

A G E N D A



Recommendation for Council Action

Austin City Council	Item ID	70282	Agenda Number	28.
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Meeting Date:	5/4/2017	Department:	Transportation
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Subject

Authorize negotiation and execution of an interlocal agreement with the Capital Metropolitan Transportation Authority for the establishment of a public plaza and a permanent downtown rail station on 4th Street, between Red River Street and Trinity Street, and for the financial contribution to storm drain improvements in the project area, in an amount not to exceed \$3,000,000 (District 9).

Amount and Source of Funding

Funds in the amount of \$3,000,000 are available in the Fiscal Year 2016-2017 Capital Improvements Budget of the Watershed Protection Department to partner on storm sewer replacement.

Fiscal Note

A fiscal note is attached.

Purchasing Language:	
Prior Council Action:	
For More Information:	Robert Spillar, 512-974-2488, Joseph Pantalione, 512-974-3438; Lee Austin, 512-974-7681, Gilda Powers, 512-974-7092.
Council Committee, Boards and Commission Action:	
MBE / WBE:	Related to Item 70079.
Related Items:	

Additional Backup Information

The Capital Metropolitan Transportation Authority (Capital Metro) operates a commuter rail system commonly known as MetroRail between Leander, Texas and downtown Austin. The existing commuter rail station for MetroRail is located adjacent to the Austin Convention Center on Fourth Street between Neches Street and Trinity Street. This rail station was located, designed, and constructed in 2008 as a temporary solution due to schedule, resources, and public process constraints.

The Texas Department of Transportation (TxDOT) has recognized the importance of building a permanent downtown rail station and expanding the rail station to increase the frequency of service to downtown Austin by providing a \$50,000,000 grant to Capital Metro for the design and construction of a permanent rail station and for the purchase of four rail vehicles to expand capacity and increase the frequency of services of the MetroRail.

The growing population and increased public transportation needs require a permanent, larger, safer and improved

rail station. The rail project is consistent with and supports the findings of the City's recent Mobility Talks Public Engagement initiative, the City's Vision Zero plan, and the Imagine Austin Comprehensive Plan.

The City recognizes that the construction of a permanent rail station serves the interest of the citizens of the City of Austin by increasing access to public transportation, reducing congestion, and increasing public safety.

This action asks Council to authorize negotiation and execution of this cooperation agreement to meet the scheduled deadline for completion of the project by the end of 2018. It directs the City Manager to conduct the necessary public effort to restrict access to portions of 4th Street between IH-35 and Trinity Streets. It requires Capital Metro to seek concurrence from Council prior to the start of construction.

To enhance mobility within the southeast portion of the downtown grid and to facilitate closure of 4th Street for the station, staff has submitted a separate request for Council action (RCA) to initiate the process for converting 5th Street to two-way traffic between IH-35 and Brazos Street and incorporate input from stakeholders along the route. If that process indicates a positive outcome from conversion, the City Traffic Engineer will initiate the necessary operational changes.

Capital Metro has agreed to make certain storm drain improvements as part of the Project. The storm drain improvements will be constructed as part of the Project and will be designed in accordance with the current City of Austin Drainage Criteria Manual. Capital Metro will prepare construction drawings. Capital Metro shall bid and construct this work as part of the Project. The storm drain improvements are anticipated to cost less than six million dollars (\$6,000,000) for both hard and soft costs. The hard costs are inclusive of all items associated with installation of the storm drain pipe including any utility relocations and site restoration not otherwise required as part of the Project. Each party has agreed to contribute fifty percent (50%) of the actual costs with a maximum not to exceed three million dollars (\$3,000,000). Actual costs in excess of \$6,000,000 will be paid by Capital Metro.

Storm Drain Improvements

The proposed storm drain improvements are defined by the following path from downstream to upstream: tie into an existing 66-inch diameter storm drain pipe on East 3rd Street approximately 35-feet east of the intersection of East 3rd Street and Red River Street, then heading west with a 66-inch diameter storm drain pipe to the intersection of East 3rd Street and Red River Street, then turning north along Red River Street with a 66-inch diameter storm drain pipe to the intersection of Red River Street and the alley located between East 3rd and East 4th Street (approximately 155-feet), then continuing north along Red River Street with a 72-inch diameter storm drain pipe to the intersection of East 4th Street and Red River Street (approximately 155-feet), then turning west along East 4th Street with a 72-inch diameter storm drain pipe to the East 4th Street and Trinity Street intersection (approximately 715-feet). All new inlets, culverts, encasements, junction boxes, manholes, excavation & backfill, etc., and utility relocations associated with the above pipes are included, in addition to new inlets at the proposed Neches cul-de-sac. All above pipe sizes are preliminary and will be confirmed during final design; the 72-inch diameter pipe may be substituted for an equivalent box conduit.

Staff will bring requests in future Council meetings for additional fee waivers as the project progresses.