



ALAMO RMA
Alamo Regional Mobility Authority

Item 7: Proposed Projects for Federal Stimulus

January 14, 2009



Proposed Federal Stimulus

President-elect Obama has called for an economic recovery package to fund public projects to help “jump-start” the economy.

Exact size of the proposed package is unknown but estimates have ranged from \$600 Billion to \$1.3 Trillion in funds.

Process for securing funds from the proposed stimulus package are also undefined at this time.



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Proposed Federal Stimulus

Initial discussions has indicated the following criteria will be applied to the proposed stimulus –

- A) No earmarks of funds
- B) Administration will be looking for projects which can be under construction / funds utilized in the near term
- C) Formula distribution for funds



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Proposed Federal Stimulus

Alamo RMA staff is recommending the following projects for potential submission to the Congressional Delegation for safety improvements, operational improvements and potential capacity improvements.

All projects being recommended are currently included in the MPO four-year transportation improvement plan.



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Assumptions

- Project cost shown is adjusted for inflation using December 30, 2008 cost estimates
- All projects are non-tolled projects
- Total project cost does not reflect any costs which may be associated with financing necessary to design or construct the project
- Alamo RMA is assumed to retain operational responsibility for all of the projects
- Funding for future maintenance of projects is assumed to come from state and federal funds which are not yet identified



Safety and Operational Improvements

281 North Improvements

Interim Improvements

Improvements to Evans Road Intersections:

- Intersection improvements and modifications to improve safety flow and traffic flow
- Total Miles: 0.25
- Start Date: Immediate Estimated Completion Date: Mid 2009
- Total Project Cost: \$1,360,000



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Safety and Operational Improvements

281 North Improvements

Interim Improvements

Creation of a “Super Street”:

- Intersection improvements and modifications to improve safety flow and traffic flow
- Total Miles: 3.40
- Start Date: Immediate Estimated Completion Date: Late 2009
- Total Project Cost: \$8,281,000



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Categorical Exclusions

Highway 151 at Loop 1604

- Extend Highway 151 divided Highway from Wiseman to Alamo Parkway at the intersection of Hwy151 and 1604
- Total Miles: 1.10
- Start Date: Immediate Estimated Completion Date: Mid 2011
- Total Project Cost: \$21,707,000



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Categorical Exclusions

IH 10- North and South of Huebner Intersection

- Entrance and exit ramp improvements on IH-10 from Huebner to 1604
- Total Miles: 1.46
- Start Date: Immediate Estimated Completion Date: Mid 2011
- Total Project Cost: \$46,956,000



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Categorical Exclusions

Full Interchange at 281 and Loop 1604

- At Loop 1604/281 interchange expand from existing three-level interchange without direct connectors to the existing interchange with eight direct connectors.
- Total Miles: 1.46
- Start Date: Immediate Estimated Completion Date: Mid 2012
- Total Project Cost: \$214,000,000



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Long Term Capacity Needs

281 North Project

- From Loop 1604 to Borgfeld. Expand from existing four-lanes divided highway to a six-lane expressway with frontage roads.
- Total Miles: 7.9
- Start Date: Late 2012 Estimated Completion Date: Mid 2016
- Total Project Cost: \$585,700,000



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Long Term Capacity Needs

Loop 1604 Project

Braun Rd to NW Military
Interchange with IH 10 and Loop 1604

Opening Mid 2016
Opening Mid 2016

W. Military to Braun Road
Interchange with SH 151 and Loop 1604

Opening Mid 2017
Opening Mid 2017

NW Military to Gold Canyon

Opening Mid 2018

- Total Miles: 22
- Total Project Cost: \$ 1,278,000,000



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Long Term Capacity Needs

Wurzbach Parkway Final Segments

- Construction of four lane divided highway over the intersection of Wurzbach Parkway and 281; and
- Completion of the two remaining end segments of Wurzbach Parkway
- Start Date: Immediate Estimated Completion Date: Early 2012
- Total Project Cost: \$190,685,000

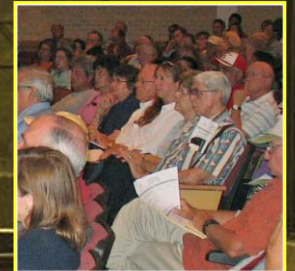


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"Moving people faster"

Board Memorandum

To: Alamo Board of Directors

From: Terry M. Brechtel, Executive Director

Copies: File

Date:  January 6, 2009

Agenda Item: 7 Discussion and appropriate action on a resolution approving a list of projects to be submitted for consideration under the proposed Federal Stimulus Package

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President-elect Obama has made the passage of an economic recovery stimulus package a cornerstone of his incoming administration. While Congress is still establishing the size, depth, and rules for this recovery package, all indications are that a large percentage of any proposed package will include an investment in America's infrastructure.

Locally, the City of San Antonio and Bexar County are preparing packages of proposed projects for consideration as part of the stimulus bill. At the state level, TxDOT has submitted approximately \$ 5 billion in projects which could be considered "shovel-ready" projects, mainly focusing on resurfacing and maintenance needs.

The resolution before the Board would establish the funding required and priority for projects proposed to be included into the stimulus request by the Alamo RMA. All of the projects proposed for inclusion are included in the four year Transportation Improvement Program (TIP) under the most recent actions taken by the San Antonio Bexar County Metropolitan Planning Organization (MPO), with the exception of Wurzbach Parkway improvements which are slated to be moved into the TIP in the coming weeks.

Specifically, staff is recommending the following projects be considered for inclusion in the federal stimulus package. All costs shown include construction, design, oversight, contingency, and utility relocation where applicable. Dollars are adjusted for inflation based upon December 30, 2008 cost estimates and projected to midpoint of construction completion with a

4.5% construction inflation index. All funding request amounts assume the projects are to be non-tolled.

Safety and Operational Improvements

281 North Improvements –

Both of the improvements discussed below are estimated to be able to go to construction within six months. Dependent on the complexity of the project, the final opening of the improvements can vary. Neither is estimated to have construction lasting longer than one year.

1) Improvements to Evans Road Intersections

This potential improvement has been presented to the Board in previous months and has been shared with Bexar County Commissioners Court as potential improvements which would address operational and safety concerns while not impacting the lack of federal environmental clearance on 281 North.

The estimated cost for the improvements to include the addition of limited turning lanes and the extension of acceleration and deceleration lanes in this area is approximately \$1,360,000. The exact cost will be refined with a detailed design prior to releasing for construction bids.

2) Creation of a “Super Street”

This potential concept is still being examined. The exact improvements would create a roadway maximizing the green time for thru travel traffic and shorten traffic signal configurations from the current six phase to a two phase system. Preliminary engineering examinations show this concept could increase the level of service on 281 from “F” to “C”, which is considered to be an acceptable rating for a roadway carrying the traffic volume of 281 North.

No additional capacity would be added to the roadway, and all improvements would be operational in nature. Federal Highway approval is still being sought for this concept.

The estimated cost, for project construction, is approximately \$8,281,000 but additional funding may be necessary for public education and involvement as this concept has not been tried in Texas. Driver education and experience will also need to be addressed as part of this concept.

Categorical Exclusions

In accordance with the National Environmental Policy Act (NEPA), the following projects could potentially qualify for a categorical exclusion based on the impact to the surrounding areas. These projects would not provide additional capacity but would offer operational improvements to facilitate ease of traffic flow and provide for a safer driving situation for users of the roadways discussed below.

Highway 151 at Loop 1604

This improvement would extend SH 151 as a divided highway from Wiseman to Alamo Parkway at the 151 / Loop 1604 intersection. This improvement has been under discussion and would facilitate operational improvements within this area. The estimated cost for this improvement is \$ 21,707,000.

This improvement is fully designed and is ready for letting upon identification of funding sources. This improvement is estimated to take two years to complete from the start of construction.

IH 10 – North and South of Huebner Intersection

This improvement would provide for improved entrance and exit ramps on IH 10 from Huebner to Loop 1604 resulting in increased operational efficiency for the interstate main lanes as well as frontage road lanes in this area.

The estimated cost for this improvement is \$ 46,956,000 and is estimated to be completed within two years from start of construction.

Full interchange at 281 and Loop 1604

This proposed project would see the construction of eight direct connectors at Loop 1604 and US 281 providing operational improvements at two of the highest travelled roadways within the San Antonio area. The estimated total cost for this project is \$214,000,000.

Environmental clearance for the interchange improvements was provided by a Categorical Exclusion in 2005 and is still considered to be in place.

It is assumed the first direct connectors would open in 2012 with the remaining four connections opening one year later.

The total estimated cost for safety improvements and potential categorical exclusions is estimated to be approximately \$293,000,000.

Long term capacity needs

281 North

As called for in the MPO 2030 plan, expansion of 281 North from Loop 1604 to the Bexar County line, from a four lane divided highway to a six-lane expressway with accompanying frontage roads to provide for a safe driving condition for both thru and local traffic, is anticipated to cost \$585,700,000 once environmental clearance is regained. This project would be a longer term proposal for stimulus consideration and is estimated to be open thru Stone Oak / Marshall by mid-2015 and to the county line by mid 2016.

Loop 1604

As called for in the MPO 2030 plan, expansion of Loop 1604 from West Military to Braun Road would expand the existing four-lane divided highway into a six-lane expressway with outer frontage roads. From Braun Road to NW Military Highway the expansion would be from the existing four-lane expressway with frontage roads to an eight-lane expressway with frontage roads. Finally, from NW Military to Gold Canyon the expansion would be from the existing four-lane expressway with frontage roads to an eight-lane expressway with frontage roads. Included in this proposed project would be three direct connectors at Loop 1604 and IH 10 and two direct connectors at Loop 1604 and the SH 151 interchange.

The estimated cost for these improvements is \$1,278,000,000. These improvements are estimated to be completed in the phasing shown below:

Braun Rd to NW Military	Opening Mid 2016
Interchange with IH 10 and Loop 1604	Opening Mid 2016
W. Military to Braun Road	Opening Mid 2017
Interchange with SH 151 and Loop 1604	Opening Mid 2017
NW Military to Gold Canyon	Opening Mid 2018

Wurzbach Parkway

As previously determined, Wurzbach Parkway does not have the potential of being toll viable in operations for a tolled interchange. Discussions with the Texas Department of Transportation (TxDOT) have centered on construction of a bridge connecting Wurzbach Parkway, and finishing the two remaining end segments to address the “gap” which currently exists on this corridor. The bridge in the center would fly over US 281 and would provide connections with US 281 via surface streets.

The estimated cost for the remaining segments of Wurzbach Parkway is \$190,685,000. The estimated construction is to be determined but plans currently list Wurzbach Parkway being able to start construction in 2012 with at least a two to three year construction project for all three phases, including the bridge flyover.

The total cost for all long-term needed capacity, from a non-toll perspective, is \$2,394,000,000.

Total cost of all road improvements

When combined, the total cost of all proposed road improvements, including safety and operational improvements, categorical exclusions, and long-term roadway needs is estimated to be \$2,687,000,000.

All of these projects are assumed to be non tolled projects but will remain under the authority of the Alamo RMA for procurement of the design build contract and construction of the roadway.

Long term maintenance for the roadways is assumed, under a non toll scenario, to come from existing state and federal funding, and potentially any new sources of funding which may be considered and authorized during the 81st Legislative session or subsequent legislative actions.

At this time, there are no formalized rules or policies in place for the proposed stimulus package though early indications are the Obama Administration may be open to a phased approach to projects to ensure a steady and stable economic recovery plan and platform.

The resolution and list of projects will be forwarded to the Bexar County Congressional Delegation for their information.

Staff recommends approval of this resolution.

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
ALAMO REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 09-04

WHEREAS, the Alamo Regional Mobility Authority (“Alamo RMA”) was created pursuant to the request of Bexar County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 TEX. ADMIN. CODE §26.01, *et. seq.* (the “RMA Rules”); and

WHEREAS, the Board of Directors of the Alamo RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the Alamo RMA is charged with improving mobility throughout Bexar County and the San Antonio region; and

WHEREAS, the United States Congress may consider the adoption of legislation allocating funds for a federal economic stimulus package; and

WHEREAS, the Alamo RMA staff and consultants have developed a list of proposed projects eligible to be financed with funds from the federal economic stimulus package, attached hereto as Attachment “A”; and

WHEREAS, the Board of Directors of the Alamo RMA believes that the proposed projects are in the best interests of the Alamo RMA and the residents of Bexar County and the San Antonio region.

NOW THEREFORE, BE IT RESOLVED, that the Alamo RMA Board of Directors approves the proposed projects to be submitted for consideration under the federal economic stimulus package, attached hereto as Attachment “A”.

Adopted by the Board of Directors of the Alamo Regional Mobility Authority on the 14th day of January, 2009.

Submitted and reviewed by:

Approved:

Terry M. Brechtel
Executive Director for the
Alamo Regional Mobility Authority

William E. Thornton
Chairman, Board of Directors
Resolution Number 09-04
Date Passed 01/14/09