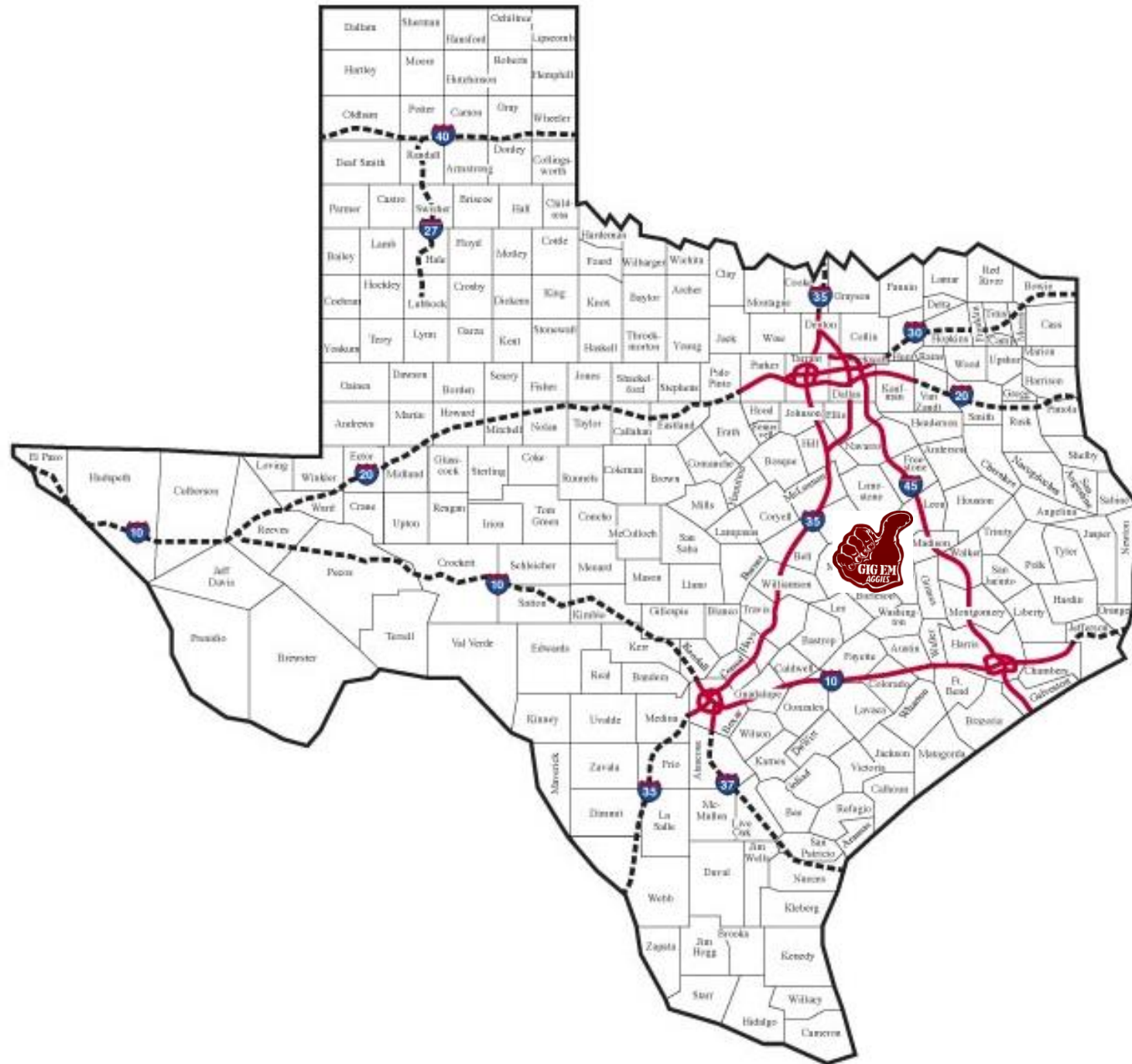


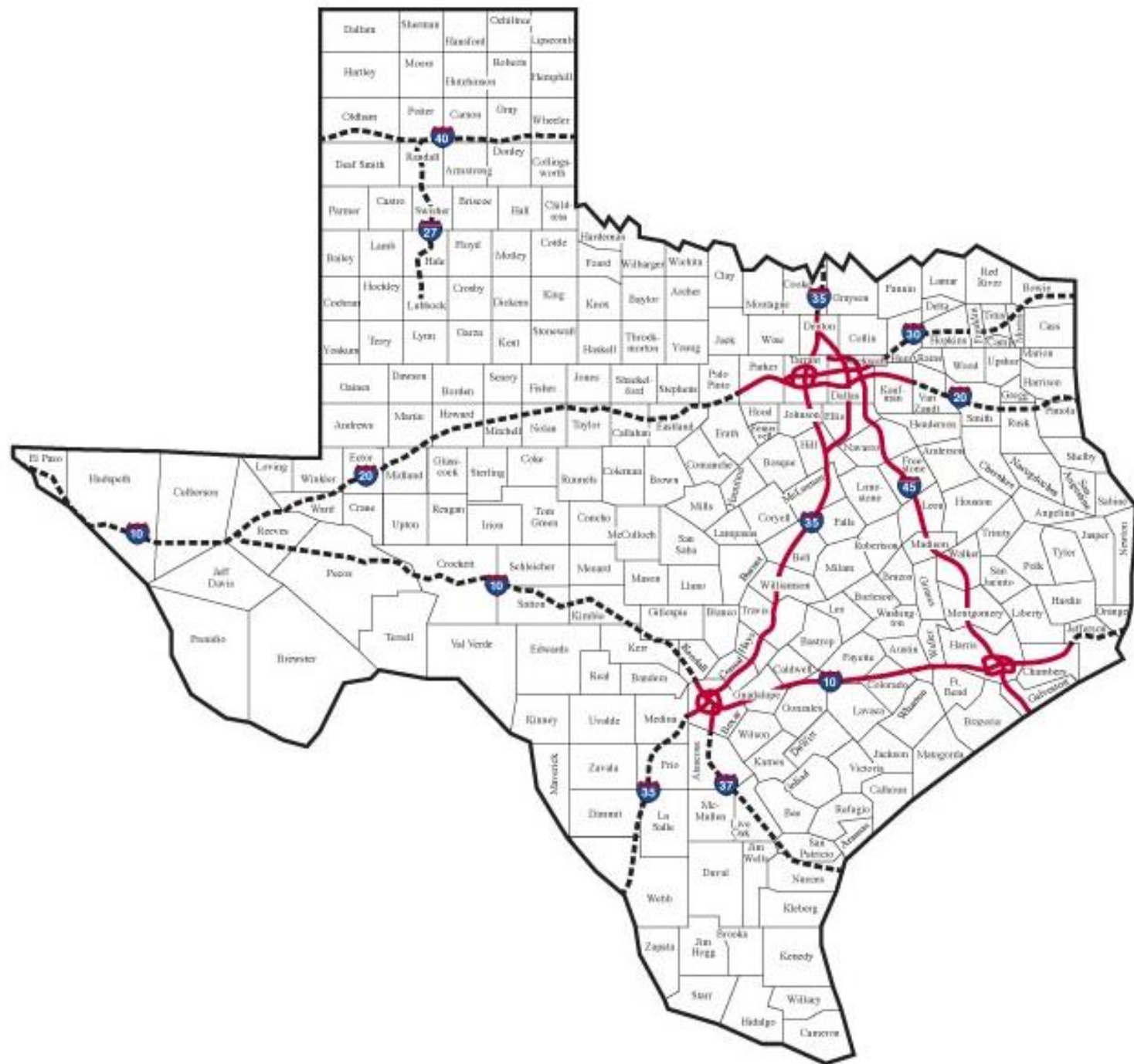
University of Texas  
CRP 384 Planning for Megaregions

Transportation Planning and the Texas Triangle  
April 10, 2019



## 1950's

- **Interstate Highway System:** The Federal-Aid **Highway Act** of 1956. It took several years of wrangling, but a new Federal-Aid **Highway Act** passed in June 1956.
- The law authorized the construction of a 41,000-mile network of **interstate highways** that would span the nation. It also allocated \$26 billion to pay for them. As it pertains to the Texas Triangle: IH-10, IH-45 and IH-35.



## 1991 - 1997

- ISTEA – 1991 (Intermodal Surface Transportation Act of 1991)
  - First Highway Funding bill that linked the Clean Air Act to transportation funding in regards to transportation's impact on Ozone and Particulate Matter – NAAQS and NON-Attainment (5 non-attainment areas in Texas).
  - Designated corridors of national importance (National Highway System) such as Interstate 69 (Corridors 19 & 20). Links USA with Canada and Mexico.
  - Nicknamed the NAFTA Superhighway or super corridor.

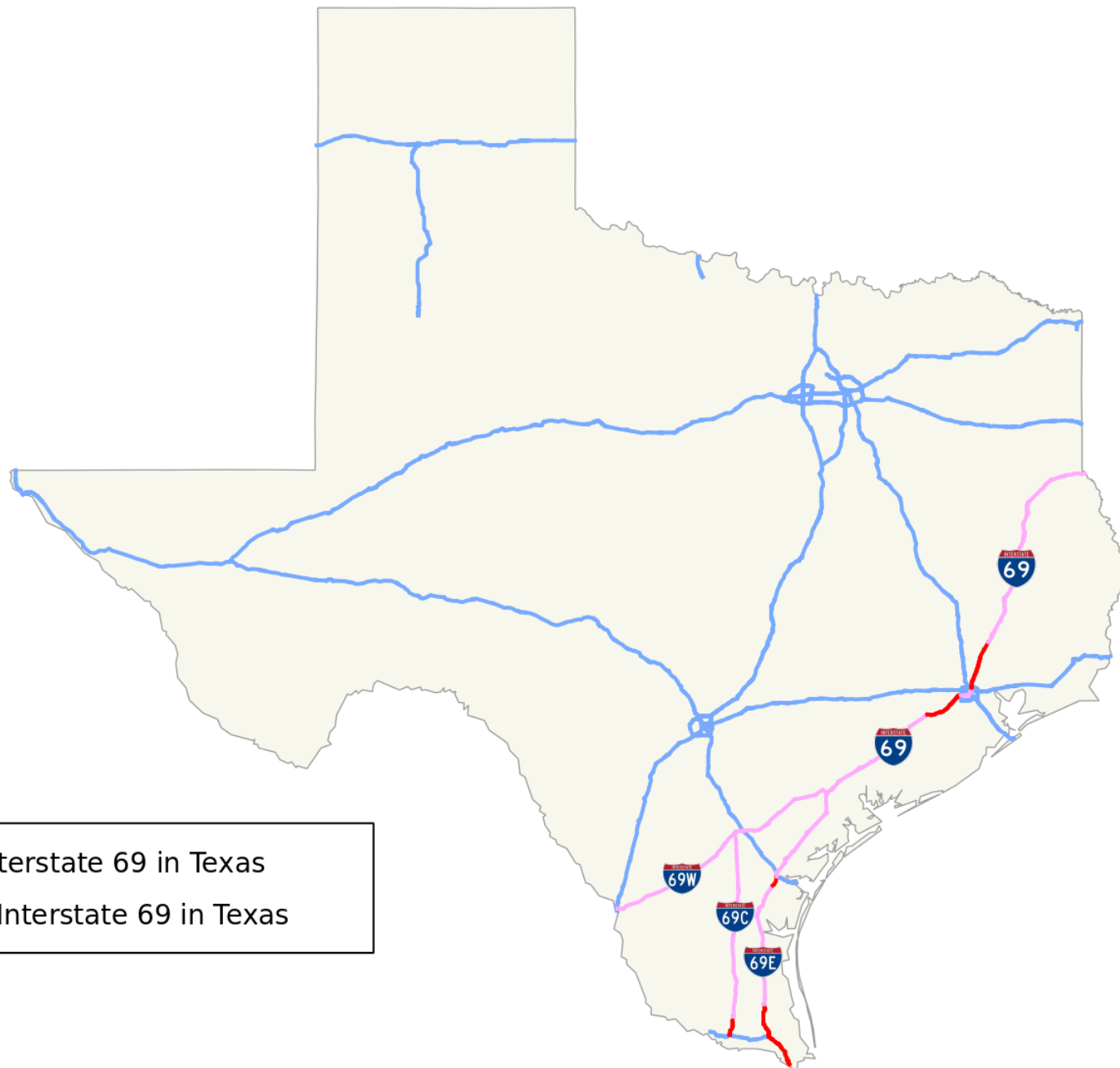
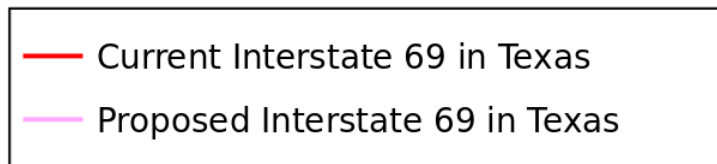


## Interstate 69



— Open segments

— Proposed segments

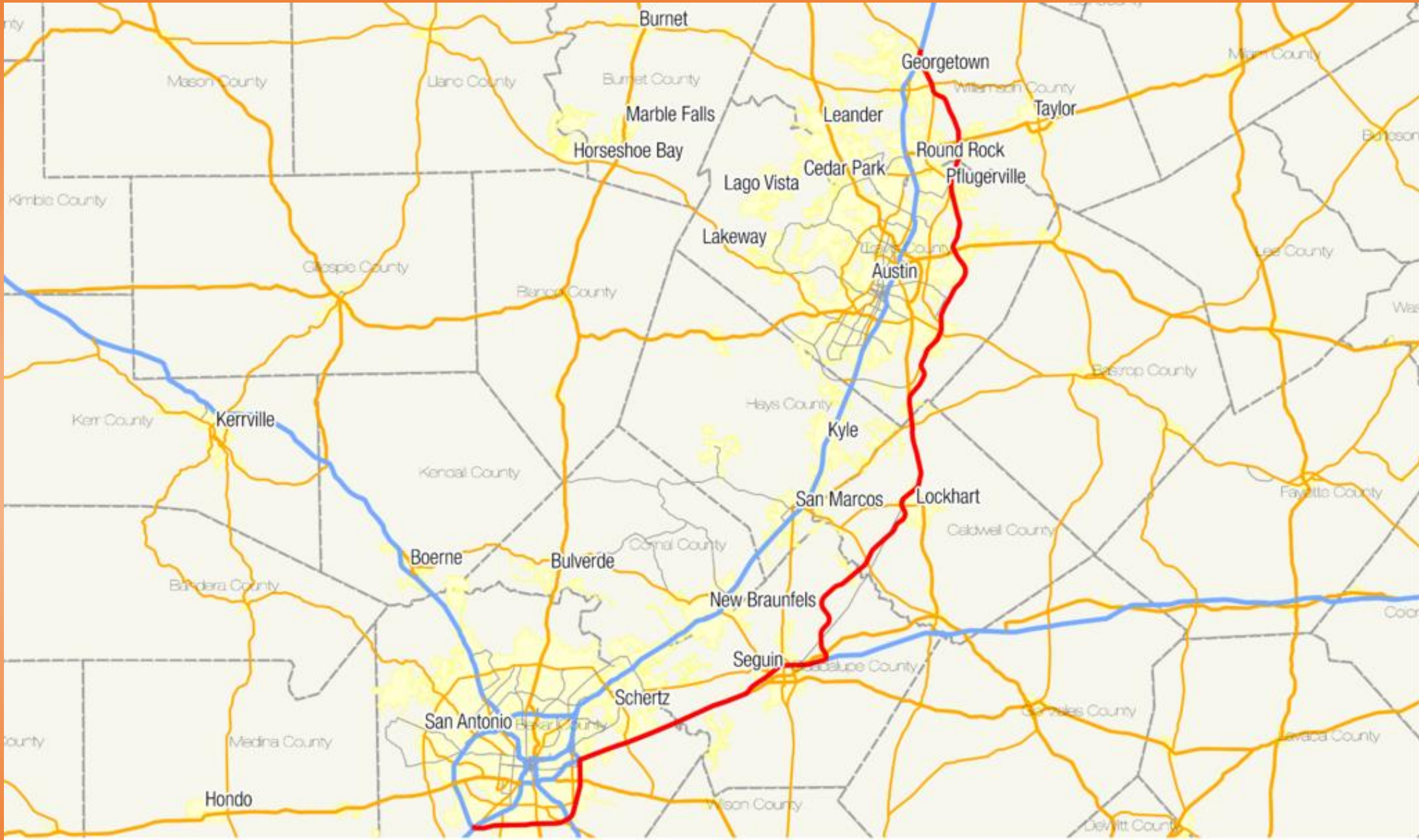


## 1991 - 1997

- Austin – San Antonio Commuter Rail: The initial analysis on a regional commuter rail project between Austin and San Antonio.
    - This initiative had several starts and stops.
    - The beginnings of Lone Star Rail.
    - Offer an alternative mode of transportation for individuals that regularly commute along the IH-35 Corridor between Austin and San Antonio
    - Help with congestion on IH-35
- (a little more discussion later in the presentation)

## 1991 - 1997

- The discussion of a IH-35 By-Pass began to take shape as SH-130
  - Originally began as a “Truck By-Pass” aimed at removing thru trucks from IH-35 between Georgetown and San Antonio.
  - Opened in 2012, the \$1.35 billion facility was built and financed by the SH 130 Concession Company, which operates and maintains the roadway under the terms of a 50-year Agreement with the Texas Department of Transportation (TxDOT).
  - SH 130 segments 5 & 6 (south section) has the highest legal speed limit in the nation at 85 mph and the use of open tolling allows tolls to be charged without drivers having to slow for a toll booth.



## 1991 - 1997

### ➤ The Texas TGV:

- Proposed high speed rail that would parallel IH-35, IH-10 and IH-45 linking up the "Texas Triangle" (Dallas - Houston - San Antonio) with a privately financed high speed train system.
- Began to gain some “steam” but was meet with opposition from private property owners and financial troubles.
- Southwest Airlines which started in Texas in 1971 began to lobby against the Texas TGV Project because Southwest was already providing short trips linking the Texas Triangle.
- Southwest Airlines came out with \$49.00 one-way fares! Good-bye TGV! (financial issues were really its down-fall)

# 2001

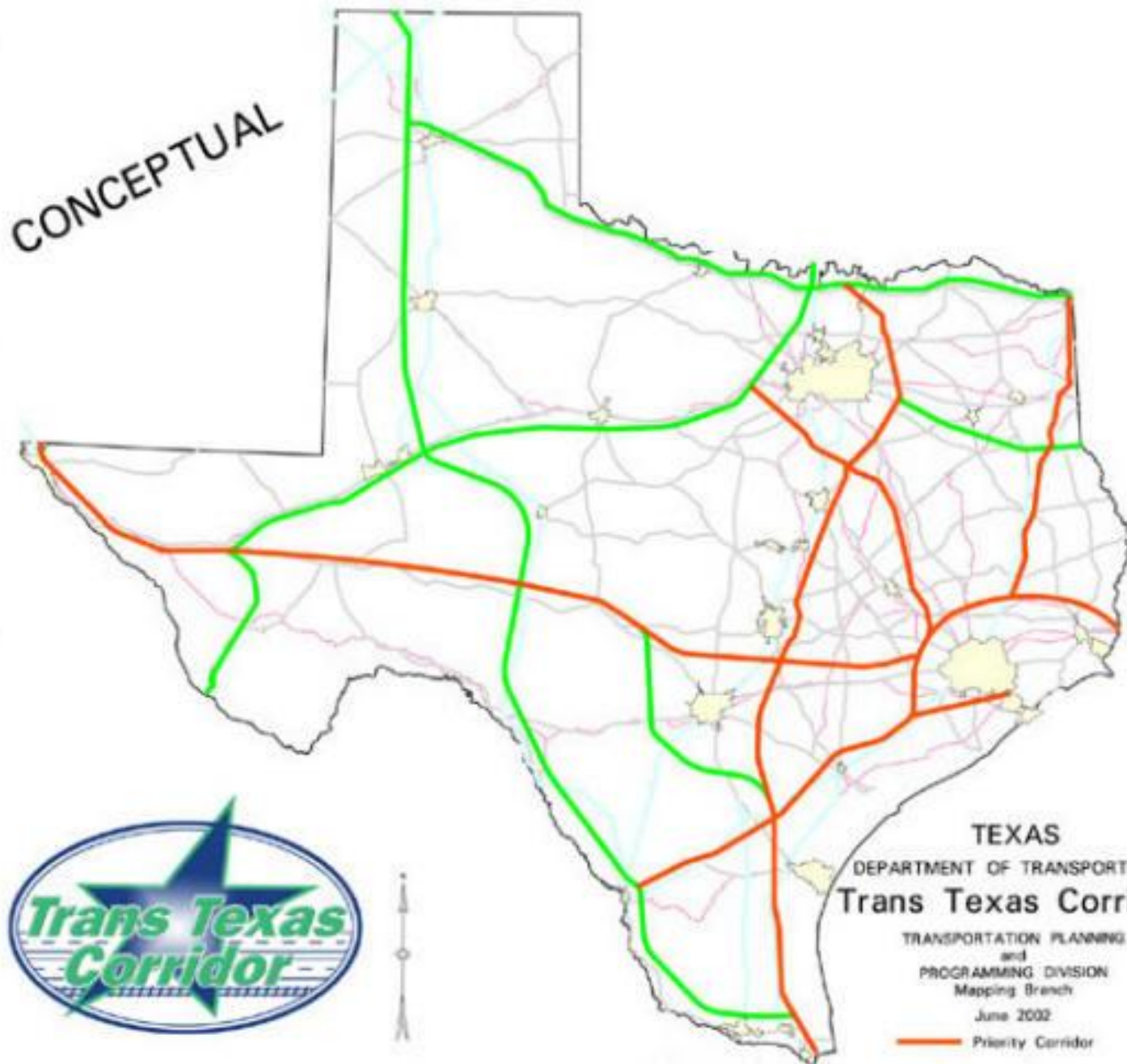
## ➤ Trans-Texas Corridors (TTC)

- a proposal for a transportation network in the that was conceived to be composed of a new kind of transportation modality known as [supercorridors](#). Introduced by Gov. Perry.
- The network, as originally envisioned, would have been composed of a 4,000-mile (6,400 km) network of [supercorridors](#) up to 1,200 feet (370 m) wide to carry parallel links of [tollways](#), [rails](#), and [utility](#) lines.

# 2001

- Trans-Texas Corridors (TTC)
  - It was intended to route long-distance traffic around population centers, and to provide stable corridors for future infrastructure improvements—such as new power lines from wind farms in West Texas to the cities in the east—without the otherwise often lengthy administrative and legal procedures required to build on privately owned land.

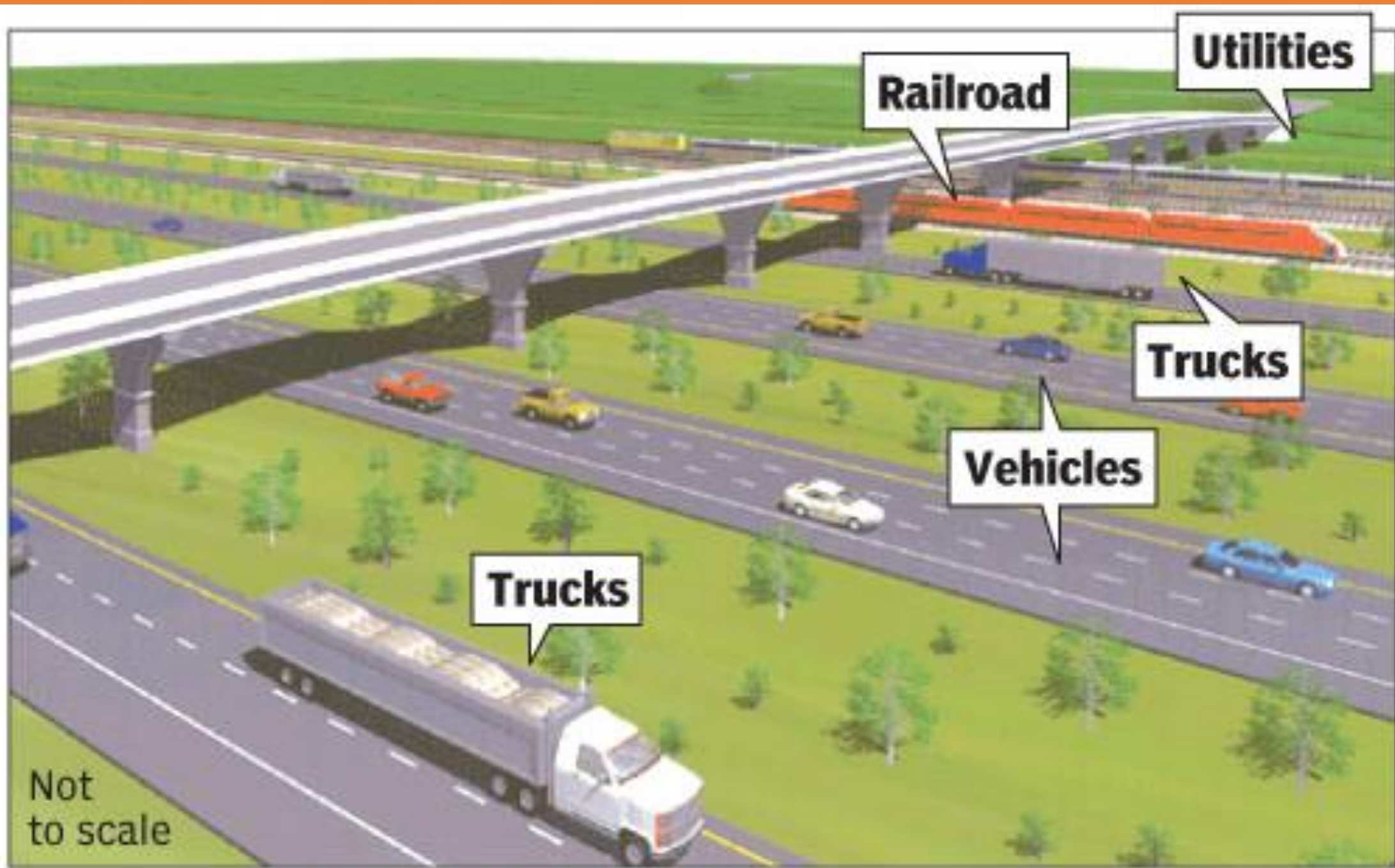
CONCEPTUAL



TEXAS  
DEPARTMENT OF TRANSPORTATION  
**Trans Texas Corridor**

TRANSPORTATION PLANNING  
and  
PROGRAMMING DIVISION  
Mapping Branch  
June 2002

— Priority Corridor



## 2001 - 2011

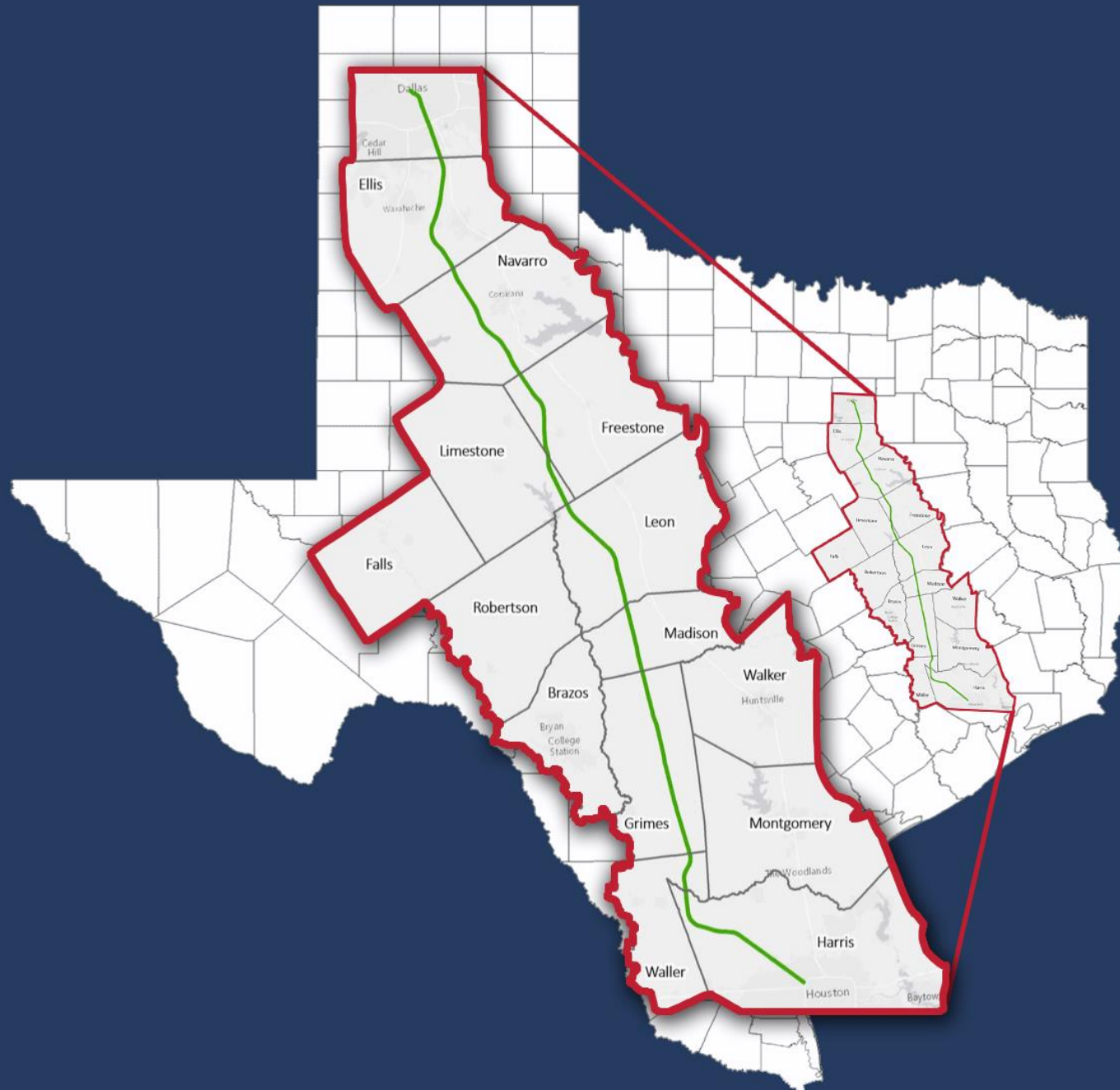
### ➤ Trans-Texas Corridors (TTC)

- Overwhelming opposition from the public especially large property owners. The meetings that I participated in Victoria, Texas had attendance of 1,100 and 600.
- In 2009, TxDOT decided to phase out the all-in-one corridor concept in favor of developing separate rights-of-way for road, rail, and other infrastructure using more traditional corridor widths for those modes.
- In 2010, official decision of "no action" was issued by the Federal Highway Administration, formally ending the project.
- In 2011, the Texas Legislature formally canceled the Trans-Texas Corridor with the passage of HB 1201.

# 2011 – Forward: High-Speed & Passenger Rail Initiatives

## ➤ Texas High Speed Rail (Texas Central):

- Nearly 50,000 Texans, sometimes called “super-commuters,” travel back and forth between Houston and Dallas/Fort Worth more than once a week.
- Many others make the trip very regularly. The approximately 240-mile high-speed (up to 205 mph) rail line will offer a total travel time of less than 90 minutes, with convenient departures every 30 minutes during peak periods each day, and every hour during off-peak periods – with 6 hours reserved each night for system maintenance and inspection.



## 2011 – Forward: High-Speed & Passenger Rail Initiatives

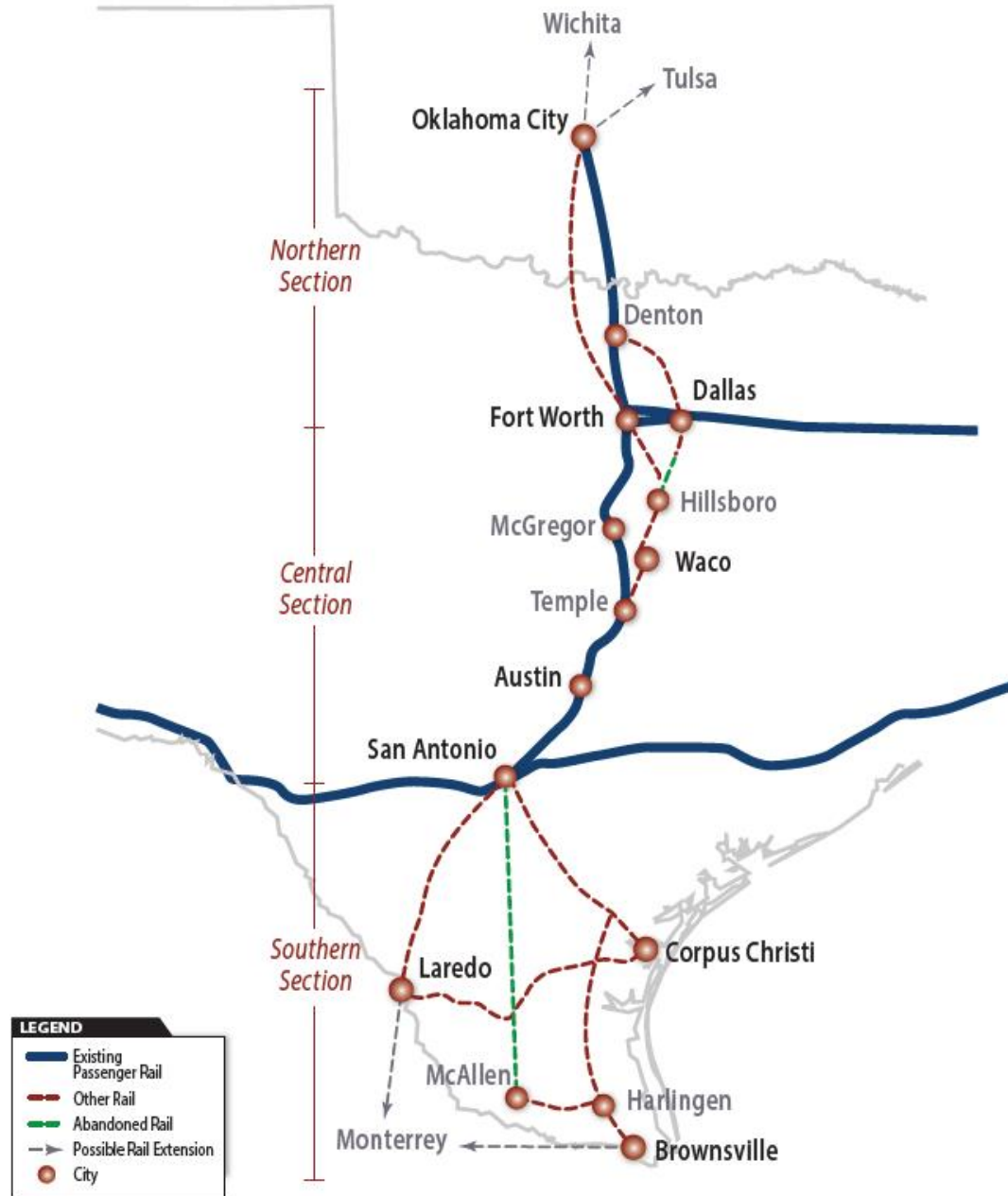
### ➤ Texas High Speed Rail (Texas Central):

- In January 2017, President Trump's administration listed the project as a national infrastructure priority.
- Support 10,000 jobs during each year of the construction process and 1,000 jobs in each year after that.
- In June 2017, the Fluor Corporation was announced that it had reached an agreement to advance the preliminary development of the project. Construction is now slated to begin in 2019 and end in 2024.
- As of November 10, 2018 the Federal permitting dashboard shows that the date for the Record of Decision(ROD) is March 27, 2020. Construction cannot begin until ROD.

## 2011 – Forward: High-Speed & Passenger Rail Initiatives

- Texas-Oklahoma Passenger Rail Study (TOPRS)
  - The Texas-Oklahoma Passenger Rail Study is an evaluation of a range of passenger rail service options in an 850-mile corridor from Oklahoma City to South Texas.
  - The study concluded in November 2017 after the completion of a service-level environmental impact statement (EIS) and a service development plan. Both of these reports document how passenger rail could serve Texas communities and the benefits and impacts of different passenger rail choices.

# Texas Oklahoma Passenger Rail Study



## 2011 – Forward: High-Speed & Passenger Rail Initiatives

- Texas-Oklahoma Passenger Rail Study (TOPRS)
  - The latest phase of the study determined passenger rail service up to 220 mph between Dallas-Fort Worth and San Antonio is feasible.
  - It also determined passenger rail service from San Antonio through Laredo to Monterrey, Mexico could be feasible.
  - Showed the possibility of having passenger rail service up to 125 mph from San Antonio to the Rio Grande Valley and improved Amtrak-type service between Dallas-Fort Worth and Oklahoma City.
  - A variety of options.

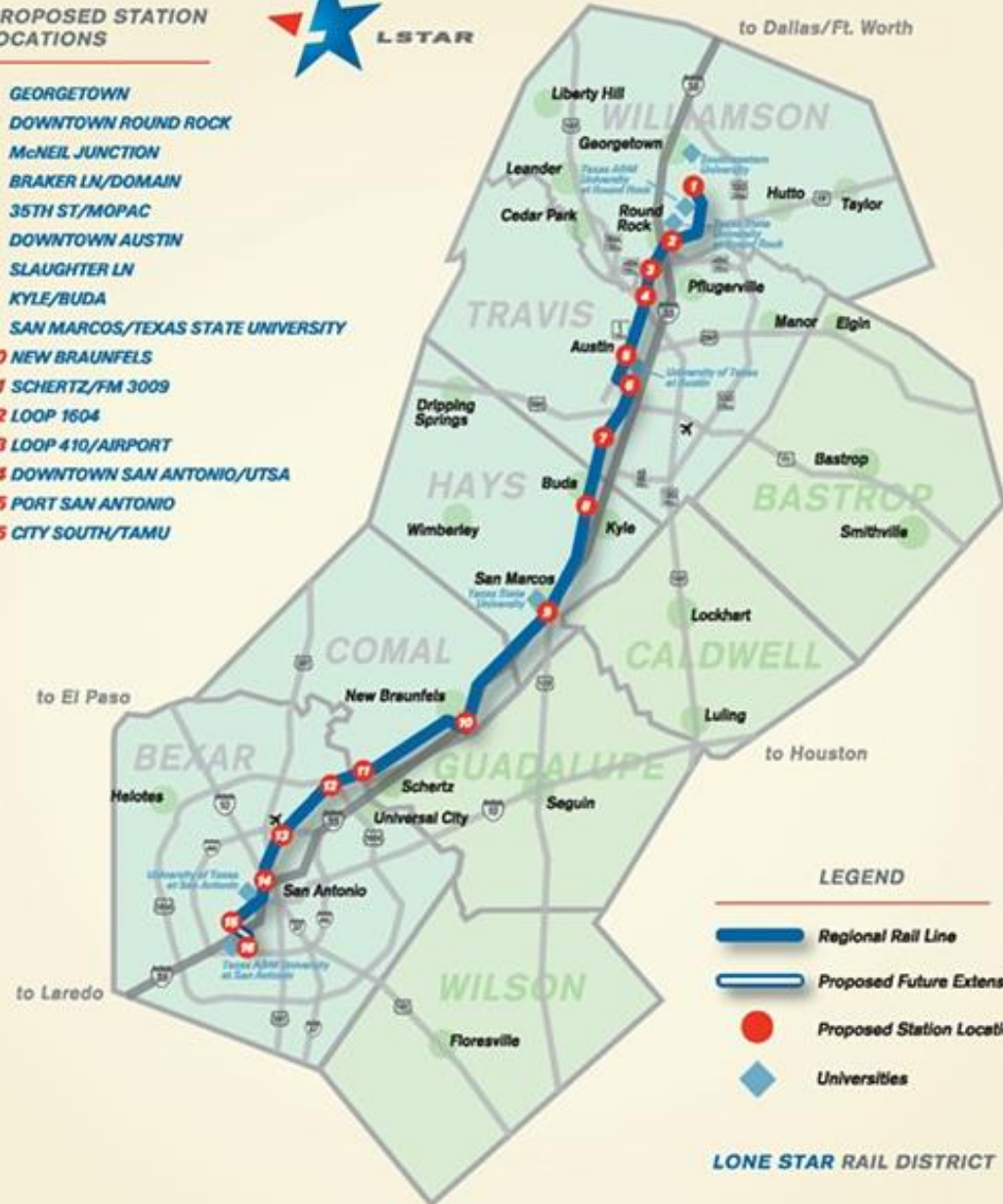
## 2014 – 2016: Lone Star Rail

- The goal with the Lone Star Rail was to utilize the current Union Pacific rail line and have a commuter train run in an effort to reduce traffic on roads like IH-35 & MoPac.
- While the train was slated to run on 117 miles of track there were multiple stops were proposed along the route.
- The proposal would have more than 30 trains running between Georgetown and San Antonio every day.

# PROPOSED LSTAR ROUTE MAP

## PROPOSED STATION LOCATIONS

- 1 GEORGETOWN
- 2 DOWNTOWN ROUND ROCK
- 3 McNEIL JUNCTION
- 4 BRAKER LN/DOMAIN
- 5 35TH ST/MOPAC
- 6 DOWNTOWN AUSTIN
- 7 SLAUGHTER LN
- 8 KYLE/BUDA
- 9 SAN MARCOS/TEXAS STATE UNIVERSITY
- 10 NEW BRAUNFELS
- 11 SCHERTZ/FM 3009
- 12 LOOP 1604
- 13 LOOP 410/AIRPORT
- 14 DOWNTOWN SAN ANTONIO/UTSA
- 15 PORT SAN ANTONIO
- 16 CITY SOUTH/TAMU



## LEGEND

- Regional Rail Line
- Proposed Future Extension
- Proposed Station Location
- Universities

LONE STAR RAIL DISTRICT

## 2014 – 2016: Lone Star Rail

### 3 Things came together to “de-rail” Lone Star:

- In the works for more than 10 years, nearly \$30 million has already gone into planning and still no progress made on a commuter rail option. This lead to a lack of support for Lone Star.
- January 2016 – Union Pacific issued a letter stating that they would not allow commuter rail to operate on their rail line – stating they needed on-demand reliability.
- The future of the \$2 billion was determined by CAMPO with unanimous 18-0 vote to remove the proposed rail line from its 2040 long range transportation plan.

# January 2018: Capital – Alamo Connection Study

## Purpose of the study:

- A multimodal approach is needed to manage congestion and improve overall mobility between the Austin and San Antonio regions.
- Population growth in and between Austin and San Antonio is expected to maintain its growth leading to an increase in congestion and travel delay.
- The I-35 corridor is the main connector between Austin and San Antonio, but opportunities to expand or improve I-35 are limited.
- The purpose of this connection study is to develop a regional transportation strategy for enhancing mobility through infrastructure, policy, and technology solutions for the greater Austin-San Antonio region.

## Other Topics:

**Mobility 35 or My 35:** <http://www.my35.org/capital/about/>: provides access to proposed projects along the IH-35 Corridor with the purpose of improving mobility along the corridor.

Project Delivery (Federal / State Dollars versus private funding sources)

National Environmental Policy Act (NEPA)

[https://en.wikipedia.org/wiki/National\\_Environmental\\_Policy\\_Act](https://en.wikipedia.org/wiki/National_Environmental_Policy_Act)

Congestion Pricing [https://en.wikipedia.org/wiki/Congestion\\_pricing](https://en.wikipedia.org/wiki/Congestion_pricing).

Questions?