



City of San Antonio

Agenda Memorandum

File Number: 13-1062

Agenda Item Number: 7.

Agenda Date: 11/20/2013

In Control: City Council B Session

DEPARTMENT: CIMS

DEPARTMENT HEAD: Mike Frisbie

COUNCIL DISTRICTS IMPACTED: City Wide

SUBJECT:

Transportation Planning Policy Areas

SUMMARY:

Staff briefing on transportation planning policy areas to include TxDOT State Roadway Turn Back proposal and the Alamo Regional Mobility Authority \$1 Billion transportation infrastructure improvements proposal.

BACKGROUND INFORMATION:

TxDOT Turn Back Proposal

Recently, TxDOT has been discussing a transfer of certain state-owned, functionally local roadways to local governments. In San Antonio, the TxDOT Turn Back Proposal includes transferring up to 22 state roadways (129 miles) to the City. Currently, the City has a Municipal Maintenance Agreement (MMA) with TxDOT to maintain all state highways within our jurisdiction. Transferring responsibility for maintenance of these roadways would require action by the Texas Transportation Commission to remove the agreed roads from the state network and nullify the MMA for those roadways. TxDOT has stated that such transfers would only be done on a voluntary basis at this time.

A multi-departmental effort, involving Public Works, Planning, Budget, Economic Development and Intergovernmental Relations analyzed the impact if the City were to accept any of the 22 state roadways. This analysis involved determining the current condition of the state roadways, the required maintenance, the transportation functionality as well as identifying potential redevelopment opportunities in the corridors.

\$1 Billion RMA Proposal

On November 1, 2013, Councilman Ray Lopez and Assistant City Manager Carlos Contreras attended a meeting with the leadership of TxDOT, Bexar County and Bexar County Metropolitan Planning Organization to discuss a \$1 billion proposal (approximately) by the Alamo Regional Mobility Authority to add new capacity to U.S. 281, IH-10 and Loop 1604. The specific projects include:

- U.S. 281 from Marshall Road to the Bexar County/Comal County line (\$230 million for four new managed lanes, two in each direction);
- IH-10 from La Cantera Boulevard to Ralph Fair Road (\$70 million for two new managed lanes, one in each direction);
- Loop 1604 from Bandera Road to Redland Road (\$540 million for four new managed lanes, two in each direction);
- Loop 1604 from Potranco Road to Highway 90 (\$100 million for non-tolled overpasses which results in a four-lane non-tolled expressway to match the rest of Loop 1604)

ISSUE:

TxDOT Turnback Proposal

Based on optimal Public Works maintenance schedules, it would cost the City an estimated \$18 million annually to provide street (crack sealing and overlays) and related maintenance (markings, signs, street sweeping, and mowing) to all 22 state roadways (129 miles) identified. TxDOT has acknowledged that all current TxDOT scheduled maintenance would be completed prior to turning a roadway back. TxDOT also has stated that a one-time financial incentive up to \$22,000 per lane mile may be provided.

Currently, the City is responsible for the maintenance of over 4,066 miles of City streets with an average annual street maintenance budget of \$35 million. Based on a FY 2010 city-wide street condition survey, it would cost the City approximately \$55 million to maintain the City's current street network. Assuming responsibility for maintaining any of the proposed TxDOT roads would add to the current \$20 million funding gap for maintenance of the current street network.

\$1 Billion RMA Proposal

On November 1, 2013, TxDOT, Bexar County and Bexar County Metropolitan Planning Organization provided detail on a \$1 billion proposal (approximately) by the Alamo Regional Mobility Authority to add new capacity to U.S. 281, IH-10 and Loop 1604 within four specified projects that included managed lanes.

The managed lane concept is typically a freeway within a freeway where a set of lanes within the freeway is separated from the general purpose lanes. A principle management strategy for non general purpose lanes can include allowing free use of the lanes for high-occupancy vehicles and paid use of the lanes with a toll.

With the exception of Loop 1604 from Potranco to Highway 90, all would be toll projects using public financing. The County has proposed using one half of its new \$10 vehicle registration fee capacity to generate \$75 million in bond funds to help finance the toll projects. TxDOT stated that it could help fund the toll projects if the City of San Antonio would agree to assume responsibility for all 129 miles of state roadways included in the TxDOT State Roadway Turn Back proposal.

Additionally, the County suggested that the City provide a portion of its annual Advanced Transportation District funding for a portion of the Loop 1604 from Potranco to Highway 90 project for which there is currently no funding identified.

RECOMMENDATION:

TxDOT Turnback Proposal

At the present time, the transfer of state roadway ownership from TxDOT to San Antonio control is not recommended for any of the 22 identified state roadways. Assuming maintenance responsibility for any of the proposed TxDOT roads would increase the current \$20 million funding gap for maintenance of the City’s current street network. The TxDOT identified one-time funding incentive of up to \$22,000 per lane mile has been determined by City staff to be insufficient funding for street maintenance over a period of years. Additionally, determining which if any roadways the City should accept should be contingent upon the completion of the City’s Comprehensive Plan and any additional funding mechanisms for roadway maintenance identified through the next Legislative Session.

\$1 Billion RMA Proposal

At this time, staff is not recommending any City action with respect to the Alamo Regional Mobility Authority \$1 Billion transportation infrastructure improvements proposal. Staff will brief City Council on the proposal and the impact it would have to the City’s annual operating budget to include its Advanced Transportation Funds.

ALTERNATIVES:

If the desire is for the City of San Antonio to consider ownership of certain State roadways that either require minimal maintenance or fulfill a specific City vision, a breakdown of three roadway acceptance alternatives is provided below along with the estimated annual maintenance costs.

State Roadway	Limits	Estimated Annual Maintenance over 25 yrs
<i>Alternative I - Minimal Maintenance</i>		
UTSA SS 0053	IH10 to UTSA	\$184,995
Lone Star Pass SS 0066	Hwy 16 to Toyota	\$58,199
<i>Alternative II - Redevelopment Control</i>		
Broadway SL 0368	IH35 to Alamo Heights	\$581,015

FISCAL IMPACT:

This item is for briefing purposes only. There is no direct fiscal impact associated with this item; however, both the TxDOT State Roadway Turn Back proposal and the Alamo Regional Mobility Authority \$1 Billion transportation infrastructure improvements proposal would have financial impacts to the City depending on a final City staff recommendation.

ATTACHMENT(S):

- Fiscal Impact Form
- List of 22 TxDOT State Roadways in Turn Back Proposal
- Map of 22 TxDOT State Roadways in Turn Back Proposal
- Map of RMA proposal
- Table of potential funding sources for RMA proposal