved an agreement with ROMA Design Group for professional planning services in an amount not to exceed \$600,000.

12/13/07 – Council directed staff to provide ROMA with the Density Task Force recommendations for incorporation into Phase II of the Downtown Plan.

2/14/08 – Council directed the staff to present Council with a proposed scope of work and budget to include transit planning within and outside the Downtown planning area boundaries.

On October 5, 2006, the City Council approved an agreement with ROMA Design Group to create a vision for the development of downtown Austin in the next 20 years. The boundaries of the Downtown Plan are Martin Luther King Jr. Boulevard on the north, IH-35 on the east, Town Lake on the south, and the west side of Lamar on the west.

On February 14, 2008, ROMA Design Group presented their Phase One recommendations to the City Council. Council directed staff to return with a proposed scope of work and budget for conducting transit planning both inside of and outside of the planning area boundaries set by Council in the original resolution that initiated the project. Council's direction to conduct planning work outside the project boundaries triggers the need for an amendment to the service agreement. ROMA's work in this supplemental amendment will be tied directly to the CAMPO Working Group's efforts to promote rail transit.

Funding in the amount of \$600,000 was approved for the Plan which was to be conducted in two phases. Funding for Phase One in the amount of approximately \$250,000 resulted in the recommendations that were presented to Council on February 14, 2008. The remaining funding of approximately \$350,000 was allocated for Phase Two which will provide an implementation strategy of the recommendations identified in Phase One. Approval of this amendment will allocate an amount not to exceed \$250,000, and therefore approximately \$100,000 will remain for services in Phase Two.

At the February 14, 2008, Council briefing, the Council directed staff to return on March 6, 2008, with a summary of proposed Phase Two activities and their associated costs. The necessity for and magnitude of additional Phase Two funding will depend on Council's decisions with respect to Phase 2 priorities.

Planning services conducted pursuant to this amendment to the service agreement will be provided in two tiers, and will include:

Tier One:

- Review and analysis of prior transit studies
- Conduct a two-day transportation workshop examining mobility both within and outside of Downtown
- Develop an evaluation matrix including criteria issues such as transit mobility, bike, pedestrian, and vehicular circulation, and cost
- Analysis of transit "value capture" potential
- Downtown transportation options report
- Presentation to CAMPO Working Group

Tier Two (to be conducted after the CAMPO Working Group makes decisions on preferred routes and technology):

- More detailed cost analysis for the preferred routes and technologies.