

CIP BUDGET EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

2/28/13
Austin Transportation

SUBJECT: Authorize negotiation and execution of an interlocal agreement with Travis County to designate Travis County as the lead agency in partnership with the City for proposed preliminary engineering studies on the extension of Braker Lane from the existing terminus to Harris Branch Parkway.

CURRENT YEAR IMPACT:

Project Name:	Braker Ln Extension
Project Authorization:	2011-2012 Capital Budget
Funding Source:	2010 GO Bonds P1
Fund/Dept/Unit:	8181 2507 2029

Current Budget	150,000
Unencumbered Balance	150,000
This Action	<u>(120,000)</u>
Estimated Available	<u>30,000</u>

Total Amount of This Action	<u><u>120,000</u></u>
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ANALYSIS / ADDITIONAL INFORMATION: On December 12, 2011, the CAMPO Transportation Policy Board approved \$480,000 of federal Surface Transportation Program-Metropolitan Mobility (STP-MM) funds to the Braker Lane North Design and Engineering project. The City of Austin is providing an additional \$120,000 to the project for a total project cost of \$600,000. Partnering with Travis County, the City of Austin sponsors the project to complete a critical missing gap of Braker Lane to Harris Branch Parkway. The design and engineering will allow the City and County to cooperatively acquire future right-of-way as development occurs, providing essential east-west connectivity within the SH 130 Corridor. The high-priority project is located in an *Imagine Austin Comprehensive Plan* Activity Center and will improve access to area schools, neighborhoods, and major regional employers including Samsung. The segment from the existing Braker Lane terminus to Samsung Boulevard and the segment from Giles Road to Harris Branch Parkway are within the City of Austin jurisdiction while the remaining middle segment is under Travis County jurisdiction.

The Advanced Funding Agreement with TxDOT and Travis County will document separately the reimbursement costs by the City and County. Travis County will act as the lead agency for the Advanced Funding Agreement with TxDOT. The Interlocal Agreement ensures the partnership maintains consistent design and engineering for the segments that traverse jurisdictional boundaries. The Preliminary Engineering funds must be obligated by FY 2014, and the execution of the Interlocal Agreement and Advanced Funding Agreement will accomplish this purpose.

