

AN RESOLUTION

NO. 96-40-45

EXPRESSING SUPPORT FOR A) THE UPGRADING OF IH 35 FROM SAN ANTONIO TO AUSTIN, B) THE CONCEPTUAL PLANNING OF AN INTERSTATE HIGHWAY OR TOLL ROAD PROVIDING A RELIEVER ROUTE AROUND AUSTIN, C) THE PLANNING AND DEVELOPMENT OF SH 130 EXTENDING FROM NORTH OF GEORGETOWN AT IH 35 TO THE EAST OF SEGUIN AT IH 10, D) THE RELOCATION OF FREIGHT RAIL SERVICE EAST OF IH 35 AND E) THE PLANNING FOR COMMUTER RAIL SERVICE BETWEEN AUSTIN AND SAN ANTONIO ON EXISTING TRACKS; AND AUTHORIZING THE CITY'S REPRESENTATIVES TO THE MPO STEERING COMMITTEE TO MONITOR PROGRESS OF THESE IMPORTANT NAFTA HIGHWAY PROJECTS AND TO PROVIDE GUIDANCE TO PLANNING AGENCIES IN THIS REGARD.

* * * * *

WHEREAS, on January 1, 1994, the North American Free Trade Agreement (NAFTA) was passed by the U.S. Congress creating the largest trading partnership in the world; and

WHEREAS, the City of San Antonio understands that transportation system improvements need to be made to facilitate NAFTA trade in the San Antonio area; and

WHEREAS, the City of San Antonio recognizes the necessity of upgrading Interstate Highway 35 between San Antonio and Austin to provide capacity for the next ten to fifteen years; and

WHEREAS, the City of San Antonio encourages the planning and development of State Highway 130 extending from north of Georgetown at Interstate Highway 35 to the east of Seguin at Interstate Highway 10 to provide a reliever route around the City of Austin; and

WHEREAS, the City of San Antonio supports the conceptual planning of State Highway 130 as a toll road, providing an alternate route around Austin and easing the burden on the Austin Highway District; and

WHEREAS, the City of San Antonio advocates cooperation with Union Pacific Railroad Company to relocate freight service east of Interstate Highway 35; and

WHEREAS, the City of San Antonio actively favors the planning for commuter rail service along existing tracks between San Antonio and Austin; and

WHEREAS, support of the aforementioned transportation improvements is consistent with the City of San Antonio's NAFTA Trade Strategy; and

WHEREAS, said improvements facilitate the safe movement of persons and goods through the area;
NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

Section 1. That the City of San Antonio, pursuant to the following transportation system improvements needed to be made to facilitate NAFTA trade in the San Antonio area, hereby expresses support for:

A. the upgrading and widening to six lanes through New Braunfels and San Marcos of Interstate Highway 35.

B. the planning and development of State Highway 130 extending from north of Georgetown at Interstate 35 to the east of Seguin at Interstate Highway 10.

C. the conducting of a feasibility study of a toll road providing an alternate route around Austin connecting from Interstate Highway 35 between Buda and San Marcos to State Highway 130 near Bergstrom Air Force Base.

D. the relocating of freight service, in cooperation with the Union Pacific Railroad Company, to tracks east of Interstate Highway 35.

E. the planning for commuter rail service between Austin and San Antonio on existing tracks.

Section 2. That the City Council hereby authorizes the City's representatives to the MPO Steering Committee to monitor the progress of these important NAFTA highway projects and to provide guidance to planning agencies in this regard.

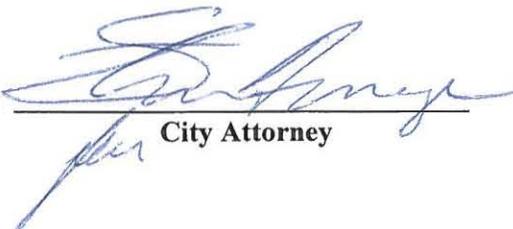
Section 3. That the City of San Antonio urge other cities, counties, towns, organizations, and all other interested parties to pass similar resolutions.

Section 4. This resolution shall be effective on the tenth day after passage hereof.

PASSED AND APPROVED this 26th day of September, 1996.


M A Y O R

ATTEST: 
City Clerk

APPROVED AS TO FORM: 
City Attorney

96-40

MEETING OF THE CITY COUNCIL

ALAMODOME
ARTS & CULTURAL AFFAIRS
ASSET MANAGEMENT
AVIATION
BUDGET & MANAGEMENT ANALYSIS
BUILDING INSPECTIONS
HOUSE NUMBERING
CITY ATTORNEY
MUNICIPAL COURT
REAL ESTATE (FASSNIDGE)
REAL ESTATE (WOOD)
CITY MANAGER
SPECIAL PROJECTS - FRANCES GONZALES
CITY PUBLIC SERVICE - GENERAL MANAGER
CITY PUBLIC SERVICE - MAPS AND RECORDS
CODE COMPLIANCE
COMMERCIAL RECORDER
COMMUNITY INITIATIVES
COMMUNITY RELATIONS
PUBLIC INFORMATION
CONVENTION AND VISITORS BUREAU
CONVENTION CENTER EXPANSION OFFICE
CONVENTION FACILITIES
ECONOMIC DEVELOPMENT
FINANCE - DIRECTOR
FINANCE - ASSESSOR
FINANCE - CONTROLLER
FINANCE - GRANTS
FINANCE - RISK MANAGEMENT
FINANCE - TREASURY
FIRE DEPARTMENT
HOUSING AND COMMUNITY DEVELOPMENT
HUMAN RESOURCES (PERSONNEL)
INFORMATION SERVICES
INTERGOVERNMENTAL RELATIONS
INTERNAL REVIEW
INTERNATIONAL AFFAIRS
LIBRARY
METROPOLITAN HEALTH DISTRICT
MUNICIPAL CODE CORPORATION
MUNICIPAL COURT
PARKS AND RECREATION
MARKET SQUARE
PLANNING DEPARTMENT
DISABILITY ACCESS OFFICE
LAND DEVELOPMENT SERVICES
POLICE DEPARTMENT
GROUND TRANSPORTATION
PUBLIC WORKS DIRECTOR
CAPITAL PROJECTS
CENTRAL MAPPING
ENGINEERING
PARKING DIVISION
REAL ESTATE DIVISION
SOLID WASTE
TRAFFIC ENGINEERING
PURCHASING AND GENERAL SERVICES
SAN ANTONIO WATER SYSTEMS (SAWS)
VIA
YOUTH INITIATIVES
1 MPO

AGENDA ITEM NUMBER: 35

DATE: OCT 03 1996

MOTION: Best

2ND: Bills Burke

ORDINANCE NUMBER: -

RESOLUTION NUMBER: 96-40-45

ZONING CASE NUMBER:

TRAVEL AUTHORIZATION:

NAME	ROLL	AYE	NAY
ROGER FLORES, II District 1		✓	
DOLORES M. LOTT District 2		✓	
LYNDA BILLA BURKE District 3		✓	
HENRY AVILA District 4		✓	
JUAN F. SOLIS, III District 5		Absent	
ROBERT A. HERRERA District 6		Absent	
BOB ROSS District 7		✓	
ROBERT MARBUT District 8		Absent	
HOWARD W. PEAK District 9		✓	
JEFF S. WEBSTER District 10		Absent	
WILLIAM E. THORNTON Mayor		✓	

96-40

CITY OF SAN ANTONIO
Interdepartmental Correspondence Sheet

TO: Mayor and City Council through
Alexander E. Briseño, City Manager

FROM: John L. German, P.E., Director of Public Works

COPIES TO: File

SUBJECT: RESOLUTION SUPPORTING NAFTA HIGHWAY PROJECTS

DATE: September 26, 1996

RECOMMENDED ACTION:

A Resolution expressing support for a) the upgrading of IH 35 from San Antonio to Austin; b) the conceptual planning of an interstate highway or toll road providing a reliever route around Austin; c) the planning and development of SH 130 extending from north of Georgetown at IH 35 to the east of Seguin at IH 10; d) the relocation of freight rail service east of IH 35; and e) the planning for Commuter Rail service between Austin and San Antonio on existing tracks; and authorizing the City's representatives to the MPO Steering Committee to monitor the progress of these important NAFTA Highway projects and to provide guidance to planning agencies in this regard.

On Thursday, September 19, 1996, the City Council considered this matter in "B" Session and directed the staff to prepare a resolution for formal approval.

The staff recommends approval.

BACKGROUND:

The City's NAFTA Trade Strategy includes an element to ensure that the regional transportation system has the capability and capacity to handle the increased level of goods movement into and out of San Antonio. This includes shipment by truck, rail, and air, and the interchange between these different modes. It also means that persons traveling in the corridor between the border with Mexico and San Antonio can move efficiently through the area. Those traveling north from San Antonio through Austin also need highway and rail facilities that minimize delay and ensure safe movement.

The primary elements of this transportation system include the International Airport and Kelly AFB (in the future); the Union Pacific rail lines; and interstate highways, IH 35, IH 37 and IH 10. The interstate highway system radiates out from San Antonio in all directions, attracting traffic and distributing goods throughout the country.

IH 35 is very important for NAFTA trade movement. It extends from Laredo to Minneapolis, and provides a direct link between San Antonio and Mexico. The highway facilitates the movement of goods north through Austin to Dallas and points north and east.

There is sufficient capacity on IH 35 for the near future, but \$82 million is needed for improvements between San Antonio and Austin to provide capacity for the next ten to fifteen years. The Austin segment of IH 35 is heavily traveled (187,000 vehicles per day) and severely congested in peak periods. Most of that is Austin local traffic. There is a need to have additional transportation facilities through Austin to eliminate the current road blocks for through traffic.

In the mid-1980's, government leaders and transportation planners in the region developed the concept of a major highway running parallel to IH 35 to handle some of the Austin traffic load and provide a reliever route around the City. That highway is known as SH 130. It is planned to extend from IH 35 north of Georgetown to U.S. 183 near Bergstrom AFB (future Austin International Airport) and on south to Seguin. (See Exhibit "A").

Route studies are now under way by consultants to define the specific location of SH 130, its costs, and a schedule for development. Preliminary estimates set the cost for SH 130 at \$1 Billion. The time to construct the highway for its full length is estimated to be 20 years.

About sixty of the 89 mile length of SH 130 requires new construction. Only ten miles of this length are in the San Antonio Highway District. That section is east of Seguin. Therefore, the financial impact in the San Antonio area over the twenty year development cycle is manageable (less than \$100 million). The primary burden is on the Austin Highway District.

To ease this burden, the Texas Turnpike Authority is studying the feasibility of SH 130 as a toll road. Preliminary indications are that a toll road will be feasible if there is a connection from SH 130 back to IH 35 south of Austin. It could occur along FM 1327 to Buda, SH 21 to San Marcos, or somewhere in between these two options. (See Exhibit "B").

A toll road around Austin could be completed in ten years, and provide traffic relief to IH 35 much sooner than the section of SH 130 extending south to Seguin. For this reason, the toll road concept should be supported, and, when feasible, the toll road built as quickly as possible.

In the interim, SH 130 can utilize U.S. 183 to Lockhart and Luling where it would tie to IH 10. Although this is a few miles further on IH 10, it is a reasonable short-term solution. As funds are available, SH 130 can then be constructed around Lockhart and west to Seguin.

(See Exhibit "C").

Rail facilities are also important through the area. With the consolidation of Union Pacific and Southern Pacific, it is appropriate to relocate freight service to tracks east of IH 35. This would allow existing tracks through New Braunfels and San Marcos to be used for commuter passenger rail, and minimize the current impact of freight trains through the centers of those two cities.

There are existing rail lines that can be used for the new freight system. However, some new construction is needed. One option is to extend rail lines from Seguin along SH 130 to Austin where it would tie in with the abandoned MKT ROW. Freight Service would be routed east from San Antonio to Seguin rather than northeast to New Braunfels.

SUMMARY

In summary, the following transportation system improvements need to be made to facilitate NAFTA trade in the San Antonio area:

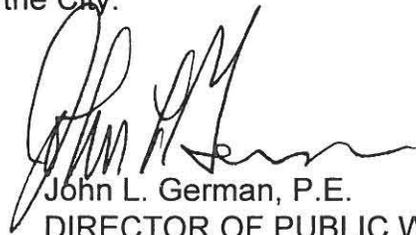
- A. Upgrade IH 35 from San Antonio to Austin. Estimated cost is \$82 million. Projects to widen IH 35 to six lanes through New Braunfels and through San Marcos are included.
- B. Study the feasibility of a toll road providing a reliever route around Austin connecting from IH 35 between Buda and San Marcos to SH 130 near Bergstrom AFB.
- C. Continue planning and begin development of SH 130 east of Austin.
- D. Work cooperatively with Union Pacific to relocate freight service east of IH 35 and facilitate development of commuter rail along existing tracks between San Antonio and Austin.

POLICY ANALYSIS

Support of these transportation improvements is consistent with San Antonio's NAFTA Trade Strategy as outlined in the "B" Session on September 19, 1996. These improvements also facilitate the safe movement of persons and goods through the area.

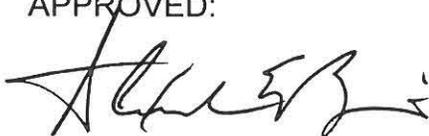
FINANCIAL IMPACT

There is no direct cost to the City of San Antonio to support these improvements. Highway facilities will be paid for from state and federal funds. ROW will be paid partly by cities and counties along the routes, but none of the alignments are within the City of San Antonio. The needed rail facilities are also outside the City.



John L. German, P.E.
DIRECTOR OF PUBLIC WORKS

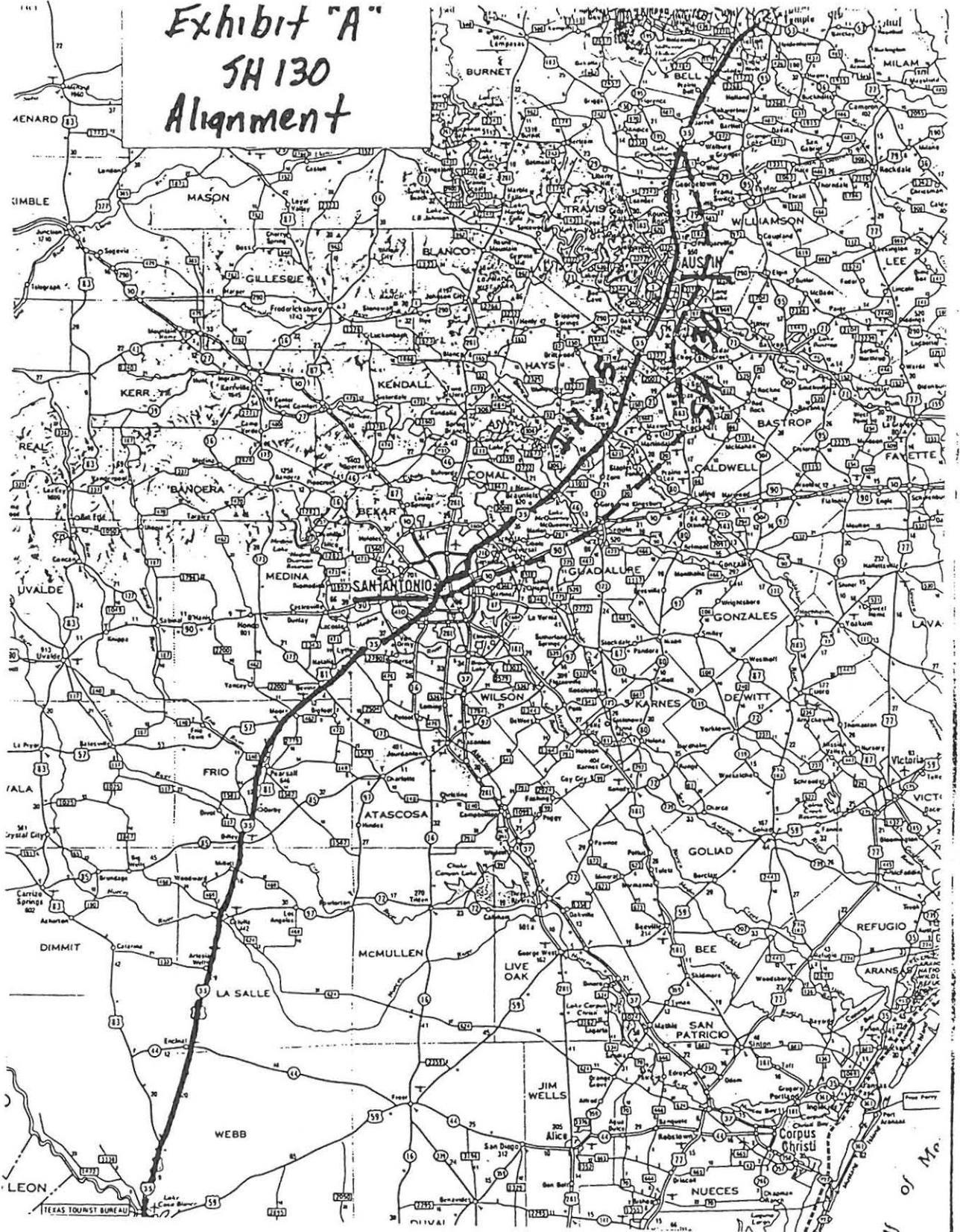
APPROVED:



Alexander E. Briseño
CITY MANAGER

JLG/kzr

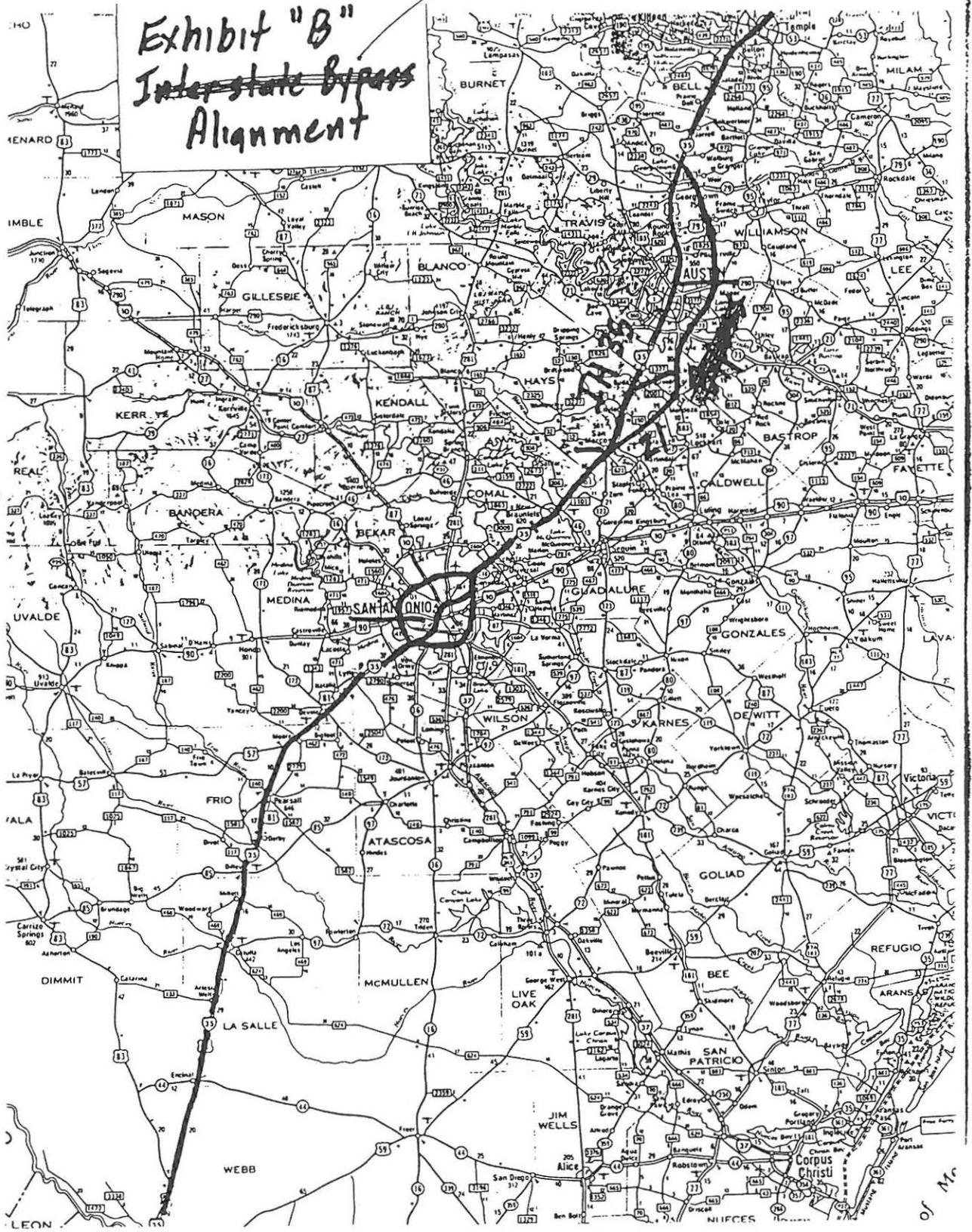
Exhibit "A" SH 130 Alignment



of Mr.

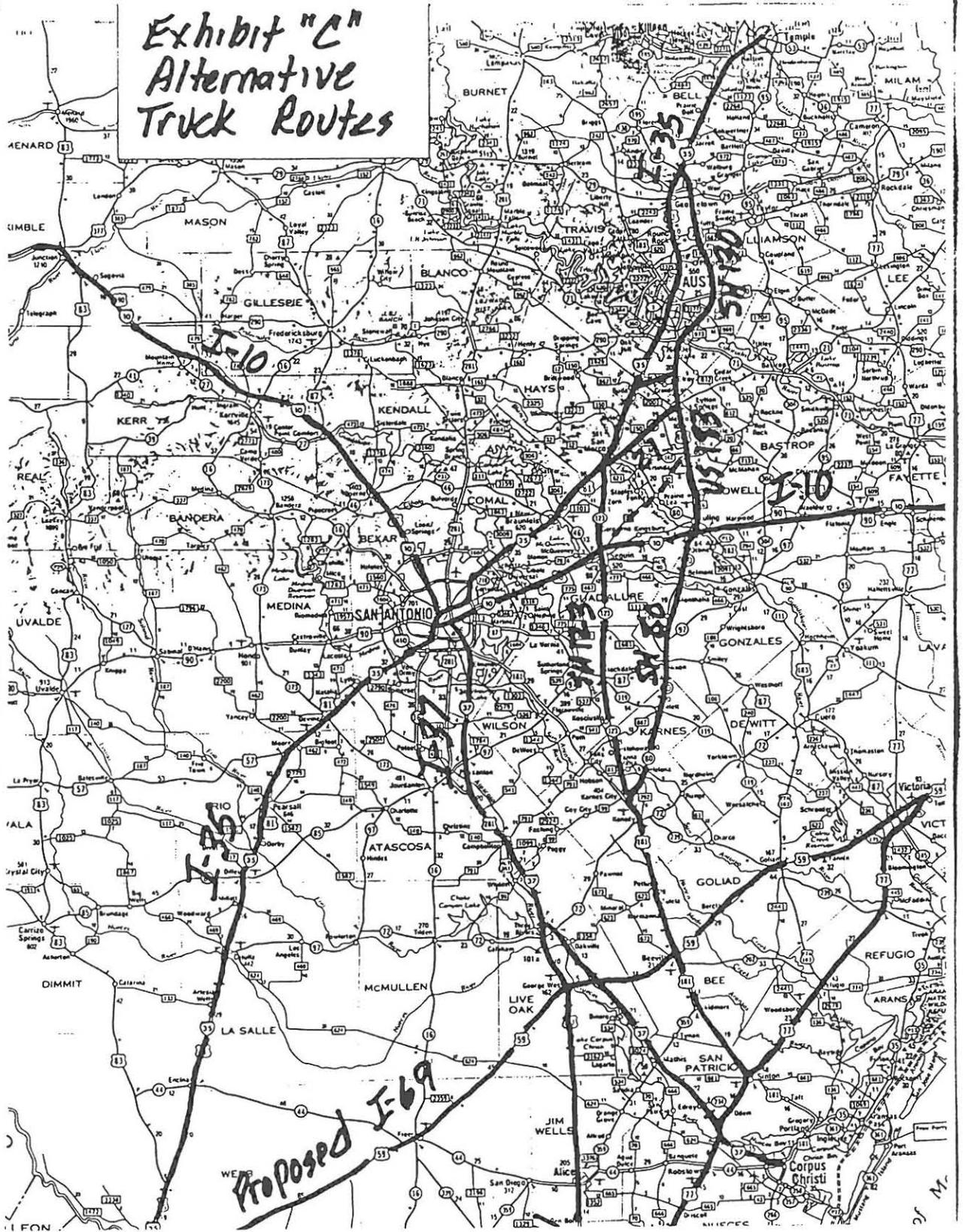
Exhibit "B"
~~Interstate Bypass~~
Alignment

Reliever Route



of Mr

Exhibit "C" Alternative Truck Routes



<u>Approval</u> Finance [] <u>Legal</u> []	<u>Budget</u> [] <u>Coordinator</u> []	CITY OF SAN ANTONIO Request For Ordinance/Resolution	Date Considered: Consent <input type="checkbox"/> Individual <input type="checkbox"/> Item No. 35 Ord. No.
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Date: September 26, 1996	Department: Public Works	Contact Person/Phone #: Gabriel Perez 207-7887
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Date Council Consideration Requested: October 3, 1996	Deadline for Action: ASAP	Dept. Head Signature:
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SUMMARY OF ORDINANCE

Resolution Supporting NAFTA Highway Projects

A Resolution expressing support for a) the upgrading of IH 35 from San Antonio to Austin; b) the conceptual planning of an interstate highway or toll road providing a reliever route around Austin; c) the planning and development of SH 130 extending from north of Georgetown at IH 35 to the east of Seguin at IH 10; d) the relocation of freight rail service east of IH 35; and e) the planning for Commuter Rail service between Austin and San Antonio on existing tracks; and authorizing the City's representatives to the MPO Steering Committee to monitor the progress of these important NAFTA Highway projects and to provide guidance to planning agencies in this regard.

Other Depts., Boards, Committees Involved (please specify):

Contract signed by other party Yes <input type="checkbox"/> No <input type="checkbox"/>
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FISCAL DATA (If Applicable)		Budgetary Implications	
Fund No.	Amt. Expended	Funds/Staffing Budgeted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Activity No.	SID No. none	Positions Currently Authorized	Yes <input type="checkbox"/> No <input type="checkbox"/>
Index Code	Project No.	Impact on future O&M	
Object Code		If positions added, specify class and no.	

Comments: