

CIP BUDGET

Expense Detail

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

5/22/14
Austin Transportation

SUBJECT: Authorize negotiation and execution of a professional services agreements with HDR ENGINEERING, INC., AUSTIN, TX and KIMLEY-HORN AND ASSOCIATES, (staff recommendations) or one of the other qualified responders to RFQ Solicitation No. CLMP144, to provide preliminary engineering studies for South Lamar Boulevard Corridor Development, Guadalupe Street Corridor in an amount not to exceed \$600,000.

CURRENT YEAR IMPACT:

Department:	Public Works
Project Name:	South Lamar Boulevard Street Improvements
Funding Source:	2012 G.O. Bonds
Fund/Dept/Unit:	8112 6207 A403

Current Appropriation	500,000
Unencumbered Balance	445,000
This Action	(350,000)
Remaining Balance	<u>95,000</u>

Department:	Austin Transportation
Project Name:	Guadalupe Street Corridor Study
Funding Source:	2012 G.O. Bonds
Fund/Dept/Unit:	8112 2507 A132

Current Appropriation	300,000
Unencumbered Balance	250,000
This Action	(250,000)
Estimated Available	<u>0</u>

Total Amount of this Action	<u><u>600,000.00</u></u>
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ANALYSIS / ADDITIONAL INFORMATION: The City of Austin's 2012 Bond Election included Proposition 12 that allowed the City to address urban mobility issues by providing funding for designing, constructing and improving streets, sidewalks, bridges and bikeways. Included in the City Council approved bond funding project list is an item for the design of a new corridor project on South Lamar Boulevard. Guadalupe Street has been identified as a major multi-modal transportation corridor.

The City of Austin selected two (2) consultant teams to provide Preliminary Engineering Studies for future sidewalk, bicycle, pedestrian, transit and vehicle transportation infrastructure facilities along South Lamar Boulevard and along Guadalupe Street. The purpose of the studies is to identify the future transportation needs of (1) the South Lamar Boulevard corridor, and (2) the Guadalupe Street corridor.

The project will require the establishment of a vision, plan, and implementation strategy for the corridors that result in the development of a multi-modal transportation system supportive of mixed-use, pedestrian, and bicycle friendly development patterns.

This request allows for the development of an agreement with the qualified responder Council selects. If the City is unsuccessful in negotiating a satisfactory agreement with the selected responder, negotiations will cease with that provider. Staff will return to Council so that Council may select another qualified responder and authorize contract negotiations with this provider.

