

**RESOLUTION NO. 20081120-059**

**WHEREAS**, freight and passenger mobility is critical to the economic prosperity and quality of life in the state of Texas and the Austin-San Antonio Corridor, and

**WHEREAS**, population growth and increased international trade have combined to create both freight movement and passenger vehicle congestion throughout the state of Texas and the Austin-San Antonio Corridor, and

**WHEREAS**, the state's population has grown by 57% and the total passenger miles driven rose by 95% over the past 25 years, but highway lane miles increased by just 8% over the same period, and

**WHEREAS**, the Austin-San Antonio Corridor's population has doubled over the last 20 years and is expected to double again over the next 20 years, and

**WHEREAS**, Interstate 35 is used by over one million trucks per year involved in international trade, and

**WHEREAS**, a study by the Federal Highway Administration in 1999 found that over the entire 1700-mile length of Interstate 35 from Mexico to Canada the highest vehicle counts, the most traffic fatalities, the worst congestion, the lowest levels of service, and the lowest average speed-per-mile were to be found in the Austin-San Antonio Corridor, and

**WHEREAS**, a freight rail line owned by Union Pacific directly parallels Interstate 35 through the most congested portion of the Austin-San Antonio Corridor and was constructed over 120 years ago and currently has nearly 200 at-grade crossings through the Corridor that represent congestion, public safety, and hazardous materials risks within heavily-populated areas of the Corridor, and

**WHEREAS**, freight rail car traffic through the Corridor has doubled since the passage of NAFTA, and

**WHEREAS**, the Texas Department of Transportation estimates that freight-movement trucking is increasing nationwide by 2% per year,

increasing by 6% per year statewide, but increasing by 15% per year in the Austin-San Antonio Corridor, and

**WHEREAS**, many recent studies have shown that transporting goods by rail is more energy efficient than transporting goods by truck, and creates fewer air quality-eroding carbon emissions, and

**WHEREAS**, both Austin and San Antonio are in danger of becoming named as 'non-attainment' areas under the Federal air quality standards, and

**WHEREAS**, both Austin and San Antonio have endorsed local policies directed at reducing carbon emissions related to both air quality and global warming, and

**WHEREAS**, the Legislature of the State of Texas has passed and the public has approved by election the constitutional amendment creating the Texas Rail Relocation and Improvement Fund, and

**WHEREAS**, \$200 million appropriated annually to the Texas Rail Relocation and Improvement Fund could be used to create a total bonded funding capacity for the Fund of at least \$2 billion over the next decade, and

**WHEREAS**, the annual appropriation to the Texas Rail Relocation and Improvement Fund should come from a source other than Fund 6 (gas tax revenues constitutionally dedicated to highways), and

**WHEREAS**, the Texas Rail Relocation and Improvement Fund could be used throughout the State to relieve traffic congestion, improve freight movement mobility, remove hazardous materials from the heavily-populated areas of urban Texas, and thus improve the economy and quality of life in Texas; **NOW, THEREFORE**,

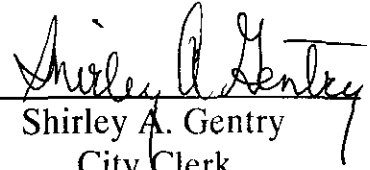
**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

That the City Council supports the Austin-San Antonio Commuter Rail District and requests that the State Legislature and the Governor of Texas appropriate \$200 million annually to the Texas Rail Relocation and

Improvement Fund during the 2009 regular session and subsequent sessions  
of the Texas Legislature.

**ADOPTED:** November 20, 2008

**ATTEST:**

  
Shirley A. Gentry  
City Clerk