

AGENDA



Thursday, December 11, 2008

**Watershed Protection and Development Review
RECOMMENDATION FOR COUNCIL ACTION**

Item No. 64

Subject: Authorize negotiation and execution of an Interlocal Agreement between the City of Austin and Capital Metropolitan Transit Authority (CMTA) regarding the resolution of drainage utility upgrades for the CMTA Manor Siding Project as it relates to the Red line light rail construction within the MLK Transit Oriented Development District.

Amount and Source of Funding: Funding in the amount of \$136,783 is available in the Fiscal Year 2008-2009 Capital Budget of the Watershed Protection and Development Review Department (WPDR).

Fiscal Note: A fiscal note is attached.

For More Information: Joseph Pantaloni, P.E., 974-3438; Leon Barba, P.E., 974-7254; Jose M. Guerrero, P.E., 974-3386; Mapi Vigil, P.E., 974-3384.

Prior Council Action: April 20, 2000 and January 15, 2004 – Resolutions related to approval and implementation of the S.M.A.R.T. Housing Policy Initiatives. July 29, 2004 and May 19, 2005 – Ordinances related to developing regulations and adding New Zoning District Relating to Transit Oriented Development (TOD). May 19, 2005 – Resolution setting specific goals for affordable housing in TODs, including funding tools that promote affordable housing in Station Area Plans, including infrastructure cost sharing.

The Capital Metropolitan Transit Authority (CMTA) is preparing for its Capital Metro Rail service to begin on March 30, 2009. The Red Line will run on 32 miles of existing freight tracks between Leander and Downtown Austin. In East Austin, the Red Line crosses Martin Luther King Boulevard (MLK) near Boggy Creek. A storm drain line currently serves the future MLK Transit Oriented Development (TOD) area, but is undersized for the future development called for in the local Station Area Plan.

Since the CMTA would be constructing the Red Line over an undersized storm drain, the Watershed Protection and Development Review Department requested that the storm drain line be upgraded to the required 7' X 5' box culvert that would be necessary for ultimate development of the TOD. The WPDRD recommends funding only the 50-foot segment of 7' X 5' box culvert within the CMTA right-of-way at this time. This avoids future, more risky, boring operations under the Red Line.