

CIP BUDGET EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

8/29/13
Austin Transportation

SUBJECT: Authorize negotiation and execution of an amendment to the professional services agreement with URS CORPORATION for engineering services for the Austin Urban Rail NEPA Environmental Services project in the amount of \$800,000, for a total contract amount not to exceed \$1,553,000.

CURRENT YEAR IMPACT:

Project Name:	Urban Rail Program
Project Authorization:	2012-2013 Capital Budget
Funding Source:	Federal Grant
Fund/Dept/Unit:	8950 2507 1325

Current Budget	4,000,000
Unencumbered Balance	3,862,391
This Action	(640,000)
Estimated Available	<u>3,222,391</u>

Project Name:	Austin Strategic Mobility Plan
Project Authorization:	2012-2013 Capital Budget
Funding Source:	Parking Fund Transfer
Fund/Dept/Unit:	8400 2507 3000

Current Budget	1,615,000
Unencumbered Balance	734,306
This Action	(160,000)
Estimated Available	<u>574,306</u>

Total Amount of this Action	<u><u>800,000.00</u></u>
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ANALYSIS / ADDITIONAL INFORMATION: The City has identified a need for a transit investment that will provide critical connections between Central Austin activity centers and the emerging regional rail network; and to encourage efficient urban development in Central Austin. The consultant is preparing a National Environmental Policy Act 1969 (NEPA) study in accordance with Federal regulations. The objective of NEPA is to evaluate alternatives and make decisions such as those relative to the level of transit service to be provided within the Central Corridor, including variations in transit frequency, trip time, on-time performance, and a Locally Preferred Alternative (LPA).

Recent contract changes reflect a more linear environmental process required by the Federal Transit Administration (FTA). As a result, scope originally anticipated to run concurrently is now subject to further alternatives evaluation, resulting in delays of the environmental study. Future amendments will be required once an LPA is selected and the environmental study can be scoped.

This additional authorization will allow the consultant to reengage in analysis of alternatives previously on hold as agency leaders working under CAMPO's Transit Working Group finalized the Project Connect System Plan and Vision Map. The renewed effort will look in greater detail at the Central Corridor in order to select the priority sub-corridor and evaluate mode and alignment alternatives within the priority sub-corridor, including development of FTA-approved ridership forecasts. It will also involve significant community participation and outreach culminating in a recommended LPA requiring subsequent Council action in order to proceed through the NEPA environmental process.