



MEMORANDUM

TO: Mayor and Council Members

FROM: Mike Trimble, Director, Corridor Program Office

DATE: April 17, 2019 *Mike Trimble*

SUBJECT: 2016 Mobility Bond—Corridor Construction Program Update

This memorandum provides background and contextual information related to Item 36 on the City Council Agenda for April 25th, 2019.

On August 18, 2016, City Council passed [Ordinance No. 20160818-023](#), which ordered a special election to authorize the issuance of general obligation bonds for transportation and mobility improvements. On the same date, Council also passed [Resolution No. 20160818-074](#), also known as City Council's Contract with Voters, which gave additional direction to staff on the development of corridor improvements to be funded by the 2016 Mobility Bond.

Following passage of the 2016 Mobility Bond in November 2016, staff followed the Contract with Voters by updating technical information included in existing Corridor Mobility Plans and by completing two new Corridor Mobility Plans. These Corridor Mobility Plans laid the groundwork for improvements across all nine corridors identified for potential design and construction funding through the 2016 Mobility Bond:

- Airport Boulevard (North Lamar Boulevard to US183)
- Burnet Road (Koenig Lane to MoPac)
- North Lamar (US183 to Howard Lane)
- East Martin Luther King Boulevard (US183 to Decker Lane)
- Guadalupe Street (18th Street to West 29th Street)
- South Lamar Boulevard (Riverside Drive to Ben White Boulevard/US290)
- Riverside Drive (IH-35 to SH 71)
- William Cannon Drive (Southwest Parkway to McKinney Falls Parkway)
- Slaughter Lane (FM1825 to Vertex Road)

Our team took recommendations for improvements from these nine Corridor Mobility Plans and interpreted them into potential investment packages for the corridors. At the same time, we developed a model that used the mobility and community priorities outlined in the Contract with Voters to prioritize investments that will achieve the greatest projected benefits based upon available funding. This prioritization process formed the basis of the proposed 2016 Mobility Bond Corridor Construction Program, which staff brought to Council for consideration in March 2018 and that Council adopted on April 26, 2018. Along with adoption of the Corridor Construction Program, Council passed [Resolution No. 20180426-028](#) that directed staff to return to Council at the end of preliminary engineering phase for approval to proceed with further design and implementation phases (investment packages adopted by Council included in Attachment A).

Following Council adoption of the Corridor Construction Program, the Corridor Program Office quickly launched preliminary engineering phase activities. Preliminary engineering is comprised of initial technical assessments of existing conditions on the corridors, which results in establishment of a more realistic footprint for improvements prior to final design phase and construction. Examples of preliminary engineering phase activities, as well as what was learned through this work, were included in the April 4, 2019 briefing to Council's Mobility Committee (Attachment B). During preliminary engineering, staff and consultant teams created and reviewed over 500 deliverables across the 9 corridors, verifying conditions, risks and other technical information for about 50 miles of corridors.

A summary update of the adopted Corridor Construction Program is included as Attachment C. In this attachment, you will find verification of the scope of improvements included in the Corridor Construction Program and implementation strategies associated with each corridor. In general, the scope of improvements Council adopted for the Corridor Construction Program has not changed through preliminary engineering phase.

Staff and consultant teams have continued the iterative process of refining improvements and updating risk profiles for each corridor during preliminary engineering. We will continue the process of further refining the design and footprint of improvements, mitigating risks associated with implementing the Corridor Construction Program and seeking additional leveraging and partnership opportunities as we move into the next phases of design and implementation. We are also seeking opportunities to incorporate betterments into the Corridor Construction Program where feasible to improve upon the mobility and community benefits already anticipated. Betterments can include opportunities to construct an enhanced improvement over what was initially scoped in a corridor investment package through partnerships or other means.

With regard to our implementation approach for the Corridor Construction Program during the next phases of implementation summarized in the April 4th Mobility Committee presentation, there are few key items of note:

- **Project Connect coordination:** The Corridor Program Office will take a phased approach to Corridor Construction Program implementation on corridors that overlap with the Project Connect Long-Term Vision Plan's Orange and Blue lines. These lines plan for dedicated pathways to support high capacity transit service. During the first phase of implementation for these corridors, the Corridor Program Office will focus on design and implementation of critical safety and mobility improvements that provide near-term benefits for the corridors and do not preclude development of improvements associated with Project Connect. In the second phase of implementation, the Corridor Program Office will align design of the 2016 Mobility Bond-funded corridors with Project Connect dedicated pathways to ensure that multimodal mobility and safety improvements support the high capacity transit services contemplated in the Project Connect Long-Term Vision Plan.
- **Early-out projects:** As part of the next phase of implementation, the Corridor Program Office will pursue early-out projects that provide mobility and safety benefits to corridors in the Corridor Construction Program and that can be constructed in an expedited manner. Using what was learned through the preliminary engineering phase, we will identify areas and potential projects where conditions favor a shorter turnaround time for designing and constructing improvements. We will employ this implementation strategy across all corridors as opportunities are identified.
- **Communications Oversight:** We have updated the Communications and Oversight Strategy called for in the Contract with Voters to include quarterly updates to City Council's Mobility Committee and to the Bond Oversight Commission. These updates will be in conjunction with a robust community outreach and engagement strategy planned for the next phases of implementation (Attachment D).

- **MBE/WBE Outreach Plan:** A key component of our implementation approach has been to promote opportunities and participation in the Corridor Construction Program for city certified small, minority and women-owned businesses. The Small and Minority Business Resources department has been leading these efforts in coordination with the Corridor Program Office and an update on outreach strategies can be found in Attachment E.

Please feel free to contact me if you have any questions.

cc: Spencer Cronk, City Manager
Jim Smith, Interim Assistant City Manager - Mobility
Rob Spillar, Director, Austin Transportation Department
Edward Campos, Interim Director, Small & Minority Business Resources Department

Attachments:

Attachment A – Corridor Construction Program Investment Packages
Attachment B – April 4th, Mobility Committee Presentation
Attachment C – Corridor Construction Program Spring 2019 Update
Attachment D – Communications and Oversight Strategy
Attachment E – SMBR MBE/WBE Outreach Plan

ATTACHMENT A

COUNCIL ADOPTED CORRIDOR CONSTRUCTION PROGRAM - APRIL 2018

The following 34 "investment packages" were derived from recommendations in Corridor Mobility Plans for the nine corridors eligible for 2016 Mobility Bond construction funding in accordance with the ballot language approved by voters in November 2016. Those corridors are: North Lamar Boulevard, Burnet Road, Airport Boulevard, East MLK Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive, Guadalupe Street, William Cannon Drive and Slaughter Lane. The investment packages below equal an estimated \$1.4 billion in mobility, safety, and connectivity improvements across the nine corridors. The packages underwent a comparative analysis to identify which improvements would result in the biggest bang for the buck.

The packages were divided into two improvement categories: Corridor-wide Mobility Improvements and Enhanced Multimodal Improvements. **Corridor-wide Mobility Improvements** generally include the ‘short-term’ recommendations from the Corridor Mobility Plans. These provide improvements for all modes along the entire length of the corridors, including pavement rehabilitation, intersection improvements, traffic signal upgrades, transit signal priority, better connections to transit stops, continuous ADA-compliant sidewalks along the length of the corridors, continuous bicycle lanes or shared-use paths along the length of the corridors, and in some cases intermittent median islands for safety. **Enhanced Multimodal Improvements** generally include the ‘long-term’ recommendations from the Corridor Mobility Plans. While each corridor is different, and the specific improvements may vary, the Enhanced Multimodal Improvements are intended to bring each corridor up to the ultimate vision established in the Corridor Mobility Plan. These improvements build upon the Corridor-wide Mobility Improvements and add full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.

Each package has three estimated costs: low, most likely, and high. The low represents the cost with a 10% confidence level, the most likely a 70% confidence level, and the high a 90% confidence level. This range is due to the level of information we have right now, and is typical of infrastructure project development.

City of Austin staff proposed, and City Council approved, three approaches to funding the estimated \$1.4 billion in projects: Full design and construction, Initiate Design and Possible Construction, Seek Additional Funding Opportunities. **Full design and construction:** Investment package will be fully funded through 2016 Mobility Bond funding and other partnership/coordination opportunities. **Initiate design and possible construction:** The City will start design of improvements in the investment package using 2016 Mobility Bond funds and the City will be seek funding and partnership opportunities to fund the project through completion. **Seek additional funding opportunities:** The City will seek to implement the improvements through partnership/coordination opportunities, and will seek additional funding opportunities.

All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase, and the City will work with the community prior to project construction.

Improvement Category	Corridor	Limits		Estimated Cost			Improvements included in Package	Council Adopted Funding Approach
		Limits	To	Low	Most Likely	High		
Corridor-wide Mobility Improvements	Airport Blvd.	N. Lamar Blvd.	US183	\$ 74,500,000	\$ 79,900,000	\$ 82,200,000	Up to 6.5 miles of corridor-wide system safety & mobility improvements including up to 21 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 13 miles of new shared-use paths, up to 6.5 miles of pavement rehabilitation, bridge widenings in both directions at Boggy Creek and the Capital Metro Rail line between Springdale Rd and Bolm Rd, and intersection improvements with turn lane modifications at E MLK Blvd, Manor Rd, E Koenig Ln, E 45th St, & Springdale Rd. and consideration and analysis as part of the Design Phase evaluation of intersection improvements with turn lane modifications at 12th St.	Full Design & Construction
Corridor-wide Mobility Improvements	Burnet Road	W. Koenig Ln.	Mopac	\$ 49,500,000	\$ 53,200,000	\$ 54,700,000	Up to 5 miles of corridor-wide system safety & mobility improvements including up to 19 traffic signal improvements, up to 6 Pedestrian Hybrid Beacons (PHBs), up to 10 miles of new shared-use paths, up to 5 miles of pavement rehabilitation, intersection improvements with turn lane modifications at W Koenig Ln, W Braker Ln, Kramer Ln, Esperanza Crossing, & Gault Ln, intermittent median islands from W Koenig Ln to W Anderson Ln, improved stormwater drainage from US 183 to Mopac.	Full Design & Construction
Corridor-wide Mobility Improvements	East Riverside Drive	IH35	SH71	\$ 13,400,000	\$ 14,400,000	\$ 14,800,000	Up to 3 miles of corridor-wide system safety & mobility improvements including up to 14 traffic signal improvements, up to 3 Pedestrian Hybrid Beacons (PHBs), up to 0.5 miles of new or rehabilitated sidewalks, up to 1 mile of pavement rehabilitation, bridge widenings at Country Club Creek, intersection improvements with turn lane modifications at IH35, Willow Creek Dr, Pleasant Valley Rd & Montopolis Dr, intermittent median islands, new street lighting from Shore District Dr to Montopolis.	Full Design & Construction
Enhanced Multimodal Improvements	East Riverside Drive	Shore District Dr.	Crossing Place	\$ 35,600,000	\$ 38,200,000	\$ 39,200,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Shore District Dr to Crossing Place.	Full Design & Construction
Enhanced Multimodal Improvements	East Riverside Drive	Crossing Place	Montopolis Dr.	\$ 30,000,000	\$ 32,200,000	\$ 33,100,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Crossing Place to Montopolis Dr.	Full Design & Construction
Corridor-wide Mobility Improvements	Guadalupe Street	24th St, San Antonio St & Guadalupe St. from 18th St to 29th St.		\$ 18,500,000	\$ 19,800,000	\$ 20,400,000	Up to 3 miles of corridor-wide system safety & mobility improvements including transit operational enhancements from 18th St. to MLK, up to 3 traffic signal improvements, up to 4.5 miles of new or rehabilitated sidewalks, up to 0.5 miles of dedicated bike lanes on 24th St., up to 1.5 miles of pavement rehabilitation, new street lighting from 18th St to 29th along Guadalupe St & from Guadalupe to N Lamar along 24th St.	Full Design & Construction
Corridor-wide Mobility Improvements	E. MLK Blvd.	US183	Decker Ln.	\$ 7,400,000	\$ 7,900,000	\$ 8,100,000	Up to 1.5 miles of corridor-wide system safety & mobility improvements including up to 4 traffic signal improvements, up to 1 Pedestrian Hybrid Beacon (PHB), up to 3.5 miles of new shared-use paths, bridge sidewalks will be expanded in both directions at Walnut Creek, intersection improvements with turn lane modifications at Decker Ln, new street lighting at Decker Ln.*	Full Design & Construction
Corridor-wide Mobility Improvements	North Lamar Blvd.	US183	Howard Ln.	\$ 62,200,000	\$ 66,800,000	\$ 68,600,000	Up to 5.5 miles of corridor-wide system safety & mobility improvements including up to 13 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths, up to 10 miles of dedicated bike lanes, up to 5.5 miles of pavement rehabilitation, bridge widenings at US183 & Walnut Creek, intersection improvements with turn lane modifications at Rundberg Ln, Braker Ln & Parmer Ln, intermittent median islands, improved stormwater drainage from Rundberg Ln to Howard Ln.	Full Design & Construction
*For consideration and analysis as part of the Design Phase, preliminary engineering of Corridor-Wide Mobility Improvements to include evaluation of partnership/coordination opportunities for sidewalk on Decker Lane to Austin city limit and feasibility of transit-priority improvements.								

COUNCIL ADOPTED CORRIDOR CONSTRUCTION PROGRAM - APRIL 2018

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The packages were divided into two improvement categories: Corridor-wide Mobility Improvements and Enhanced Multimodal Improvements. **Corridor-wide Mobility Improvements** generally include the ‘short-term’ recommendations from the Corridor Mobility Plans. These provide improvements for all modes along the entire length of the corridors, including pavement rehabilitation, intersection improvements, traffic signal upgrades, transit signal priority, better connections to transit stops, continuous ADA-compliant sidewalks along the length of the corridors, continuous bicycle lanes or shared-use paths along the length of the corridors, and in some cases intermittent median islands for safety. **Enhanced Multimodal Improvements** generally include the ‘long-term’ recommendations from the Corridor Mobility Plans. While each corridor is different, and the specific improvements may vary, the Enhanced Multimodal Improvements are intended to bring each corridor up to the ultimate vision established in the Corridor Mobility Plan. These improvements build upon the Corridor-wide Mobility Improvements and add full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.

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		Limits	To	Low	Most Likely	High		
Corridor-wide Mobility Improvements	Slaughter Lane	FM1826	Vertex Blvd.	\$ 45,200,000	\$ 48,500,000	\$ 49,900,000	Up to 10 miles of corridor-wide system safety & mobility improvements including up to 25 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBs), up to 6 miles of new or rehabilitated sidewalks, up to 14 miles of dedicated or protected bike lanes, up to 3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Escarpment Blvd, Brodie Ln & Congress/IH35.	Full Design & Construction
Corridor-wide Mobility Improvements	South Lamar Blvd.	Riverside Dr.	US290	\$ 52,050,000	\$ 55,900,000	\$ 57,400,000	Up to 3 miles of corridor-wide system safety & mobility improvements including up to 15 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBs), up to 6 miles of new or rehabilitated sidewalks, up to 6 miles of dedicated bike lanes, up to 3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Barton Springs Rd, Hether St, Oltorf St, Mary St, Bluebonnet Ln & Barton Skyway/Manchaca, intermittent median islands at various locations along the corridor, improved stormwater drainage from Oxford Ave to Panther Trail. Enhanced Multimodal Improvements for South Lamar, Riverside to Barton Springs Road, for Full Design & Construction, including up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system for Riverside Drive to Barton Springs Road.*	Full Design & Construction
Corridor-wide Mobility Improvements	William Cannon Dr	Southwest Pkwy	McKinney Falls Pky	\$ 43,400,000	\$ 46,600,000	\$ 47,900,000	Up to 11.5 miles of corridor-wide system safety & mobility improvements including roadway widening from two lanes to four lanes from Running Water Dr to McKinney Falls Pkwy, up to 7 traffic signal improvements, up to 7 Pedestrian Hybrid Beacons (PHBs), up to 18 miles of new or rehabilitated sidewalks, up to 5 miles of dedicated or protected bike lanes, up to 2 miles of pavement rehabilitation, bridge construction at Marble Creek, intersection improvements with turn lane modifications at Brodie Ln, S Pleasant Valley Rd, & Bluff Springs Rd, improved stormwater drainage from Running Water Dr to McKinney Falls Pkwy.	Full Design & Construction
Enhanced Multimodal Improvements	Airport Blvd.	N. Lamar Blvd.	45th St.	\$ 55,700,000	\$ 59,800,000	\$ 61,400,000	Up to 2.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from N Lamar Blvd to 45th St.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Airport Blvd.	Manor Rd.	US183	\$ 60,700,000	\$ 65,200,000	\$ 67,000,000	Up to 1.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from 45th St to Manor Rd.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Airport Blvd.	45th St.	Manor Rd.	\$ 36,500,000	\$ 39,200,000	\$ 40,300,000	Up to 2.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Manor Rd to US183.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	North Lamar Blvd.	Thurmond St.	Rundberg Ln.	\$ 25,500,000	\$ 27,300,000	\$ 28,100,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Thurmond St to Rundberg Ln.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	William Cannon Drive	Southwest Parkway	Mopac	\$ 15,100,000	\$ 16,300,000	\$ 16,700,000	Proposed improvements at up to 7 intersections: Southwest Pkwy; Rialto Blvd; US 290; Escarpment Blvd; Beckett Rd; Brush Rd; Mopac.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	William Cannon Drive	Mopac	IH35	\$ 22,400,000	\$ 24,100,000	\$ 24,700,000	Up to 3.5 miles of roadway widening from four lanes to six lanes from Brodie Ln to Manchaca & proposed improvements at up to 5 intersections: West Gate Blvd; Manchaca Rd; Emerald Forest Dr; S 1st St; S Congress.	Initiate Design & Possible Construction
*Funding for additional enhanced multimodal improvements for South Lamar to come from the South Lamar Corridor-wide funding as well as a portion from Slaughter Lane Corridor-Wide Mobility Improvement package (western portion), by refining estimates after Preliminary Engineering and potential cost reductions via reallocations or scope reduction as necessary.								

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Enhanced Multimodal Improvements	William Cannon Drive	IH35	McKinney Falls Pky	\$ 20,000,000	\$ 21,400,000	\$ 22,000,000	Up to 3.5 miles of roadway widening from four lanes to six lanes from IH35 to McKinney Falls Parkway & proposed improvements at up to 2 intersections: IH35 & Salt Springs Rd.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Burnet Road	W. Koenig Ln.	Anderson Ln.	\$ 42,900,000	\$ 46,100,000	\$ 47,400,000	Up to 1.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from W Koenig Ln to W Anderson Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	Anderson Ln.	US183	\$ 33,400,000	\$ 35,900,000	\$ 36,900,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Anderson Ln to US183.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	US183	Braker Ln.	\$ 39,800,000	\$ 42,700,000	\$ 43,900,000	Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US183 to Braker Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	Braker Ln.	Mopac	\$ 34,900,000	\$ 37,400,000	\$ 38,500,000	Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Braker Ln to Mopac.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	East Riverside Drive	IH35	Shore District Dr.	\$ 13,800,000	\$ 14,800,000	\$ 15,200,000	Up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from IH35 to Shore District Dr.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	East Riverside Drive	Montopolis Dr.	SH71	\$ 32,800,000	\$ 35,200,000	\$ 36,200,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Montopolis Dr to SH71.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Guadalupe Street	W. MLK Blvd.	29th St.	\$ 42,300,000	\$ 45,400,000	\$ 46,700,000	Up to 1 mile of full reconstruction to add transit only lanes with enhanced pedestrian and bicycle facilities, streetscape, trees and new drainage system from MLK to 29th St..	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	E. MLK Blvd.	US183	Decker Ln.	\$ 49,700,000	\$ 53,300,000	\$ 54,800,000	Up to 2 miles of full reconstruction to widen from 4-lanes to 6-lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US183 to Decker Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	Parmer Ln.	Howard Ln.	\$ 28,300,000	\$ 30,400,000	\$ 31,300,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Parmer Ln to Howard Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	US183	Braker Ln.	\$ 62,200,000	\$ 66,700,000	\$ 68,600,000	Up to 2 miles of full reconstruction from US183 to Thurmond St and Rundberg Ln to Braker Ln with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	Braker Ln.	Parmer Ln.	\$ 55,400,000	\$ 59,500,000	\$ 61,200,000	Up to 2 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Braker Ln to Parmer Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Slaughter Lane	Mopac	Brodie Lane	\$ 35,500,000	\$ 38,100,000	\$ 39,200,000	Up to 2 miles of roadway widening to widen from 4-lanes to 6-lanes from Mopac to Brodie Ln.	Seek Additional Funding Opportunities

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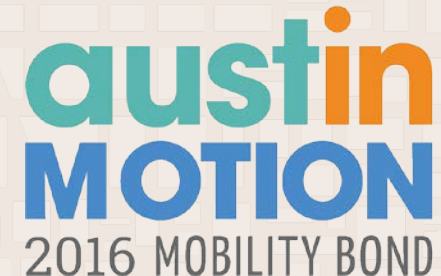
All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase, and the City will work with the community prior to project construction.

Improvement Category	Corridor	Limits		Estimated Cost			Improvements included in Package	Council Adopted Funding Approach
		Limits	To	Low	Most Likely	High		
Enhanced Multimodal Improvements	South Lamar Blvd.	Barton Springs	Treadwell St.	\$ 18,350,000	\$ 19,700,000	\$ 20,200,000	Up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Riverside Dr to Treadwell St.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Treadwell St.	Oxford Ave.	\$ 45,600,000	\$ 48,900,000	\$ 50,300,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Treadwell St to Oxford Ave.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Oxford Ave.	Panther Trail	\$ 52,200,000	\$ 56,100,000	\$ 57,600,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Oxford Ave to Panther Trail.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Panther Trail	US290	\$ 14,400,000	\$ 15,400,000	\$ 15,900,000	Up to 0.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Panther Trail to US290.	Seek Additional Funding Opportunities

ATTACHMENT B

CORRIDOR CONSTRUCTION PROGRAM UPDATE

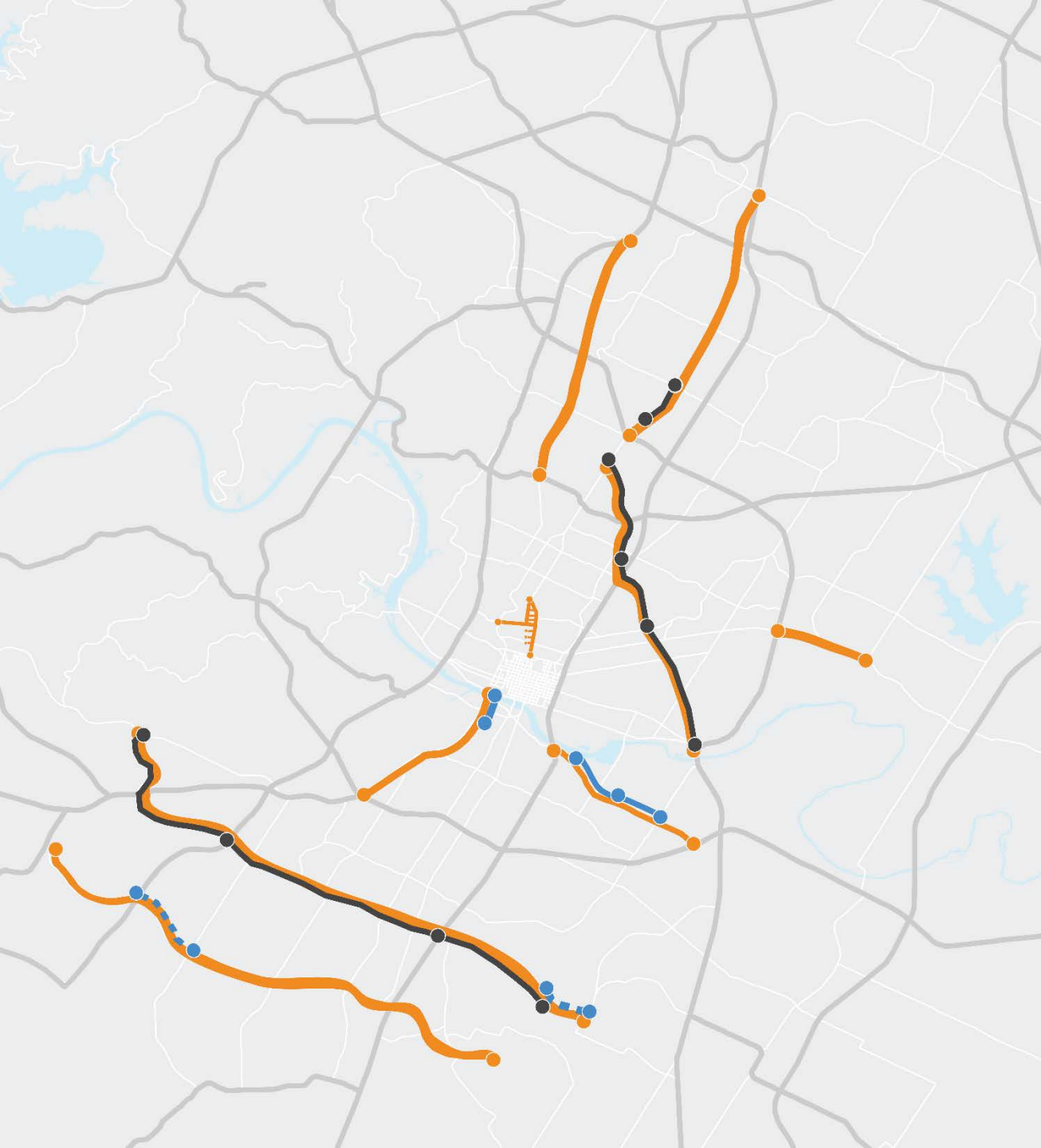
MOBILITY COMMITTEE
APRIL 4, 2019



CONTRACT WITH VOTERS



**8-year
timeframe**



2018 Council Adoption: Full Design and Construction

Corridor-wide Mobility Improvements on all 9 corridors

Enhanced Multimodal Improvements:

- **East Riverside** – Shore District Drive to Montopolis Drive
- **South Lamar Boulevard** – Riverside Drive to Barton Springs Road
- **William Cannon Drive** – Running Water Drive to McKinney Falls Parkway (CAMPO grant)
- **Slaughter Lane** – Mopac to Brodie Lane (CAMPO grant)

2018 Council Adoption: Initiate Design

Enhanced Multimodal Improvements:

- **Airport Boulevard** – North Lamar Boulevard to US 183
- **William Cannon Drive** – Southwest Parkway to McKinney Falls Parkway
- **North Lamar Boulevard** – Thurmond Street to Rundberg Lane

ADDRESSING MOBILITY, SAFETY & CONNECTIVITY

Across all nine corridors, planned improvements will result in:

- Anticipated 25% reduction in delay time
- Anticipated 15% reduction in crash rate
- Improvement of 11 of Austin's 28 Top Crash Intersections
- Transit-supportive improvements
- Completion of fully connected bicycle network and ADA-compliant sidewalk network
- Additional safe crossings

CURRENT PHASE: PRELIMINARY ENGINEERING



- Establish the technical footprint for design, construction
 - Geometrics, topography
 - Survey, geotechnical
- Better understand existing conditions and constraints on each corridor
 - Drainage, utilities, ROW
- Turn unknowns into knowns: minimize risk, cost, schedule impacts further in implementation

PRELIMINARY ENGINEERING PHASE



- Launched project teams for each CCP corridor
 - Consultant team
 - Project manager
 - Communications lead
- Received/reviewed 500+ deliverables
- Conducted survey, right-of-way retracements
- Performed/updated traffic analyses
- Performed preliminary drainage analyses
- Conducted initial work sequencing/procurement package analysis
- Updated cost/risk profiles for each of the corridors
- Analyzed soil and pavement conditions
- Performed warrant studies for signal locations

ENGAGING THE COMMUNITY

- Public meetings: August-December 2018
- Participated in community events
- Walked corridors with project team
- Hosted 80 community engagement events,
- Collected 4,500 public inputs (comments and survey responses)
- Comments, input reviewed by project teams for each corridor
- Comments posted for public review



ACCELERATING PROCESSES



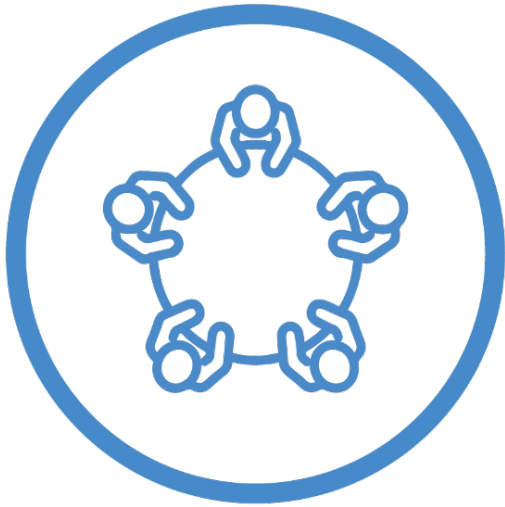
- Permitting (in development)
- Contracting/procurement
- Right-of-way/Access management
- Utility coordination (public and private)
- Private development coordination
- Robust department, agency coordination mechanisms
- Enhanced tools for streamlined technical reviews

MAXIMIZING TAXPAYER DOLLARS



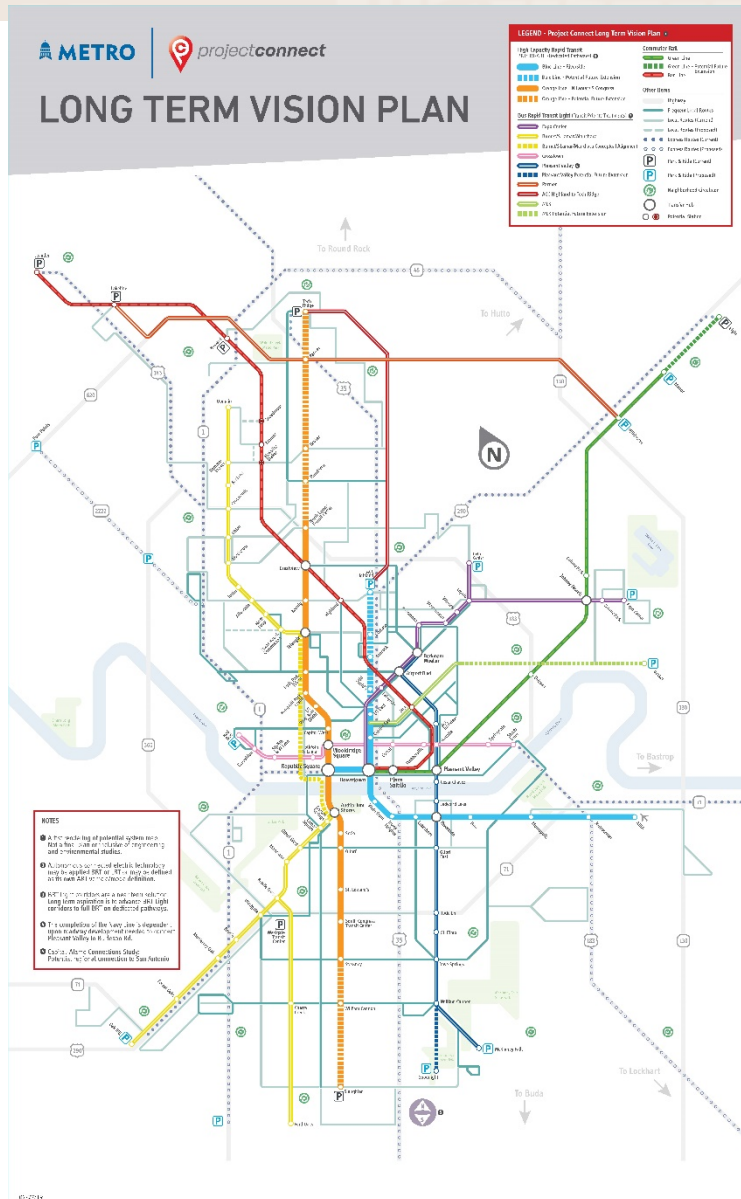
- **Received two CAMPO grants (\$24 Million)**
- **Private development**
 - Tree fiscal dollars
 - Build/fund streetscape improvements
- **Partnerships**
 - CapMetro
 - TxDOT
 - Other City departments

CPO AND ATD ARE COORDINATING WITH:



- CapMetro
- Other City departments
- Texas Department of Transportation
- Travis County
- University of Texas at Austin
- Texas Facilities Commission
- School districts
- Other City departments

CORRIDOR PROGRAM & PROJECT CONNECT



- **Corridor Construction Program + Dedicated Pathways**
 - North Lamar Blvd.
 - Guadalupe Street
 - East Riverside Drive
- **Corridor Construction Program + BRT Light**
 - Airport Blvd.
 - Burnet Road
 - South Lamar Blvd.

PROJECT CONNECT: CCP APPROACH

- **Project Connect - Dedicated Pathway Corridors**
 - Near-term phase: critical safety/mobility improvements
 - Align next phase w/ dedicated pathways
 - Multi-modal mobility, safety
 - Support enhanced transit service operations
- **Project Connect – BRT Light Corridors**
 - Make CCP adjustments for transit priority treatments
 - Verify improvements support BRT light transit operations
- **Continue robust coordination w/ CapMetro**

WHAT WE'VE LEARNED

- Established a working “footprint” for improvements
 - Verification of right-of-way, geometrics, topography
 - Evaluated ROW impacts, access management
 - Verification of key constraints, risks
- Drainage, utilities continue to be key areas of risk, impact
- ROW impacts reduced during preliminary engineering
- Multiple partnership opportunities exist for CCP, betterments
- More refined information on risks, cost and schedule impacts
- General support from area stakeholders on all corridors
- Some refinements, adjustments based on constraints

IMPLEMENTATION APPROACH

- Manage, mitigate key areas of risk, impact
- Maintain, build upon effective coordination mechanisms
- Stay on accelerated pace; **pursue early-out improvements**
 - First early-out: transit operational improvements at Guadalupe/18th Street
- Minimize construction impacts on community



Completed Pleasant Valley/Elmont intersection

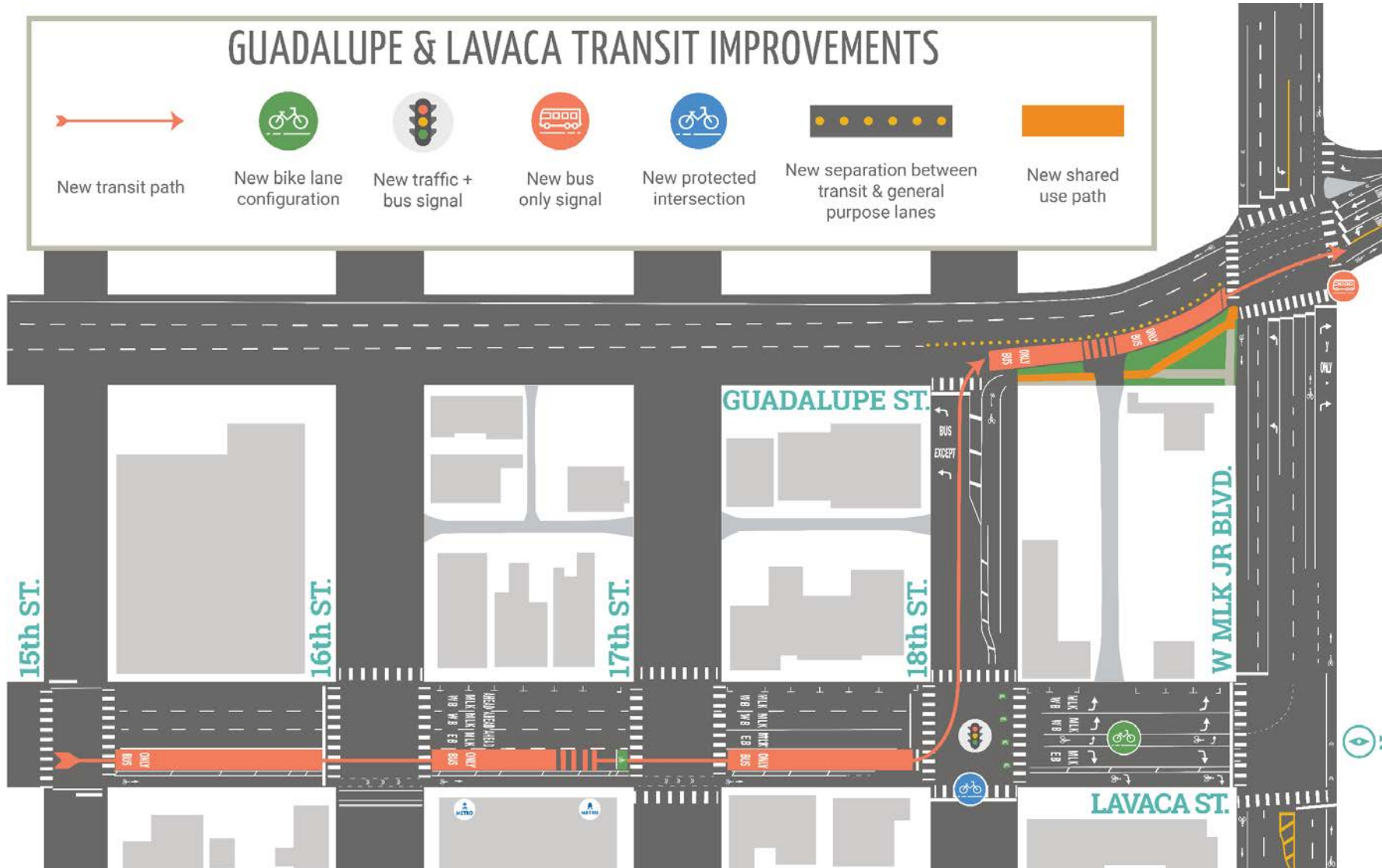
IMPLEMENTATION APPROACH



- Maximize benefits of improvements
 - Contract Outcomes – mobility, community outcomes
 - Performance Management Plan
 - Corridor Placemaking Strategy (community partnership)
 - Leveraging/partnership strategies
- Enhanced Communications Plan: Council, Boards/Comms

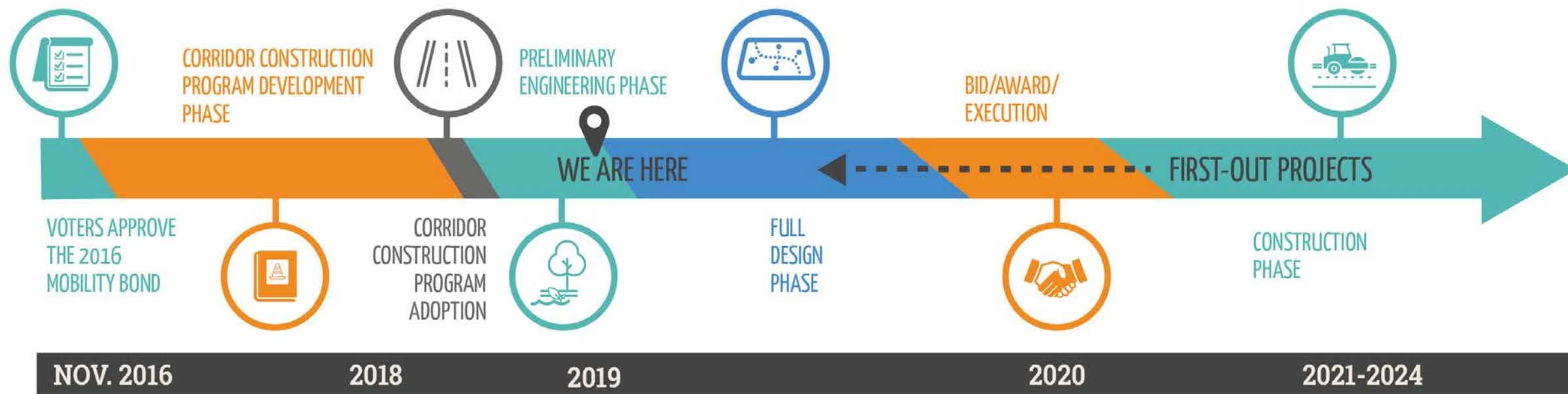
Crews modifying medians at Slaughter/S. 1st

18 STREET/GUADALUPE TRANSIT IMPROVEMENTS



WHAT'S NEXT

WHAT'S NEXT



WHAT'S NEXT

- » Council Member briefings
 - » Corridor-specific information
- » Potential Council action on April 25
 - » Updated cost information
 - » Updated implementation strategy
 - » Updated communications oversight strategy
- » Quickly move into final design/implementation phases

WHAT'S NEXT



*Corridor Mobility Program Business Workshop
October 2018*

- » Aggressively pursue first-out projects (2019-2020)
- » Construction impact mitigation plan for each corridor
- » Implement placemaking strategy
- » Engage/inform neighborhoods, businesses, other stakeholders

The background of the slide is a light beige map of Austin, Texas, showing a grid of streets and a central area that resembles a park or lake. The map is rendered in a simple, stylized manner with thin lines.

QUESTIONS?

ATTACHMENT C

CORRIDOR CONSTRUCTION PROGRAM SCOPE OF WORK - FULL DESIGN CONSTRUCTION

Corridor	Limits		Scope of Work	Implementation Approach	April 2019 Updated Status
	Limits	To			
Airport Blvd.	N. Lamar Blvd.	US183	<p>Full design and construction of up to 6.5 miles of corridor-wide system safety & mobility improvements including up to 21 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 13 miles of new shared-use paths, up to 6.5 miles of pavement rehabilitation, bridge widenings in both directions at Boggy Creek and the Capital Metro Rail line between Springdale Rd and Bolm Rd, intersection improvements with turn lane modifications at E MLK Blvd, Manor Rd, E Koenig Ln, E 45th St, & Springdale Rd., and evaluation of intersection improvements with turn lane modifications at 12th St.</p> <p>Initiate design for up to 6.5 miles of enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from N Lamar Blvd to US183.</p>	<p>Full Design & Construction</p> <p>Initiate Design</p>	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction.
Burnet Road	W. Koenig Ln.	Mopac	<p>Full design and construction of up to 5 miles of corridor-wide system safety & mobility improvements including up to 19 traffic signal improvements, up to 6 Pedestrian Hybrid Beacons (PHBs), up to 10 miles of new shared-use paths, up to 5 miles of pavement rehabilitation, intersection improvements with turn lane modifications at W Koenig Ln, W Braker Ln, Kramer Ln, Esperanza Crossing, & Gault Ln, intermittent median islands from W Koenig Ln to W Anderson Ln, improved stormwater drainage from US 183 to Mopac.</p>	Full Design & Construction	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction.
E. MLK Blvd./ FM969	US183	Decker Ln.	<p>Full design and construction of up to 1.5 miles of corridor-wide system safety & mobility improvements including up to 4 traffic signal improvements, up to 1 Pedestrian Hybrid Beacon (PHB), up to 3.5 miles of new shared-use paths, expanded sidewalks in both directions on Walnut Creek bridge, intersection improvements with turn lane modifications at Decker Ln, new street lighting at Decker Ln. *Preliminary Engineering of Corridor-Wide Mobility Improvements to Include evaluation of partnership/coordination opportunities for sidewalk on Decker Lane to Austin city limit and feasibility of transit-priority improvements.</p>	Full Design & Construction	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction.
East Riverside Drive	IH35	SH71	<p>Up to 3.4 mile corridor-wide system safety & mobility improvements including up to 14 traffic signal improvements, 3 Pedestrian Hybrid Beacons (PHBs), 0.7 miles of new or rehabilitated sidewalks, 1.3 miles of pavement rehabilitation, bridge widenings at Country Club Creek, intersection improvements with turn lane modifications at IH35, Willow Creek Dr, Pleasant Valley Rd & Montopolis Dr, intermittent median islands, new street lighting from Shore District Dr to Montopolis. These improvements also include 2.1 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Shore District Dr to Montopolis Dr.</p>	<p>Phase 1: Full Design & Construction of Critical Safety & Mobility Improvements</p> <p>Phase 2: Initiate Design of remaining improvements in alignment with Project Connect</p>	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction of the Corridor-Wide Safety & Mobility and Enhanced Multi-Modal Improvements in accordance with the noted implementation approach.

CORRIDOR CONSTRUCTION PROGRAM

SCOPE OF WORK - FULL DESIGN CONSTRUCTION

Corridor	Limits		Scope of Work	Implementation Approach	April 2019 Updated Status
	Limits	To			
Guadalupe Street	24th St, San Antonio St & Guadalupe St. from 18th St to 29th St.		Full design and construction of up to 3.2 mile corridor-wide system safety & mobility improvements including a transit contra-flow lane along Guadalupe from 18th St. to MLK, up to 3 traffic signal improvements, up to 4.9 miles of new or rehabilitated sidewalks, up to 0.7 miles of dedicated bike lanes, up to 1.7 miles of pavement rehabilitation, new street lighting from 18th St to 29th along Guadalupe St & from Guadalupe to N Lamar along 24th St.	Phase 1: Full Design & Construction of Critical Safety & Mobility Improvements Phase 2: Initiate Design of remaining improvements in alignment with Project Connect	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction of the Corridor - Wide Safety & Mobility Improvements in accordance with the noted implementation approach.
North Lamar Blvd.	US183	Howard Ln.	Full design and construction of up to 5.5 miles of corridor-wide system safety & mobility improvements including up to 13 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths, up to 10 miles of dedicated bike lanes, up to 5.5 miles of pavement rehabilitation, bridge widenings at US183 & Walnut Creek, intersection improvements with turn lane modifications at Rundberg Ln, Braker Ln & Parmer Ln, intermittent median islands, improved stormwater drainage from Rundberg Ln to Howard Ln. Initiate design for up to 1.1 miles of enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Thurmond St to Rundberg Ln.	Phase 1: Full Design & Construction of Critical Safety & Mobility Improvements Phase 2: Initiate Design of remaining improvements in alignment with Project Connect	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction of the Corridor-Wide Safety & Mobility Improvements and initiate design of the Enhanced Multi-Modal Improvements within the noted segment, in accordance with the noted implementation approach.
Slaughter Lane	FM1826	Vertex Blvd.	Full design and construction of up to 10.1 miles of corridor-wide system safety & mobility improvements including up to 25 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBS), up to 6.2 miles of new or rehabilitated sidewalks, up to 14 miles of dedicated protected bike lanes, up to 3.3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Escarpment Blvd, Brodie Ln & Congress/IH35, and 2.1 miles of roadway widening from 4 lanes to 6 lanes between Mopac and Brodie Ln.	Full Design & Construction	CAMPO grant awarded to provide funding for full design and construction of Enhanced Multi-modal Improvements, landscaping, and roadway widening from 4 to 6 lanes between Mopac and Brodie Ln. No other significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction.

CORRIDOR CONSTRUCTION PROGRAM

SCOPE OF WORK - FULL DESIGN CONSTRUCTION

Corridor	Limits		Scope of Work	Implementation Approach	April 2019 Updated Status
	Limits	To			
South Lamar Blvd.	Riverside Dr.	US290	3.2 mile corridor-wide system safety & mobility improvements including 15 traffic signal improvements, 4 Pedestrian Hybrid Beacons (PHBS), 6.4 miles of new or rehabilitated sidewalks, 6.4 miles of dedicated bike lanes, 32 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Barton Springs Dr, Hether St, Oltorf St, Mary St, Bluebonnet Ln & Barton Skyway/Manchaca, intermittent median islands at various locations along the corridor, improved stormwater drainage from Oxford Ave to Panther Trail. Enhanced Multimodal Improvements for South Lamar, Riverside to Barton Springs Road, for Full Design & Construction, including up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system for Riverside Drive to Barton Springs Road.*Funding for additional enhanced multimodal improvements for South Lamar to come from the South Lamar Corridor-wide funding as well as a portion from Slaughter Lane Corridor-Wide Mobility Improvement package (western portion), by refining estimates after Preliminary Engineering and potential cost reductions via reallocations or scope reduction as necessary.	Full Design & Construction	No significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction.
William Cannon Dr	Southwest Pkwy	McKinney Falls Pkwy	Full design and construction of up to 11.7 mile corridor-wide system safety & mobility improvements including roadway widening from 2-lanes to 4-lanes from Running Water to McKinney Falls Pkwy, up to 7 traffic signal improvements, up to 7 Pedestrian Hybrid Beacons (PHBS), up to 18.3 miles of new or rehabilitated sidewalks, up to 5.4 miles of dedicated protected bike lanes, up to 2.0 miles of pavement rehabilitation, new bridge construction at Marble Creek, and intersection improvements with turn lane modifications at Brodie Ln, Pleasant Valley Rd, & Bluff Springs Dr, improved stormwater drainage from Running Water to McKinney Falls Parkway. Initiate design for improvements at 14 intersections: Southwest Pkwy; Rialto Blvd; US 290; Escarpment Blvd; Beckett Rd; Brush Rd; Mopac; West Gate Blvd; Manchaca Rd; Emerald Forest Dr; S 1st St; S Congress; IH35 & Salt Springs Rd. and up to 3.5 miles of roadway widening from four lanes to six lanes between Brodie Ln and Manchaca & between IH35 and McKinney Falls Pkwy.	Full Design & Construction Initiate Design	CAMPO grant awarded to provide additional funding toward full design and construction of funded improvements between Running Water Dr. and McKinney Falls Pkwy. No other significant changes in general scope of work. Preliminary Engineering approaching completion and ready to progress into full design and construction.

ATTACHMENT D

COMMUNICATIONS AND OVERSIGHT STRATEGY

	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
2016 Mobility Bond e-Newsletter	X			

ATTACHMENT E

SMALL & MINORITY BUSINESS RESOURCES DEPARTMENT MBE/WBE OUTREACH PLAN - PROGRESS TO DATE

The Small & Minority Business Resources Department in conjunction with Haynes-Eaglin-Waters, LLC, a City-certified MBE/WBE firm that is a subconsultant to HDR Engineering, are actively implementing the MBE/WBE Outreach Plan (the plan). The plan was developed with input from community stakeholders and was presented to those stakeholders in November 2017. The plan identifies eight key issues which historically have affected the level of MBE/WBE participation along with 35 action items that the City will undertake to address those key issues. To date, over 50% of the action items identified are complete or in progress. Highlights include but are not limited to:

- Amending the MBE/WBE Procurement Program Ordinance to eliminate annual certification updates and extend the certification period from three years to four years.
- Implementing a “rapid renewal” certification pilot program that targets firms who provide services necessary for the Corridor Mobility Program.
- Implementing a “rapid certification” initiative which has significantly decreased the certification application process from a 90-day to a 30-day period. To date, SMBR has certified 53 firms under this effort.
- Providing technical assistance to firms that want to ensure that their vendor profiles accurately reflect the services and products they offer.

The remainder of the action items will be launched later this year or in accordance with the start of the construction phase including, but not limited to, offering a Corridor Preparation Course to help build capacity of firms to bid and perform on corridor projects, hosting prime/subcontractor networking sessions and providing technical assistance workshops to assist with challenges facing certified MBE/WBE firms.

Staff will continue to share information about the Corridor Mobility Program with our stakeholders and articulate Council’s commitment to MBE/WBE participation through the life of the program.