

**PROPOSED CIBOLO TURNPIKE PARKWAY
EXTENSION OF FM 1103
FROM WAGON WHEEL WAY TO
INTERSTATE HIGHWAY 10**

| Summary |

The extension and realignment of FM 1103 to IH 10 was conceived in 2006 and was incorporated into Cibolo's Future Land Use Map & Future Thoroughfare Plan and our Capital Improvement Plan (CIP) over the last ten years.

In 2015, the Cibolo City Council instructed the City Manager to explore options to extend FM 1103 to SH 78 and to IH 10.

Development of a high-capacity roadway passing through the City of Cibolo that connects Interstate Highway 35 with Interstate Highway 10 may enhance public transportation and provide needed connectivity between two of the nation's major transportation corridors.

Furthermore, the Cibolo Turnpike Parkway will include the construction of an overpass over Union Pacific Railroad tracks and SH 78; thereby, improving emergency vehicle response times by affording Police, Fire, and EMS first responders access to both sections of the city.

The northern end of the 7.1 mile long extension starts at the existing intersection of Wagon Wheel Way and FM 1103. The roadway will extend south through a proposed "greenfield" route and connect to IH 10 at the existing Zuehl Road overpass.

The proposed right-of-way width is 150-feet. This right-of-way width is designed to accommodate up to three traffic lanes in each direction with a raised median.

An additional benefit from this roadway extension for the City of Cibolo is the creation of economic opportunities that come with opening undeveloped property. The proposed 7.1-mile extension of FM 1103 may impact over 2,000 acres within a quarter-mile of the roadway.

The synergy that would be created at the “four corners” resulting from extension of FM 1103 to IH 10 may be game-changing for the City of Cibolo. Additionally, the road frontage along IH 10 within the city limits of Cibolo and some intersections could explode with interest and activity.

- SH 78 intersection
- Lower Seguin Road intersection
- Zuehl Road intersection

The estimated costs associated with this project are approaching \$110M.

A private/public partnership with Public Werks, Inc. (Texas Tollway Authority) appears to be a viable financing and management option to consider.

What's Next?

Cibolo Turnpike Toll Road – Initial Steps and Milestones

1. City Council will be asked at its February 5, 2016 Workshop Retreat to reach consensus and provide direction to the City Manager to continue to study the feasibility of extending FM 1103 to IH 10 as a City toll road in partnership with the private sector.
2. Assuming, the City Council concurs with this recommendation, the City Council will be asked to consider creating a Blue Ribbon Committee made up of about ten citizens to discuss the Cibolo Turnpike Parkway Project, to act as a sounding board for the City, and to help promote the City's efforts. See Attachment 1.
3. The City Council will need to publically announce its intention to pursue a toll road project in Cibolo, Texas at a future City Council meeting.
 - a. Adopt a resolution in support of creating a tollway project.
4. City Council should consider issuing a press release to citizens indicating the project and outlining the benefits to the City of Cibolo and others (Guadalupe County).

5. City Council will need to officially authorize and direct the City Manager to begin contract negotiations with the Texas Turnpike Corporation (Public Werks, Inc.).
 - a. Prepare a memorandum of understanding outlining the roles and expectations between the City of Cibolo, Texas and Texas Turnpike Corporation (Public Werks, Inc.).
6. Assist with the preparations of a memorandum of understanding between TXDOT and the Texas Turnpike Corporation regarding the proposed construction of a public /private turnpike project along and adjacent to the FM 1103 Corridor designed to connect IH 35 to IH 10.
7. City Council needs to officially identify or acknowledge the proposed route for the intended turnpike road.
8. The City Council will need to decide on how to approach property owners on the proposed route.
 - a. City Council initiative
 - b. Private land broker
 - c. Staff

9. City, Texas Turnpike Corporation, and TxDOT will need support from Alamo Area MPO (AAMPO). The project needs to be put on the constrained Metropolitan Transportation Plan with funding coming from tolls and other tax revenue.
10. Texas Turnpike Corporation (Public Werks, Inc.) will need to advance funding to City to acquire the needed right-of-way property for the Cibolo Turnpike Road if City cannot obtain right-of-way land donation.
11. City should contemplate the creation of a Tax Increment Reinvestment Zone or a Transportation Reinvestment Zone from the center line of the Cibolo Turnpike Road system starting just south of Steele High School to IH 10. The proposed “zone” boundaries and impacts will need to be analyzed and determined through an integration of revenue needs and land use planning.
12. Cibolo agrees to utilize its condemnation authority to acquire road right-of-way for the Cibolo Turnpike, if needed.

Formation of a Blue Ribbon Committee:

- Appropriate size (number of members) for a planning committee. This planning committee really functions as a third party, stakeholders group. So invitations by the Mayor and Councilmembers to individuals with both “pro” and “con” points of view will be important to vet the project on a politically neutral basis. The hope being that the Planning Committee can recommend the Project after a good debate. Recommend a 5 to 10 member committee. This activity allows the City Council to make a decision versus being on the firing line of “pushing’ the Project. It is all about good-government.
- Qualifications, areas of expertise, or types of individuals recommended. Definitely want citizens that have a history in Cibolo or the area. Expertise would include land development and planning; citizens that had been part of any City master planning exercise; any civil engineers; any road builders or construction types; and school board members that understand the growth of population in the area.
- Estimated amount of time/personal commitment citizens should anticipate if they agree to serve. This process, which precedes the required Public Meetings that TXDOT will require of us, should be able to get done in the City generally over a 90 day period. That means having good continuity on the number of meetings and discussion the Planning Committee chooses to have.