# Texas Avenue Upgrades and Widening Improvements

City Council Workshop

August 6, 2013

# Presentation Today

- Traffic Counts
- Improvement Options
- Recommended Phases
- Metropolitan Planning Organization (MPO) Process
- Funding Options
- Summary

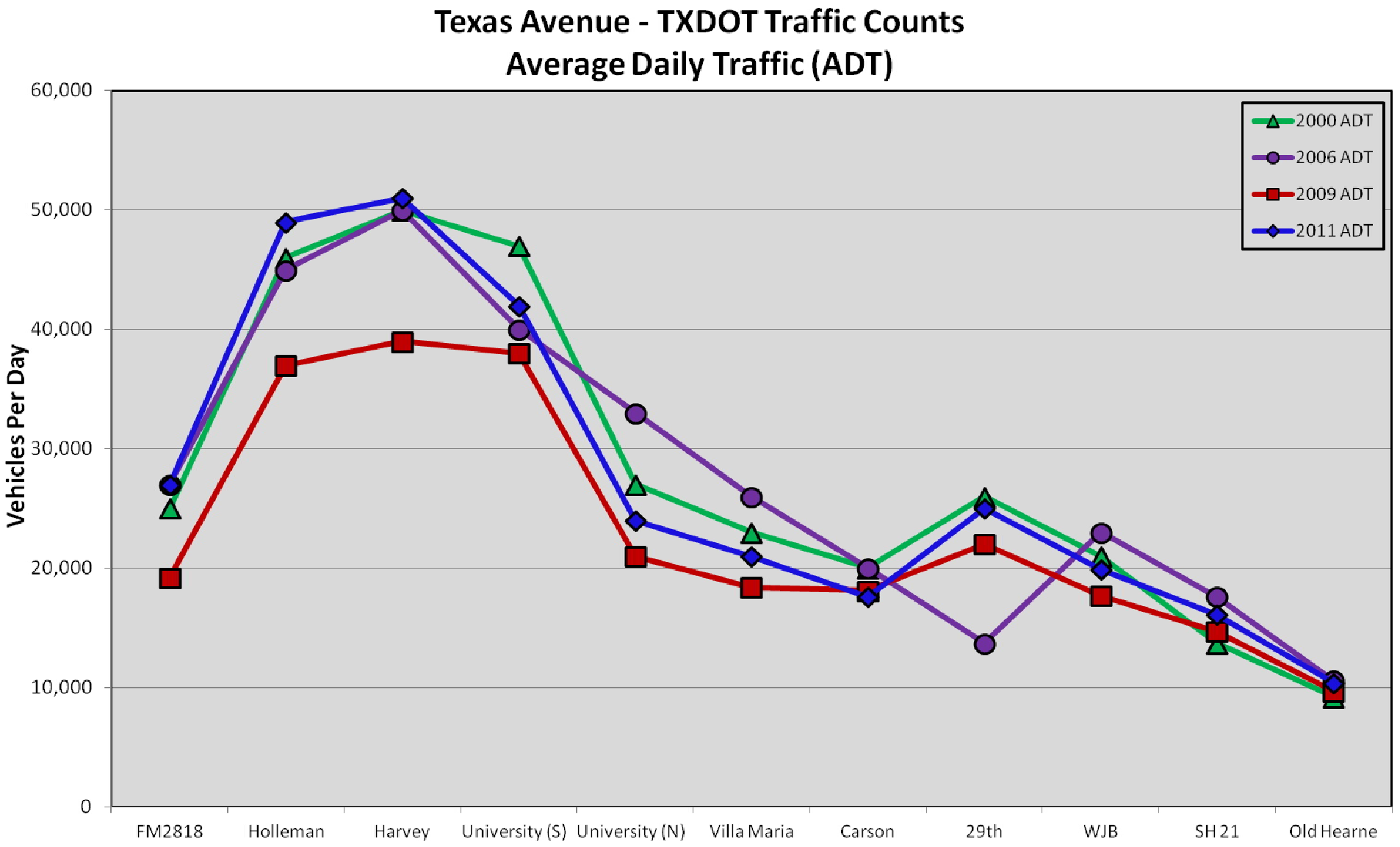
# Traffic Count Comparison

Average Daily Traffic (ADT) TXDOT Data:

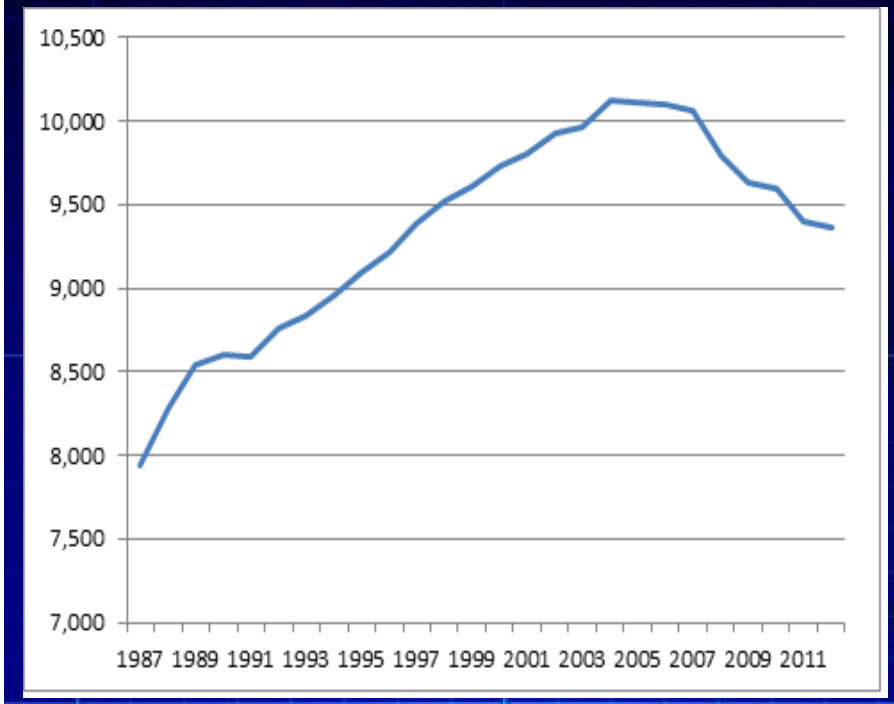
| 2000 - Vehicles per Day (vpd) | |
|---|---|
| •FM2818 | 25,000 |
| •Holleman | 46,000 |
| •Harvey | 50,000 |
| •University (S) | 47,000 |
| •University (N) | 27,000 |
| •Villa Maria | 23,000 |
| •Carson | 20,000 |
| •29th | 26,000 |
| •WJB | 21,000 |
| •SH 21 | 13,700 |
| •Old Hearne | 9,200 |
| **Total:** | **307,900** |

| 2011 - Vehicles per Day (vpd) | |
|---|---|
| •FM2818 | 27,000 |
| •Holleman | 49,000 |
| •Harvey | 51,000 |
| •University (S) | 42,000 |
| •University (N) | 24,000 |
| •Villa Maria | 21,000 |
| •Carson | 17,600 |
| **•29th** | **25,000** |
| •WJB | 19,900 |
| •SH 21 | 16,100 |
| •Old Hearne | 10,400 |
| **Total:** | **303,000** |

# Traffic Counts – Texas Ave

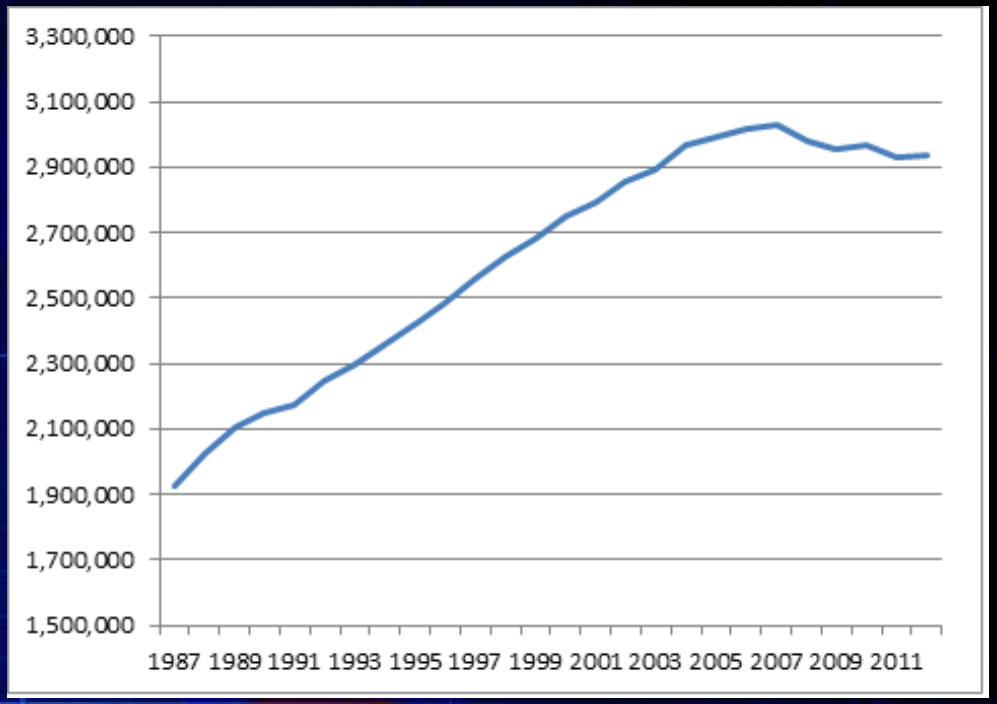


# National Trend




Vehicle miles traveled per capita for the United States.

*Source: FHWA and Census Bureau*




Total Vehicle miles traveled (in millions) for the United States.

*Source: FHWA*

# Texas Ave - Holleman

# Texas Avenue - Lincoln

# Texas Avenue – North Ave

# Roadway Capacities

## Local Streets

- 2 lane local street: 5,000 vpd

## Collectors

- 2 lane (w/ left turn lanes): 16,000 vpd

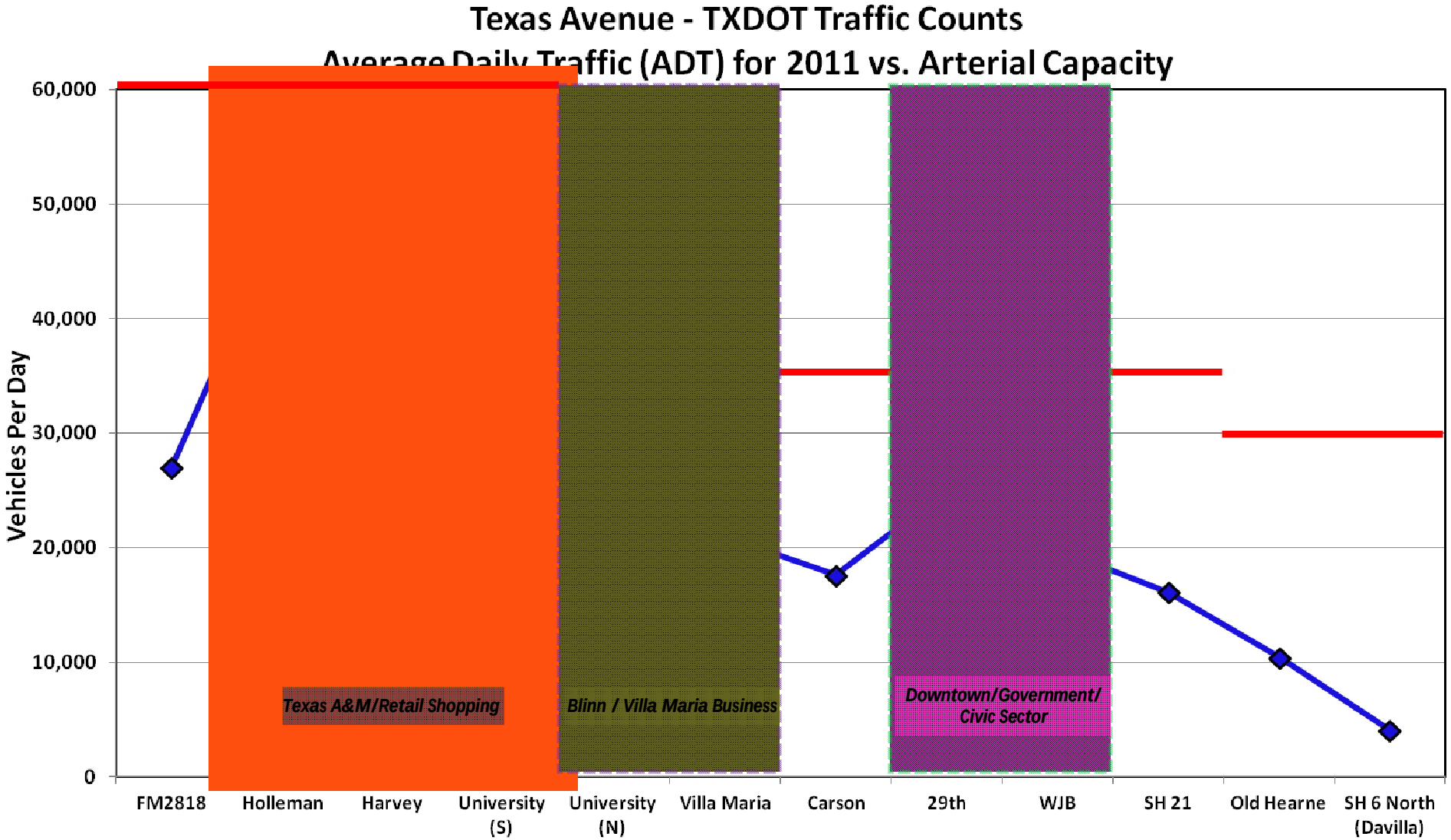
## Arterials

- **4 lane (w/ center left turn lanes): 35,000 vpd**
- 4 lane (w/ medians / turn lanes): 40,000 vpd
- **6 lane (w/ medians / turn lanes): 60,000 vpd**

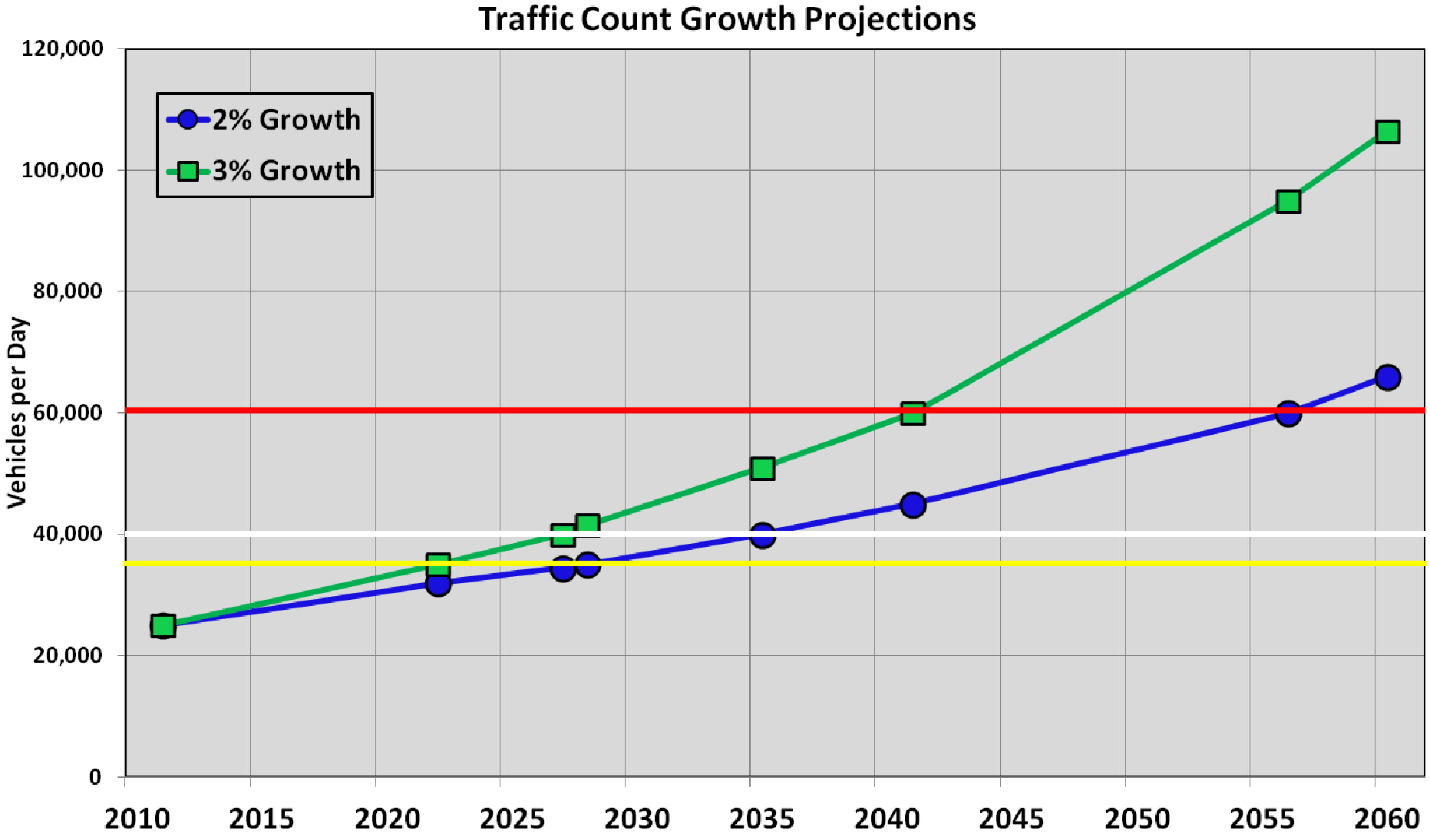
## Freeways or controlled access

- 4 lane freeway: 80,000 vpd
- 6 lane freeway: 100,000 vpd
- 8 lane freeway: 130,000 vpd

# Primary Traffic Generators



# Projected Traffic Counts



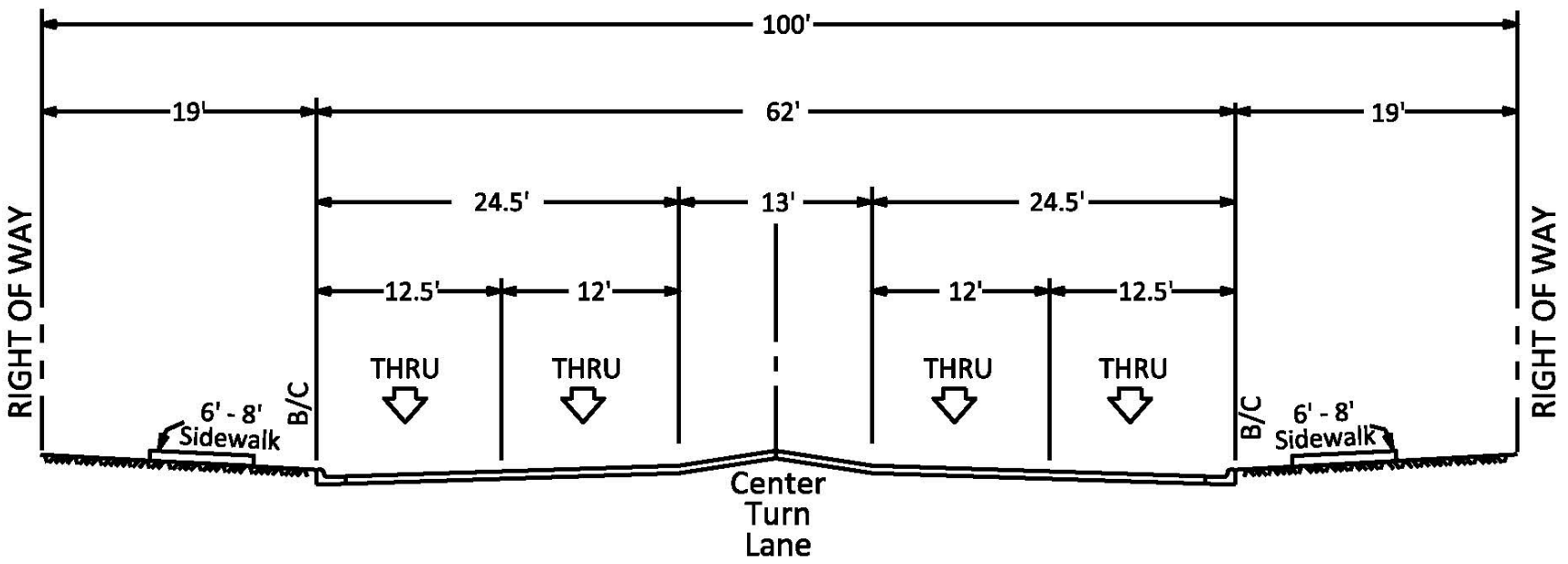
# Improvement Options

Major Options: (existing ROW ~ 100 FT)

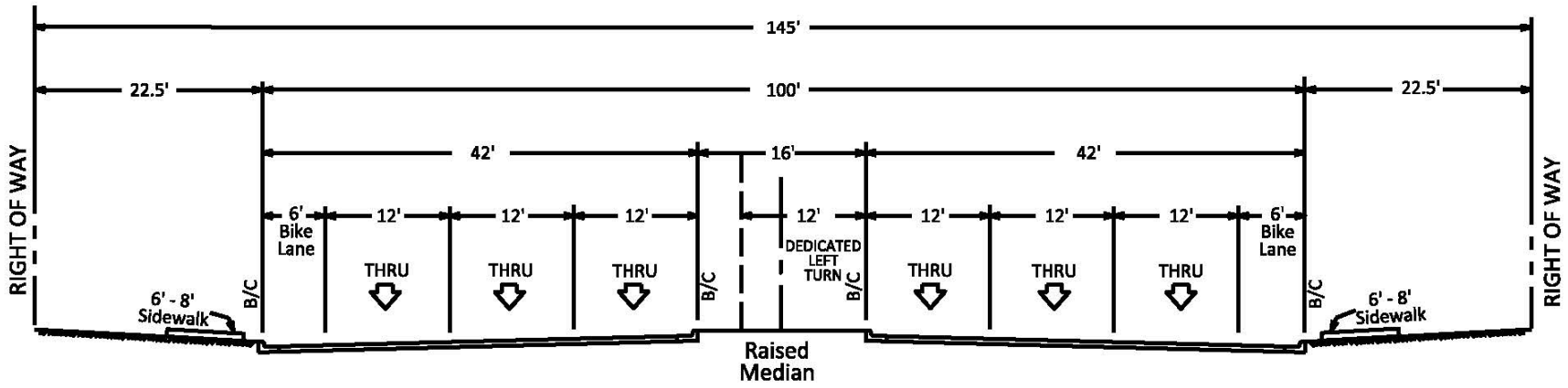
- Option 1: 6 lane width = 145 FT of ROW
- Option 2: 4 lane width = 120 FT of ROW
- Option 3: 4 lane width, use existing ROW

Other Considerations

- Raised decorative medians (landscaped or not)
- Sidewalk / Bike facilities on both sides
- New Traffic Signals
- Utility relocations ($10-11MM)
- Phase upgrades




**Texas Ave Widening: Existing Conditions**




**Texas Ave Widening: Proposed 145' ROW**

***Six Lanes with One Dedicated Left Turn***

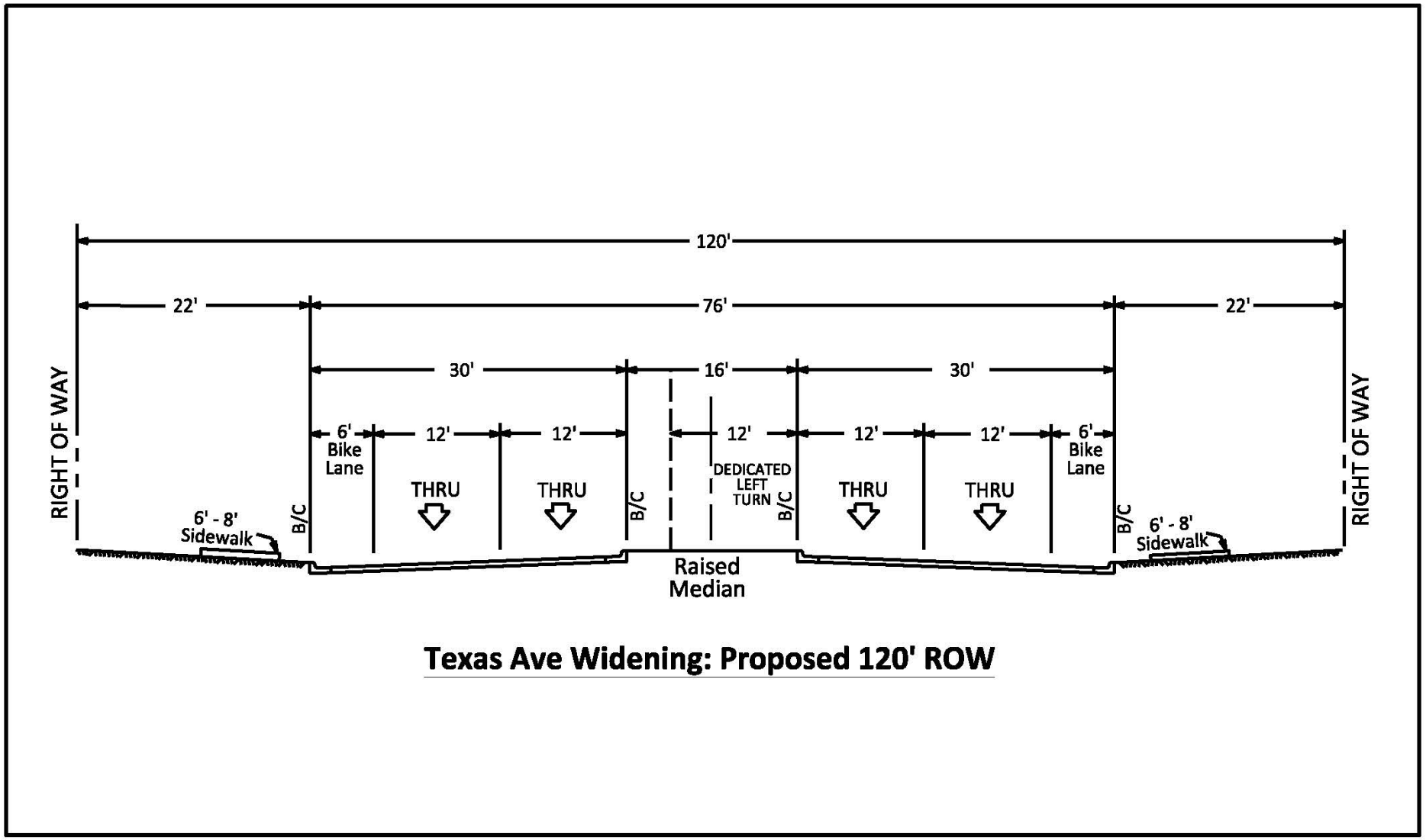
# 6 Lane *(Option 1)*

Pros:

- Significant added capacity for traffic (60,000 vpd)
- Aesthetics
- Spur redevelopment

Cons:

- Land expense, including buildings = $22,700,000
- Most expensive construction cost = $125,000,000
- Environmental concerns




**Texas Ave Widening: Proposed 120' ROW**

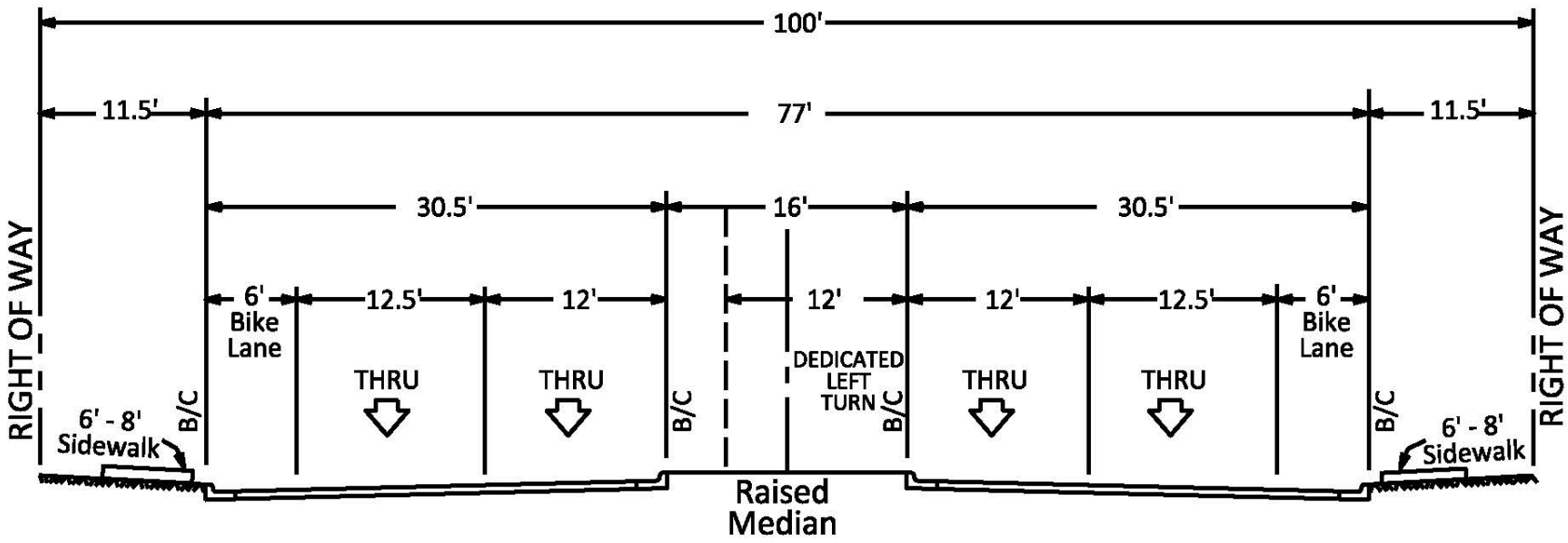
# 4 Lane *(Option 2)*

Pros:

- Added capacity for traffic (40,000 vpd)
- Aesthetics
- Spur redevelopment

Cons:

- Land expense = $11,400,000
- Estimated construction cost = $50,000,000
- Environmental concerns




## Texas Ave Widening: Modified Conditions

***Note: Bike Lanes shown are optional***

# 4 Lane Alternate *(Option 3)*

Pros:

- Added capacity for traffic (40,000 vpd)
- Aesthetics
- Spur redevelopment

Cons:

- Utilities under sidewalk
- Estimated construction cost = $50,000,000

# Cost Estimates

| *Options* | *Number of Easements* | *Cost to Purchase Easement* | *Number of Buildings* | *Cost to Purchase Buildings* | *Construction Cost* | *Total Cost Estimate* |
|---|---|---|---|---|---|---|
| **Option 1: 145 ft ROW** | **407** | **$6,000,000** | **114** | **$16,700,000** | **$125,000,000** | **$147,700,000** |
| **Option 2: 120 ft ROW** | **405** | **$2,700,000** | **57** | **$8,700,000** | **$50,000,000** | **$61,400,000** |
| **Option 3: Existing ROW** | **N/A** | **N/A** | **N/A** | **N/A** | **$50,000,000** | **$50,000,000** |

# Recommended Phases

Phase 1 – University to Villa Maria

Phase 2 – Coulter to SH 21

Phase 3 – Villa Maria to Coulter

Phase 4 – SH 21 to north City Limits

# MPO Process

- Texas Avenue is a TXDOT facility (State Highway 6 Business Route)
- Any major project requires MPO approval
- Currently 3 Texas Avenue Improvement Projects in the MPO's Plan:
  1. University to Villa Maria
  2. Villa Maria to 29th
  3. 29th to SH 21
  - Scope is not defined, nor a cost assigned
  - Highest ranked segment based on 2008 ranking is Villa Maria to 29th

# MPO Ranking

- MPO Technical Advisory Committee will rank projects later this year (like in 2008)
- Ranking criteria include following factors:
  - Level of Service
  - Crash History
  - Connectivity

# Funding Options

- City Issues Debt
- Transportation Reinvestment Zone (TRZ)
- TXDOT State Infrastructure Bank (SIB) Loans
- TXDOT Participation

# TRZ Funding

Transportation Reinvestment Zone (TRZ)

•Captures property tax increment arising from the planned project

•3 types – County, Municipal and Port

- Can be set for only a certain % into TRZ
- Captured funds can be used:

– directly toward a transportation project

– as a pledge for a method of financing (for cities and ports, that could include bond issuance)

– or may contract with a public or private entity to develop, redevelop, or improve a transportation project

# TXDOT SIB Loans

## TXDOT State Infrastructure Bank (SIB) Loans

- Allows borrowers to access capital funds at or lower-than-market interest rates, 20-30 year terms
- 175 Million to 300 Million available in Texas
  - $70 Million in applications have been received
- Work eligible for the program's funding includes:
  - Planning and preliminary studies
  - Feasibility, economical and environmental studies
  - Appraisal and right of way acquisition
  - Surveying
  - Utility relocation
  - Engineering and design
  - Construction and inspection

# TXDOT Participation

- First available funding is in 2019
- Local government participation could leverage additional funds from Texas Transportation Commission

# Summary

- Based on traffic count projections, the roadway capacity is good for the next 10-15 years
- Consistent pedestrian routes (continuous sidewalk) would encourage alternate transportation use
- Improvements would enhance the aesthetics of the corridor and possibly spur redevelopment
- Recommend preliminary engineering on Option 3 from University to Villa Maria, with sidewalks and underground utilities
- Continue to pursue funding options for corridor

# Questions

# Additional Slides

# Texas Avenue

Options on where to go next with this topic?

- Schematic Design to better define scope, property and utility impacts, and cost estimates
- Update the MPO projects
- If TRZ / TIRZ or Loan desired, need to have initial study to determine viability.
- Consider how impacts future CIP / Bonding capacity of the City.

# TRZ Funding

Transportation Reinvestment Zone (TRZ)

- Typically see an initial study (usually done by consultant) to analyze options w/ property values, etc. in determining viability of a TRZ.
- Legislature added ability to capture Sales Tax increment through Senate bill 11-10
- Eligible costs include Studies, ROW acquisition, utility relocation, construction
- 6 month process to get established – all at the local level.

# TRZ vs TIRZ

What's the difference between a TRZ and a TIRZ (Tax Increment Reinvestment Zone)?

- Operate the same in terms of increment capture of property values and depositing them in a separate account from the general fund.
- TRZ is limited to Transportation as opposed to TIRZ can be used for non-transportation items.
- TRZ does not require a board of directors like TIRZ do (just managed by the city).

# TRZ Examples

Transportation Reinvestment Zone (TRZ)

–TRZ's can be used to pay back Loans or Bonds.

–Examples of entities using these financing options

- El Paso furthest along – created multiple TRZ including County level – they also used the State Infrastructure Bank Loan program
- City of El Campo created one December 2012
- Hildalgo County (RMA)