



# TEXAS DEPARTMENT OF TRANSPORTATION



## TML/TEMPO/TXDOT MUNICIPAL HIGHWAY TURNBACK PROGRAM

March 27, 2014



# 10K Lane Miles Non-Freeway Highways in Communities

- Approximately 10,000 lane miles of non-freeway highways are on the state highway system in 59 communities
- Population of these communities > 50,000
- Approximately 6,900 lane miles of these non-freeway highways are not integral parts of the connectivity of state highway system
- These highways are perceived by communities as local streets
- The estimated cost to the State to maintain these is \$165 million annually

# Historical Timeline

- 1920 – 1940
  - City roads are primary connectors
- 1950 – Present
  - Growth of cities
  - State system accelerated
- 1960 – 1990
  - Development of interstate highway system
  - Various loops around city

# Why This is Good for the State

## Reasoning

- Addresses agency goal of maintaining a safe system
- Better for connectivity
- Lamar in Austin, Westheimer in Houston, Northwest Highway in Dallas now major thoroughfares
- No longer connected

## Goals

- Building facilities that enhance connectivity
- Maintains safe transportation system
- Money saved goes toward priority maintenance in districts where transitions occurred

# Why This is Good for Communities and Regions

## Benefits to Municipalities: Increased Local Control

- Returns local control back to community
- Creates opportunities for economic development and renewal
- Provides ability to control access (driveways)
- Department approval not required for special events requiring road closure
- Provides ability to allow and control on-street parking
- Provides a means to allow encroachments such as community banners, curbside dumpsters, etc.
- Provides a means to implement landscaping or green belt requirements
- Allows complete control over speed limits
- Allows maintenance to be determined by local government

# Memorandum of Understanding for Turnback Program

- Initiative sparked by feedback from TTC August 2013 meeting
- Joint agreement between TML, TEMPO and TxDOT
- Defines the important parameters of the Turnback Program
- Establishes a consistent approach to be used statewide

# Key Points of Memorandum of Understanding

- A cooperative program between cities and TxDOT
- Participation in the program is voluntary
- Transferred highway will be in satisfactory condition before a transfer occurs
- The Turnback Program is available to any city within the boundaries of a metropolitan planning organization (MPO)
- No penalties will be imposed on cities who choose not to participate
- Future savings will be used in the city on other priority highway projects

## Financial Considerations

- A portion of the maintenance savings will be used in a participating city in accordance with the local implementation plan developed by the city and TxDOT.
- Expenditures from the Turnback Program will be capped at \$100 million.
- These savings will be used by TxDOT on eligible mobility, safety and preservation projects.