

A G E N D A



Recommendation for Council Action (CCO)

Austin City Council		Item ID:	58528	Agenda Number	5.
Meeting Date:	June 9, 2016				
Department:	Capital Contracting Office				
Subject					
Authorize negotiation and execution of a professional services agreement with KIMLEY-HORN AND ASSOCIATES, INC. (staff recommendation), or one of the other qualified responders for Request for Qualifications Solicitation No. CLMP195 to provide engineering services for the City Street Impact Fee project for a contract amount not to exceed \$1,175,000.					
Amount and Source of Funding					
Funding is available in the Fiscal Year 2015-2016 Operating Budget of the Austin Transportation Department.					
Fiscal Note					
A fiscal note is not required.					
Purchasing Language:	Staff recommendation is the most qualified firm out of two firms evaluated through the City's qualification-based selection process.				
Prior Council Action:	N/A				
For More Information:	Rolando Fernandez, 512-974-7749; Sarah Torchin, 512-974-7141; Lucy Thompson 512-974-7967; Annick Beaudet 512-974-7959; Louis Lindsay, 512-974-7099.				
Boards and Commission Action:	May 9, 2016 - Presented to the Mobility Committee.				
Related Items:					
MBE / WBE:	This contract will be awarded in compliance with City Code Chapter 2-9B (Minority Owned and Women Owned Business Enterprise Procurement Program) by meeting the goals with 15.80% MBE and 17.80% WBE participation.				
Additional Backup Information					

The City of Austin is pursuing Street Impact Fees to assist with transportation improvements needed to keep up with its growth. The mobility needs for both capital renewal and capacity related infrastructure outweigh our resources. Street Impact Fees are a tool authorized by Texas Local Government Code 395, Chapter 212 that cities can use to cover the cost of capital improvements necessary to serve new development. The selected firm will develop and implement a Street Impact Fee policy for the City. The goal of this project is to create a methodology to calculate impacts to the transportation network based on the type and size of development and the process, ordinance, and rule changes needed to implement the methodology. The selected firm will perform the following tasks:

Task 1 □ Project Initiation: The purpose of this task is to educate and engage City staff and stakeholders and to establish draft street service areas within the City of Austin. Local Government Code Chapter 395 requires that, two major components must be developed in order to assess a Street Impact Fee: a Land Use Assumptions and a Capital Improvement Plan.

Task 2 □ Land Use Assumptions: The consultant shall conduct the land use assumption tasks listed below in conformance with Chapter 395 for each of the draft Street Service Areas identified for analysis in Task 1. It is assumed that the Street Impact Fee will use the same ten year planning horizon, as the City's Water and Wastewater Impact Fee.

Task 3 □ Street Network Capital Improvements Plan: The consultant shall develop a Street Network Capital Improvements Plan from the City's Street Network Table, which will be provided by the City. The Street Network Capital Improvements Plan will estimate the total cost to build out the Street Network Table, including planned street widenings, new facilities, gap completions, and intersection improvements.

Task 4 □ Street Impact Fee Analysis: The consultant shall use the Street Network Capital Improvements Plan to develop a Street Impact Fee Capital Improvements Plan from which to define the total of new capacity improvements necessary to accommodate future growth. During this task, the draft Street Service Areas will be finalized.

Task 5 □ Financial Analyses: The consultant shall prepare studies related to the implementation of a Street Impact Fee, including a forecast of cash flow, a review of development costs for peer cities, an analysis of the City's recent (3-5 years) development history and an assessment of the effects a Street Impact Fee would have had during that time period. The consultant shall also develop a Municipal Return on Investment tool that quantifies and allocates the geographic distribution of all City revenues and expenses.

Task 6 □ Development of Street Impact Fee Policy, Code Language, and Administrative Guidelines: The adoption of a Street Impact Fee program requires an ordinance to amend the Land Development Code, particularly regarding the City's obligation under Local Government Code Chapter 395 to meet its offset and credit requirements. Because of the complexity of calculating such credits compared to credits for water and wastewater facilities, the City also may wish to prepare administrative guidelines addressing such matters.

Task 7 □ Public Hearings, Approval Process, and Final Report: The consultant shall work with the City to provide public information and prepare for and attend public meetings as required by Local Government Code Chapter 395 to implement a Street Impact Fee.

Some examples of such public hearings or meetings include but not limited to:

- Meetings with the Impact Fee Advisory Committee and/or interested stakeholders to discuss the implementation of the Street Impact Fee; and
- Prepare for and attend City Council Mobility Committee meetings and Council Meetings as needed to discuss the implementation of the Street Impact Fee and development of the Street Impact Fee ordinance.

Integration of the components from CodeNEXT, such as the Street Network Table, and the Austin Strategic Mobility

Plan will be used to assist in developing the Street Impact Fee Program and both will be used as a resource to create the Capital Improvement Plan to be funded by street impact fees.

Failure to execute a contract by the end of this fiscal year would impact the funding of the program because it is a part of the FY2015-2016 Operating Budget.

This authorization provides for funding of services related to planning and engineering services. This request allows for the development of an agreement with the qualified responder that 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 that provider.

TOP RANKED FIRM: Kimley-Horn and Associates, Inc. is located in Austin, TX.

SECOND RANKED FIRM: Freese and Nichols, Inc. is located in Austin, TX.