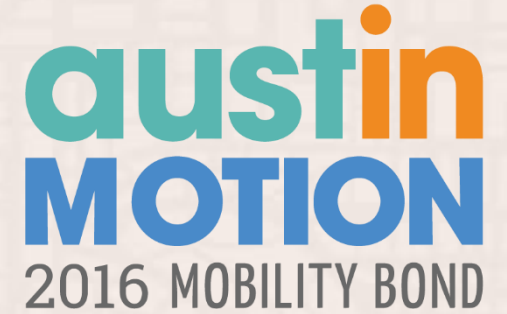


PROPOSED CORRIDOR CONSTRUCTION PROGRAM

CORRIDOR PROGRAM OFFICE
BRIEFING TO AUSTIN CITY COUNCIL
MARCH 20, 2018



TODAY'S DISCUSSION

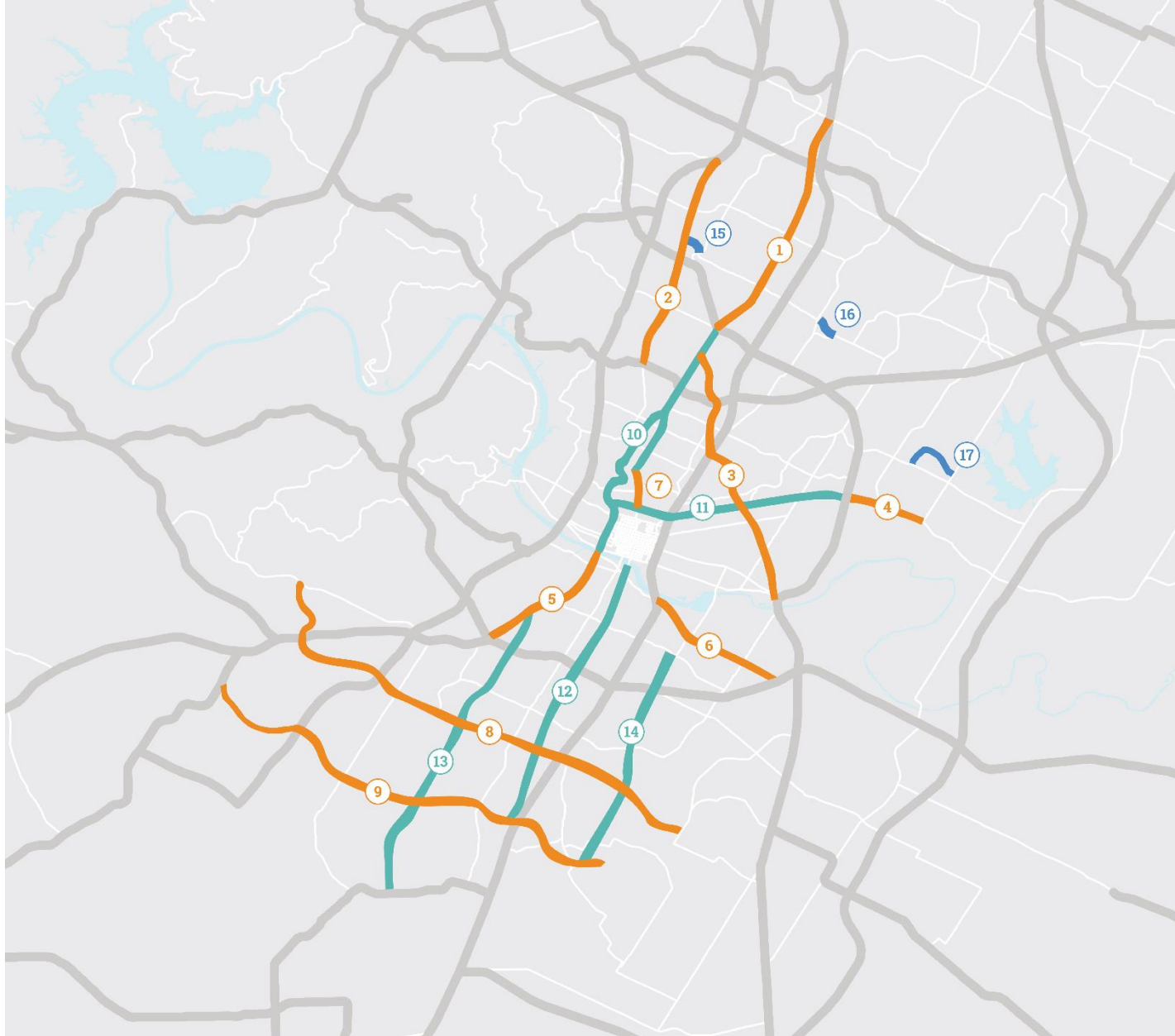
- Overview of Proposed Corridor Construction Program
- Expected Outcomes
- Implementation and Coordination Strategy
- Managing Risk
- March 22 Agenda Items

2016 MOBILITY BOND PROGRAM

\$720 million for transportation and mobility improvements

- **\$101 million for Regional Mobility Projects**
- **\$482 million for Corridor Improvement Projects**
- **\$137 million for Local Mobility Projects**
 - Sidewalks - \$37.5 million
 - Urban Trails - \$26 million
 - Safe Routes to School - \$27.5 million divided evenly by 10 City Council Districts
 - Bikeways - \$20 million
 - Intersection Safety/Vision Zero - \$15 million
 - Sub-Standard Streets/Capital Renewal - \$11 million

CORRIDOR MOBILITY PROGRAM



CORRIDOR CONSTRUCTION PROGRAM:

- 1 North Lamar Boulevard
(US Hwy. 183 to Howard Lane)
- 2 Burnet Road
(Koenig Lane to MoPac Expressway)
- 3 Airport Boulevard
(North Lamar Boulevard to US Hwy. 183)
- 4 East MLK Jr. Boulevard/FM 969
(US Hwy. 183 to Decker Lane)
- 5 South Lamar Boulevard
(Riverside Drive to Ben White
Boulevard/US Hwy. 290 West)
- 6 East Riverside Drive
(I-35 to SH 71)
- 7 Guadalupe Street
(MLK Jr. Boulevard to W. 29th Street)*
- 8 William Cannon Drive
(Southwest Parkway
to McKinney Falls Parkway)*
- 9 Slaughter Lane
(FM 1826 to Vertex Boulevard)*
*Report in progress

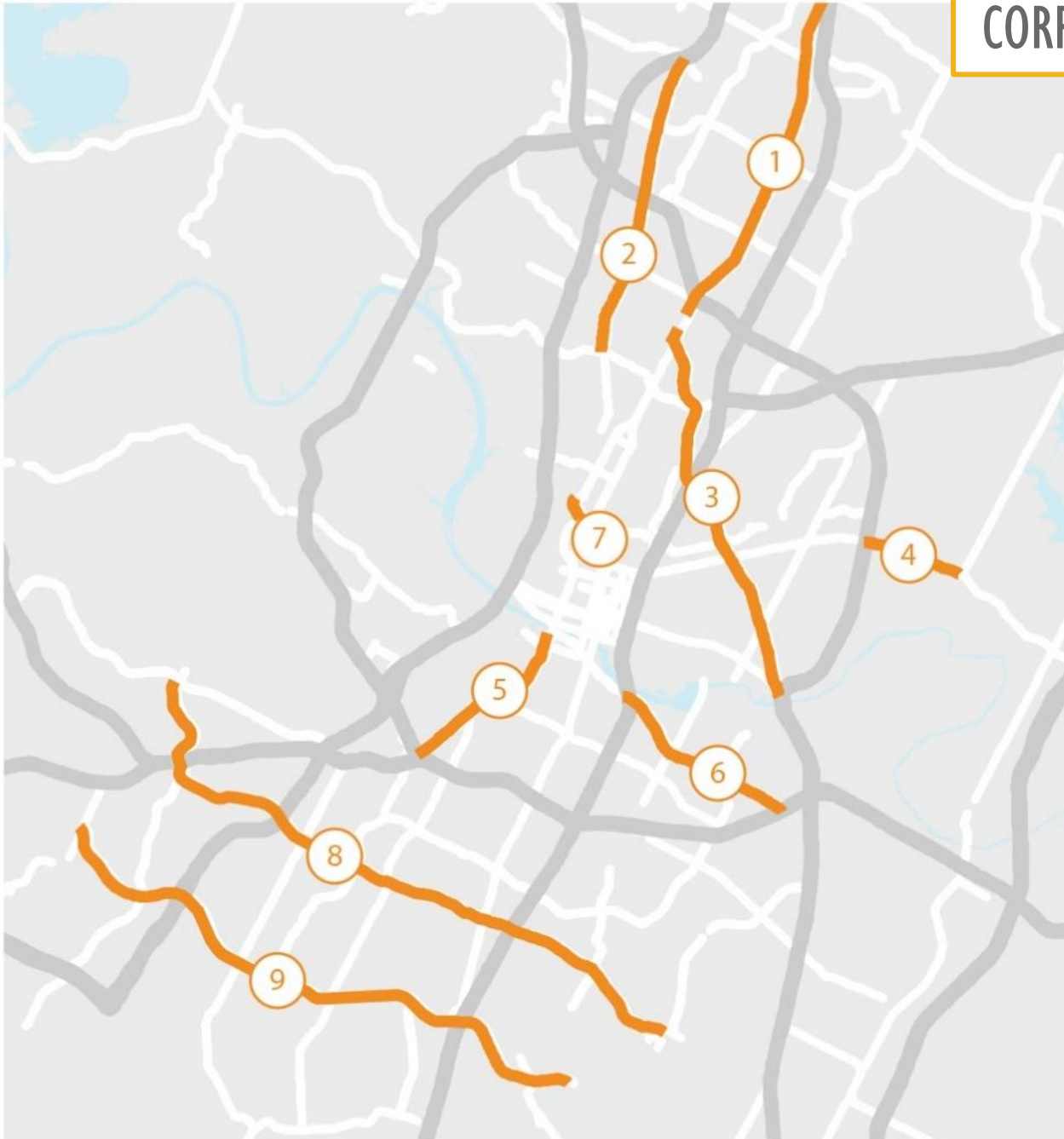
PRELIMINARY ENGINEERING:

- 10 North Lamar Boulevard
(Lady Bird Lake to US 183) /
Guadalupe Street
(W. 29th St. to North Lamar Boulevard)
- 11 E. MLK Jr. Blvd/FM 969
(North Lamar Boulevard to US 183)
- 12 South Congress Avenue
(Lady Bird Lake to Slaughter Lane)
- 13 Manchaca Road
(South Lamar Boulevard to FM 1626)
- 14 South Pleasant Valley Road
(Oltorf Street to Slaughter Lane)

PRELIMINARY AND DESIGN WORK:

- 15 West Rundberg Lane
(Burnet Road to Metric Boulevard)
- 16 East Rundberg Lane
(Cameron Road to Ferguson Lane)
- 17 Colony Loop Drive
(Loyola Lane to Decker Lane)

CORRIDORS ELIGIBLE FOR CONSTRUCTION



- ① North Lamar Boulevard
(US Hwy. 183 to Howard Lane)
- ② Burnet Road (Koenig Lane to MoPac Expressway)
- ③ Airport Boulevard
(North Lamar Boulevard to US Hwy. 183)
- ④ East MLK Jr. Boulevard/FM 969
(US Hwy. 183 to Decker Lane)
- ⑤ South Lamar Boulevard
(Riverside Drive to Ben White Boulevard/
US Hwy. 290 West)
- ⑥ East Riverside Drive (I-35 to SH 71)
- ⑦ Guadalupe Street
(MLK Jr. Boulevard to W. 29th Street)*
- ⑧ William Cannon Drive
(Southwest Parkway to McKinney Falls Parkway)*
- ⑨ Slaughter Lane (FM 1826 to Vertex Road)*

* Report in progress

PUBLIC ENGAGEMENT

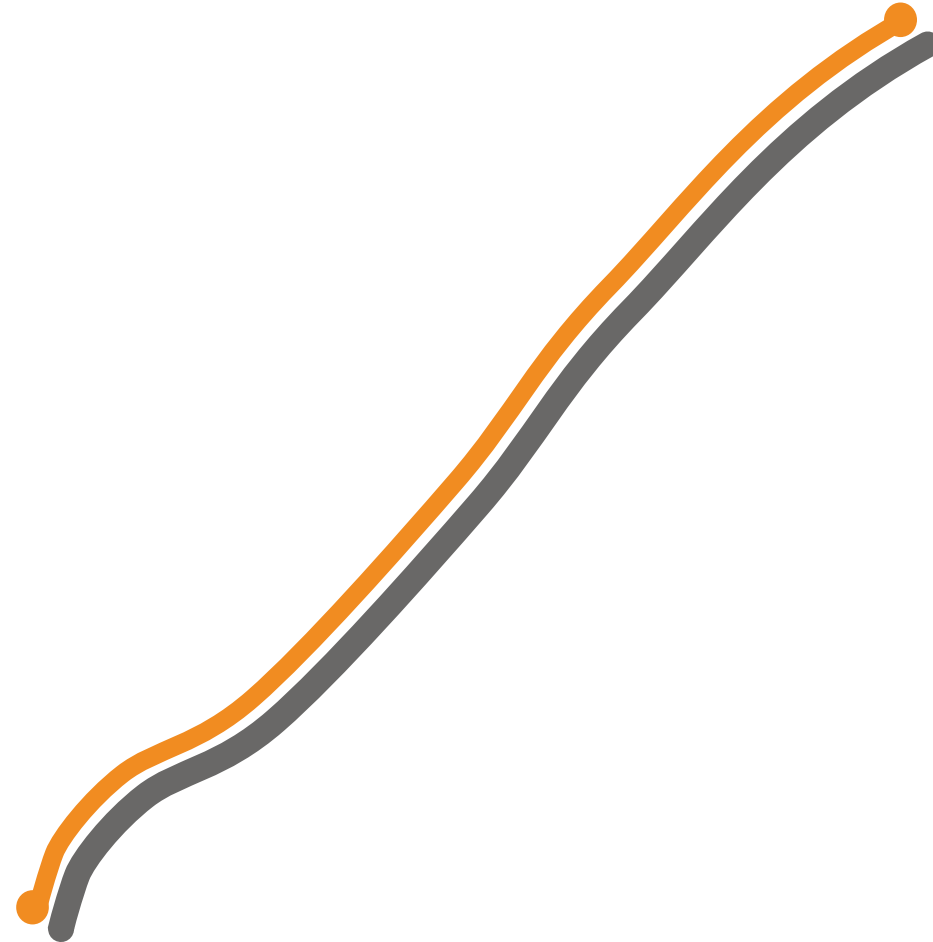
- Prior to 2016 bond election:
 - Corridor Studies – each study incorporated public engagement
 - Mobility Talks – community survey and discussion on mobility priorities
 - Community feedback on mobility priorities from other initiatives
- After November 2016:
 - Corridor pop-ins and community survey
 - Focus group – multiple, diverse stakeholders represented
 - Postcards sent to residents/businesses around corridors
 - Property and business-owner letters, surveys
 - Stakeholder briefings and presentations

CONTRACT WITH VOTERS



CORRIDOR-WIDE MOBILITY IMPROVEMENTS

- Continuous ADA-compliant sidewalks
- Signalized pedestrian crossings (PHBs)
- Continuous bicycle facilities
- Intersection safety improvements
- Traffic signals with enhanced technology
- Transit priority signals/bus queue jump lanes
- Optimized transit stop locations (Capital Metro Connections 2025)





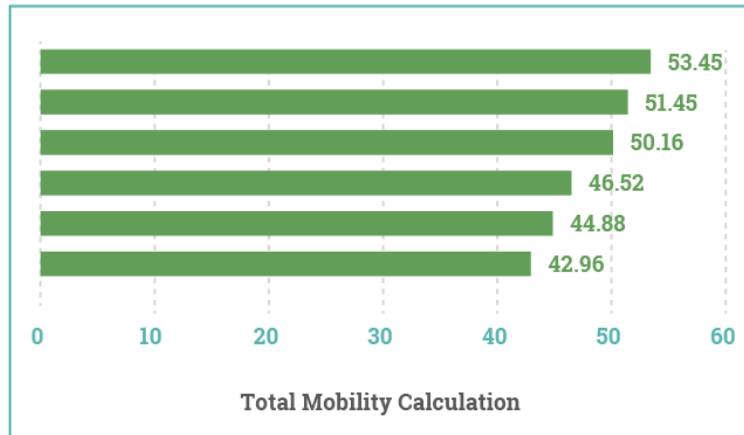
ENHANCED MULTIMODAL IMPROVEMENTS

Corridor-wide mobility improvements plus:

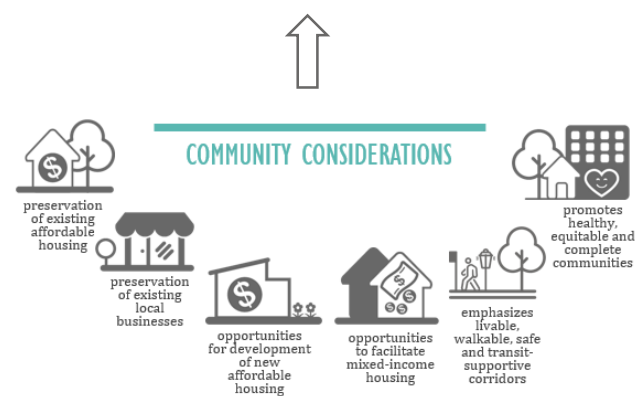
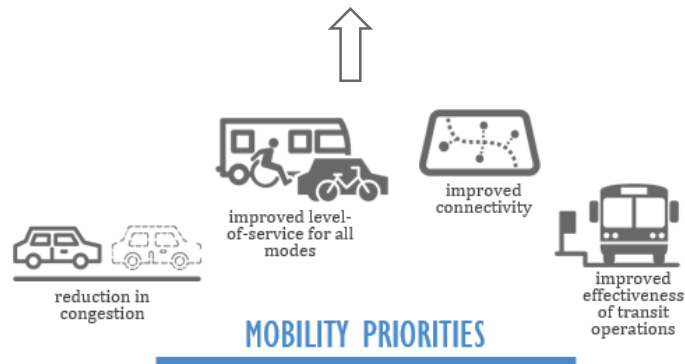
- Full street reconstruction to ideal multimodal configuration
- Wide sidewalks/shared-use paths on both sides of the road
- Protected bicycle facilities
- Improved driveway configurations and medians
- Drainage improvements to support mobility improvements
- Street lighting
- Landscaping/trees

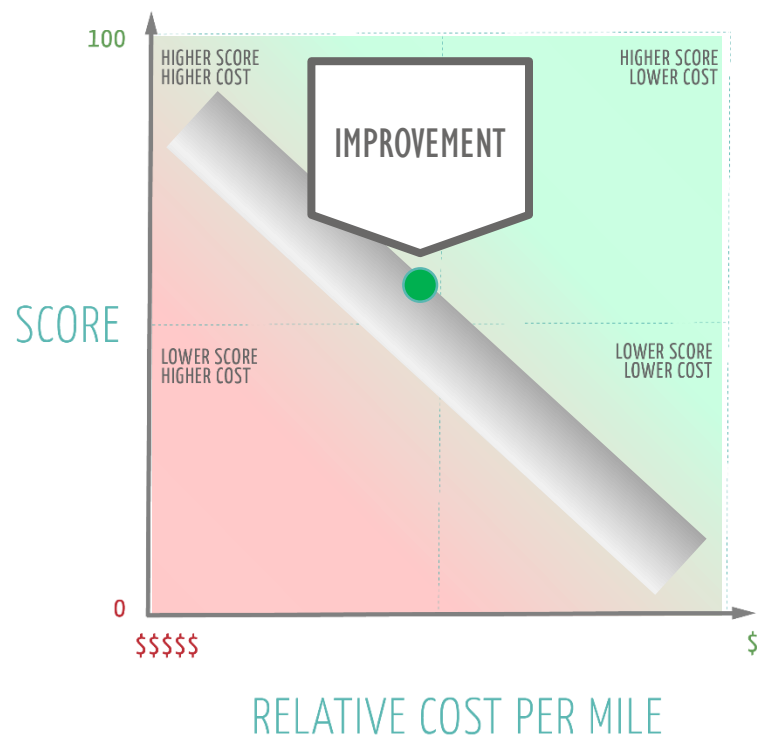
34 INVESTMENT PACKAGES OF CORRIDOR-WIDE MOBILITY IMPROVEMENTS OR ENHANCED MULTIMODAL IMPROVEMENTS ON 9 CORRIDORS

MOBILITY CALCULATION



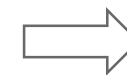
COMMUNITY CONSIDERATIONS INDEX





REALITIES OF IMPLEMENTATION

- Leveraging
- Geographic dispersion
- Packaging
- Coordination
- Sequencing
- Accelerated delivery



**PROPOSED
CORRIDOR
CONSTRUCTION
PROGRAM**

PROPOSED CORRIDOR CONSTRUCTION PROGRAM

\$1.4 billion Corridor Construction Program: 34 investment packages across 9 corridors

- Approach to implementation – Maintain flexibility to leverage other funding opportunities. All 34 investment packages will move forward in one of the following funding categories:
 - Full design and construction with 2016 Mobility Bond
 - Initiate design with 2016 Mobility Bond, seek additional funding
 - Seek other funding (leveraging, partnerships, other opportunities)

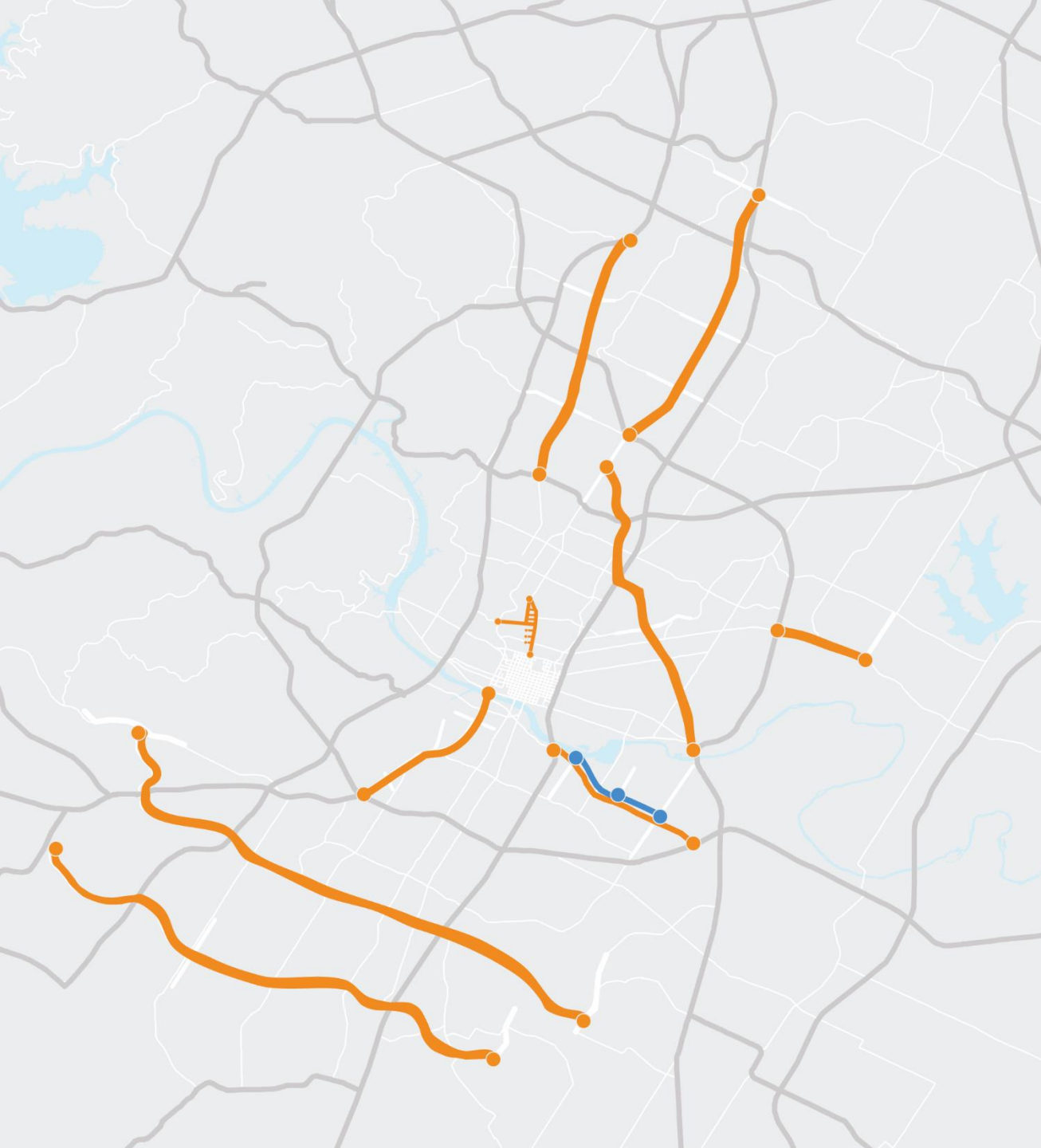
FULL DESIGN/CONSTRUCTION

CORRIDOR-WIDE MOBILITY IMPROVEMENT PACKAGES FOR ALL 9 CORRIDORS

- Intersection improvements, pavement rehabilitation, traffic signal upgrades
- ADA-compliant sidewalks or shared-use paths along full length of each corridor
- Bicycle facilities (bicycle lane or shared-use path) along full length of each corridor
- Transit signal priority, improved connections, bus queue jump lanes

ENHANCED MULTIMODAL IMPROVEMENTS FOR:

- East Riverside Drive: Shore District Drive to Montopolis Drive



FUNDING CATEGORY: Full Design and Construction

Corridor-wide Mobility
Improvements on all 9 corridors

Enhanced Multimodal Improvements
on East Riverside – Shore District
Drive to Montopolis Drive

Reduced Vehicular Delay

- Anticipated 25% average reduction in delay time
- 30 intersections improved, 50 new intersection turn lanes
- 120 signal improvements with new technology
- 30 miles of pavement rehabilitation

Increased Safety

- Anticipated 15% reduction in crash rate
- 13 of Austin's Top 28 crash intersections improved
- Intermittent median islands to reduce crashes
- 40 new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons)

Better Connectivity and Travel Options

- 75 miles of sidewalks or shared-use paths creating a complete network along the length of all nine corridors
- 40 miles of bicycle lanes creating a complete network along the length of all nine corridors
- 100 bicycle route connections
- Coordinated transit improvements (Capital Metro Connections 2025)

INITIATE DESIGN & POTENTIAL CONSTRUCTION

ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:

- William Cannon Corridor – all segments
 - I-35 to McKinney Falls Parkway (submitted for CAMPO grant)
- Airport Boulevard – all segments
- South Lamar Boulevard
 - Panther Trail to US 290/Ben White
- North Lamar Boulevard
 - Parmer Lane to Howard Lane/I-35 (submitted for CAMPO grant)

FUNDING CATEGORY: Initiate Design and Possible Construction

Enhanced Multimodal Improvements:

- William Cannon Drive
- Airport Boulevard
- South Lamar – Panther Trail to Ben White Boulevard
- North Lamar – Parmer Lane to I-35/Howard Lane

SEEK OTHER FUNDING

ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:

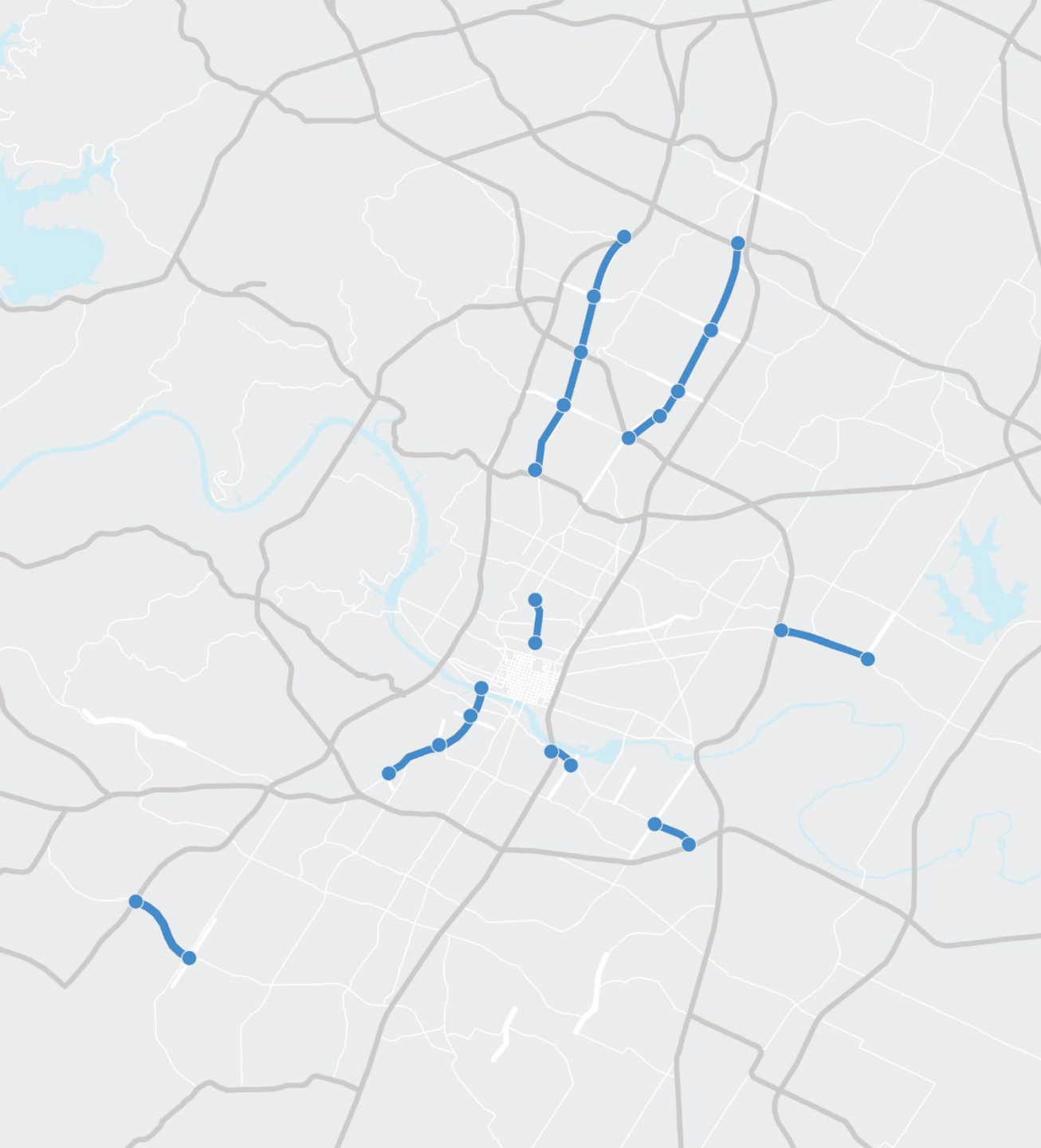
- East Riverside
 - I-35 to Shore District Drive
 - Montopolis Drive to SH 71
- North Lamar Boulevard
 - US 183 to Parmer Lane
- Burnet Road
 - West Koenig Lane to Mopac
- Slaughter Lane
 - Mopac to Brodie Lane (CAMPO grant)

SEEK OTHER FUNDING

ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:

- Guadalupe Street
 - Martin Luther King Jr. Boulevard to W. 29th Street
- E. Martin Luther King Jr. Blvd./FM 969
 - US 183 to Decker Lane
- South Lamar Boulevard
 - Riverside Drive to Panther Trail

*Will seek other funding/leveraging opportunities for all 34 investment packages in the proposed program.



FUNDING CATEGORY: Seek Other Funding

Enhanced Multimodal Improvements:

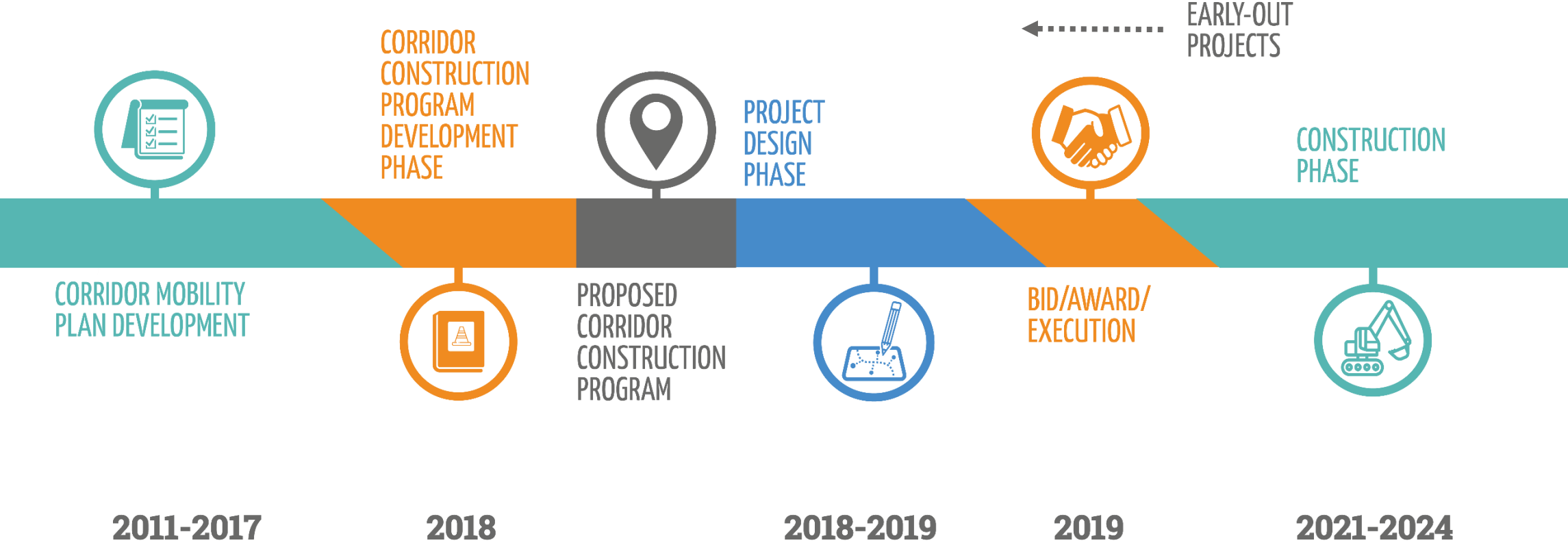
- Burnet Road
- Guadalupe Street
- E MLK Jr. Blvd/FM 969
- Slaughter Lane - MoPac to Brodie
- North Lamar – US 183 to Parmer Lane
- South Lamar – East Riverside to Panther Trail
- East Riverside Drive – I-35 to Shore District Drive and Montopolis Drive to US 71

FUNDING CATEGORIES

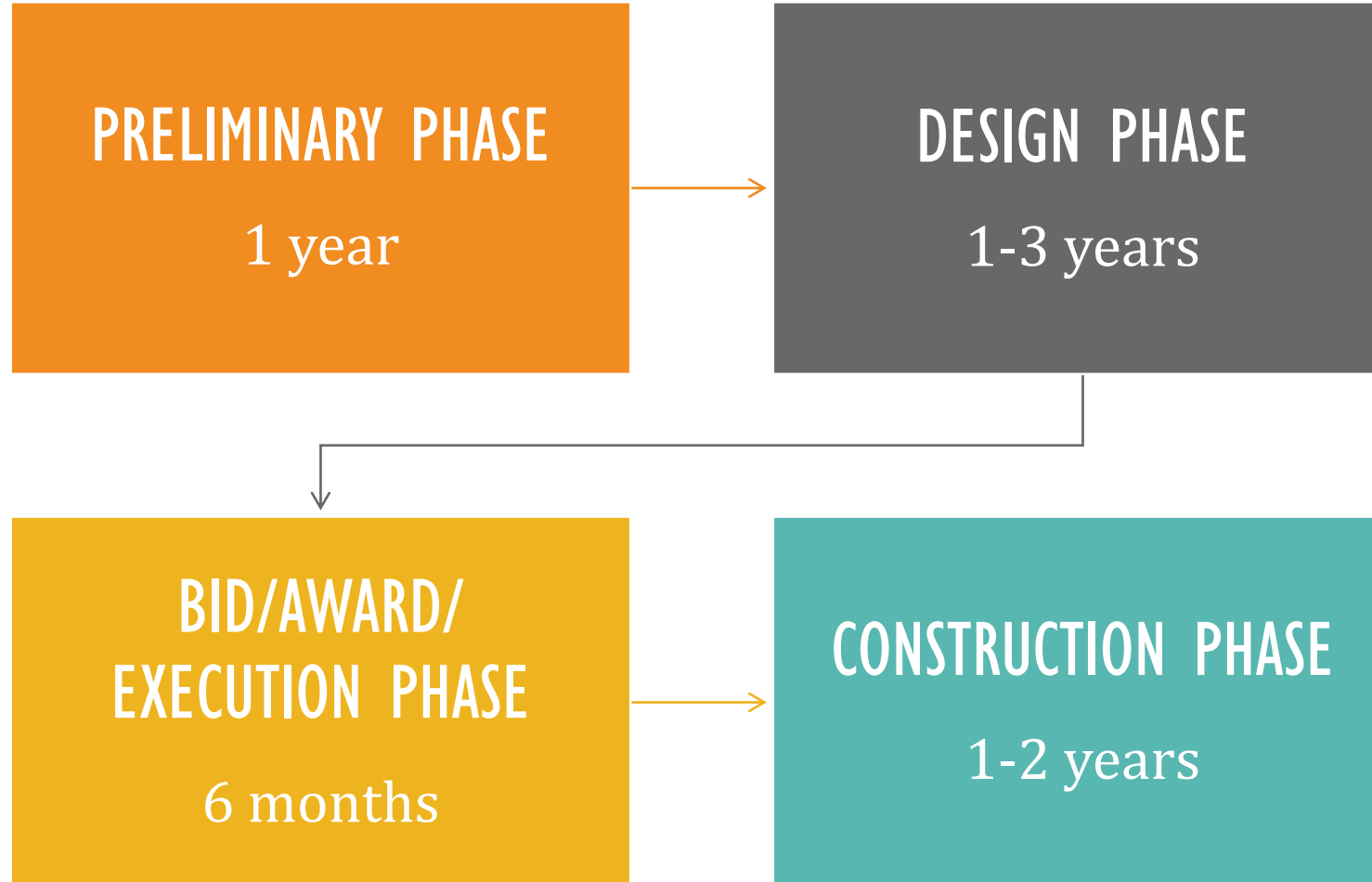
	Full Design and Construction	Initiate Design & Possible Construction	Seek Other Funding
2016 Mobility Bond Funding (\$482M)	~\$462M	~\$20M	\$0

IMPLEMENTATION & COORDINATION

PROGRAM TIMELINE



TYPICAL PROJECT PHASES & SCHEDULE



IMPLEMENTATION STRATEGY

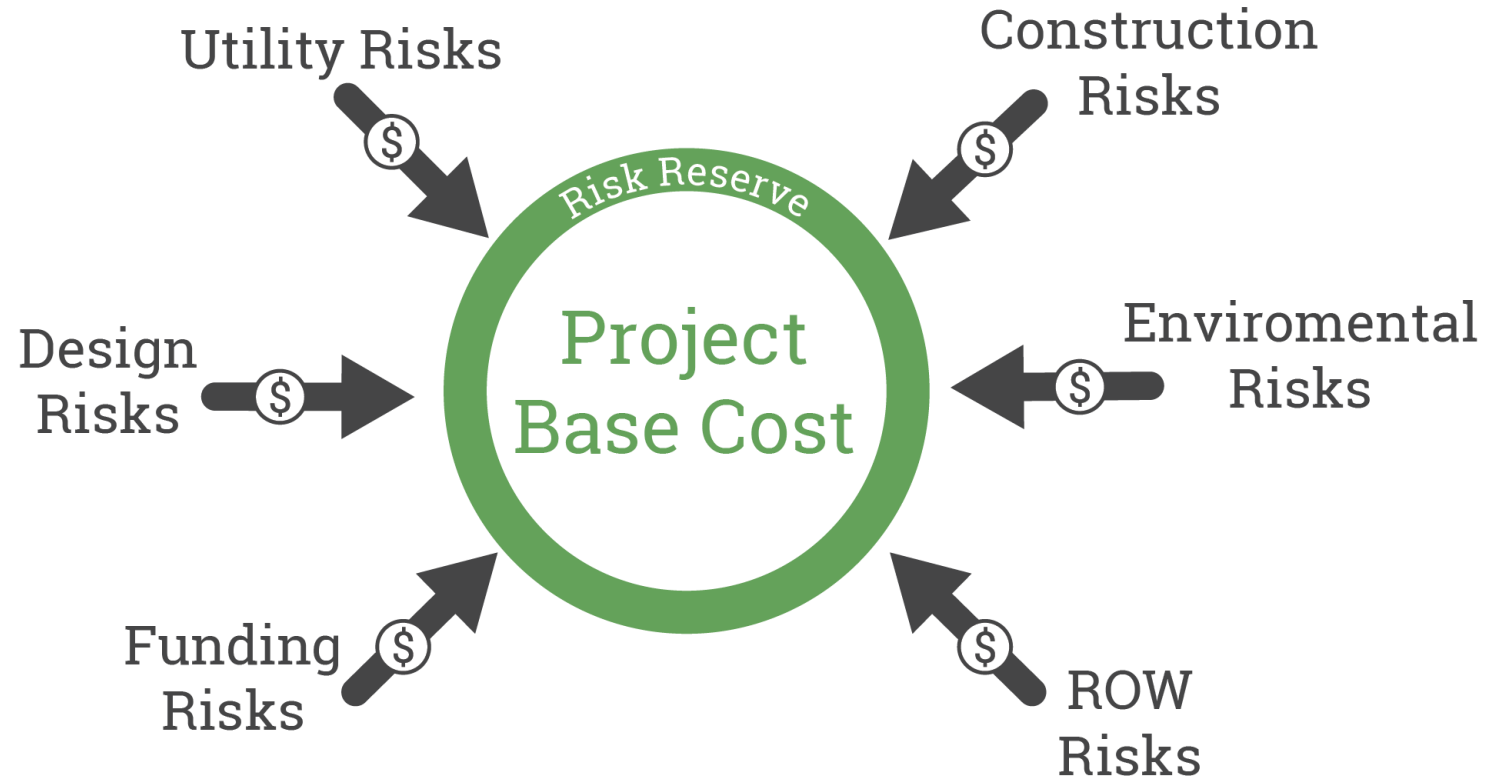
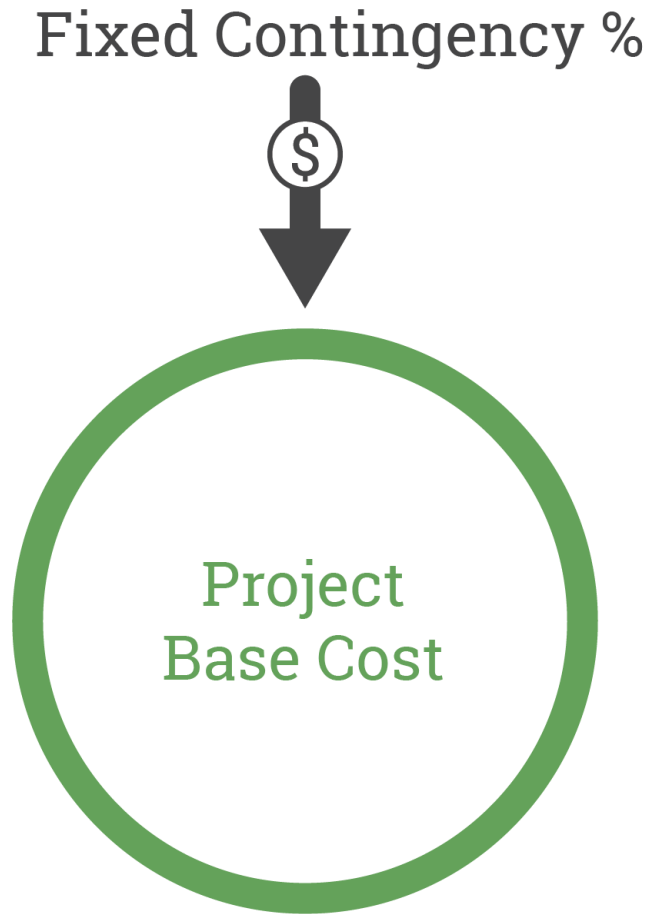
- ✓ Expedited capital delivery processes
- ✓ Leveraging/funding opportunities
- ✓ Coordination with City departments, agencies
- ✓ Aggressively manage risk, cost & schedule
- ✓ Design standards
- ✓ Continue to use Contract With Voters:
implementation and outcomes
- ✓ Continue to plan, phase, program

PROJECT SEQUENCING

- Bulk of construction: 2021-24
- Seeking early-out construction opportunities
- Strategy:
 - Get in, get out
 - Minimize impact
 - Effectively manage traffic flow
 - Engage stakeholders early and often throughout design, construction

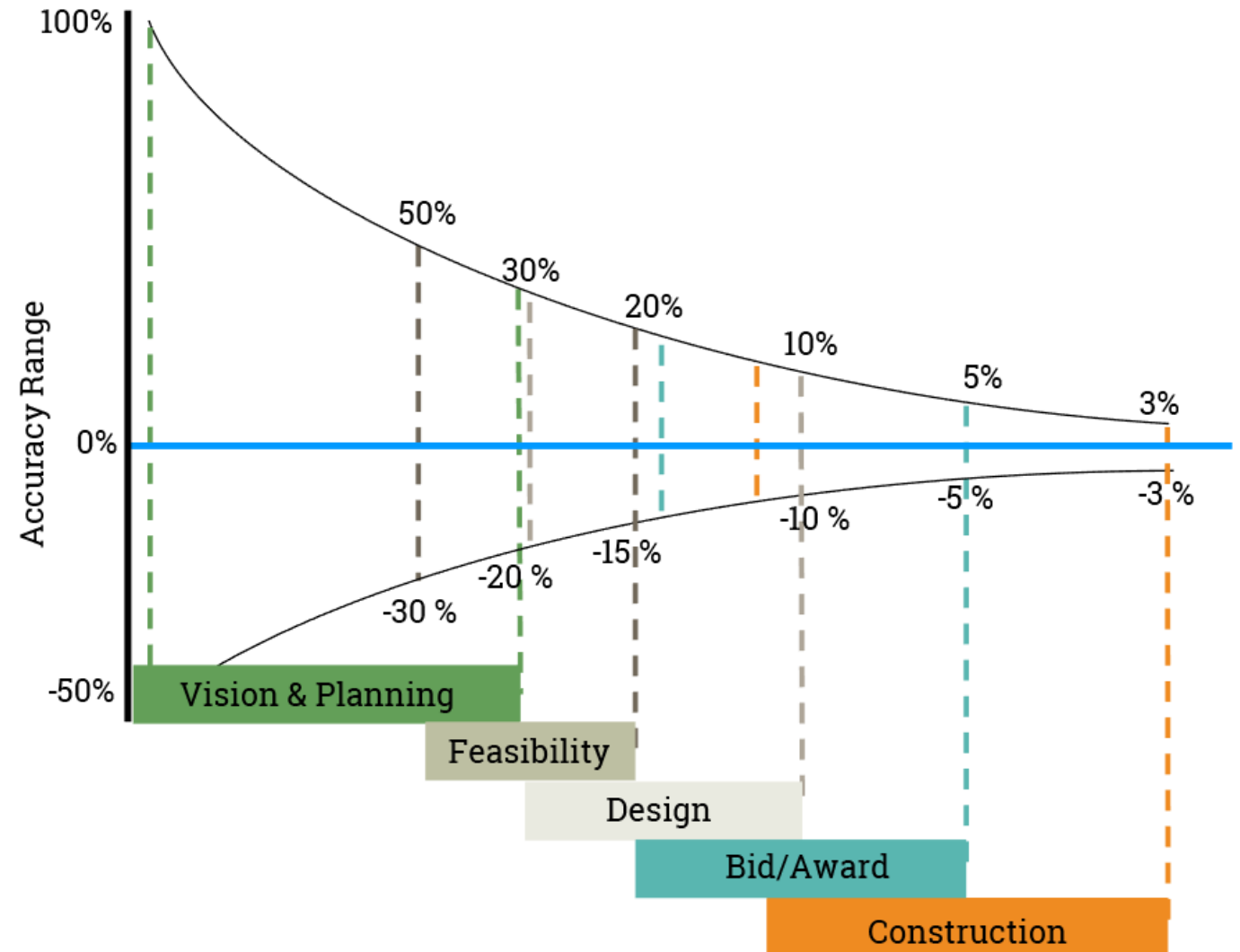
MANAGING PROJECT RISKS

TRADITIONAL VS. RISK-BASED ESTIMATING



COST & SCHEDULE RISK MANAGEMENT

PROJECT LIFE CYCLE: PROJECT COST UNCERTAINTY



COMMUNICATIONS & REPORTING

REPORTING FREQUENCY

	Ongoing	Quarterly	Annually	As Needed
Website/Project Explorer	X			
Project & Program Status Updates		X		
Council Updates				X
Mobility Committee Updates		X		
Bond Oversight Commission Updates		X		
Updates to Boards & Commissions				X
Memos & Meetings				X
Mobility Annual Plan/Report			X	

CITY PRIORITIES

MBE/WBE OUTREACH

Met with 10 stakeholder organizations for input

Austin Area Black
Contractors Association

U.S. Hispanic Contractors
Association de Austin

Asian Contractor
Association

Associated General Contractors
Association of Austin

Associated General Contractors
Association of Texas

Associated Builders and
Contractors Association

Greater Austin Black Chamber
of Commerce

Greater Austin Hispanic
Chamber of Commerce

Greater Austin Asian
Chamber of Commerce

Greater Austin Chamber
of Commerce

MBE/WBE OUTREACH

- MBE/WBE Outreach Plan resulted in these issues and action items to address issues
- Key issues included:
 - Community support
 - Quality Outreach
 - Availability of MBE/WBE Construction Firms
 - MBE/WBE Certification Process
 - Increase Capacity to Succeed
 - Size and Scope of Bid/Proposal Packages
 - Facilitate Relationships between Primes and Subs
 - Prime and Sub direct communication

MBE/WBE OUTREACH

- Next steps:
 - SMBR will develop an implementation plan for the action items listed in the plan.
 - Ongoing communication and outreach with stakeholder organizations.

ON THE JOB TRAINING (OJT)

- Purpose: train workers on City construction projects
 - Elevate their skill level, pay grade, job opportunity
- Considerations for trainee goal: dollar value of the contract, duration, potential for effective training, type of work, and ratio of trainees to expected journeymen

Project Budget	# 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

- Contractor will provide OJT plan
 - Will include names, trades, and wages of the trainees
 - Will include training plan from an apprenticeship and/or OJT Program registered by the U.S. Department of Labor

ON THE JOB TRAINING

Input From:

- Association of General Contractors of Texas
- COA Construction Advisory Committee
- COA Economic Development
 - Workforce Solutions Capital Area
 - TIP Strategies
- Sub-consultant to Corridor Consultant providing expertise on MBE/WBE engagement
- Austin Community College: Continuing Education for Trades
- Unions:
 - Laborers Local 1095 - Laborers International Union of North America
 - Laborers-Employers Cooperation and Education Trust (LECET)
- Workforce programs by other agencies

NEXT STEPS

NEXT STEPS

After Council Action:

- Quick pivot into Project Design Phase
- Implement accelerated processes
- Implement communications and MBE/WBE outreach strategies

UPCOMING COUNCIL ACTIONS

MARCH 22 COUNCIL ACTIONS

TRANSPORTATION — MOBILITY BOND ITEMS

- Resolution to approve Corridor Construction Program
- Advanced Funding Agreements with TxDOT
 - Airport Boulevard from US 183 to E. Martin Luther King Jr. Blvd.
 - Burnet Road from US 183 to MoPac
 - E. Martin Luther King Jr. Boulevard/FM 969 from US 183 to Decker Lane
 - North Lamar Boulevard from US 183 to Howard Lane
 - South Lamar Boulevard from Riverside Drive to US 290
- Austin Transportation Department Capital Budget Amendment - \$60 million
- Austin Transportation Department Operating Budget Amendment - \$305,000
- Resolution declaring intent to reimburse ourselves from bond proceeds

CAPITAL CONTRACTING OFFICE ITEMS

- Professional services agreement for Corridor Consultant – Implementation services
- Rotation List for corridor design services

QUESTIONS?