

A T A S C O S A
B E X A R F R I O
G U A D A L U P E
L A S A L L E
M E D I N A
W E B B W I L S O N
Z A P A T A

I-35 CORRIDOR

C O T U L L A
L A R E D O
P E A R S A L L
S A N A N T O N I O
S E G U I N
S T H E D W I G

SEGMENT 4 RECOMMENDATIONS

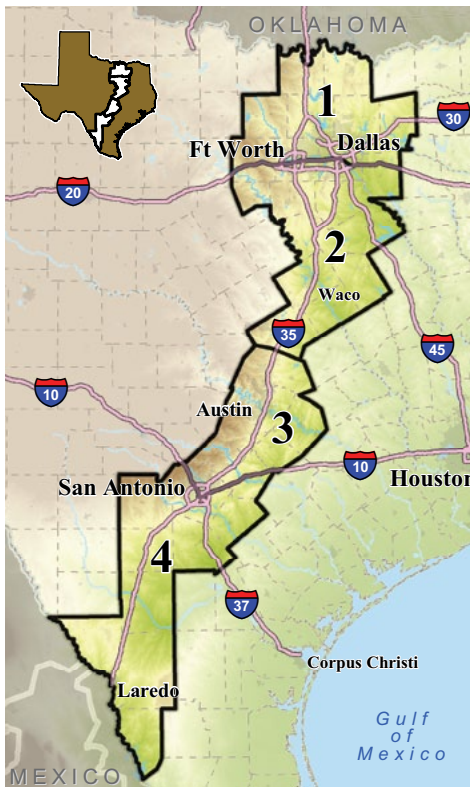
S A N A N T O N I O /
B E X A R
C O U N T Y M P O
L A R E D O U R B A N
T R A N S P O R T A T I O N
S T U D Y
G R E A T E R S A N
A N T O N I O
C H A M B E R O F
C O M M E R C E
S E G U I N C H A M B E R
O F C O M M E R C E
S O U T H S A N
A N T O N I O
C H A M B E R O F
C O M M E R C E
T E X A S F A R M
B U R E A U



INTRODUCTION

In 2007, the Texas Department of Transportation (TxDOT) recognized the need for the regular and systematic input of citizen planners to help determine the future of the I-35 corridor. In response, the I-35 Corridor Advisory Committee was created by the Texas Transportation Commission, bringing together a group of independent Texas citizens interested in the future of the corridor. These individuals, representing their regions, provide TxDOT with a citizen's view of how the corridor should be developed.

After a period of intense collaboration, the I-35 Corridor Advisory Committee issued the *Citizens' Report on the Current and Future Needs of the I-35 Corridor* in November 2008. Their report concluded that the existing capacity on I-35 was insufficient to meet future mobility demands, that additional capacity would be needed within the corridor, and that more community involvement was needed in planning the I-35 corridor. The Texas Transportation Commission agreed it was time for even more public input into the planning process, and called for a citizen-directed effort starting at the local level.



In March 2009, the Texas Transportation Commission established four I-35 Corridor Segment Committees to assist the Corridor Advisory Committee. The Corridor Segment Committees' role is to bring forth community needs and transportation priorities for discussion, to develop potential solutions and seek public input, and to develop regional recommendations for I-35. The four I-35 Corridor Segment Committees are broken up along the I-35 corridor into four geographic regions and generally represent North Texas, Central Texas, Austin-San Antonio, and South Texas.

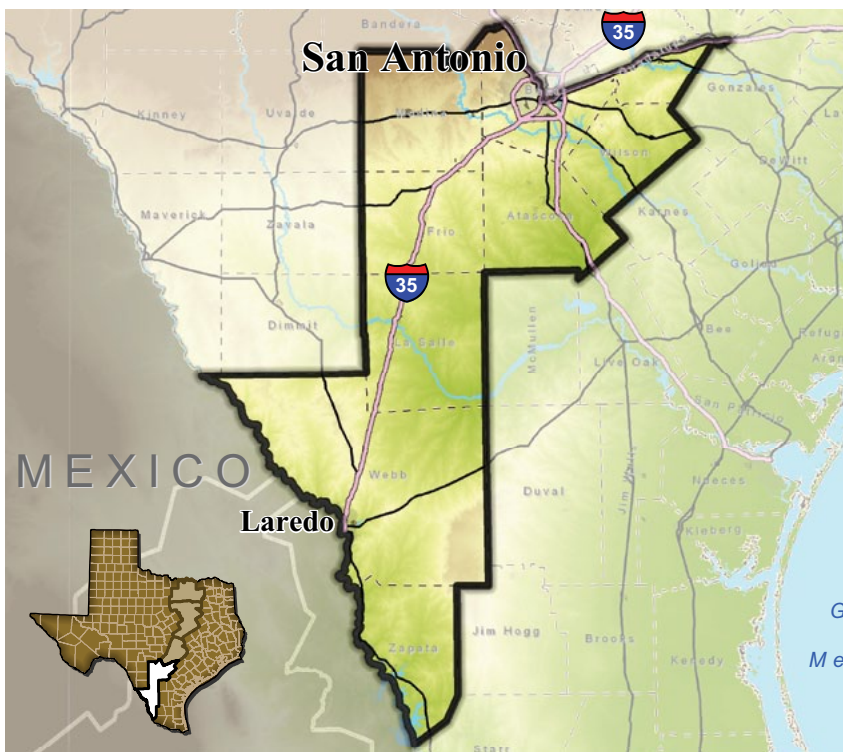
The Corridor Advisory Committee, along with a representative from each Corridor Segment Committee, will use the four Segments' recommendations to create the MY 35 Plan for the I-35 corridor. Multi-modal and comprehensive, the plan will be based on community needs and shaped by Texas citizens.

VISION STATEMENT

The I-35 Corridor Advisory Committee developed an overarching vision statement for the I-35 corridor based on the guiding principles in their November 2008 Citizens' Report. The vision statement reads:

The I-35 corridor will be an adequately funded, comprehensive multi-modal transportation system in Texas that is shaped by input from stakeholders and addresses mobility needs over time, preserves and promotes economic vitality, is environmentally sensitive, safe, and supports quality of life for the citizens of Texas.

SEGMENT 4



I-35 Corridor Segment 4 boundary includes the region from Interstate 10 (I-10) in San Antonio to the Texas/Mexico border.

MEMBERS

I-35 Corridor Segment Committee members include representatives from counties, metropolitan planning organizations (MPOs), cities, chambers of commerce, economic development corporations and the Texas Farm Bureau. The Segment 4 Committee members are listed below:



Atascosa County – Diana J. Bautista

Bexar County - Invited but did not participate

Frio County – Ralph L. Morgan

Guadalupe County – Harvey Hild

La Salle County – Joel Rodriguez, Jr.

Medina County – Kelly Carroll

Webb County – S. Keith Selman

Wilson County – Marvin Quinney

Zapata County – Rosalva Guerra

San Antonio - Bexar County MPO – Tommy Adkisson

Laredo Urban Transportation Study – S. Keith Selman

City of Cotulla - Invited but did not participate

City of Laredo – S. Keith Selman

City of Pearsall - Invited but did not participate

City of San Antonio – Christina De La Cruz

City of Seguin - Invited but did not participate

City of St. Hedwig – Kathy Palmer

Seguin Chamber of Commerce – Leroy Alves

Greater San Antonio Chamber of Commerce – Steve Grau

South San Antonio Chamber of Commerce – Kevin Conner

Texas Farm Bureau – Ray Pfannstiel

RECOMMENDATIONS

The Segment 4 Committee recommendations are not financially constrained. They are recommendations developed by the Segment Committee that identify the regional transportation needs along the I-35 corridor and recommend solutions to meet those needs. The Segment 4 Committee has not studied the feasibility, right-of-way requirements or environmental constraints related to any of the proposed corridor solutions in their recommendations.

GOALS

The Segment 4 Committee identified needs in their region and developed the following six goals for the Segment 4 recommendations to help meet those needs:

Improve mobility and access within the I-35 corridor

Improve connectivity within and between various transportation modes within the corridor

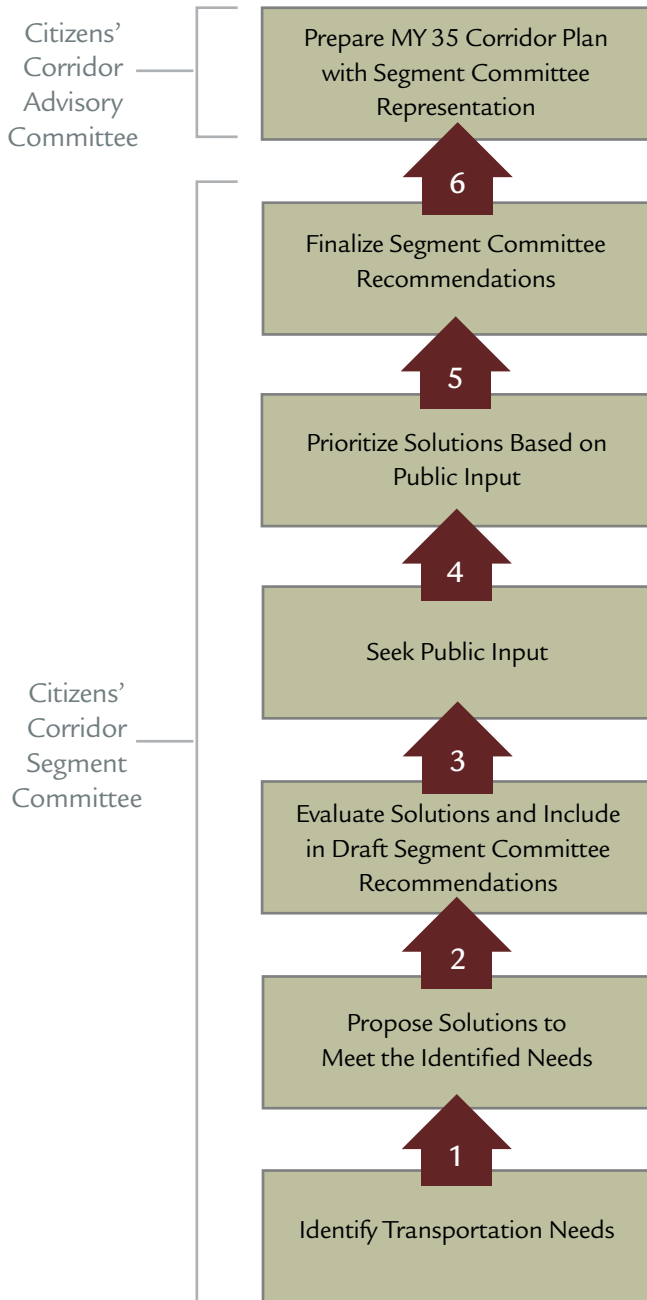
Improve safety within the I-35 corridor

Minimize impacts to the environment

Use existing right of way to maximum extent possible

Promote economic development

THE DECISION-MAKING PROCESS



While the Segment 4 Committee held organizational meetings in 2009, their work on their Segment recommendations for MY 35 began in January 2010. Since then, the Committee has held monthly meetings to identify I-35 corridor needs in their region and to present and discuss potential solutions (Steps 1-3). In September 2010, the I-35 Corridor Segment 4 Committee held planning workshops to gather public input on their proposed solutions (Step 4). The Segment 4 Committee considered this input when making their final recommendations to the I-35 Corridor Advisory Committee for the corridor-wide MY 35 Plan (Steps 5 & 6). The MY 35 Planning Process is shown in the diagram. All Segment Committee meetings were open to the public.

DETERMINING THE NEEDS WITHIN THE I-35 CORRIDOR

The first step that the Segment 4 Committee engaged in during their planning process was to determine the needs within their segment of the I-35 corridor. In January 2010, the Committee reviewed planning data such as MPO long-range plans, regional population and demographics projections, and current and projected traffic data to determine the transportation needs along the I-35 corridor in Segment 4. The Committee also reviewed an inventory of the existing roadway and rail networks, as well as airport and intermodal facilities to determine the potential to expand existing I-35 or use other existing facilities to meet the needs of the I-35 corridor. From this review of current and projected needs as well as existing resources, the Segment 4 Committee identified the following transportation issues in their Segment of the I-35 corridor:

Localized congestion and thru-freight congestion issues

Lack of adequate freight and passenger rail usage

Insufficient connectivity between I-35 and US 83

Need to connect distribution centers to transportation corridors

Trucks taking up capacity in left lanes

Congestion forcing traffic onto alternate routes not designed for heavy traffic (e.g., farm to market roads and local streets)

Insufficient capacity for passing on four-lane sections of I-35

Need for origin-destination information for car, truck, and rail

Need for public education on transportation issues

DEVELOPING SOLUTIONS

In February 2010, the Segment 4 Committee held a brainstorming session in which they developed preliminary roadway and rail solutions to meet the needs and growing demand in the I-35 corridor in Segment 4. For this brainstorming exercise, the Committee was instructed to not limit their solutions based on funding or potential cost. The preliminary roadway and rail solutions the Committee developed were based on the review of the planning data they had completed at their January meeting and on the committee members' knowledge of specific problem areas in the I-35 corridor.

At their March 2010 meeting, the Segment 4 Committee heard a presentation from the TxDOT Rail Division on the status of state rail planning and from the Lone Star Rail District regarding regional rail efforts. Based on this additional information, they continued to refine their proposed list of roadway and rail solutions and selected projects for further analysis and evaluation. Some of the solutions the Committee proposed for further evaluation were already identified on MPO and state transportation plans, while others were new ideas the Committee developed.

EVALUATING PROPOSED SOLUTIONS

Once the Segment 4 Committee selected preliminary roadway solutions for further consideration, they evaluated those solutions using the I-35 Corridor Traffic Model. The I-35 Corridor Traffic Model, which is a travel demand model, helps planners identify future problem areas on the roadway network. Based on the results of the modeling effort, the Segment 4 Committee continued to refine their list of proposed roadway and rail solutions. Because of the overlap in geographic area between Corridor Segments 3 and 4 in the San Antonio metropolitan area, and the complexities of traffic issues in this area, the Segment 3 and 4 Committees held a joint meeting in June 2010. The joint meeting focused on evaluating possible solutions to resolve the future mobility issues in the San Antonio metropolitan area. At this joint meeting, the two Committees decided to modify the limits of some solutions in the San Antonio area and adopt improvements to I-35 from MPO plans.

The Segment 4 Committee continued to refine their solutions in June 2010, and started preparing for the public involvement component of the MY 35 planning effort in July and August 2010.

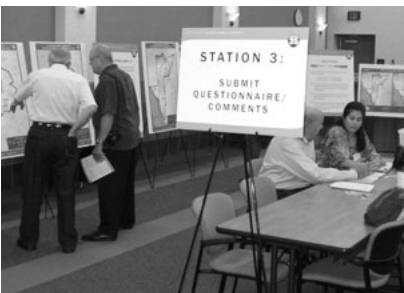
PUBLIC INVOLVEMENT

In September 2010, the Segment 4 Committee held five public planning workshops to get input from the general public on the Committee's proposed roadway and rail solutions for their segment of the I-35 corridor. Three of these workshops were joint meetings with the Segment 3 Committee where projects proposed by both Committees were presented to the public.

I-35 Corridor Segment 4 Planning Workshop Summary

Workshop Date	City	Location	Public Attendance
September 15, 2010	Pearsall, TX	Pearsall High School	14
September 16, 2010	Laredo, TX	TxDOT Laredo District	5
September 23, 2010	San Antonio, TX*	VIA Metropolitan Transit	18
September 28, 2010	Live Oak, TX*	Live Oak Civic Center	24
September 29, 2010	Seguin, TX*	Seguin-Guadalupe County Coliseum	18

*These workshops were joint-workshops of Segment Committees 3 and 4



The planning workshops were advertised at www.MY35.org, via social media sites (Facebook, Twitter), through newspaper legal notifications, press releases, flyers, and in announcements on the radio in the Segment 4 planning area. The workshops provided an opportunity for the public to review the Committee's proposed solutions, ask questions of committee members, and learn more about the MY 35 planning process in an open house format. The public was invited to complete a questionnaire to give feedback on the Segment 4 Committee's proposed roadway and rail solutions. The questionnaire and all workshop materials were also available at www.MY35.org beginning on September 7, 2010. The questionnaire and other comments on the Segment Committee's recommendations could be submitted online or through the mail until October 6, 2010. The Segment 4 Committee received a total of 52 completed questionnaires during the public workshop comment period.

RECOMMENDATIONS

Following the completion of their public workshops, the Segment 4 Committee met in October 2010 to finalize their solutions. At this meeting, the Segment 4 Committee developed general recommendations, suggested operational improvements, recommended a high priority study of freight origin and destination from Laredo to San Antonio, and identified a list of priority roadway and rail projects.

Segment 4 is the least urbanized of the four segments with urban ends in San Antonio and Laredo. The Committee recognized that freight is a major concern in both San Antonio and Laredo and focused on the efficient and safe movement of freight throughout their process.

The Segment 4 Committee prioritized their roadway and rail solutions into near-term (5-10 years), mid-term (10-20 years), or long-term (20 + years) projects. The Committee considered the following in prioritizing their solutions:

Ability of the solution to improve traffic conditions on I-35

Current status of the project (already planned and funded or not yet developed)

Public input

GENERAL RECOMMENDATIONS

The Segment 4 Committee also developed the following five general recommendations for the I-35 Corridor Advisory Committee to consider in the MY 35 Plan:

Consider imposing lane restrictions for trucks

After eliminating gas tax diversions, consider funding transportation projects through increased license plate registration fees and an increased vehicle sales tax, if necessary

Consider acquiring right of way for future expansion as it relates to Segment 4 projects, where feasible

Consider double-tracking rail lines to accommodate more freight and intercity commuter rail, where feasible

Maximize utilizations of existing rights of way, and keep improvements near present-day I-35, where feasible

OPERATIONAL IMPROVEMENT RECOMMENDATIONS

The Segment 4 Committee also developed the following two operational improvement recommendations for the I-35 Corridor Advisory Committee to consider in the MY 35 Plan:

Improve incident management and related agency coordination so that accidents and disabled vehicles can be cleared more quickly and delays can be minimized

Use and improve upon technology, such as electronic signs, to provide updated traffic information, alternative routes, and other traffic management solutions to travelers on I-35

HIGH PRIORITY STUDY

Through the course of deliberations, the Segment 4 Committee identified the need to conduct a freight origin and destination study from Laredo to San Antonio as a priority for future improvements within Segment 4. The Committee recommended that a study be initiated immediately to determine how freight transportation affects various modes of passenger travel.

RECOMMENDATION:

Conduct a freight origin and destination study from Laredo to San Antonio.

See appendix page C for additional information.

PROJECT RECOMMENDATIONS

The final list of prioritized multi-modal solutions that the Segment 4 Committee recommends to the I-35 Corridor Advisory Committee for inclusion in the MY 35 Plan are listed below as near-term, mid-term, and long-term solutions. Project information sheets and maps showing conceptual project locations for the projects listed below are included in the appendix.

NEAR-TERM PROJECTS (5 TO 10 YEARS)

The Committee ranked the near-term projects in order of priority from 1 to 5 (see numbers in parentheses).

I-35 Truck Lanes from the Atascosa County Line to Loop 20 (1)

Loop 20 Improvements (2)

I-10 Improvements (3)

I-410 Improvements (4)

Loop 1604 Improvements (5)

MID-TERM PROJECTS (10 TO 20 YEARS)

I-35 Improvements from US 90 to the Atascosa County Line

I-35 Improvements from Shiloh Drive to Loop 20

US 83 Improvements

Laredo Outer Loop

US 90 Improvements

Rail:

Passenger Rail from Laredo to San Antonio

LONG-TERM PROJECTS (20+ YEARS)

The Segment 4 Committee did not recommend any long-term projects.

CONCLUSION

Taken together as a group, recommendations from the Committees for Corridor Segments 1, 2, 3 and 4 provide a citizens' perspective on transportation needs along the I-35 corridor. Synthesizing these four sets of project and policy recommendations, the I-35 Corridor Advisory Committee will work to create the MY 35 Plan, a comprehensive statewide vision for the I-35 corridor.

This page left blank intentionally.

APPENDIX

This page left blank intentionally.

FREIGHT ORIGIN AND DESTINATION STUDY FROM LAREDO TO SAN ANTONIO

Due to the Mexico-United States international trade originating at the southern limit of the Segment 4 Area, the Segment 4 Committee has growing concerns about the effects of freight transportation on passenger travel. The Committee used travel demand modeling, limited to truck through-trip analysis, as a tool to evaluate truck travel within the Segment Area.

As the projects were developed, the Segment 4 Committee recognized that an origin and destination study for freight could affect their decisions, and in the end, their near-term project rankings. The Segment 4 Committee therefore requested additional truck travel research and analysis, specifically origin and destination data, to gain a better understanding of how international freight trade with Mexico flows throughout the state of Texas. This continued need for additional analysis placed the freight origin and destination study as the Committee's highest priority recommendation. The Segment 4 Committee is particularly interested in the study of their Segment 4 Area, from Laredo to San Antonio, but such a study could benefit the entire I-35 corridor in Texas.

I-35 FROM THE ATASCOSA COUNTY LINE TO LOOP 20

PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve mobility on Interstate 35 (I-35) from the Atascosa County line to State Highway Loop 20 (Loop 20).

EXISTING FACILITY

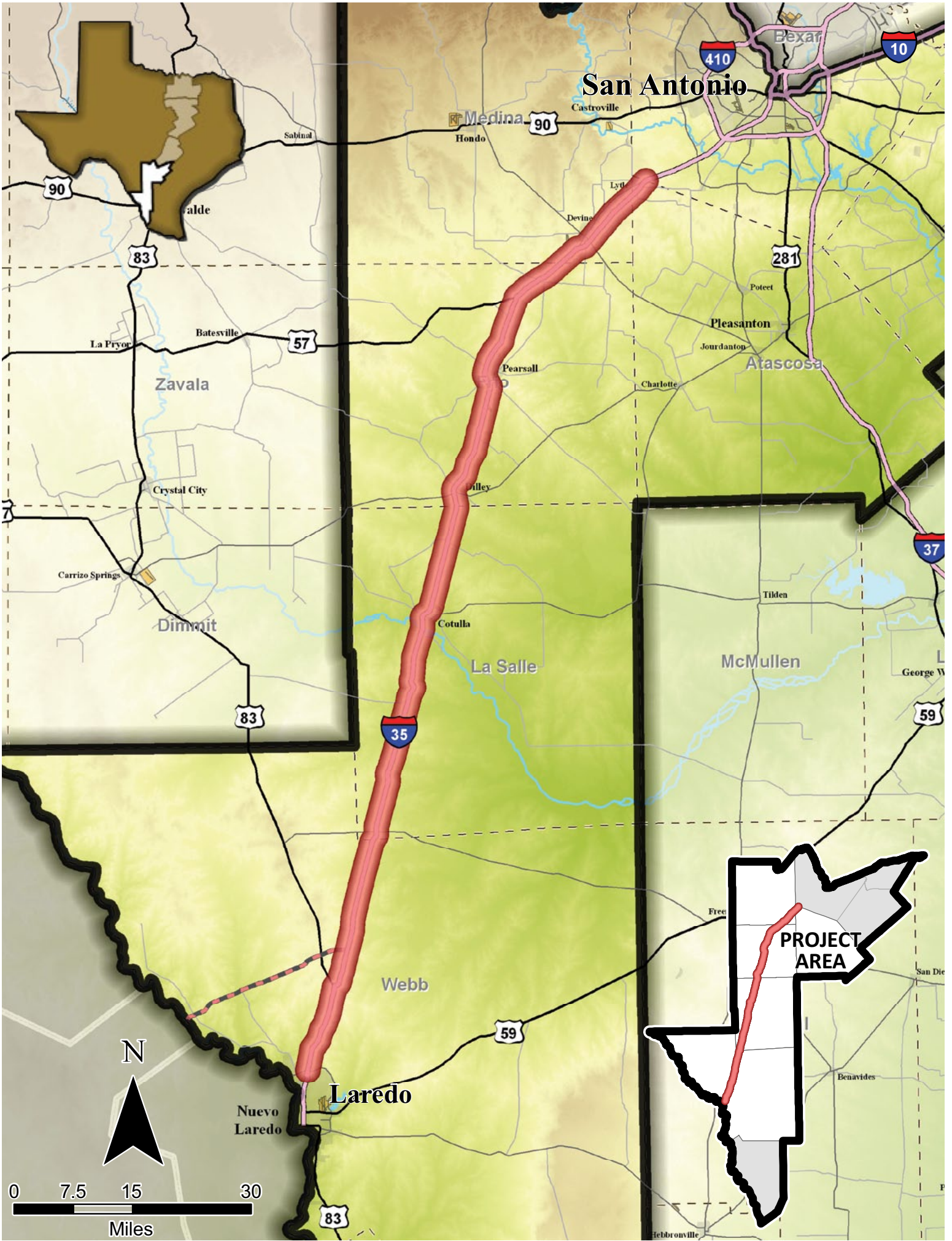
The existing I-35 facility between the Atascosa County line and Loop 20 north of Laredo is four lanes.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends adding a truck lane in each direction of I-35 from the Atascosa County line to Loop 20 north of Laredo with truck traffic restricted to the right two lanes through signage for a distance of approximately 125.5 miles as a near-term project.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$2.5 billion and \$3.55 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



LOOP 20 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed State Highway Loop 20 (Loop 20) project is to improve regional mobility and connectivity with Interstate 35 (I-35).

EXISTING FACILITY

Existing connectivity between I-35 and U.S. Highway (US) 83 is provided by Loop 20 (Bob Bullock Loop) in Laredo. Loop 20 varies from four to six lanes between I-35 and US 83.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends upgrading Loop 20 to a six-lane controlled access facility from I-35 to US 83 for a distance of approximately 21 miles as a near-term project.

CONCEPTUAL PROJECT COST ESTIMATE

The total project cost is estimated to range from approximately \$640 million to \$740 million.

According to the *Laredo Transportation Improvement Program FY 2011-2014*, project improvements from US 59 to State Highway (SH) 359 are estimated to cost approximately \$29 million, including upgraded intersections.

According to the Laredo Urban Transportation Study, Metropolitan Planning Organization's *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009, various project components along Loop 20 are estimated to cost approximately \$257 million (2010 dollars), including segment widening, segment mainlane additions and overpass/ramp construction at four intersections.

The estimated cost for the remaining conceptual project components is between \$350 million and \$450 million, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



I-10 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed Interstate 10 (I-10) project is to improve regional mobility and connectivity between I-35 in San Antonio and Seguin/State Highway (SH) 130.

EXISTING FACILITY

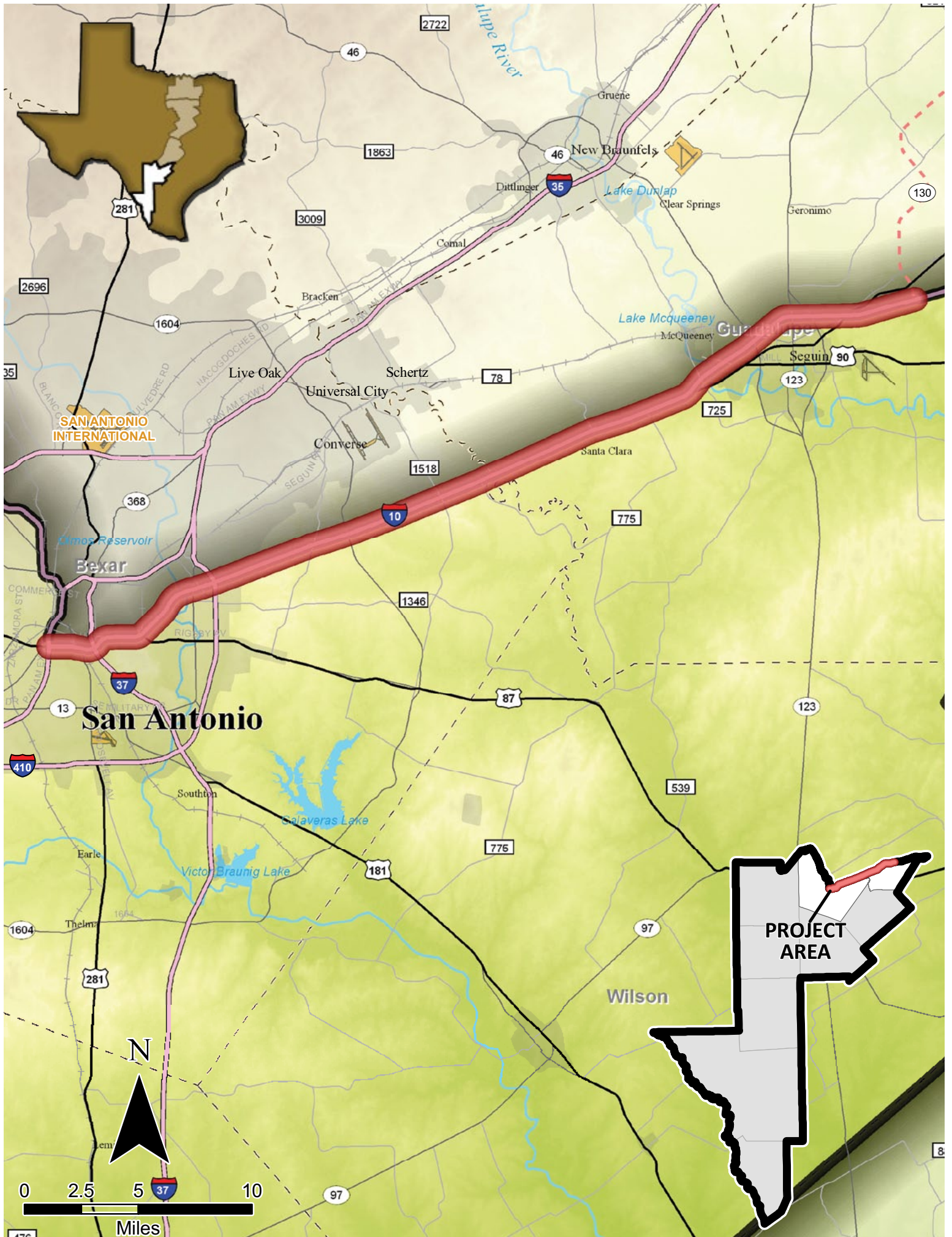
The existing I-10 facility from I-35 in downtown San Antonio to SH 130 northeast of Seguin is four lanes.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends widening I-10 from I-35 to SH 130 to six lanes for a distance of approximately 42 miles as a near-term project.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$950 million and \$1.4 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



I-410 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed Interstate 410 (I-410) project is to improve regional mobility and connectivity within San Antonio.

EXISTING FACILITY

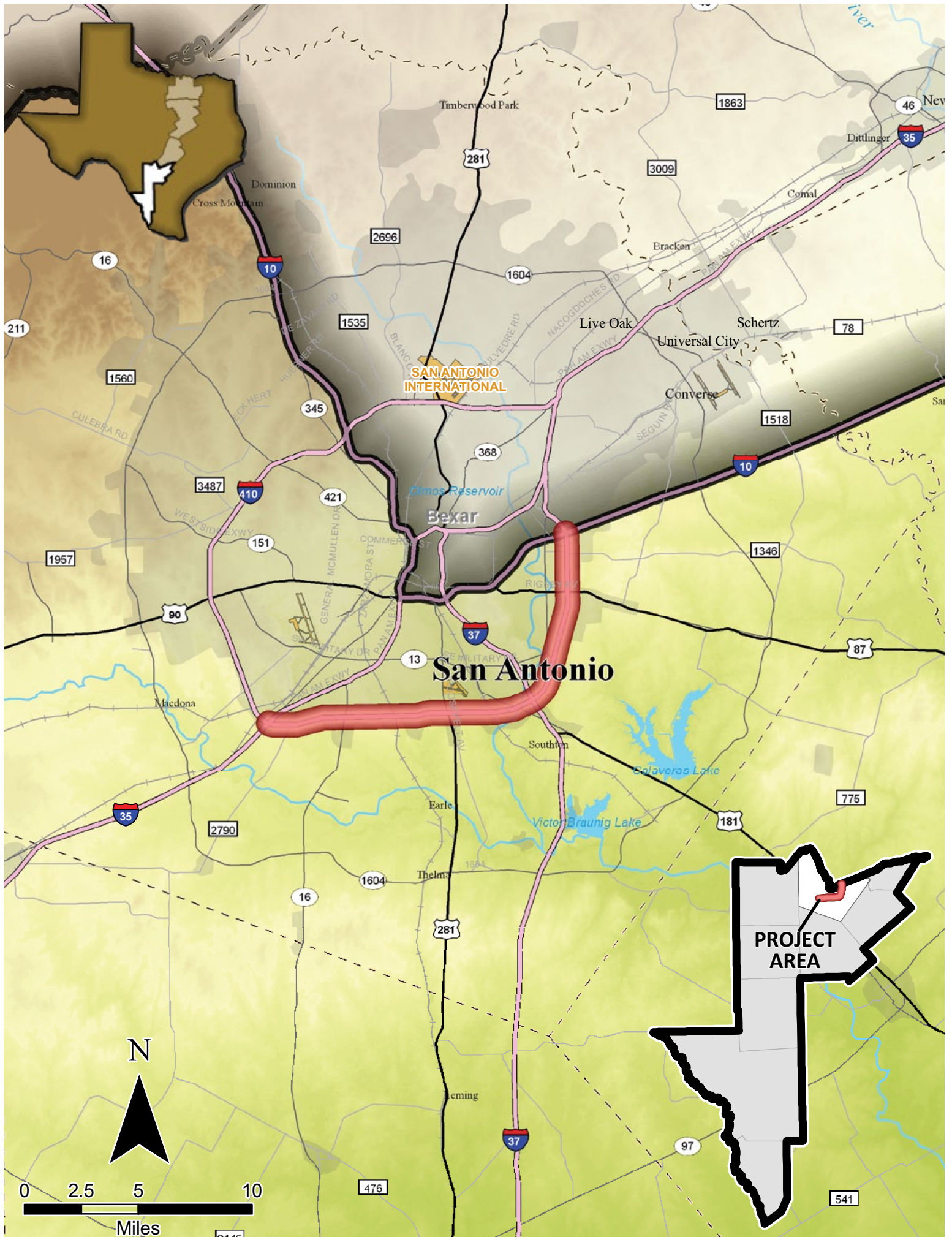
The existing I-410 facility from I-35 east of Macdona to I-10 south of Kirby is four lanes.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends widening I-410 to six lanes from I-35 South to I-10 East for a distance of approximately 20 miles as a near-term project.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$450 million and \$650 million, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



LOOP 1604 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed State Highway Loop 1604 South (Loop 1604 S) project is to improve regional mobility and connectivity in San Antonio region.

EXISTING FACILITY

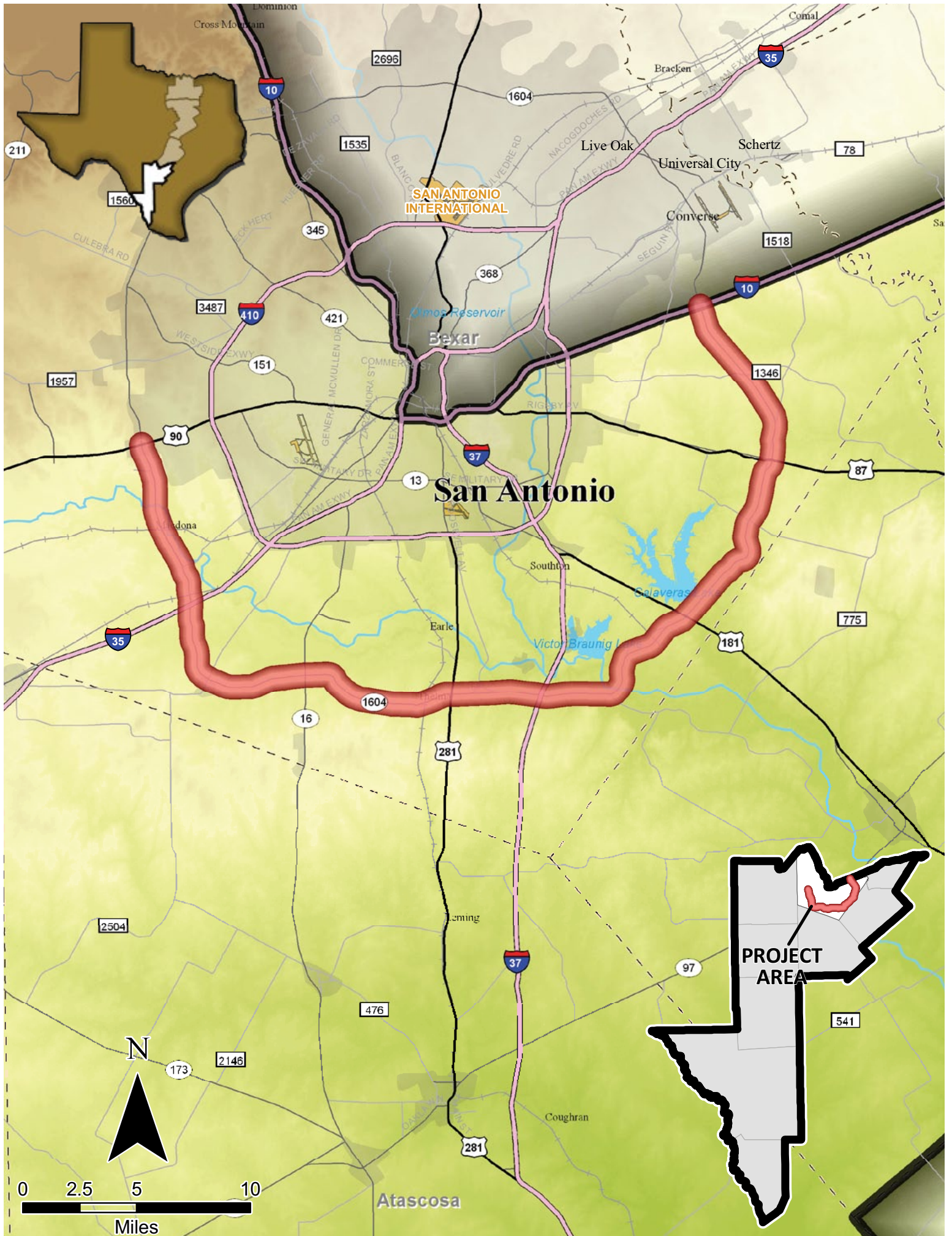
The existing Loop 1604 S facility is two lanes from Interstate 10 (I-10) south of Converse to U.S. Highway (US) 90 north of Macdona.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends upgrading Loop 1604 S to a six-lane controlled access facility from I-10 (NE) to US 90 for a distance of approximately 51 miles as a near-term project.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$1.8 billion and \$2.6 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



SAN ANTONIO INTERNATIONAL

San Antonio

PROJECT AREA



I-35 IMPROVEMENTS FROM US 90 TO THE ATASCOSA COUNTY LINE

PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve mobility on Interstate 35 (I-35) from U.S. Highway (US) 90 to the Atascosa County line.

EXISTING FACILITY

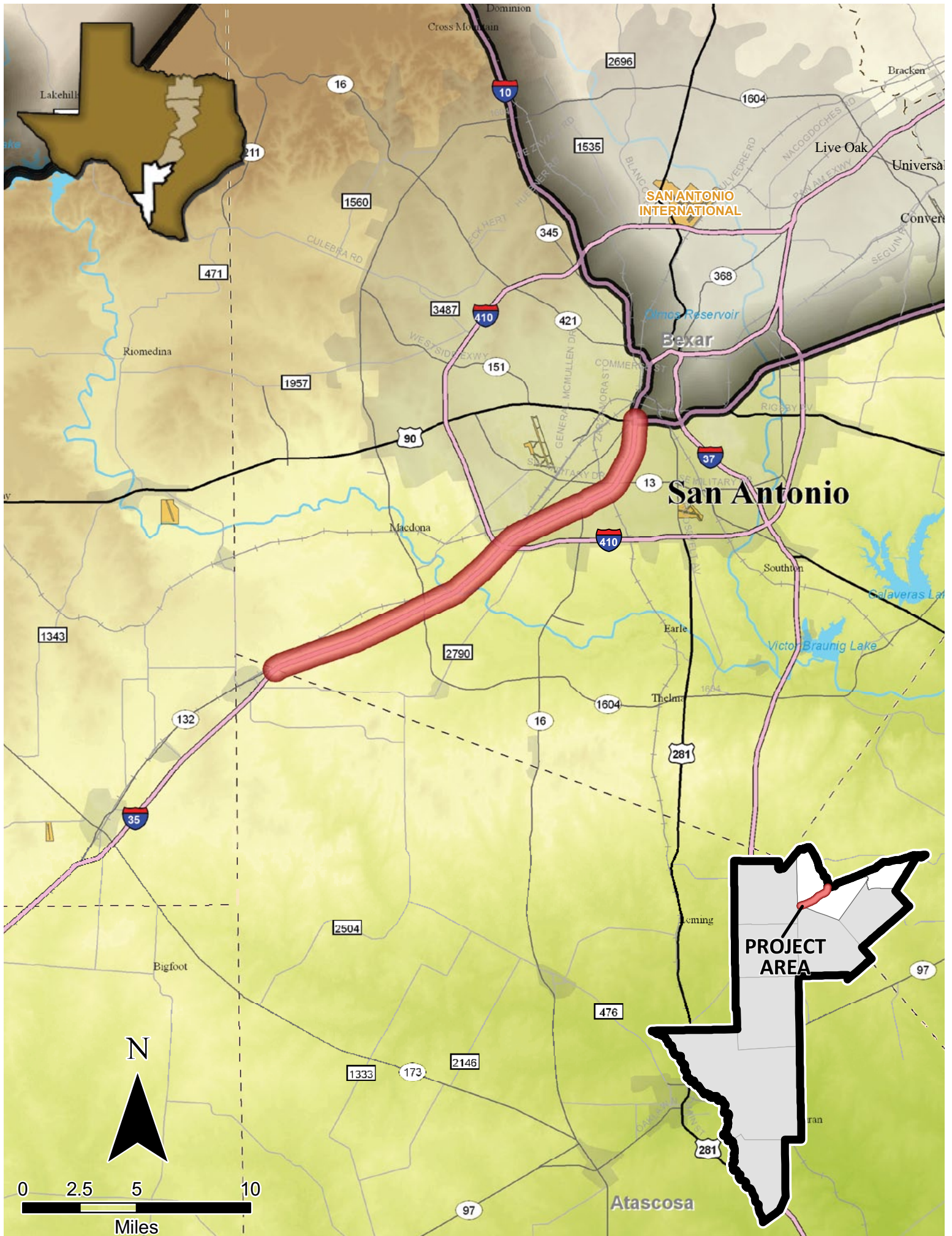
The existing I-35 facility from US 90 in San Antonio to the Atascosa County line varies from four to six lanes.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends widening I-35 to eight lanes from US 90 in San Antonio to the Atascosa County line for a distance of approximately 20 miles as a mid-term project.

CONCEPTUAL PROJECT COST ESTIMATE

According to San Antonio – Bexar County Metropolitan Planning Organization’s *Mobility 2035 Metropolitan Transportation Plan*, approved December 7, 2009, the project is estimated to cost approximately \$150 million, including the interchange construction (Phase 1) at I-410 Southwest.



I-35 IMPROVEMENTS FROM SHILOH DRIVE TO LOOP 20

PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve mobility on Interstate 35 (I-35) from Shiloh Drive to State Highway Loop 20 (Loop 20).

EXISTING FACILITY

The existing I-35 facility from Loop 20 north of Laredo to Shiloh Drive in Laredo is four lanes.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends widening I-35 to six lanes from Loop 20 north of Laredo to Shiloh Drive in Laredo for a distance of approximately two miles as a mid-term project.

CONCEPTUAL PROJECT COST ESTIMATE

According to the Laredo Urban Transportation Study, Metropolitan Planning Organization's *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009, project components from Shiloh Drive to Loop 20 are estimated to cost approximately \$210 million, including direct connectors at Loop 20.



US 83 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed U.S. Highway (US) 83 project is to improve connectivity to Interstate 35 (I-35) and safety along US 83.

EXISTING FACILITY

The existing US 83 facility between I-35 in Laredo and the Zapata/Starr County line varies from two to four lanes.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends upgrading US 83 to a four-lane divided roadway from Laredo to Brownsville as a mid-term project. The project distance within the segment study area is approximately 17 miles. The remaining segments of the 73-mile US 83 facility are currently four lanes, under construction, or included in other planning efforts.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$100 million and \$150 million, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties. The project cost outside of the segment study area has not been determined.



LAREDO OUTER LOOP

PROJECT PURPOSE

The purpose of the proposed Laredo Outer Loop project is to improve regional mobility and connectivity within the Laredo region.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends the Laredo Outer Loop as a mid-term project. The Laredo Outer Loop project would be a four-lane controlled-access facility that is approximately 37 miles in length, as described in the Laredo Urban Transportation Study, Metropolitan Planning Organization's *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009.

CONCEPTUAL PROJECT COST ESTIMATE

According to the Laredo Urban Transportation Study, Metropolitan Planning Organization's *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009, the proposed Laredo Outer Loop is estimated to cost approximately \$330 million.



US 90 IMPROVEMENTS

PROJECT PURPOSE

The purpose of the proposed U.S. Highway (US) 90 project is to improve regional mobility and connectivity within the San Antonio region.

EXISTING FACILITY

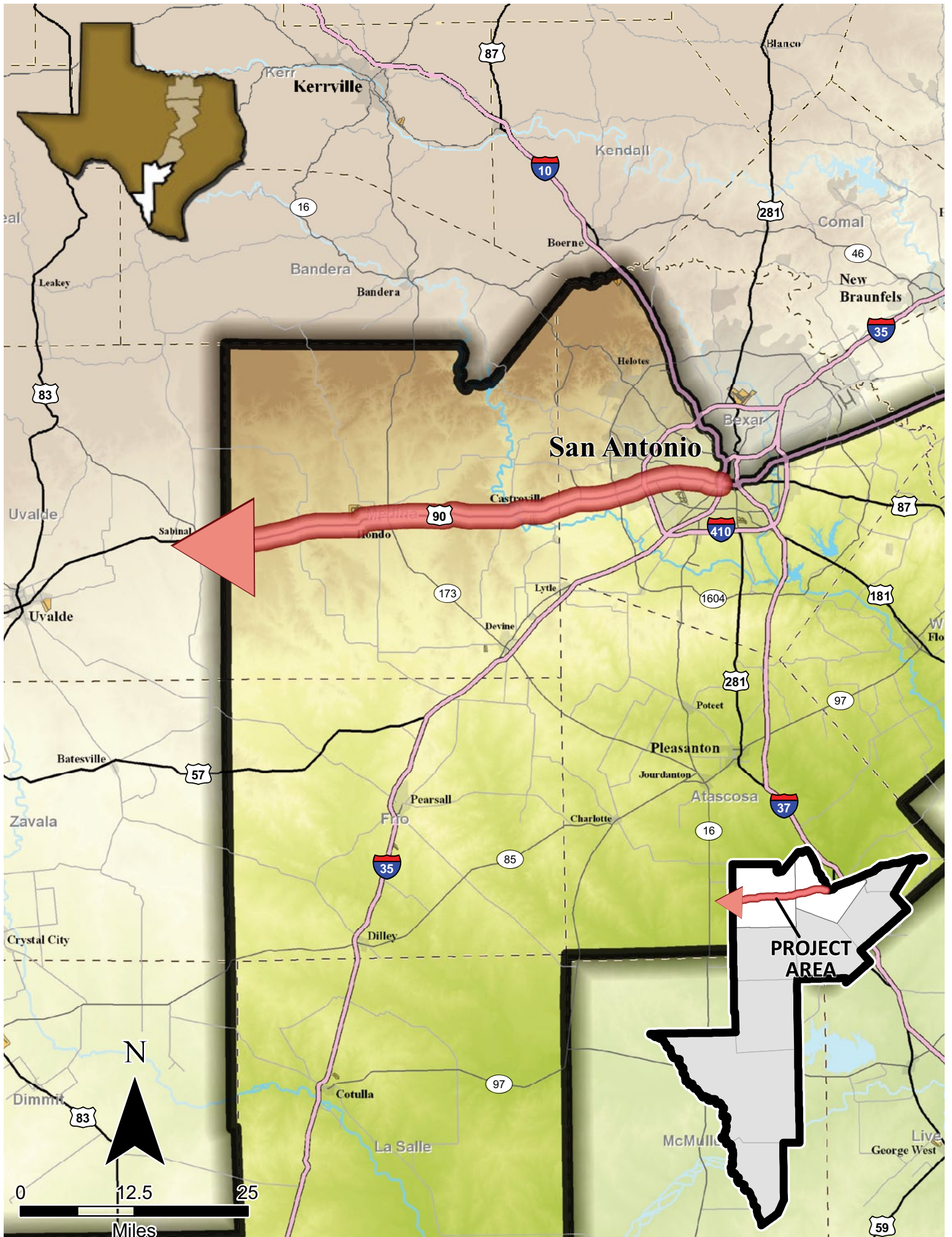
The existing US 90 facility is four lanes from downtown San Antonio to the Uvalde/Medina County line.

PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends upgrading US 90 to a four-lane controlled access facility from I-35 in San Antonio to Del Rio as a mid-term project. The project distance within the segment study area is approximately 55 miles.

CONCEPTUAL PROJECT COST ESTIMATE

The estimated cost for the conceptual project is between \$1.55 billion and \$2.2 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right-of-way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties. The project cost outside of the segment study area has not been determined.



PASSENGER RAIL FROM LAREDO TO SAN ANTONIO

PROJECT PURPOSE

The purpose of the proposed regional passenger rail project is to provide an alternate mode of transportation that will remove traffic from the other transportation systems along the Interstate 35 (I-35) corridor from San Antonio to Laredo.

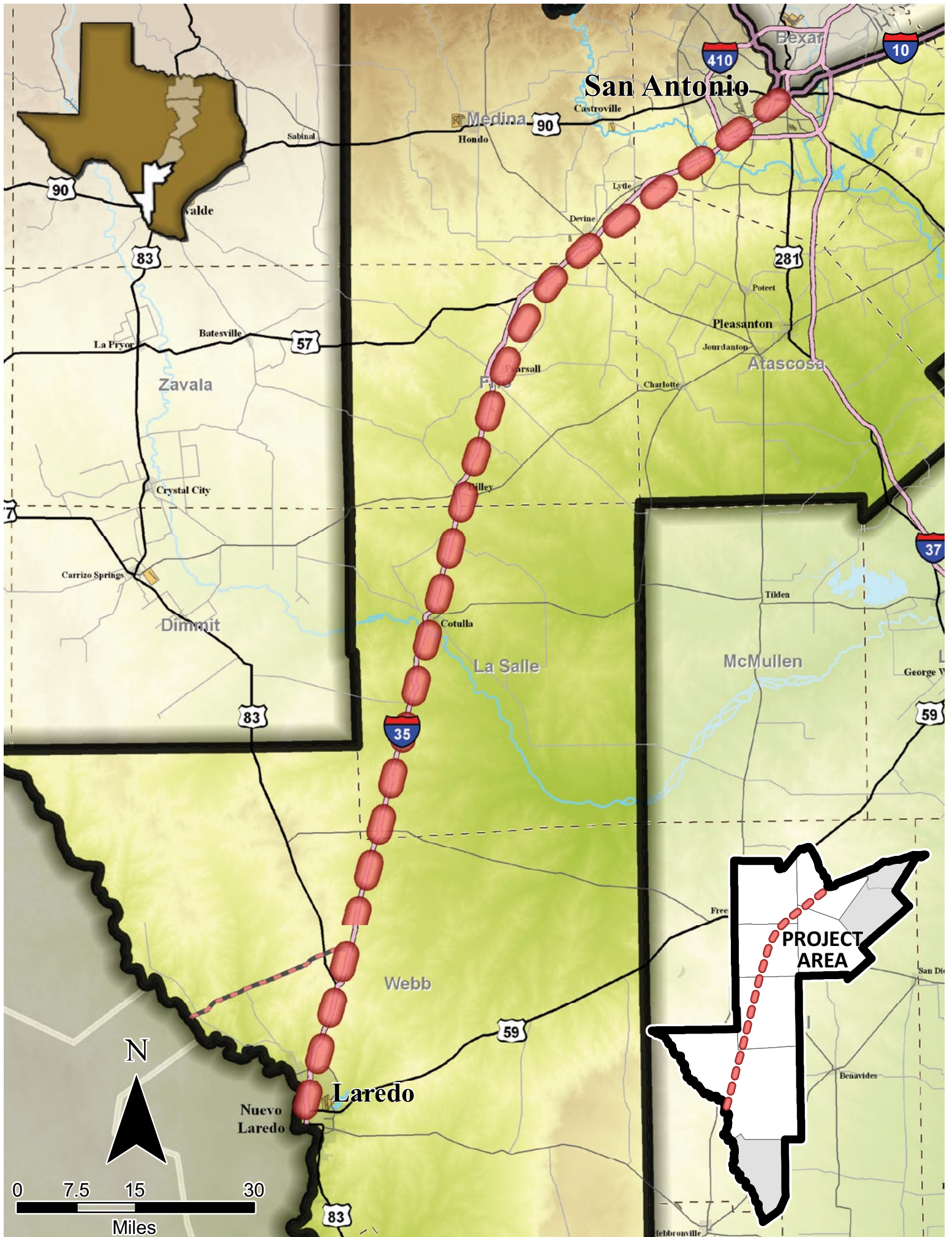
PROJECT PROPOSED BY THE SEGMENT 4 COMMITTEE

The Segment 4 Committee recommends a regional passenger rail system that connects Laredo to San Antonio and extends to the Dallas/Ft. Worth Metroplex as a mid-term project.

CONCEPTUAL PROJECT COST ESTIMATE

An estimated cost cannot be determined without a proposed alignment and type of passenger rail.

For reference, the core line of the “Texas T-Bone” High Speed Rail (HSR) system proposed by the Texas High-Speed Rail and Transportation Corporation is estimated to cost from \$30 - \$50 million per mile. The I-35 corridor from San Antonio to Laredo is a proposed extension from the Texas T-Bone HSR core line. TxDOT recently received \$5.6 million in federal High Speed and Intercity Passenger Rail planning funds to conduct a feasibility study of passenger rail service from Oklahoma City to the Dallas/Fort Worth Metroplex, with a possible extension to South Texas.



GLOSSARY

Access ramps – A short section of road which allows vehicles to enter or exit a freeway or expressway.

At-grade intersection – A junction at which two or more transportation axes cross at the same level, or grade. Typically, this term refers to areas where roadways and railroads join or cross at the same level.

Auxiliary lanes – An additional lane on a freeway or expressway to connect an on-ramp and an off-ramp.

Bypass route – A road or highway that avoids or “bypasses” a built-up area, town, or village, to let through traffic flow without interference from local traffic, to reduce congestion in the built-up area, and to improve road safety.

Collector-distributor lanes – A one-way road next to a freeway that is used for some or all of the ramps that would otherwise merge into or split from the main lanes of the freeway. It is similar to a frontage road, and related to the more complex express-collector systems used in many large cities, but is built to freeway standards. Collector-distributor lanes are used to eliminate or move weaving from the main lanes of a freeway, particularly at cloverleaf interchanges.

Commuter rail – Commuter rail, also called suburban rail, is a passenger rail transport service between a city center, and outer suburbs and commuter towns or other locations that draw large numbers of commuters.

Comprehensive development agreement (CDA) - A comprehensive development agreement is the tool the Texas Legislature authorized to enable private participation in development by sharing the risks and responsibilities of design and construction. In some cases, financing and private investment in the transportation system can be included in the process. It provides a competitive selection process for developing regional projects or much larger undertakings. In addition, this contracting tool can streamline the time needed to deliver the project because multiple tasks can be under way simultaneously.

Concurrent managed lanes – Concurrent-flow lanes operate in the same direction of travel as the adjacent lanes, and typically, one lane is provided in each direction. Where possible, full inside median shoulders and a buffer separation with the general purpose lanes is included. These lanes may be physically separated from adjacent lanes, or not separated.

Connecting facility – A transportation facility designed to provide service from population centers to a primary roadway facility.

Continuous frontage roads – Parallel roadway providing access both between and through freeway interchanges. For freeways, continuous frontage roads provide the operational flexibility required to manage freeway saturation and improve incident management.

Controlled access facility – A type of roadway whereby traffic can only enter and exit at specific designated locations (typically entrance and exit ramps). Controlled access roads are generally referred to as freeways or expressways.

Corridor – A combination of discrete, adjacent surface transportation networks (e.g., freeway, arterial roads, rail networks) that link the same major origins and destinations.

Discontinuous frontage roads – Parallel roadway to a freeway lacking complete access between a set of interchanges.

Dynamically priced managed lane – A pricing strategy for operating managed toll lanes. The tolls vary dynamically in response to real-time traffic conditions in order to provide a superior free-flow travel service to the users of the toll lanes while maximizing the freeway's throughput.

Fully directional interchanges/direct connectors – Interchanges that use direct or semi-direct connections for one or more left-turn movements are called “directional” interchanges. When all turning movements travel on direct or semi-direct ramps or direct connections, the interchange is referred to as “fully directional”. These connections are used for important turning movements instead of loops to reduce travel distance, increase speed and capacity, reduce weaving and avoid loss of direction in traversing a loop. “Fully directional” interchanges are usually justified at the intersection of two freeways.

General purpose lanes – Lanes on a freeway or expressway that are open to all motor vehicles.

Grade separation – The process of aligning a junction of two or more transportation axes at different heights (grades) so that they will not disrupt the traffic flow on other transportation routes when they cross each other.

High occupancy vehicle (HOV) lanes – A system of exclusive lanes signed and striped for use by vehicles with multiple occupants (two or more or three or more persons).

High occupancy toll (HOT) lanes – A road pricing scheme that gives motorists in single-occupant vehicles access to high-occupancy vehicle (HOV) lanes.

High-speed rail – A type of passenger rail transport that operates significantly faster than the normal speed of rail traffic. In the United States, high-speed rail is defined as having a speed above 110 mph by the United States Federal Railroad Administration.

Intermodal – The use of two or more modes of transportation to complete the movement of a shipment of freight or a passenger trip from origin to destination.

Level of service (LOS) – A qualitative rating of the performance of a segment of highway. The performance is based on a target flow speed and vehicle flow rate. LOS is a “grade” of how well the highway segment achieved the target flow speed and flow rate. LOS measures typically range from “A”, representing optimal free-flow operating conditions, through “F”, representing breakdown in vehicle flow and volatile operating conditions.

Managed lanes – Highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions.

Metropolitan planning organization (MPO) – A federally-mandated and federally-funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. Federal legislation required the formation of an MPO for any urbanized area with a population greater than 50,000. Federal funding for transportation projects and programs are channeled through this planning process.

Multi-modal – Multiple modes and/or providers of transportation within a select corridor or location.

New location facilities – The construction of new transportation infrastructure requiring the acquisition of new rights of way.

Parallel facility – A facility which may serve as an alternate route to a primary facility serving similar origins and destinations.

Passenger rail – A means of conveyance of passengers by way of wheeled vehicles running on rail tracks. In contrast to road transport, where vehicles merely run on a prepared surface, rail vehicles are also directionally guided by the tracks they run on.

Peak period – The observed duration of time during a typical day when traffic demand is at its highest. This typically coincides with a.m. and p.m. commute times and may vary based on geographical location.

Planned projects – Projects contained in the fiscally-constrained portions of current long-range transportation plans (e.g., MPO Metropolitan Transportation Plans [MTP's], Texas Statewide Transportation Improvement Program [STIP], Texas Unified Transportation Program [UTP]).

Proposed alignment – The design of a highway consists of a horizontal alignment, vertical alignment and cross-sectional elements. The horizontal alignment of a highway defines its location and orientation in plan view. The vertical alignment of a highway deals with its shape in profile. The cross-sectional elements include number of lanes and widths of lanes, shoulders, and medians and their spacing.

Public-private partnerships – Agreement between government and the private sector regarding the provision of public services or infrastructure.

Reversible managed lanes – Highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions. In addition, the directional flow of traffic changes by time of day based on peak demand.

Right of way (ROW) – A strip of land that is granted, through an easement or other mechanism, for transportation purposes, such as for a trail, driveway, rail line, or highway. A right of way is reserved for the purposes of maintenance or expansion of existing services with the right of way.

Roadway upgrades – Improving the access-control or functional classification of a transportation facility.

Roadway widening – Increasing the capacity of a transportation facility, typically by adding additional travel lanes.

Segment study area – The respective segment boundaries for the four I-35 Corridor Segment Committees. The Segment 1 study area extends from the Texas/Oklahoma border to Interstate 20 in the Dallas-Fort Worth Metroplex; Segment 2 extends from Interstate 20 to the Williamson/Bell County line; Segment 3 extends from the Williamson/Bell County line to Interstate 10 in San Antonio; Segment 4 extends from Interstate 10 to the Texas/Mexico border.

System connectivity – Connectivity refers to the density of connections in a path or road network and the directness of links. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system. Connectivity can apply both internally (streets within that area) and externally (connections with arterials and other neighborhoods).

Target flow rate – Target flow rate is one of two quantitative factors that are used to assign a Level of Service (LOS) category to a section of highway facility. Each level of service category is defined by a flow rate (number of vehicles per hour per lane), and a flow speed (the speed at which vehicles travel). Target flow rate is the upper limit of the desired LOS category under a given target flow speed.

Target flow speed – Target flow speed is one of two quantitative factors that are used to assign a Level of Service (LOS) category to a section of highway facility. Each level of service category is defined by a flow speed (average speed of vehicles traveling through a given point), and a flow rate (the number of vehicles per hour per lane). Target flow speed is the upper limit of the desired LOS category under a given target flow rate.

Transportation facility – Something that is built, installed, or established to serve a particular transportation purpose. A transportation facility is typically a sub-component of a larger transportation system, i.e. a bus stop along a transit route, a new roadway within a roadway network.

Travel demand modeling – Travel demand modeling includes elements such as roadway and transit networks, and population and employment data to calculate the expected demand for transportation facilities. Within the model, mathematical equations are used to represent each individual's decision making process of: "Why", "When", "Where", and "How" to make the trip, and "What" route to follow to complete the trip. The model results for these individual choices are combined so that the aggregate impacts of roadway vehicle volumes and transit route ridership.

Vehicle miles traveled (VMT) – The sum of the total miles traveled by each individual vehicle traveling over a specified length of a facility or group of facilities, e.g., 10 cars traveling 10 miles = 100 Vehicle Miles of Travel (10 vehicles x 10 miles).

Year of expenditure dollars – Today's construction dollar amount escalated per year to the year of anticipation of spending. The escalation rate can be based on an assumed inflation rate.



www.my35.org