



CITY OF
CORONADO, CALIFORNIA

Relinquishment Caltrans State Routes 75 & 282

Coronado Naval Complexes Coordinating Group

September 16, 2019

Background

- ~ 2011 Caltrans expressed interest to divest State Routes to local governments
- March 2016 Council voted to be removed from AB 2075, Relinquishment of SR-75 (initiated by City of Imperial Beach)
- February 2017 Council directed City Manager to request Caltrans to prepare a relinquishment study for SR 75 & 282
- October 2018 Caltrans delivered draft Project Initiation Report (PIR)
- Feb/Apr 2019 Council directed City Manager to contract for economic impact and engineering studies, respectively

Reasons to Assume Ownership of SR 75 & 282

- Cost Positive

- STIP Revenues ~\$900K, O&M costs ~ \$500K at Coronado standards
- Caltrans lump sum Capital Improvement payment will establish 'sinking fund' for SR improvements

- Local Control

- Business friendly approach for 'Main Street'
- Prioritize projects, improve responsiveness
- Higher standard of service
- Traffic Calming - Ability to aggregate projects for collective effect

- Eliminate Caltrans approval process

- Adds 25% cost to projects
- Time delays can be months/years

Annual O&M Costs

• Labor (Streets Div. & Storm Drain)	\$ 120,000
• Equipment (Sweeper, Vactor, Paint Truck...)	7,000
• Contract Services	235,000
○ Traffic control, Weed abatement, Asphalt & Concrete repairs, Signs,	
○ Striping, Street Lights, Guardrail maint., Storm debris test & disposal	
• Materials (in-house services)	27,500
• Asphalt Maint. (Slurry Seal)	76,000
• Traffic Signal Maint.	<u>25,000</u>
	Total: \$ 490,500

Potential Risks with Ownership of SR 75 & 282

- Future decline in STIP funds
- Military Access Routes – National military readiness cannot be infringed
- City Council Decision Making Body
 - Neighborhood desires vs. City circulation plan
 - Adherence to State and Traffic Engineering standards
- City will take on ownership of Bridge over Cays Blvd
- Insurance Liability (next slide)
- Catastrophic Damage Repair
 - Require Caltrans to provide this service, pending resources availability

Liability Concerns

- As Roadway Owner, City would be principal responsible party
- City insurance through JPA: CSAC-EIA
 - Self insured for \$250,000 per incident
 - Coverage up to \$50,000,000
 - Likely expenditures increase due to self-insured retention (SIR) claims
 - Likely 'worst case' shock claim results in cost increase: \$40,000 annually for 7 yrs
- Caltrans Claims History will inform lump sum payment negotiation
- Not Unique: Cities and Counties throughout the State own roads of similar size/volume