

## EXECUTIVE SUMMARY

This report is intended to provide the State, local governing agencies, private partners, and the metropolitan planning organization with a description of regional freight movements and an examination of alternatives to accommodate and capitalize on present and future freight movements.

It identifies improvements that may provide relief to residents and the traveling public adversely affected by delays, interruptions, and noise attributed to the movement of freight within the region. It also identifies alternatives that may improve regional freight rail capacity by enhancing the efficiency and operations of the railroads.

This report identifies improvements for the 12-county region comprising TxDOT's San Antonio District as well as Hays, Travis, and Williamson Counties of the Austin District. The potential improvements may be categorized as follows:

- Grade Separations (bridges to separate the railroad from streets)
- Grade Crossing Closures (closing and rerouting the street at the intersection with the railroad)
- Improvements to Existing Railroad Infrastructure (improving capacity and connectivity on existing rail lines)
- New Railroad Corridors (possible bypass routes)

It is anticipated that the San Antonio region will study this report and add, subtract, modify, and use the findings to develop a regional freight plan.

### Freight Movement and Operations

Over the next 20 years truck and rail freight tonnage are projected to more than double within the San Antonio region. Heavy trucks will continue to provide both local and regional service. A number of intermodal facilities located within the region use trucks to ship goods to local businesses and warehouses as well as regional locations. As a result of forecasted population and freight movement growth multiple segments of interstate, U.S., and state highways are projected to experience high congestion (exceeding their capacities) in the future. Examples of such roadways include I-35 north of I-410, I-37 north of I-410, I-410 east of US 281, and Loop 1604 northwest of San Antonio.

There are five major rail lines owned and operated by the Union Pacific Railroad (UP), with over 420 miles of single track mainline in the San Antonio area and three active rail yards in the region (Kirby Yard, East Yard, and SoSan Yard). A fourth, yet unnamed, yard will soon be constructed to the southwest of San Antonio to handle intermodal freight movement into San Antonio to and from Mexico and the West Coast ports. The rail inventory also includes approximately 895 at-grade highway-rail crossings along the railroad mainlines, and over nine miles of railroad bridge structures. The existing rail network in San Antonio is shown in Figure 1.



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