CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT

CORRIDOR PROGRAM OFFICE
NOVEMBER 8, 2017

austin MOTION
2016 MOBILITY BOND

CITY OF AUSTIN
FOUNDED 1839

2016 MOBILITY BOND PROGRAM

$720 million for transportation and mobility improvements

- $101 million for Regional Mobility Projects
- $137 million for Local Mobility Projects
- **$482 million for Corridor Improvement Projects**

CORRIDOR MOBILITY PROGRAM

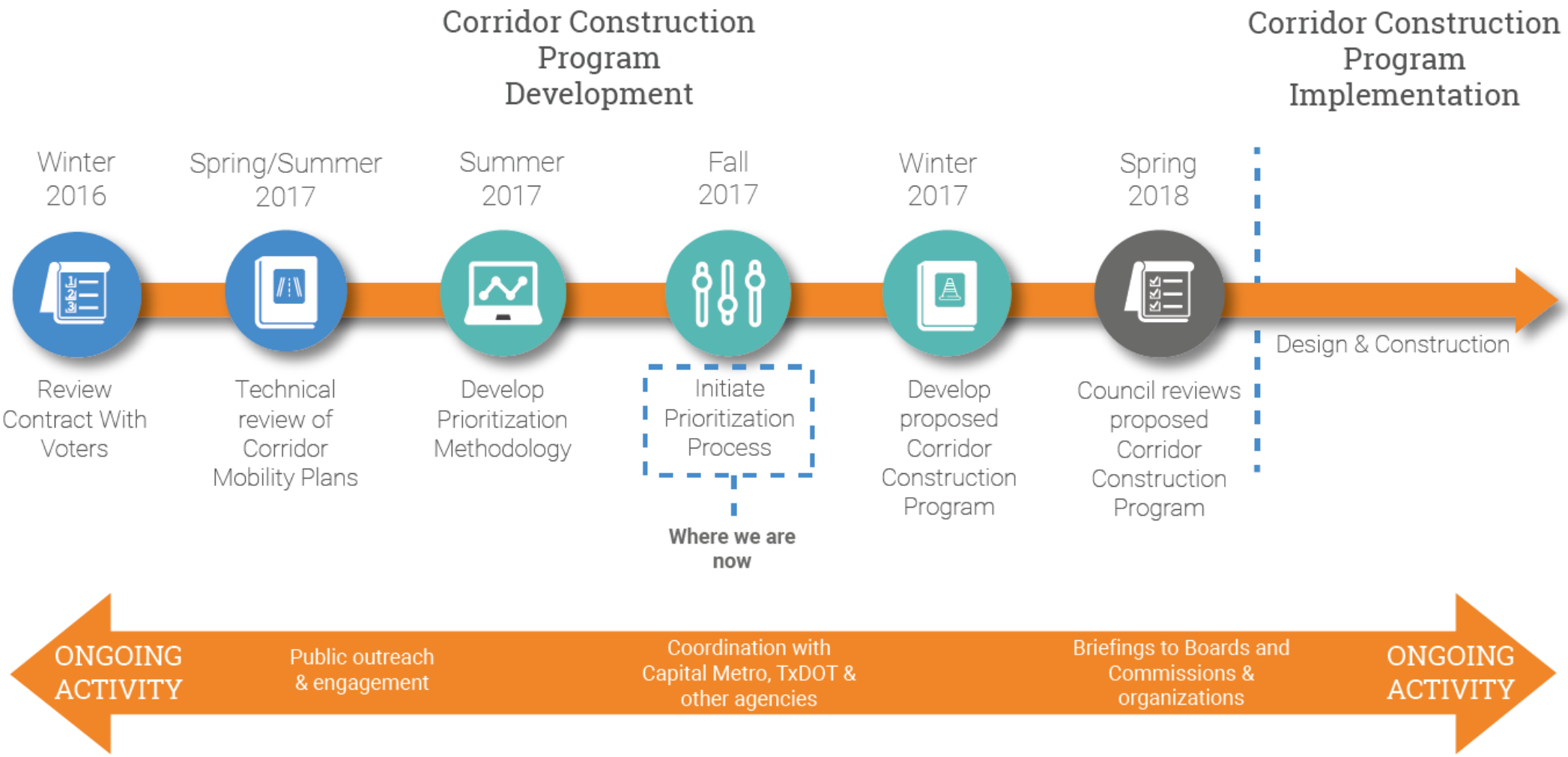
IMPLEMENTATION OF CORRIDOR MOBILITY PLANS

- North Lamar Boulevard
- Burnet Road
- Airport Boulevard
- E. MLK Jr. Blvd./FM 969
- South Lamar Boulevard
- East Riverside Drive
- Guadalupe Street
- Slaughter Ln and/or William Cannon Drive

PRELIMINARY ENGINEERING AND DESIGN

- William Cannon Drive
- Slaughter Lane
- North Lamar/Guadalupe
- East Rundberg Lane
- West Rundberg Lane
- Colony Loop Drive
- E. MLK Jr. Blvd/FM 969
- South Congress Ave.
- Manchaca Road
- South Pleasant Valley Road

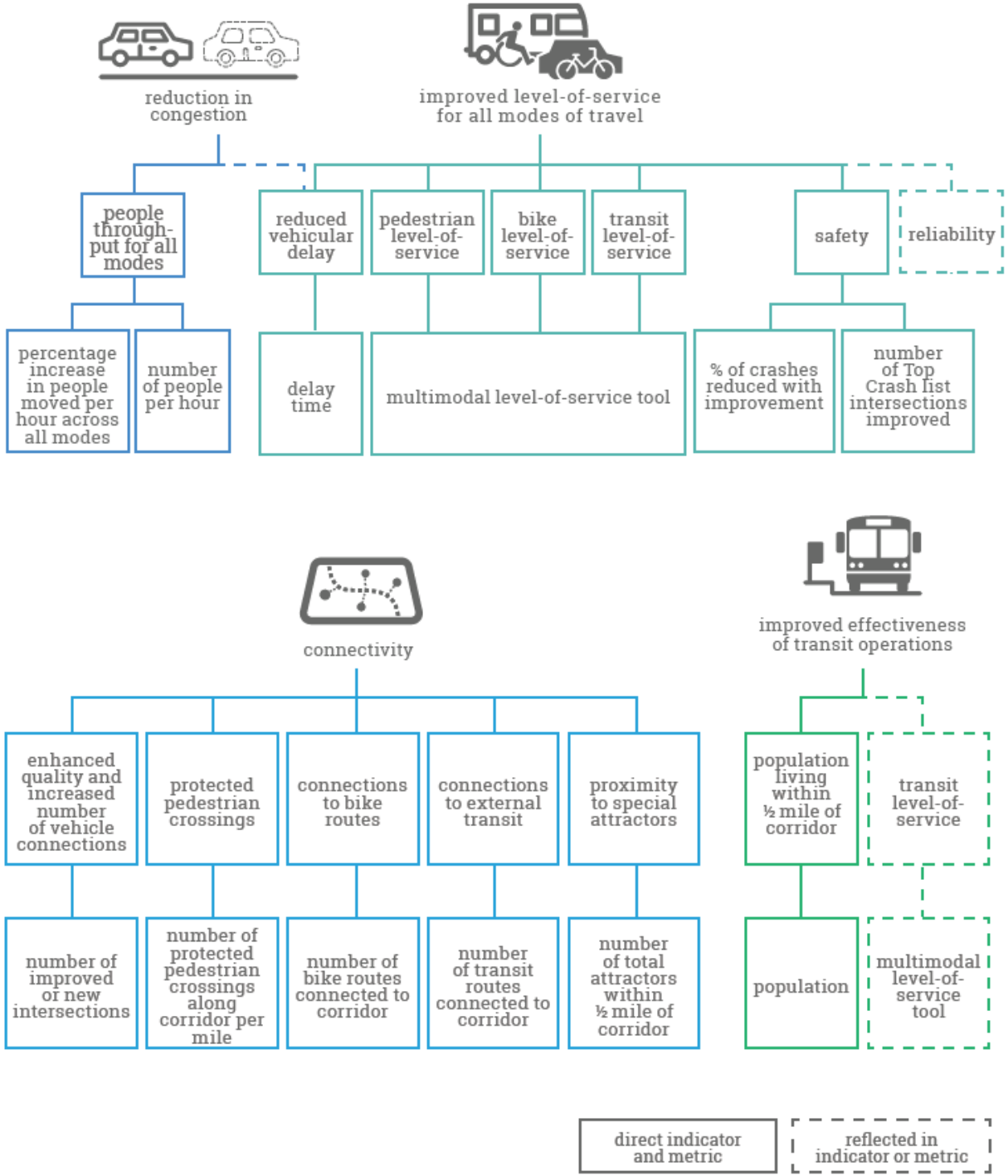
CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT TIMELINE



MOBILITY PRIORITIES

leveraging of other projects

geographic dispersion



COMMUNITY CONSIDERATIONS

leveraging of other projects

geographic dispersion

preservation of existing affordable housing

- number of market rate affordable units
  - number of non-subsidized housing units< $999 monthly rent
- number of subsidized affordable housing units
  - number of subsidized housing units
- vulnerable housing
  - number of non-subsidized housing units within high development pressure area

preservation of existing local businesses

- parcel impact
  - percentage of impacted parcels against those that are unaffected
- proximity to local businesses
  - number of businesses within ½ mile of corridor

opportunities for development of new affordable housing

- projected number of new residential units
  - number of new units within ¼ mile of corridor
- development potential
  - development potential score

opportunities to facilitate increased supply of mixed-income housing

emphasizes livable, walkable, safe and transit-supportive corridors

- Imagine Austin centers
  - number of centers on the corridor
- Imagine Austin corridor
  - Yes/No
- improvement to water quality
  - drainage area with new water quality treatment
- number of trees added
  - number of trees along corridor

promotes healthy, equitable and complete communities

- proximity to health and human service centers
  - number of service centers within ½ mile of corridor
- change in emissions
  - change in tons of reduced emissions
- potential for health benefits
  - incidence of health conditions > City average

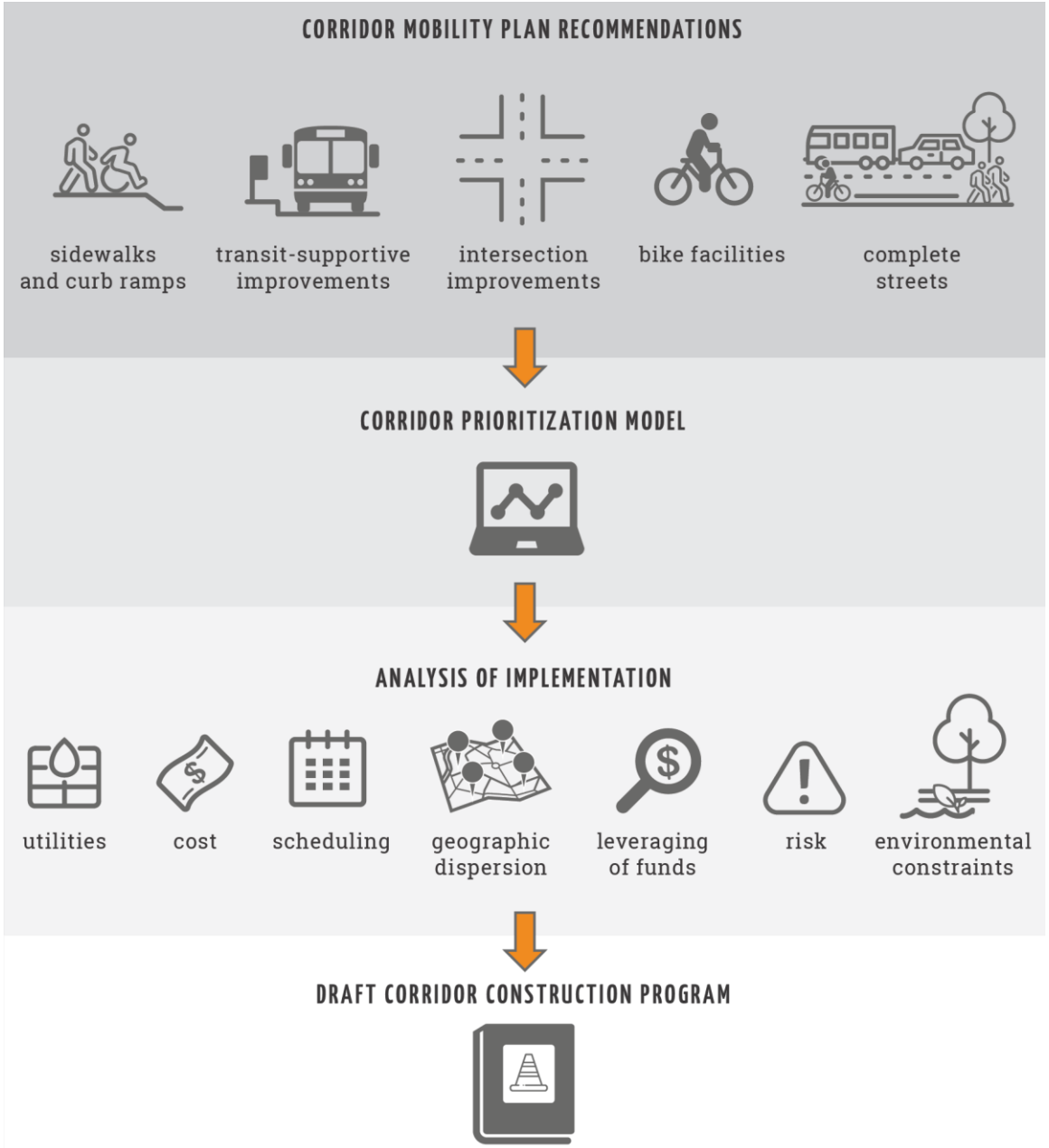
improved level-of-service for all modes of travel

connectivity

direct indicator and metric

reflected in indicator or metric

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT


CORRIDOR MOBILITY PLAN RECOMMENDATIONS
sidewalks and curb ramps
transit-supportive improvements
intersection improvements
bike facilities
complete streets
CORRIDOR PRIORITIZATION MODEL
ANALYSIS OF IMPLEMENTATION
utilities
cost
scheduling
geographic dispersion
leveraging of funds
risk
environmental constraints
DRAFT CORRIDOR CONSTRUCTION PROGRAM

PROJECT REALITIES OF IMPLEMENTATION

UTILITIES

- Utility infrastructure may be impacted to put improvements in place

SCHEDULING

- What other projects or work will be occurring in the implementation window? Are other improvements contingent upon the completion of a project?

PROJECT REALITIES OF IMPLEMENTATION

RIGHT-OF-WAY

- Are there certain corridors or segments of corridors where additional property/right-of-way will be required to put the corridor improvement in place?

PROJECT REALITIES OF IMPLEMENTATION

TRAFFIC

- Traffic control plans will be required to mitigate impacts to citizens moving through the corridor during construction

PROJECT REALITIES OF IMPLEMENTATION

CONSTRUCTION

- Disruptions to businesses/property owners and neighborhoods will need to be minimized while still accomplishing the project objectives

PROJECT REALITIES OF IMPLEMENTATION

- Time has a cost. Project scope changes have a cost. Risks have a cost.

- Endangered species, karst zones—all of these environmental issues can impact cost and schedule

PROJECT REALITIES OF IMPLEMENTATION

DRAINAGE AND WATER QUALITY

- What are the desirable drainage system upgrades as we are doing the corridor improvements and what impervious cover considerations need to be taken into account?

PROGRAM REALITIES OF IMPLEMENTATION

- Subject to the Mobility Priorities, the Contract With Voters directs us to make allowances for the geographic dispersion of funding

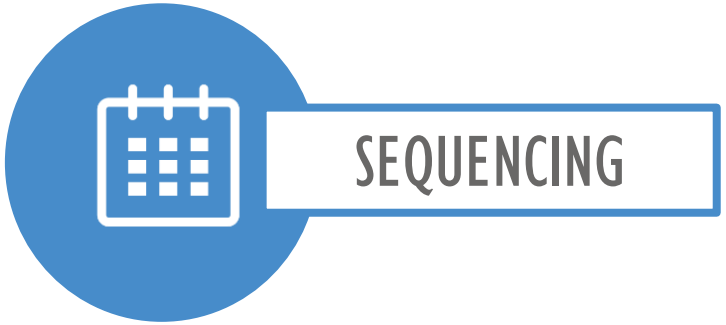
- The Contract With Voters directs us to coordinate with other local taxing entities, and identify and pursue potential opportunities for grants and other collaborative funding from federal, state, local as well as private sources.

PROGRAM REALITIES OF IMPLEMENTATION

- Work will need to be bundled into logical construction packages that achieve our desired outcomes while also providing opportunities for local, small, minority and women-owned businesses

- Need to ensure good coordination to identify opportunities/mitigate issues or conflicts

PROGRAM REALITIES OF IMPLEMENTATION

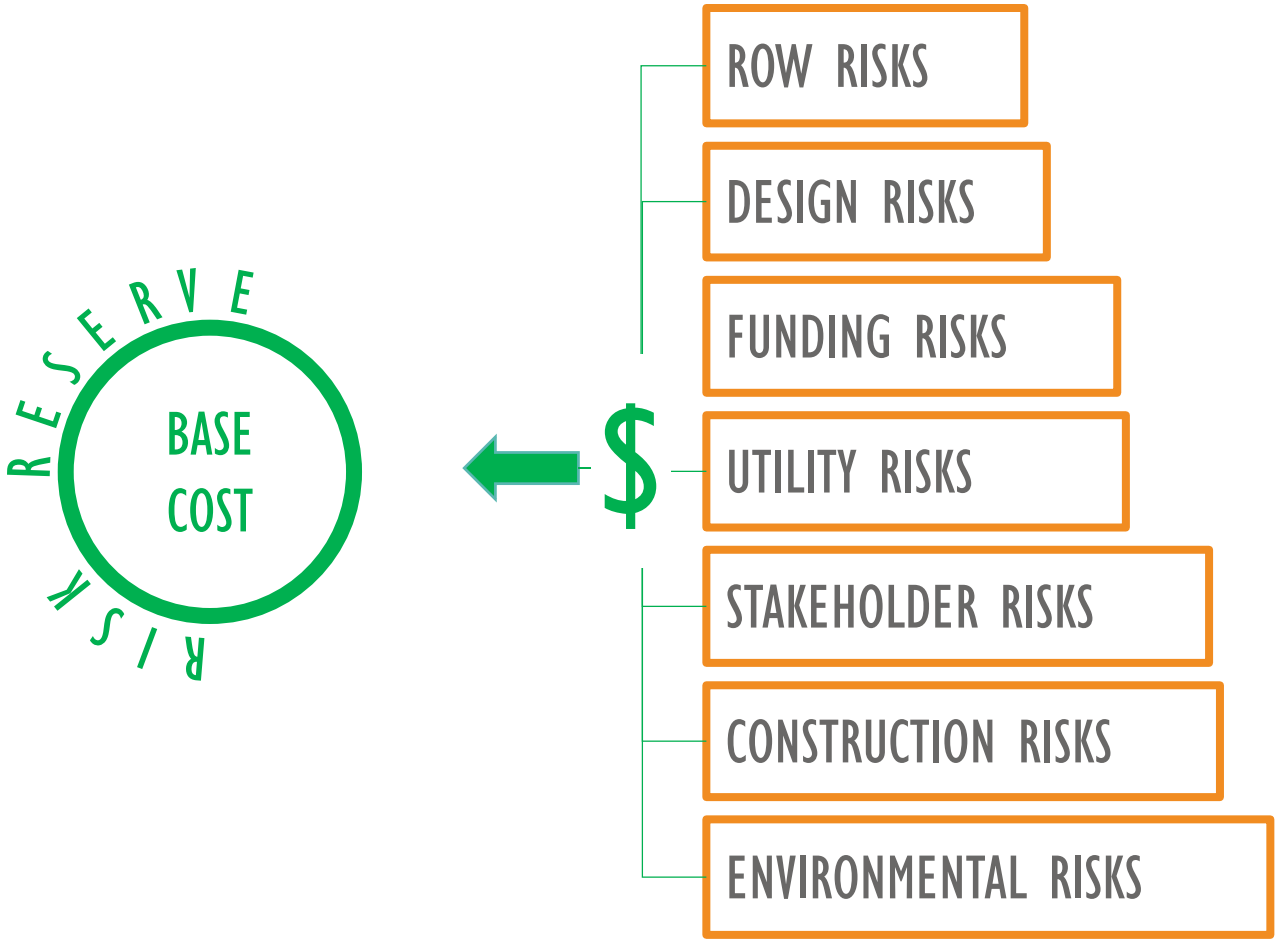


- How do projects impact one another, including City of Austin projects as well as other agency projects (Capital Metro, TxDOT, etc.)?

- Requires a plan for maximizing/leveraging our existing staff, resources, and processes to effectively implement the program. Additional resources may be required.

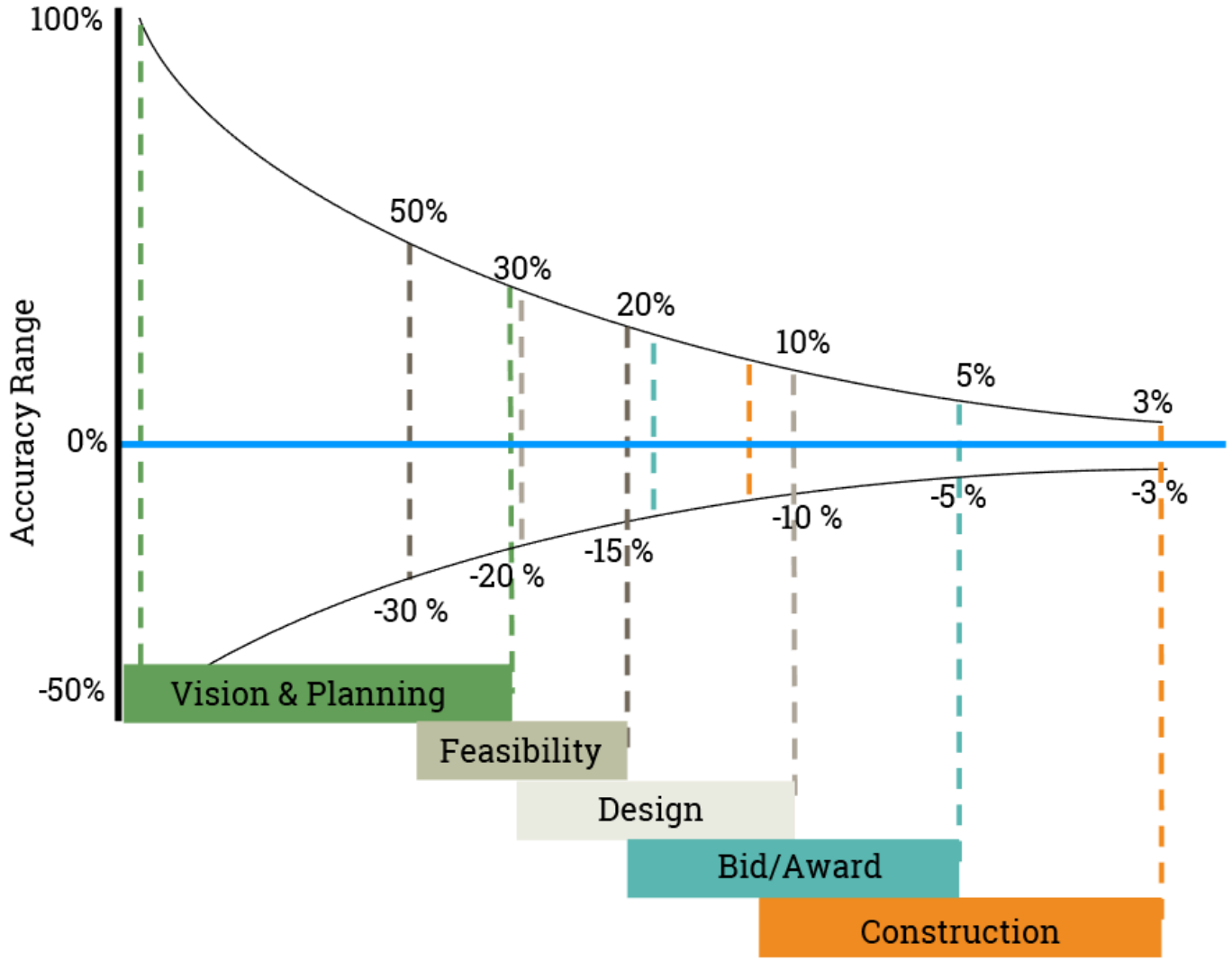
MANAGING RISK

RISK-BASED PROJECT ESTIMATING

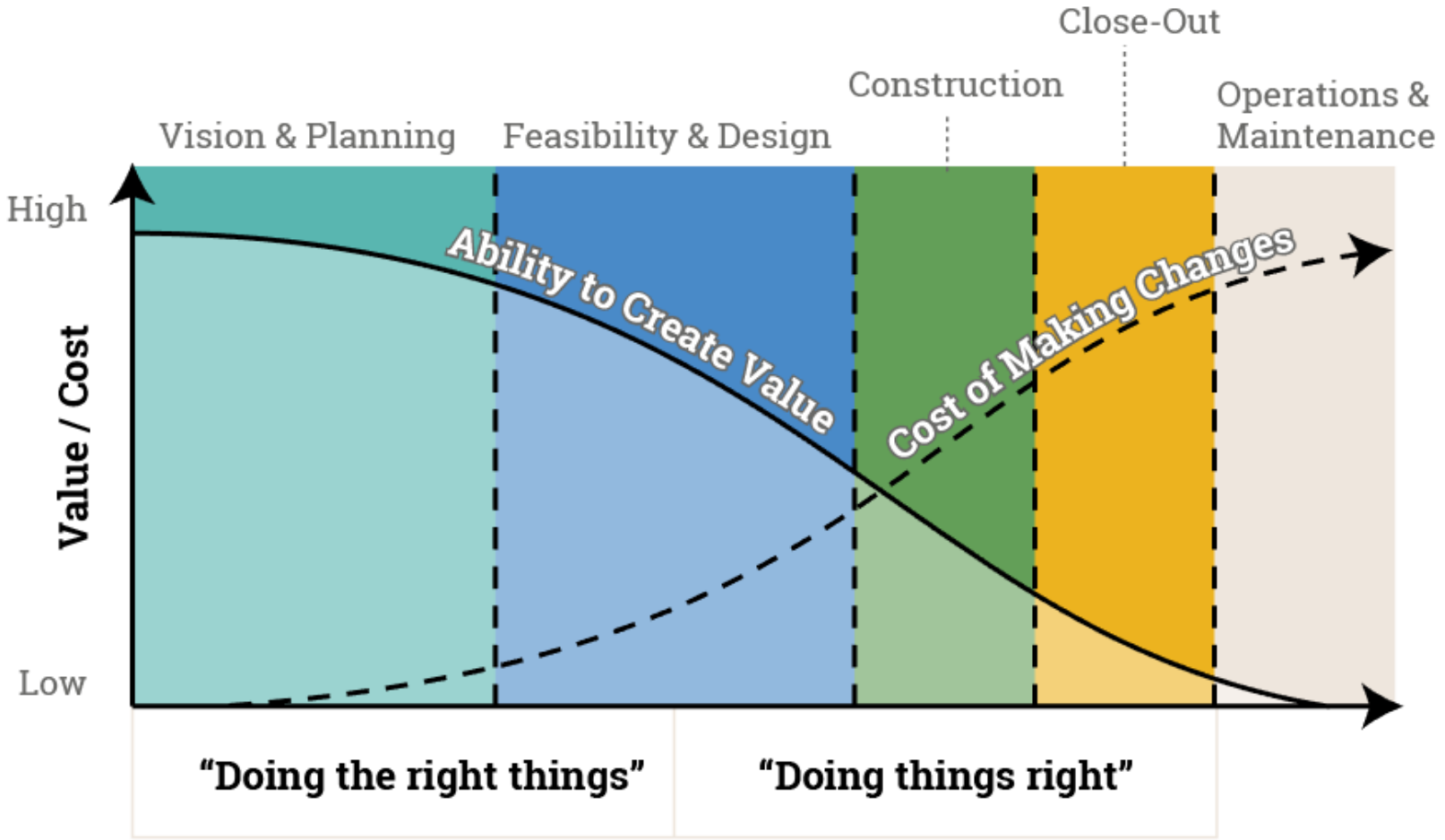


COST AND SCHEDULE RISK MANAGEMENT

PROJECT LIFE CYCLE: PROJECT COST UNCERTAINTY



PROJECT LIFE CYCLE: VALUE VS. COST

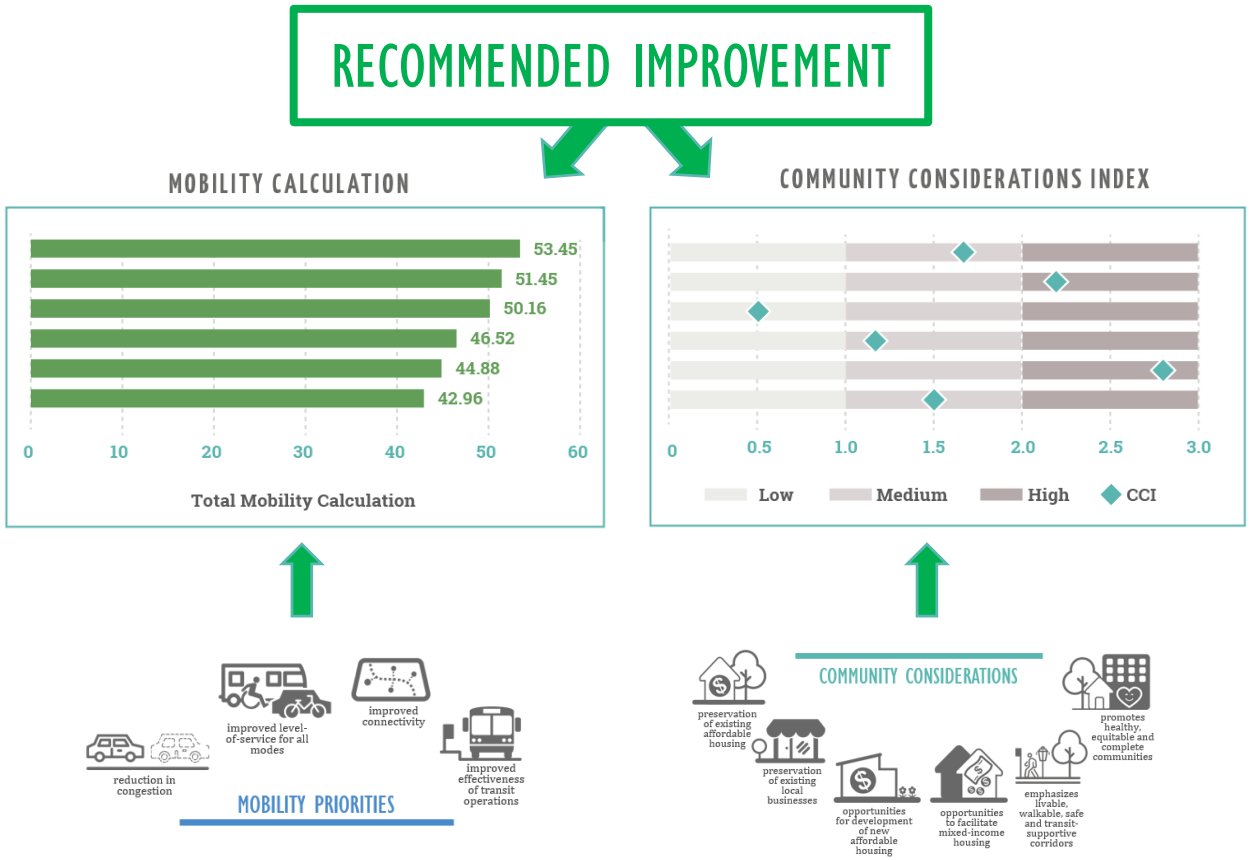


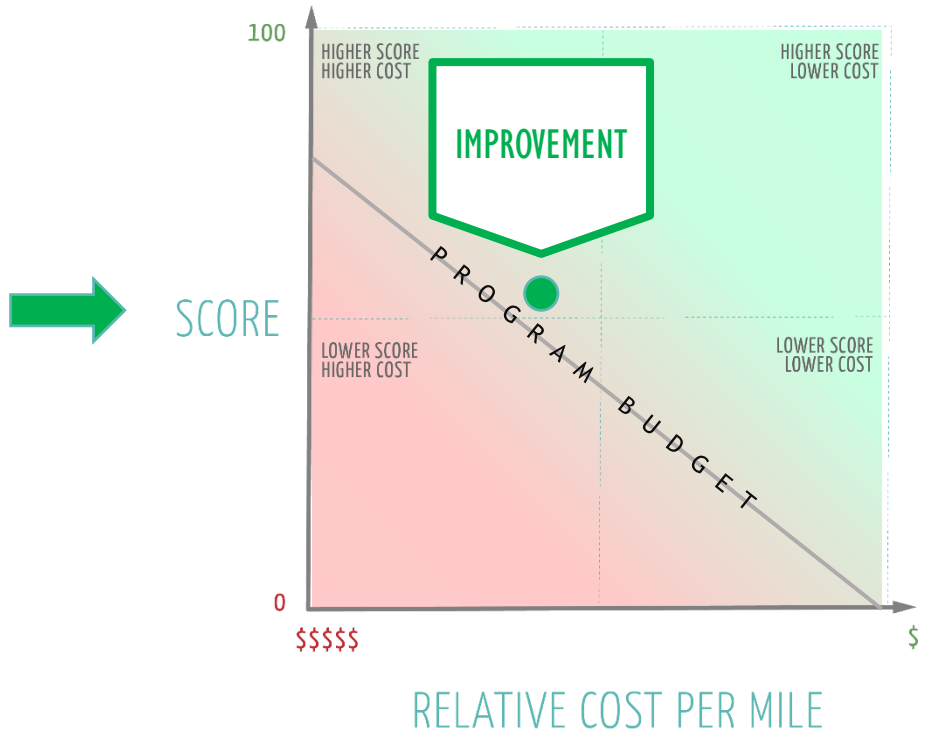
EXAMPLE PRIORITIZATION PROCESS

SYSTEM SAFETY & OPERATIONAL IMPROVEMENTS

COMPLETE STREETS

CORRIDOR PRIORITIZATION MODEL





PROGRAM DEVELOPMENT PROCESS

VIEW SCORED PROJECTS THROUGH IMPLEMENTATION LENS

PROGRAM OF IMPLEMENTABLE PROJECTS

CORRIDOR CONSTRUCTION PROGRAM

NEXT STEPS

In addition to proposed Corridor Construction Program, staff will provide:

- Implementation timeline
- Leveraging strategy
- MBE/WBE Outreach Strategy
- Procurement Plan
- Communications and Community Engagement Plan
- Coordination Opportunities/Other Initiatives

ON THE JOB TRAINING

Goal: train workers on City of Austin construction projects

- Help elevate workers' skill level, pay grade, and increase potential job opportunities
- Goals for the number of trainees will be established for each project & included in contract

Project Budget	Number of Trainees/Project	Owner's Allowance
$5,000,000.01 - $10,000,000.00	2	$10K
$10,000.000.01- $15,000,000.00	4	$20k
$15,000,000.01 - $20,000,000.00	6	$30k
Over $20,000,000.01	8	$40k

QUESTIONS?