

**I-35 Joint Corridor Segment Committees 3 and 4 Meeting
3500 NW Loop 410
San Antonio, Texas**

**June 10, 2010
9:00 AM to Noon**

Welcome

Nancy Parker
Facilitator

**Review the CSC 3 and 4 Suggested Roadway Solutions in the
San Antonio Area (Bexar/Guadalupe County Line to Bexar/Atascosa County Line)**

**Review CSC 3 and 4 Suggested Non-roadway Solutions in
the San Antonio Area**

Discuss Suggested Recommendations in the CSC 3 Area

*Decision: Does CSC 3 wish to include the recommended solutions
in the CSC 3 area in the MY 35 Segment 3 Plan?*

Review Plans for I-35 from the San Antonio-Bexar County MPO and Alamo RMA

*Decision: Do the CSCs wish to include any of the MPO and
Alamo RMA plans in their MY 35 Segment Plans?*

Identify Any Additional Solutions for the San Antonio Area

*Decision: Do the CSCs wish to include any additional solutions for I-35
in San Antonio in their MY 35 Segment Plans?*

Wrap – Up/Adjourn

I-35 Corridor Joint Segment Committee 3 and 4 – Meeting Notes
3500 NW Loop 410, San Antonio, Texas
June 10, 2010 – 9:00 AM to Noon

Welcome

The Corridor Segment Committee (CSC) 3 and 4 facilitator Nancy Parker welcomed I-35 members of both committees to the June meeting and explained that the main objective of the meeting was to coordinate proposed San Antonio transportation solutions between the two Segment Committees.

The facilitator asked each member present to introduce themselves and state what organization they represented. Next, she introduced Leroy Allway of Alamo Regional Mobility Authority (Alamo RMA) and Scott Ericksen of San Antonio – Bexar County Metropolitan Planning Organization (SA-BC MPO). She explained that Committee members from both CSC 3 and 4 had specifically requested that representatives from these two agencies and VIA be invited to attend this meeting. She said that unfortunately nobody from VIA was able to attend the meeting today.

Review of CSC 3 and 4 Suggested Roadway Solutions

The facilitator reviewed the CSC 3 and 4 proposed roadway solutions. The facilitator explained that the CSC 3 suggested solutions were shown in red, the CSC 4 solutions were shown in blue, and similar solutions proposed by both committees were shown in green.

Review of CSC 3 and 4 Suggested Non-Roadway Solutions

The facilitator reviewed the CSC 3 and 4 proposed rail solutions. A CSC 4 member inquired about the end points for the proposed Freight Shuttle. The facilitator explained that CSC 4 hadn't suggested limits beyond the boundary of Segment 4, so the Segment 4 limits served as the limits for the proposed Freight Shuttle.

The facilitator continued with a review of Guiding Principles that had been identified by each Segment Committee. First, the facilitator reviewed the I-35 Specific Suggestions. Next, the facilitator reviewed the Non-Roadway Suggestions. During the review of the Non-Roadway Suggestions, a CSC 4 member questioned if the combination of freight and passenger rail would occur within a single right of way and explained that he desired efficient use of existing resources. Committee members were amenable to making the best use of existing rights-of-way. A TxDOT representative explained that the CSC 3 member representing the Texas Farm Bureau suggested that guiding principle and so the Committees should probably discuss any suggested modifications to that guiding principle with that member. Other CSC 3 members present were in agreement if there is public gain and commented that freight and passenger rail within the same corridor abutting each other would be an efficient land use, particularly through the NEPA process.

A CSC 4 member commented that he was not sure expanding I-410 on the south side was a good use of public dollars. He stated that if travelers could be diverted before they get into San Antonio it would be a more efficient use of funds. After a brief discussion of I-410 South's probable timeline, the representative of SA-BC MPO noted that the current traffic volumes have a lot of excess capacity which automatically places the project as long-term.

A CSC 4 member expressed his concern for the west segment of Loop 1604 North from I-35 South to I-35 North. He noted that he suggested for it to be eight lanes in a previous meeting. It was explained that this proposal is already being studied by Alamo RMA.

Discuss Suggested Solutions in the CSC 3 Area

The facilitator identified Loop 1604 from I-10 to I-35 as an improvement suggested by CSC 4. Since the suggested improvement is not within CSC 4's Segment, CSC 3 members present were asked if they would like to include the recommended solutions in the Segment 3 solutions. The representative of SA-BC MPO commented that the MPO recommends for CSC 3 to adopt the suggestion as well. CSC 3 members in attendance agreed with including the proposed project in the CSC 3 list of roadway solutions and recommended discussing it with the full committee at the July CSC 3 meeting.

Next, the facilitator identified a gap between CSC 3 and 4 in the I-410 suggested solution. She explained that CSC 4 suggested upgrading I-410 from I-35 South to I-10 East to 6 lanes, but no recommendation was made between I-10 on the east and I-35 North which lies in Segment 3. CSC 3 members wanted to close the gap and CSC 4 members agreed that the plan suggestion should include the I-410 upgrade in CSC 3 to six lanes.

The representative of the Alamo RMA distributed an Alamo RMA handout that highlighted Alamo RMA's I-35 study area which included the identified gap in I-410 (see attached). He explained that their development authority does include the I-410 gap, but the area is not currently incorporated in their environmental study. The representative of SA-BC MPO informed the committee members that the MPO has not addressed the area because they are still constrained at this point to include it. Mr. Allway explained that Alamo RMA needs to do an environmental study before the MPO can approve it and concluded that Alamo RMA is looking at the area and estimated costs are unknown because they are not sure what the design will be.

Review Plans for I-35 from the San Antonio – Bexar County MPO

The facilitator reviewed the level of service (LOS) map for I-35 in San Antonio. The SA-BC MPO 2035 project areas were identified in a following map, and it was noted that Scott Ericksen of SA-BC MPO was available to answer questions.

A CSC 4 member asked if the model reflects I-410 and Loop 1604 improvements and takes into account the splits as traffic backs up. Staff confirmed that the model includes splits and explained that it was a congestion model and the graphic represents peak periods. A committee member inquired if the base data included the latest MPO plan. A TxDOT representative explained that the I-35 Corridor Model is based on 2007 MPO adopted networks.

The facilitator asked the committee members if they wanted to include the SA-BC MPO improvements along I-35 as suggested solutions for their Segment Plan. A CSC 4 member asked why the lanes jump from non-toll to toll. It was clarified that state and federal law does not allow existing lanes to be tolled and only additional lanes are listed as tolled. The representative from SA-BC MPO explained that federal law requires a funding be identified for any project and the project be included in the fiscally constrained long range plan to commence a study under the National Environmental Policy Act (NEPA). He explained that some projects are identified in the Plan as being funded under a Comprehensive Development Agreement and are proposed as toll roads because that may be the only “reasonable source for funding” available, but how it will get built in the future may be different depending on available funding sources. The representative from Alamo RMA explained that the funding mechanism should not be a limiting factor for the committees and reminded them that MPO plans have a caveat because they are still subject to environmental study which makes them subject to change. A TxDOT representative reminded the committee that they can adopt the MPO plan without the tolling as it is the committees’ decision. A CSC 4 member inquired about the justification and noted that 14 or 16 main lanes were not really modeled and that there wasn’t a traffic study. MPO explained that the study of 14 and 16 main lanes was included in their regional study model. An I-35 Corridor Advisory Committee member present at the meeting stated that “managed lanes” covers a lot of territory and suggested that the committee members not get hung up on tolling and funding but use the term “managed lanes”. The committee members agreed update their eight-lane suggestion with the MPO projects along I-35, and use a combination of general purpose or managed mainlanes, as needed, in lieu of tolled mainlanes. It was restated that any additional lanes could be managed lanes and, by state law, existing capacity must be maintained.

Decide on Additional Solutions that CSC 3 and 4 Want to Consider for I-35 San Antonio

In relation to the Non-Roadway Solution regarding Safety/Incident Management, a CSC 3 member distributed training information for “Safe Practices for Traffic Incident Responders” (see attached). He explained that quick clearance of accidents can be done without added costs as long as safety is not compromised. Elmer Williams of TEEEX was introduced as a representative available to answer any questions about the program. Elmer Williams of TEEEX confirmed that the training is free and sponsored by Texas A&M. The facilitator inquired if the CSC 3 member would like to strengthen the Non-Roadway Solution. The CSC 3 member concluded that he recommends an amended solution requiring mandatory Incident Management Training for all First Responders and Police Officers to improve accident control.

Wrap-Up / Adjourn

A CSC 4 member inquired about FM 1103. He asked about the continuation of FM 1103 improvements from I-10 to I-35. TxDOT stated that the appropriate District person would be contacted to respond to his request.

CSC 4 members were notified that the next meeting location will change due to upcoming renovations. The revised meeting date is July 12, and it will be held at the following location,

within the usual facility: TxDOT TransGuide Executive Conference Room, 2nd Floor, 3500 NW Loop 410, San Antonio, TX.

I-35 Corridor Segments 3 and 4 Combined Meeting

Nancy Parker, CSC 3 and 4 Facilitator

Meeting Purpose

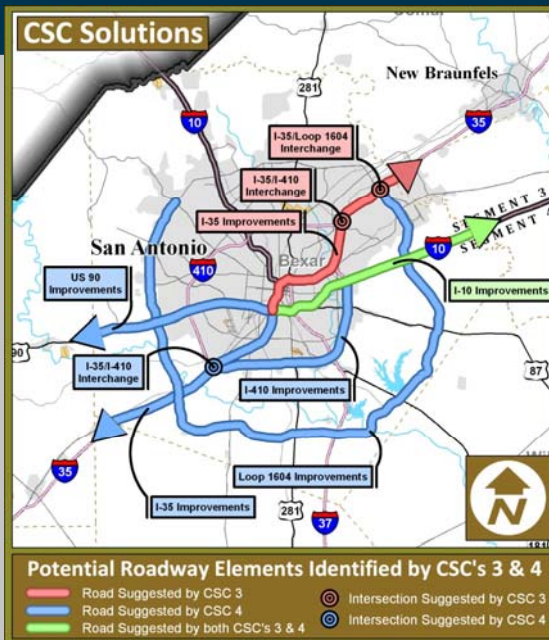
Purpose of this joint Segment 3 and 4 meeting is to focus on I-35 through San Antonio (Bexar/Guadalupe County Line to Bexar/Atascosa County Line).

Agenda

- Review CSC 3 and 4 Suggested Roadway Solutions in the San Antonio Area
- Review CSC 3 and 4 Suggested Non-roadway Solutions
- Discuss Suggested Solutions in the CSC 3 area
- Review Plans for I-35 from the San Antonio-Bexar County MPO
- Decide on Additional Solutions CSC 3 and 4 want to consider for I-35 in San Antonio

CSC 3 and 4 Suggested Roadway Solutions in San Antonio Area

- I-35
 - Add hot lane from SH 45 SE to I-10
 - Improve I-35/I-410 interchange
 - Continuous frontage roads along I-35
 - Expand I-35 to 8-lanes from US 90 to Atascosa County Line
 - Add truck lane in each direction from I-410 to Loop 20 in Laredo
- I-10
 - Widen to 6-lanes from I-35 to SH 130
- Loop 1604
 - Improve I-35/Lp 1604 interchange north of San Antonio
 - Upgrade to controlled access from SH 16 (NW) to I-35 (NE)
- I-410
 - Expand to 6-lanes from I-35 to I-10
- SH 130
 - Widen Segments 5 & 6 to 6 tolled lanes from SH 45 SE to I-10
 - Widen Segments 5 & 6 to 6 non-tolled lanes from SH 45 SE to I-10
- US 90
 - Upgrade to 4-lanes from San Antonio to Del Rio



Rail Solutions in the San Antonio Area Proposed by CSCs 3 and 4

CSC 3

- *Lone Star Rail (San Antonio to Austin)*
- *Freight Rail Relocation (San Antonio-Austin corridor)*

CSC 4

- *Passenger Rail*
 - *San Antonio to Dallas and Laredo to San Antonio*
- *Remove Freight Bottlenecks*
- *Maintain and Preserve Rail Lines*
- *Freight Shuttle*

Other Proposals Suggested by CSC 3 and 4

I-35 Specific

- Remove truck traffic from mainlanes with a separate facility or truck lane.
- Change SH 130 tolling policies to incentivize use of SH 130 during peak periods.
- Close certain exit/entrance ramps on I-35 to reduce congestion on mainlanes.
- Construct new location facilities to alleviate I-35 through-trips, not necessarily local trips.

Other Proposals Suggested by CSC 3 and 4

Modal

- Identify institutional/legal barriers to allowing multi-modal use of federal and state transportation funds.
- Combine freight rail and passenger car travel in a single ROW to minimize impacts to farmland.
- Include other transportation alternatives in the plan.
- Enhance transit.
- Conduct an origin and destination analysis and freight study in the corridor.

Other Proposals Suggested by CSC 3 and 4

Safety/Incident Management

- Improve incident management, ITS infrastructure, and coordination throughout the corridor.

Project Delivery

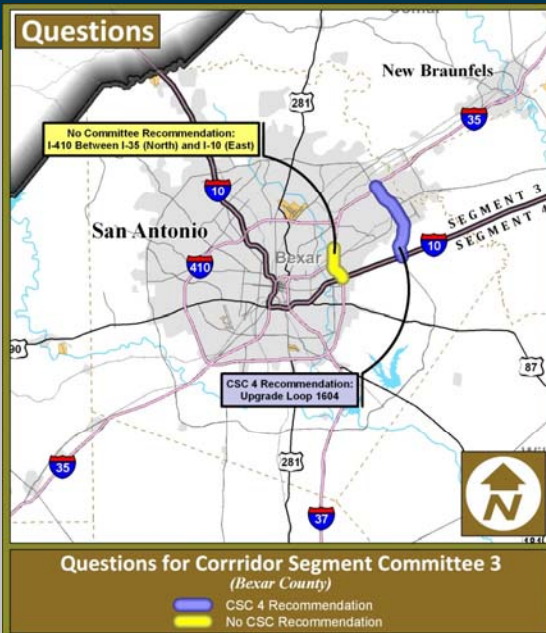
- Coordinate planning and development of all infrastructure to maximize efficient use of that infrastructure.
- Maximize all funding sources for transportation.
- Include local governments in the planning process.
- Consider funding transportation projects through increased license plate registration fees; increased fuel tax; increased vehicles sales tax; or a new revenue stream.

Suggested Solution for Discussion in the CSC 3 Area:

- Loop 1604
 - CSC 4 recommended making Loop 1604 a 6-lane controlled access facility from I-10 to I-35.

Other Area to Discuss in CSC 3:

- I-410
 - CSC 4 recommended expanding I-410 to 6-lanes from I-35 (S) to I-10.
 - No CSC recommendation between I-35 (N) and I-10 (E)



Questions for CSC 3

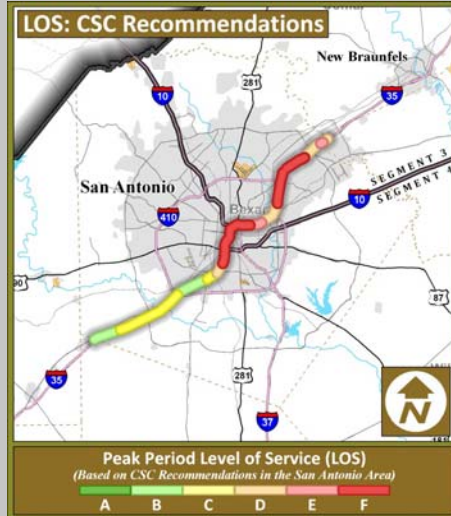
Loop 1604

- Does CSC 3 concur with the improvements suggested by CSC 4?

I-410

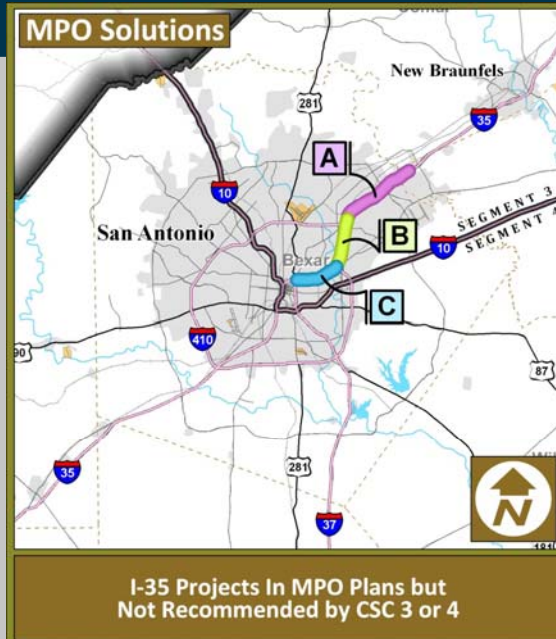
- Would CSC 3 like to address the section of I-410 from I-10 (E) to I-35 (N)?

LOS on I-35 in San Antonio with Suggested Solutions from CSC 3 and 4



I-35 Projects in MPO Plan
Not Recommended by CSC
3 or 4

- A. Expand I-35 from .3 mi north of Randolph Blvd. to .2 mi south of Schertz Pkwy. to 14 lanes with 6 tolled mainlanes
- B. Expand I-35 from .5 mi south of Binz Engleman to .3 mi north of Randolph Blvd. to 12 lanes with 6 tolled mainlanes
- C. Expand I-35 from US 281/IH 37 to .5 mi south of Binz Engleman to 10 lanes with 4 tolled mainlanes



I-35 Projects In MPO Plans but
Not Recommended by CSC 3 or 4

Comparison of CSC I-35 Suggested Solution to MPO Planned Improvements

CSC 3 and 4 Suggested Solution	MPO Planned Improvements
Widen I-35 to 8 lanes from SH 45SE to I-10 – 8 general purpose lanes, or 6 general purpose lanes plus 2 HOT lanes.	<ul style="list-style-type: none">•Widen I-35 to 14 lanes from 0.2 Mi S of Schertz Parkway to 0.3 Mi N of Randolph Blvd - 8 general purpose plus 6 toll lanes• Widen I-35 to 12 lanes from 0.3 Mi N of Randolph Blvd to 0.5 Mi S of Binz Engleman - 6 general purpose plus 6 toll lanes• Widen I-35 to 10 lanes from 0.5 Mi S of Binz Engleman to US 281/I-37 - 6 general purpose lanes plus 4 toll lanes

Committee Decision

Do CSC 3 and 4 wish to include the MPO plan for I-35 in their MY 35 Segment Plans?



Joint Committee Discussion of Additional Solutions to Alleviate Congestion on I-35 in San Antonio



Committee Decision

Do CSC 3 and 4 wish to include any other solutions
for I-35 in San Antonio in their MY 35 Segment
Plans?



ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"



Project Limits: From Central Business District (downtown)
To the Bexar / Guadalupe County Line

IH 35 needs to undergo an environmental study before any construction of new capacity can begin. Until an environmental study is completed and a preferred alternative is identified, as part of the study, all options are under consideration.

SAFE PRACTICES FOR TRAFFIC INCIDENT RESPONDERS

HWS020

Traffic incident responders frequently fall victim to "secondary incidents" that occur as they attend to the original incident. The "quick clearance" of traffic incidents is one of the most effective ways to minimize their negative impact. Quick clearance at known "high accident" locations can be enhanced by pre-incident planning that targets the rapid removal of an incident. These plans require a coordinated effort of all responders — including police, fire, EMS, public works and private towing companies.

The Texas Engineering Extension Service (TEEX) has developed this course to train on-scene traffic responders – law enforcement, fire and rescue, emergency medical services (EMS), and public works traffic control personnel – in safe procedures for accomplishing their tasks in and near traffic. The course is led by instructors from the fire services and law enforcement disciplines, and is presented at **no charge** to Texas city and county employees. TEEX conducts the course in conjunction with the Texas Department of Transportation (TxDOT) and the National Highway Traffic Safety Administration (NHTSA).

Length: 8 hours

Fee: No charge to Texas city and county participants.

Topics:

- Basic traffic incident management definitions, standards and guidelines
- Multiple agency planning for occurrences of traffic incidents on the road system
- Benefits of quick clearance from the roadway
- Safe parking at the traffic incident
- Initiation of appropriate temporary traffic control
- Use of emergency vehicle lights at night

Audience:

Law enforcement, fire and rescue, emergency medical services (EMS), and traffic control personnel.

Prerequisites:

None

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For more information or to register, contact:

TEXAS ENGINEERING EXTENSION SERVICE

Infrastructure Training & Safety Institute

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Class Schedule

Print View

Start Date	End Date	Location	Class Number	
5/29/10	5/29/10	Desdemona ,TX USA	EU HWS020 193	[see Other Information below] [details]
6/5/10	6/5/10	Edinburg ,TX USA	EU HWS020 208	[see Other Information below] [details]
6/5/10	6/5/10	Plantersville ,TX USA	EU HWS020 214	[see Other Information below] [details]
6/6/10	6/6/10	San Diego ,TX USA	EU HWS020 209	[see Other Information below] [details]
6/8/10	6/8/10	Hillsboro ,TX USA	EU HWS020 212	[see Other Information below] [details]

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This schedule is subject to change without notice. If you have not received confirmation of the class prior to the class start, please [contact the division](#) to get the latest schedule.

Course Description

HWS020 - Safe Practices for Traffic Incident Responders - 8.00 Hours

Prerequisites
None.

Description

NOTE: This NO-COST course is ONLY for Texas Police, Fire, EMS, Sherriff, DPS, and City/County Transportation Departments.

NOTE: Law Enforcement Officers please remember to provide us your PID number so we can ensure that you get TCLEOSE credit.

Traffic incident responders work in one of the most dangerous environments in which emergency responders can work, and many responders and motorists have been killed or injured in secondary crashes.

The "quick clearance" of traffic incidents is one of the most effective things that can be done to minimize the negative impact of an incident. By reducing the incident duration, effective traffic incident management reduces the opportunity for secondary crashes, reduces congestion, and improves the safety of responders, crash victims, and motorists.

This course was developed to train on-scene traffic responders - including law enforcement, fire services and rescue, emergency medical services and public works traffic control personnel - in safe procedures for accomplishing their tasks in and near traffic.

NOTE: To register for a class, determine from the list above which one you wish to attend. Then, download, fill out, and send in the new "form-fillable" Registration Form by [CLICKING HERE](#).

Topics

- Traffic incident management and the importance of quickly clearing traffic incidents
- Relevant standards related to traffic incident management, including:
 - The Texas Manual on Uniform Traffic Control Devices
 - Provisions of the Texas Transportation Code that authorize law enforcement agencies to remove personal property (without the consent of the owner) if it blocks the road or endangers public safety
 - Applicable National Fire Protection Agency (NFPA) consensus standards related to traffic incident management
- *Effective roadway space management* techniques, including:
 - Proper positioning of response apparatus to protect the scene (and responders working at the scene)
 - Use of appropriate temporary traffic control techniques to warn motorists and guide them safely past the scene
- Recommended response vehicle marking and lighting practices
- Techniques for pre-planning traffic incident management at known "high crash" locations
- Implementation of incident command procedures

Audience

Law enforcement, fire and rescue, emergency medical (EMS) and traffic control personnel.

Other Information

NOTE: Law Enforcement Officers please remember to provide us your PID number so we can ensure that you get TCLEOSE credit.

Price

Please click on "details" above for individual class pricing.

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I-35 Segments 3 and 4 Joint Meeting
 June 10, 2010
 San Antonio, TX

Seg.	Last	First	Appointing Entity	Initial	Alternate Representative (please print name)	Alternate Representative Signature
4	Adkisson	Tommy	San Antonio / Bexar County MPO			
4	Alves	Leroy	Seguin Chamber of Commerce			
4	Bautista	Diana J.	Atascosa County			
4	Carroll	Kelly	Medina County			
3	Clampffer	Rachel	Bastrop County			
4	Conner	Kevin	South San Antonio Chamber of Commerce	<i>KC</i>		
4	De La Cruz	Christina	San Antonio	<i>CD</i>		
3	Dierschke	Marilynn	Texas Farm Bureau			
3	Fletcher	Trey	Pflugerville			
3	Fritz	Atlee	Seguin			
3	Gattis	Dan A.	Williamson County			
3	Gibson	Dan	Lockhart			
3	Gieselman	Joe	Travis County			
4	Grau	Steve	Greater San Antonio Chamber of Commerce	<i>AGC</i>	ANTONIO CISNEROS	<i>[Signature]</i>
4	Guerra	Rosalva	Zapata County		Brian Martinez	<i>[Signature]</i>
4	Hild	Harvey	Guadalupe County	<i>H</i>		
3	Hornseth	Tom	Comal County			
3	Jones	Bill	Guadalupe County			
3	Madison	Amy	Greater San Marcos Economic Development Corporation			
3	Madrigal	Neto	Caldwell County			
3	Mattingly	Shannon	City of New Braunfels			
4	Morgan	Ralph L.	Frio County	<i>RLM</i>		
4	Palmer	Kathy	St. Hedwig St. Hedwig	<i>KP</i>		
4	Pfannstiel	Ray	Texas Farm Bureau	<i>RPP</i>		
4	Quinney	Marvin	Wilson County	<i>MQ</i>		
4	Rodriguez, Jr.	Joel	La Salle County			
3	Sansing	Gabe	Georgetown			
4	Selman	S. Keith	Webb County/Laredo Urban Transportation/Laredo	<i>SKS</i>		
3	Smith	Rod	New Braunfels Chamber of Commerce	<i>RSC</i>		
3	Spillar	Robert	Austin			
3	Sumter	Elizabeth	Hays County			
3	Tate	Phil	Manor			
3	Weeper	William	San Antonio/Bexar County MPO	<i>W</i>		
3	Word, Jr.	Thomas E.	Round Rock			
3			Bexar County			
3			Hutto			
4			Bexar County			
4			Cotulla			
4			Pearsall			
4			Port of Laredo			
4			Seguin			

I-35 SEGMENT COMMITTEE 3 & 4 JOINT MEETING
June 10, 2010
San Antonio, TX

Name (Please Print)	Agency/Company	Signature
Wendy Travis	Corridor Program Office	Wendy Travis
Dieter Billek	Tx DOT	Dieter Billek
ROGER BEALL	TXDOT	Roger Beall
Lindsey Jordan	CPO	Lindsey Jordan
Cassidy Latorre	CPO	Cassidy Latorre
Will Smithson	CPO	Will Smithson
SUMNER LAWTON	CPO	Sumner Lawton
Robert Ryan	CPO	Robert Ryan
Nancy Parker	CPO	Nancy Parker
Scott Ericson	SA-DC MPO	Scott Ericson
G. Garcia	TXDOT	G. Garcia
ERIC INGAMCK	TXDOT	Eric Ingamck
Auto		
Elmer Williams	TLEX	Elmer Williams
Leroy Allway	Alamo RMA	Leroy Allway
Noeman Garza	TX FARM BUREAU	Noeman Garza
Rawl Leal	TXDOT	Rawl Leal
Richard Mendoza	COSEA	Richard Mendoza

