



FEDERAL APPROPRIATIONS – SAN ANTONIO PRIORITY PROJECTS

2007 and 2008 Appropriations

SAN ANTONIO MOBILITY COALITION, INC.
(SAMCo)

Adopted June 23, 2006 by the SAMCo Board of Directors

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Map of Projects: Under development by the SA-Bexar County MPO

**SA TO DC XXVIII (Draft)
ISSUE PAPER**

36TH STREET EXTENSION

TITLE: The 36th Street Extension Project (the Project) is a major arterial improvement through the Port of San Antonio that will provide enhanced truck access to the Port's industrial areas that will enhance the Port's potential as an aviation and multi-modal logistics hub servicing the movement of cargo between Mexico and Canada, and between Long Beach, CA, and Jacksonville FL.

BACKGROUND: The 36th Street Extension is a major arterial improvement project with five major Phases. The Project expands the airfield development opportunities at Kelly Field, and it provides truck access to the Port's industrial areas, links the Port to the community, and addresses storm drainage problems. The total cost of the Project from US 90 to the connecting arterial in the Port's industrial area is \$52.1M (Phases I, II, and III). TXDOT and the City have contributed \$18.2M to date (Phases I and II). The Port Authority obtained \$3.68M in the legislation that reauthorized the Transportation Equity Act (SAFETEA-LU) for the 21st Century to connect the already funded 36th street interchange on the north side of the Port (Phases I and II) with the Port's industrial area (Phase III). The City and the Port Authority are prepared to provide the 20 percent matching requirement for this Phase (\$2M based on federally eligible roadway construction costs of \$9.9M). Total Phase III costs are \$30.7M and, of this, costs paid for or contributed by the City and other local entities will be \$20.8M, a major local commitment.

In addition to the SAFETEA-LU funding, cumulative federal earmarks of \$1.3M have been obtained. Additional federal support of \$4.7M is needed to complete Phase III. Planning has been completed and design is underway to begin this construction in 2008. The Environmental Assessment for the project is scheduled to be completed in the fall of 2006.

OBJECTIVE: Secure federal funding to construct the 36th Street Extension (the Project) through the property of the Port Authority of San Antonio. The total Project cost for all five phases of the Project is \$81.9M. The current year minimum objective is to secure the unfunded federal requirement of \$4.7M to complete in-progress Phases I through III.

CONGRESSIONAL SUPPORT: U.S. Senators Kay Bailey Hutchison and Rep. Charles Gonzalez have previously supported earmarks in SAFETEA-LU for this project.

BENEFITS: The Port's potential as an aviation and multi-modal logistics hub creating an additional 6,000 jobs and servicing the movement of cargo between Mexico and Canada, and between Long Beach, CA, and Jacksonville FL can not be achieved without the construction of this project. This project is critical to the \$364M Development Plan for the Port. The roadway extension identifies a new, expanded airfield development zone and defines associated properties for large office, warehouse, and mixed-use developments to meet market demands. This roadway project is the major infrastructure improvement that will invite significant private investment into the development of the Port and will link existing City of San Antonio arterials and the National Highway System with developed air cargo and rail operations at the Port.

**SA TO DC XXVIII (Draft)
ISSUE PAPER**

BUS RAPID TRANSIT (BRT)

TITLE: The Bus Rapid Transit (BRT) Project consists of enhanced bus service along Fredericksburg Road extending from the San Antonio Central Business District to the South Texas Medical Center for a distance of approximately 8.7 miles.

BACKGROUND: The Fredericksburg Road corridor connects two of San Antonio's major employment centers including the central business district and the medical center. Located on this corridor, Bus Rapid Transit (BRT) would include the following concepts: exclusive right of way (where feasible), enhanced stations, ITS applications (real-time bus arrival information), signal priority, queue jumps, and very frequent service (headways of every 10 minutes or better) creating a more attractive transit service. The overall objective of the BRT system is to reduce travel time and delays, increase schedule adherence, expand market share, and ultimately increase ridership of the transit system

The BRT project on Fredericksburg Road is an element of VIA Metropolitan Transit's Comprehensive Service Plan, which calls for a redesign of fixed route services system-wide. Moreover, it specifies a number of new passenger facilities, including one at the Medical Center to serve as terminal point. ***This project is authorized in SAFETEA-LU, and we are providing a 20% local match.***

CONGRESSIONAL SUPPORT: The Honorable Charles Gonzalez has submitted a request for \$13.3 million in transit funding as part of his FY 2007 appropriations request.

OBJECTIVE: Obtain an appropriations earmark of \$13.3 million for costs associated with first year of developing and constructing the project.

BENEFITS:

- Efficient Mobility – BRT offers an efficient mode of transportation that is affordable and fits the San Antonio landscape.
- Economic - BRT offers a significant improvement in accessibility by linking the two largest employment centers in the region (Central Business District to the Medical Center).
- Energy Efficiency - BRT offers efficiency through the use of dedicated rights-of-way and signal priority, whereby transit vehicles will experience shortened lag times.
- Air Quality - BRT offers congestion mitigation benefits by potentially attracting auto users to transit.
- Safety - BRT offers clearly delineated transit corridors and exclusive rights-of-way, therefore creating defined operating conditions.
- Traffic Flow - BRT offers signal optimization for transit, further mitigating congestion and, therefore, benefiting overall traffic flow and aiding energy efficiency.

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FREIGHT RAIL RELOCATION

TITLE: Secure adequate short and long-range federal funding for proposed freight rail relocation projects in Bexar County and along the Austin-San Antonio I-35 corridor and to support development of a commuter rail system between Austin and San Antonio. Specifically:

- 1) Communicate to the Bexar County federal delegation the importance of maintaining federal rail funding and increasing its flexibility by allowing federal highway dollars to be used for rail projects that will improve highway safety and decrease congestion.
- 2) Communicate to Federal Railroad Administration (FRA) officials our region's interest in accessing Railroad Rehabilitation and Infrastructure Financing (RRIF) funds for rail relocation purposes.
- 3) Secure a matching grant of \$1.61 million in federal funding to construct two rail lead tracks and two switches from the Union Pacific line to facilities at East Kelly.

BACKGROUND: Efficient transportation is the backbone of free trade and our region's economic development efforts. Bexar County is an important nexus of east-west and north-south rail and truck traffic. Local corridors bear traffic generated by three primary trading partners: the United States, Mexico, and now China. Transshipment of cargo from China through the Port of Lazaro Cardenas in Mexico and on to the Port of San Antonio trims days from the processing time required by California's more distant ports.

Local traffic has increased dramatically post-NAFTA and will likely continue to grow at its current pace. Nationally, shipments by truck are increasing 2 percent per year; regionally this figure is 6 percent; and locally it is 15 percent. A 1999 federal report recommended that 50 percent of freight moving between Dallas and Laredo be carried on rail. This is not currently feasible as the Union Pacific freight line running through the San Antonio-Austin corridor has nearly 200 at-grade crossings and is at or near maximum capacity. At the same time, 80 percent of Mexico's trade with the US and Canada passes through Texas, 75 percent via truck on I-35.

Rail relocation is also an essential public safety issue. Bexar County suffered four major derailments and five other serious rail incidents in 2004 alone, resulting in four deaths. Increased traffic in urban areas leads to special problems involving the transport of toxic materials. However, industries rely on these products and rail is in fact a safer transportation mode than trucking. Both short and long-range plans must take into consideration public safety concerns, enhancement to regional vitality, and environmental issues. Rail relocation can help our region address air quality concerns. Bexar County and other regional Council of Governments partners have developed an Early Action Compact with the EPA that will delay or avoid non-attainment penalties for air quality violations. Reducing vehicle emissions will help the region stay on target and meet the Compact's goals. Rail relocation can assist by reducing idling and congestion through elimination of at-grade crossings, and by facilitating the transfer of shipments from road to rail.

Currently, Bexar County is participating in a TxDOT freight rail study to determine the most cost-effective investments in rail relocation. Preliminary findings show that a bypass skirting San Antonio's southern boundary could connect with a rail line to be built within the alignment of the State Highway 130/Trans-Texas Corridor-35 (TTC-35) alignment. The new corridor has the potential to handle more traffic than the existing I-35 alignment, which would then become available for commuter rail between Austin and San Antonio once freight rail is relocated. The TxDOT study is expected to be complete by the fall of 2006 and

can be used as a basis for prioritizing specific improvement projects in the existing system as well as estimating needs for the new bypass.

The total cost for the new rail line is estimated to be more than \$2 billion. Short-term safety improvements to existing urban tracks total more than \$100 million. Allowing federal highway funds to be “flexed” and used for rail relocation that will reduce highway congestion is an important step in funding these improvements.

Another potential source of funding is the Railroad Rehabilitation and Infrastructure Financing (RRIF) program administered by the Federal Railroad Administration (FRA), a program that the White House has proposed eliminating in 2007. The RRIF program provides loans rather than grants at low interest rates with a six-year deferred payback.

Short-term improvements are also necessary to address the growth in trade and will require additional federal funding to match local dollars. At the Port of San Antonio, proposed rail infrastructure improvements will provide support to facilities currently in design with construction expected to begin in summer 2006. The two lead tracks will provide switching and train car logistical support capabilities to a 360,000 square foot cross-dock distribution warehouse and a 100,000 square foot transload warehouse and staging area for tenants specializing in manufacturing and logistics that support rapidly-increasing trade/cargo requirements. The potential for the Port Authority to develop KellyUSA as a multi-modal logistics hub creating an additional 6,000 jobs and servicing the movement of cargo between China, Mexico, and Canada, and between Long Beach, CA, and Jacksonville, FL cannot be achieved without the construction of this project to support the rail component of the multi-modal development plan. This rail project is a necessary infrastructure improvement to provide a platform for significant private investment into the development of the Rail Port at KellyUSA.

The total project cost will be approximately \$23.32 million. The current year minimum objective is to secure a matching grant of \$1.61 million to add to local funding of \$1.61 million for the \$3.22 million rail infrastructure portion of the project requirements.

CONGRESSIONAL SUPPORT: Requesting support from U.S. Senators Kay Bailey Hutchison and John Cornyn and all members of the Bexar County Congressional Delegation.

OBJECTIVES:

- 1) Communicate to the Bexar County federal delegation the importance of maintaining federal rail funding and increasing its flexibility by allowing federal highway dollars to be used for rail projects that will improve highway safety and decrease congestion.
- 2) Communicate to Federal Railroad Administration (FRA) officials our region’s interest in accessing Railroad Rehabilitation and Infrastructure Financing (RRIF) funds for rail relocation purposes.
- 3) Secure a matching grant of \$1.61 million in federal funding to construct two rail lead tracks and two switches from the Union Pacific line to facilities at East Kelly.

BENEFITS: The proposed rail relocation plan will enhance our region’s trade and economic development opportunities, reduce congestion, enhance air quality, reduce exposure to toxic spills, and provide capacity for future development of a commuter rail system.

**SA TO DC XXVIII (Draft)
ISSUE PAPER**

MEDICAL PARKWAY/FREDERICKSBURG ROAD GRADE SEPARATION

TITLE: The project provides for reconstruction of Medical Parkway as a grade-separated underpass at Fredericksburg Road carrying traffic entering and exiting the South Texas Medical Center from IH 10 using Medical Parkway, as well as reconstruction of Medical Parkway and Fredericksburg Road in the vicinity of the intersection.

BACKGROUND: The San Antonio South Texas Medical Center (STMC) continues to be a growing economic center of the City of San Antonio serving 4.4 million patients annually. Additionally, the STMC is a key contributor to the biomedical industry, which in 2005 generated over \$14 billion for the San Antonio and South Texas economy. It is anticipated that over the next five years, Medical Center institutions will invest over \$500 million in new facilities and equipment that will produce approximately 27,000 high-wage, professional jobs.

The STMC has also experienced significant traffic congestion with the advent of the continued growth, which has been validated by the results of the recent Traffic Modeling Study and Parking Demand Study of the STMC. In 1999, the Average Daily Traffic (ADT) for Fredericksburg Road was 27,500 and is projected to grow to 49,680 by 2019. Conversely, the ATD for Medical Drive in 1999 was 21,000 and is expected to increase to 35,554 by 2019.

A grade separation at Medical Drive with Fredericksburg Road has been identified as a critical element of effective traffic flow in the region. The objective of the project is to significantly enhance the progression of traffic from Interstate 10 (IH 10) through the Ewing Halsell intersection and into the heart of the STMC. This project will facilitate faster ambulance service from our freeway network to the STMC and connect our citizens to essential care provided at the center. The project will also relieve congestion on existing adjacent arterial roadways in the Medical Center area such as Wurzbach Road and Callaghan Road.

The project entails constructing an underpass at Fredericksburg Road on Medical Drive. Existing Medical Drive consists of an undivided four (4) lane section with left turn bays at the intersection with Fredericksburg Road. The proposed Medical Drive roadway will consist of a four (4) lane divided section east of Fredericksburg Road and a six (6) lane divided section west of Fredericksburg Road.

Partnerships are an essential component of keeping this renowned world class service institution viable. This has been demonstrated through VIA Metropolitan Transit's work to improve circulation in and around the STMC, the City of San Antonio's Signal Preemption System for emergency vehicles, the Medical Center Alliance's involvement and financial contributions, the Texas Department of Transportation's construction of an exit ramp and fly-over from Interstate 10, and other important partners support. However, more must be done and continued support is essential.

The total estimated project cost is \$20,000,000 of which \$7,840,000 has been committed from various local funding sources and federal earmarks. This results in an estimated funding shortfall of \$12,160,000 for the project.

CONGRESSIONAL SUPPORT: The Honorable Charles Gonzalez has submitted a request for \$12.6 million for 2007 appropriations.

OBJECTIVE: Obtain funding to address the \$12,160,000 funding shortfall:

- FY '07 - \$1,000,000 for preliminary engineering and design fees (already available)
- FY '08 - \$3,000,000 for ROW acquisition (already available)
- FY '09 - \$3,000,000 for ROW acquisition (already available)
- FY '09 - \$3,000,000 for construction
- FY '10 - \$5,000,000 for construction
- FY '11 - \$5,000,000 for construction

BENEFITS: Construction of the grade separation between Medical Drive and Fredericksburg Road will provide the following benefits to the community:

- Safety – approximately 63% of the average daily traffic (1999 data) using Medical Drive will travel under Fredericksburg Road thereby eliminating the potential for 13,230 vehicular conflicts daily. The grade separation will also improve access for medical emergency vehicles accessing the hospital facilities.
- Energy Efficiency and Environmental – estimated annual savings of 20,300 gallons of fuel (1999 data) and a corresponding reduction in VOC's, carbon monoxide, NOX emissions would be realized by eliminating the at grade intersection delays.

**SA TO DC XXVIII (Draft)
ISSUE PAPER**

MODERNIZATION OF VIA'S BUS FLEET AND BUS FACILITY

TITLE: The requested transit funding would provide for the upgrading and replacement of VIA's bus fleet with environmentally friendly and accessible vehicles to better serve riders, while helping improve air quality. Additionally, this request supports improvements to VIA's maintenance facility, built in 1948, that will allow for modernization of the facility. With plans to grow the system, one maintenance facility will no longer be sufficient and a satellite facility will be necessary. A portion of this funding will also be used to upgrade the farebox and fare collection system.

BACKGROUND: VIA's FY07 Appropriations request includes support to repair VIA's aging bus maintenance facility, and upgrades to the farebox system to increase efficient operations and provide technology for a secure fare collection method. VIA's bus maintenance facility was built in 1948 and needs refurbishing and modernization, providing an opportunity to enhance VIA's efficiencies through the addition of up-to-date technology and improved facilities. As our community shifts its dependence from the automobile to public transportation, federal funding is needed to enable VIA to introduce technologies that provide the necessary service in an efficient and cost effective manner, and to properly maintain the fleet. By upgrading and replacing the transit farebox and fare collection system, VIA is able to offer seamless payment for all regional transit assets, commuter rail, and tolls. This project is authorized in SAFETEA-LU, and VIA is committed to providing a 20% local funding match.

CONGRESSIONAL SUPPORT: The Honorable Charles Gonzalez has submitted a request for \$9.2 million in transit funding as part of his FY 2007 appropriations request.

OBJECTIVE: Obtain \$9.2 million in appropriations funding for maintenance facility and farebox system upgrades.

BENEFITS:

- The upgrade and replacement of new buses will complete the replacement of the current fleet with new, environmentally friendly buses.
- The new buses will also complete the transition of VIA's entire bus fleet to ADA accessible buses, providing more independence for the mobility impaired and growing senior population.
- The addition of the new farebox system will allow VIA to introduce a seamless payment system for transit, commuter rail, and tollways, using new technologies that are now available in the transportation industry. The addition of this new farebox system will allow for improved customer service and efficiencies.
- VIA is the largest transit system to still operate out of one facility. With the introduction of the Advanced Transportation District, additional services will be introduced prompting the need for a satellite maintenance facility. Additional funding will be necessary to bring this project to fruition.

**SA TO DC XXVIII (Draft)
ISSUE PAPER**

ZARZAMORA STREET – HUTCHINS TO IH 410

TITLE: The project will provide for design and construction of street and drainage improvements to Zarzamora Street from Hutchins to IH 410 to accommodate the projected growth resulting from the Toyota Manufacturing Plant and suppliers.

BACKGROUND: This project completes a portion of the main access corridor from IH 35 to the Toyota Manufacturing Company plant. Proposed street improvements will reconstruct Zarzamora to a 5-lane, 62-foot wide travel section, including necessary drainage improvements, traffic signal network improvements and two 5-foot bike lanes for total 72 feet pavement width. The parkways will have 6-foot sidewalks and streetscape planting areas. The length of the proposed paving improvements is 9,600 feet.

VIA Metropolitan Transit (City bus service) currently has a route in both directions of Zarzamora. VIA has designated this route as a high capacity transit corridor. Curb and driveway approaches will be incorporated into the project as well as upgrading the bus stop pad areas. Upon completion of this project, Zarzamora will have the capacity to handle the forecasted traffic volumes and transportation service level desired.

The drainage improvements – funded by 2005 Storm Water Revenue Bonds - will involve approximately 2,400 feet of channel south of Rodrick Drive, 1,600 feet of channel north of Betty Street from Zarzamora to Ansley and nearly 3,600 feet of drainage way from Zarzamora at Mally to Ansley at Rockwell, a portion of which flows through Hendrich Arnold Park. Also, in the street reconstruction, areas will be identified as locations of a street inlet system that will feed to the aforementioned drains. It is expected at the end of this portion of the work, the drainage problems for the residences in the adjoining neighborhoods will be alleviated.

The total estimated project cost for Phases I-III is \$20,000,000 of which \$5,635,469 has been secured from 2005 Storm Water Revenue Bonds (\$4,135,469) and HUD 108 funding (\$1,500,000). This results in an estimated funding shortfall of \$14,364,531.

CONGRESSIONAL SUPPORT: Seeking support from The Honorable Henry Cuellar for 2008 Appropriations.

OBJECTIVE: Obtain the following Congressional appropriations:

- FY '08 \$4.3 Million
- FY '09 \$5.0 Million
- FY '10 \$5.0 Million

BENEFITS: The project will enhance access to Toyota Manufacturing Plant and 21 on-site suppliers, reduce congestion, and improve drainage in adjoining neighborhoods.

**SA TO DC XXVIII (Draft)
ISSUE PAPER**

**ZARZAMORA STREET – IH 410 TO APPLEWHITE AND APPLEWHITE –
ZARZAMORA STREET TO WATSON**

TITLE: The project will increase the capacity of Zarzamora Street from IH 410 to Applewhite and Applewhite from Zarzamora Street to Watson to accommodate the projected growth resulting from the Toyota Manufacturing plant and suppliers.

BACKGROUND: The scope of the project is to widen the roadway from four lanes with a median, shoulders and bar ditches to a six lane roadway with medians, sidewalks, curbs, bike lanes, necessary drainage improvements, utility corridor and traffic signal improvements. The project will require widening of the Leon Creek bridge and installation of underground drainage.

The \$800 million Toyota Manufacturing vehicle assembly plant will be a major economic generator for the City of San Antonio and is projected to bring numerous employment opportunities to our City. As a result of the projected growth and new economic vitality in the area, it is imperative that our infrastructure support this growth.

The total estimated project cost is \$18,500,000.

CONGRESSIONAL SUPPORT: Seeking support from The Honorable Henry Cuellar for 2008 Appropriations.

OBJECTIVE: Obtain total of \$18,500,000 in appropriations.

BENEFITS: The project will enhance access to the Toyota Manufacturing Plant and 21 on-site suppliers, reduce congestion, and improve drainage in adjoining neighborhoods.