



Do We Really Need Toll Roads in San Antonio?

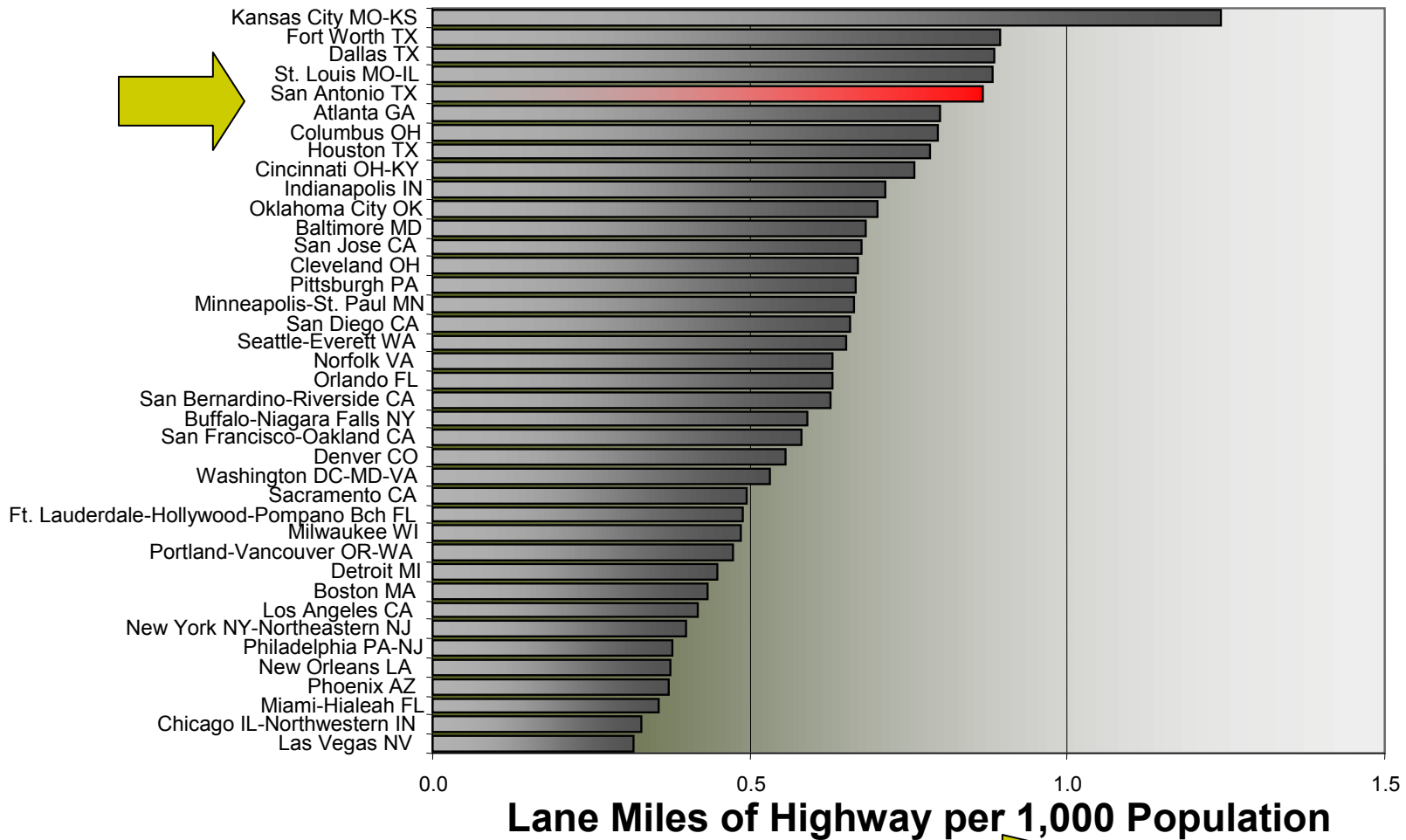
Bill Barker, AICP

San Antonio Automobile Dealers Association

April 11, 2006

San Antonio Ranks Number 5 in Highways

U.S. Urbanized Areas over 1,000,000, 1999



Source: Texas Transportation Institute



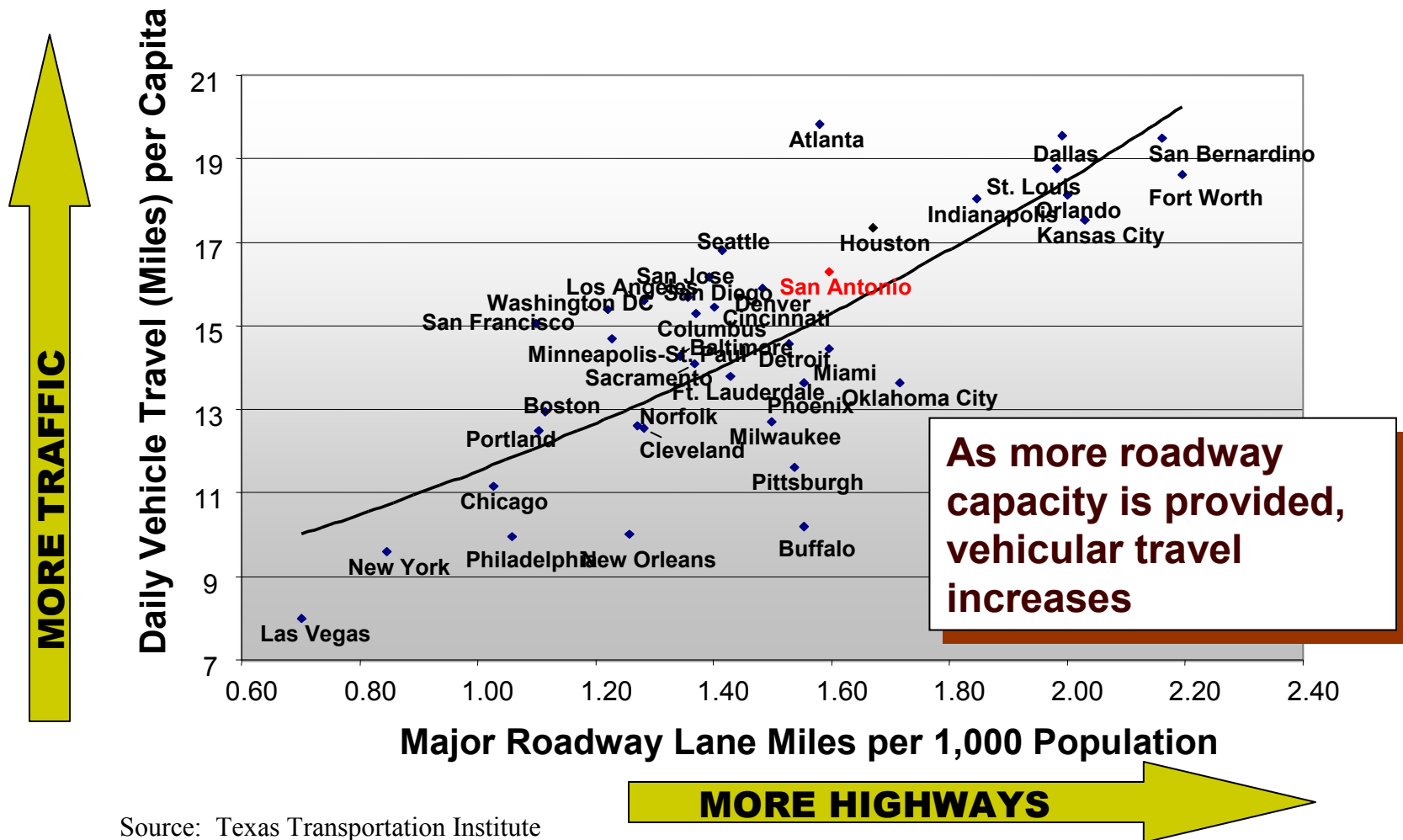


Do we need yet another road tax?

San Antonio is the only city in Texas with a sales tax for TxDOT projects.

More Roads Means More Traffic

TTI Data for 39 U.S. Urban Areas over 1,000,000, 1999



Source: Texas Transportation Institute

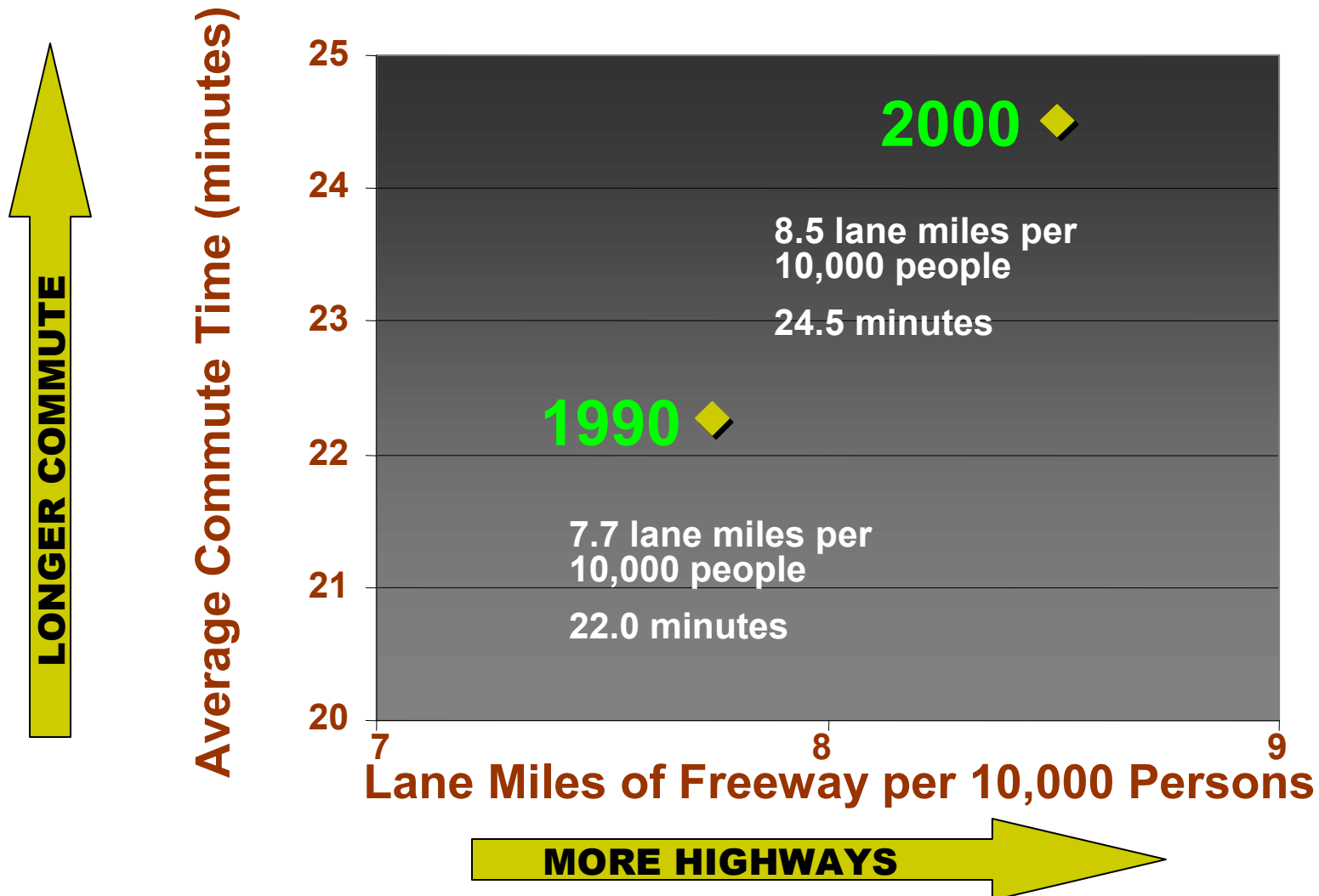


Costs of Excessive Driving

- SA residents drive 29 vehicle miles/person/day – 19% above big city average
- SA residents and businesses annually spend \$854M more for transportation than if they drove an average amount (44.5¢ per vehicle mile)
- SA has 28% more traffic fatalities per capita (additional economic loss of \$37M per year)
- SA exceeds 8-hour human health ozone standard on some days (additional \$37M [2001] per year in health costs from transportation air pollution)
- *Forbes* magazine top 10 list of cities hardest hit by gasoline price increases (Sept. 29, 2005)

11% Longer Commute Time with More Highways

San Antonio, Texas



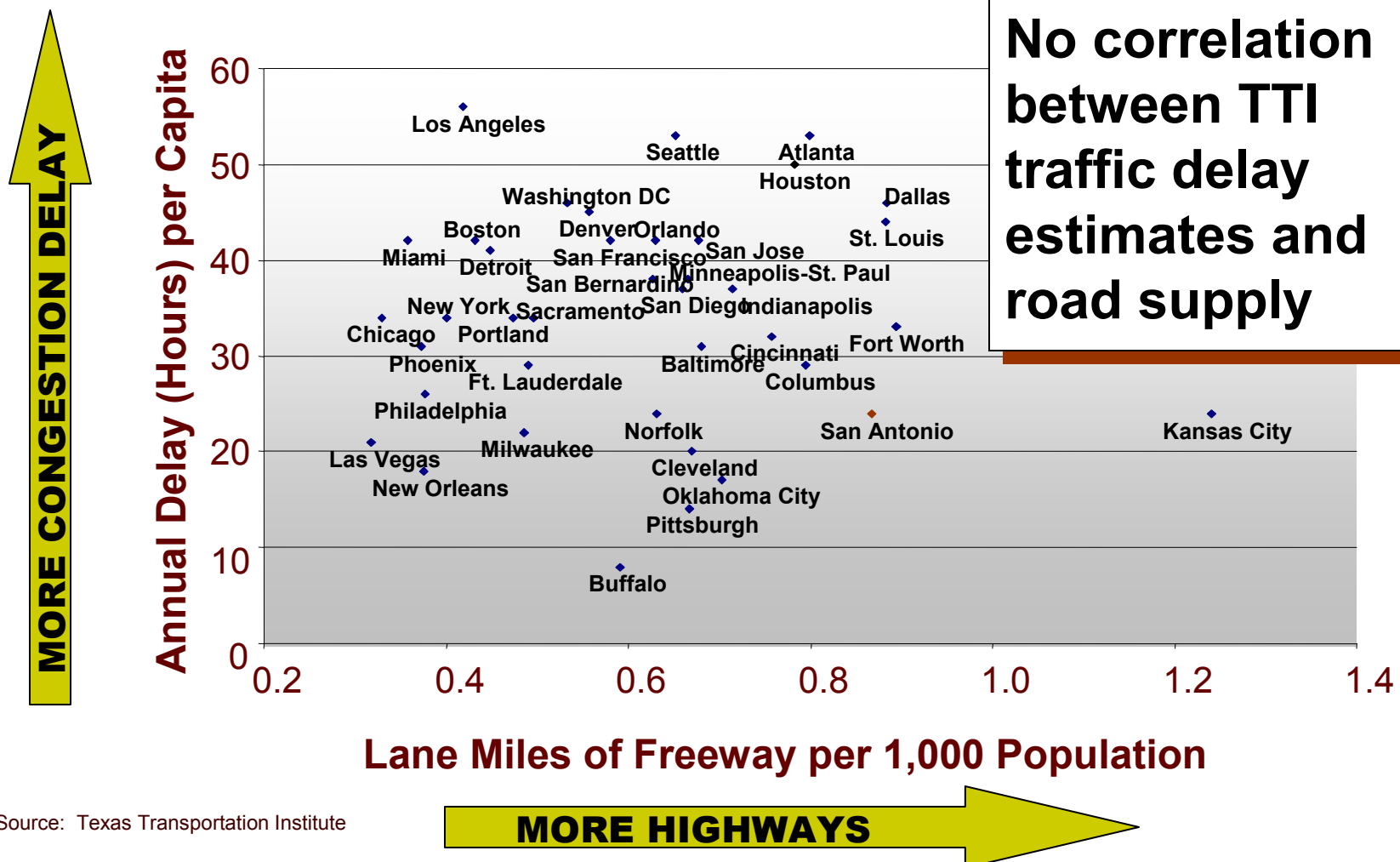


Are TTI Congestion Estimates Valid?

- ❑ Estimates not measurements
- ❑ Too many assumptions to convert limited traffic counts into annual travel delay for a region
- ❑ CA, FL, WA prefer to measure travel times and delay rather than use TTI estimates
- ❑ No correlation with highway supply
- ❑ TTI has abandoned approach – no report this year

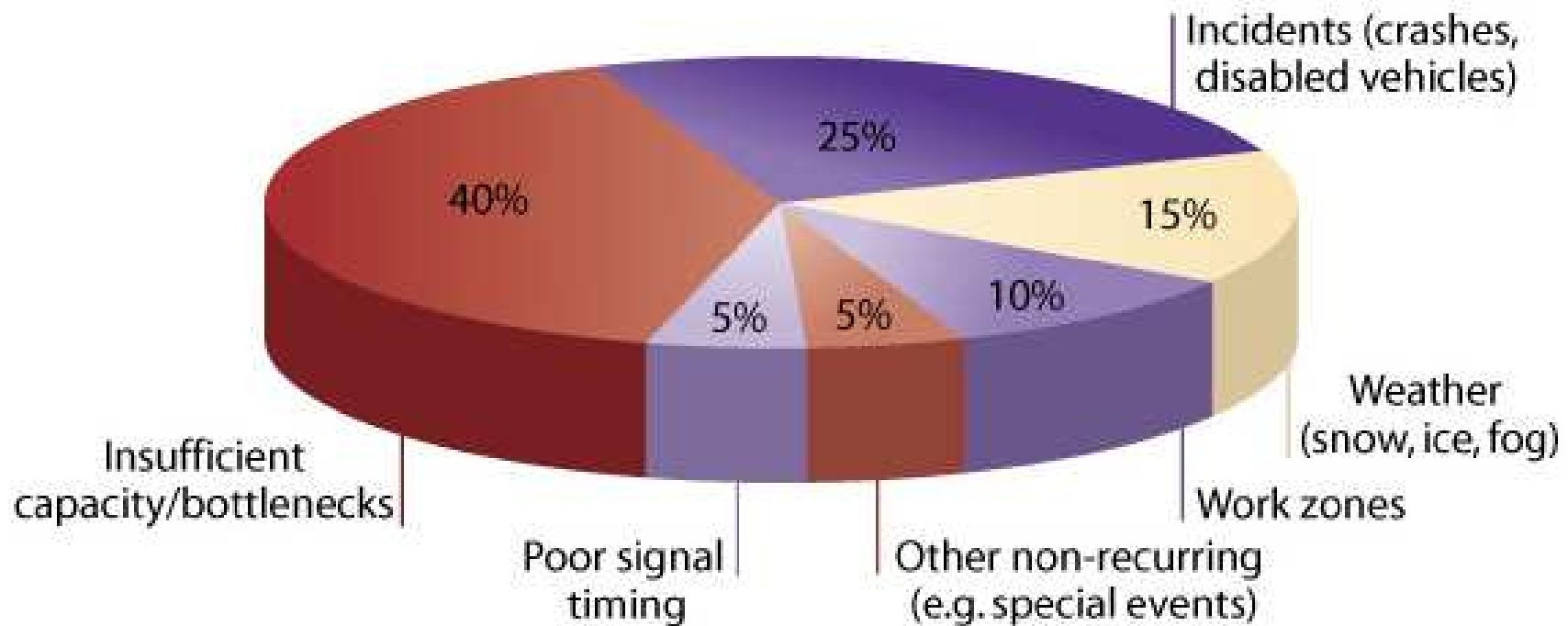
TTI Congestion Estimates and Road Supply

TTI Data for 39 U.S. Urban Areas over 1,000,000, 1999



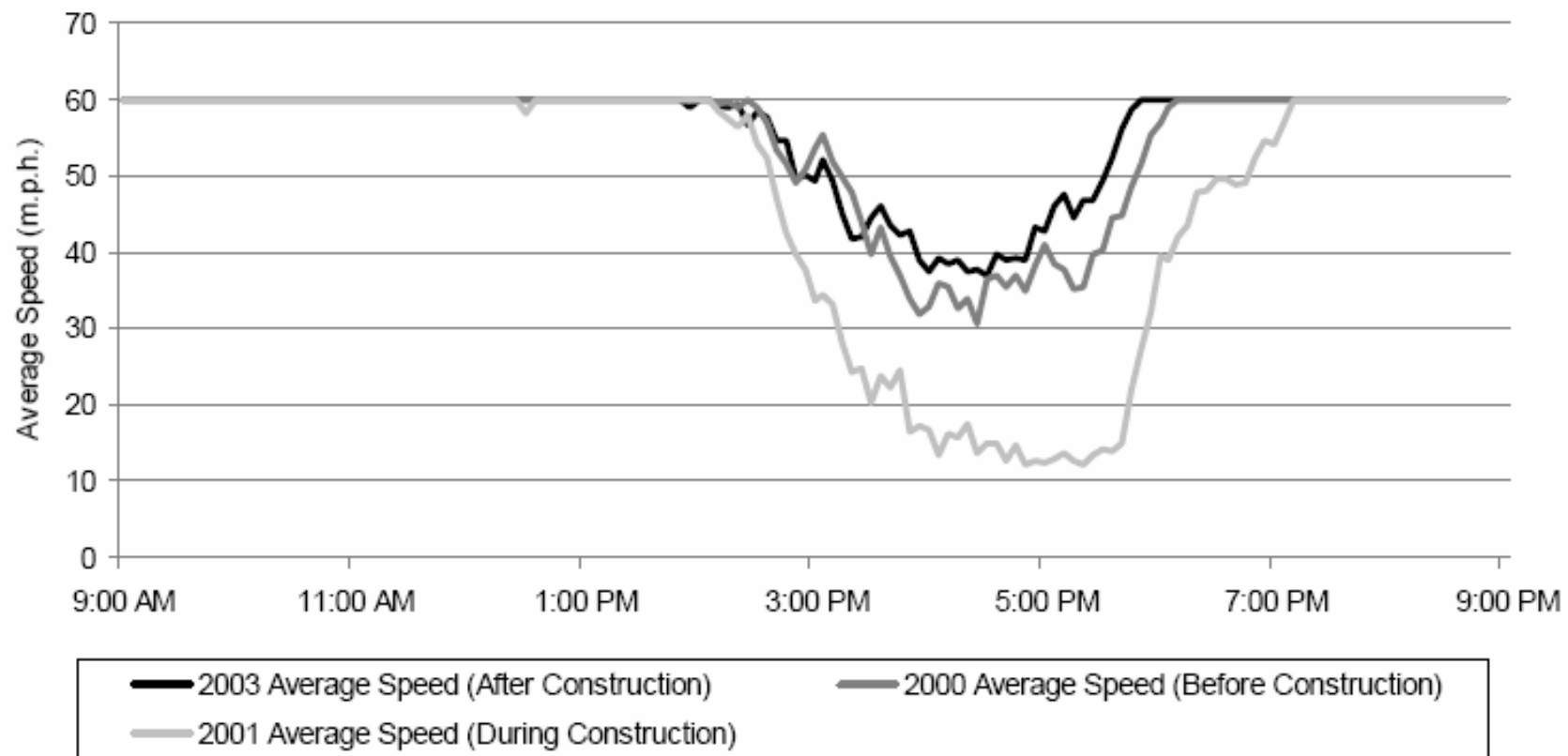
Source: Texas Transportation Institute

Most Road Delay Unrelated to Capacity



Federal Highway Administration, http://ops.fhwa.dot.gov/aboutus/one_pagers/cong_mitigation.htm

Real data on highway speeds before, during and after re-construction



I-5 in Seattle, from **Measuring Congestion: Learning From Operational Data** by Daniela Bremmer, Keith C. Cotton, Dan Cotey, Charles E. Prestrud, Gary Westby, Publication (second revised) version submitted March 29, 2004 to Transportation Research Board

Weekend Intersection Reconstruction

WSDOT

- ❑ Intersection closed at 7pm on Thursday and open at 6am on Monday
- ❑ High early-strength concrete ready in 12 hours
- ❑ Traffic rerouted during reconstruction
- ❑ City of Austin used similar approach for West 24th at Lamar in July 2004



Round-the-clock construction To ensure that the project stayed on schedule, the contractor used a critical path timeline based on hours, not days.

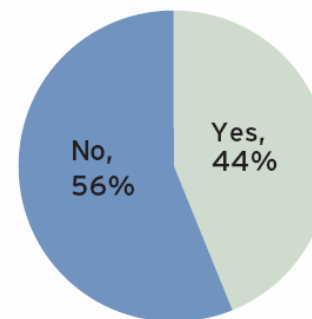


<http://www.fhwa.dot.gov/construction/fs01023.htm>
http://www.ci.austin.tx.us/news/2004/lamar_24th.htm

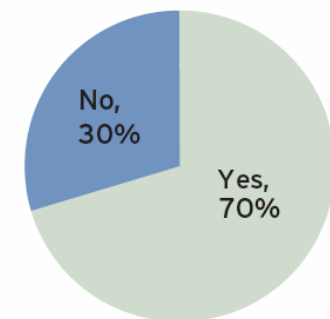
I-15 Reconstruction in 9 Days

CALTRANS

- ❑ Reconstruction of 2.7 miles of I-15 in Devore in southern California
- ❑ 10-month project reduced to 9 days
- ❑ I-15 closed for only 55 hours
- ❑ CalTrans provided advanced traveler information on alternative routes and bus service for commuters
- ❑ 25% reduction in construction cost



Pre-construction responses



Post-construction responses

City Comparison

	World Champion Spurs	#1 Prosperity	#1 Quality of Life	#1 Freeway Capacity per Person
City	San Antonio	Las Vegas	Vancouver, BC	Kansas City
Metro Area Population, millions, 2000	1.6	1.4	2.0	1.8
Freeway Lane Miles per 1,000 People, 1999	.87	.32	No freeways in city	1.24
Average Commute Time in Minutes, 2000	24.5	24.1	26.5	22.9



Ways to Hurt Our Local Economy

- ❑ Increase government taxes and fees
- ❑ Increase the cost of transportation for customers, employees, suppliers, shippers, etc.
- ❑ Lose our money from local circulation to Austin, Washington, the Middle East and foreign investors



Stop the Leaking!

- ❑ Texas has lost \$9.7B in federal gas taxes, 1956-2003
- ❑ San Antonio lost \$312.4M in federal highway trust fund money, 1998-2003
- ❑ Bexar County residents lose 20% of all contributions to federal and State highway programs (6.7 cents per gallon lost)
- ❑ San Antonians spent \$114.5M in 2005 on Middle Eastern oil for transportation

Impact of Higher Transport Costs

