



TEXAS DEPARTMENT OF TRANSPORTATION



PUBLIC MEETINGS

Winter 2014

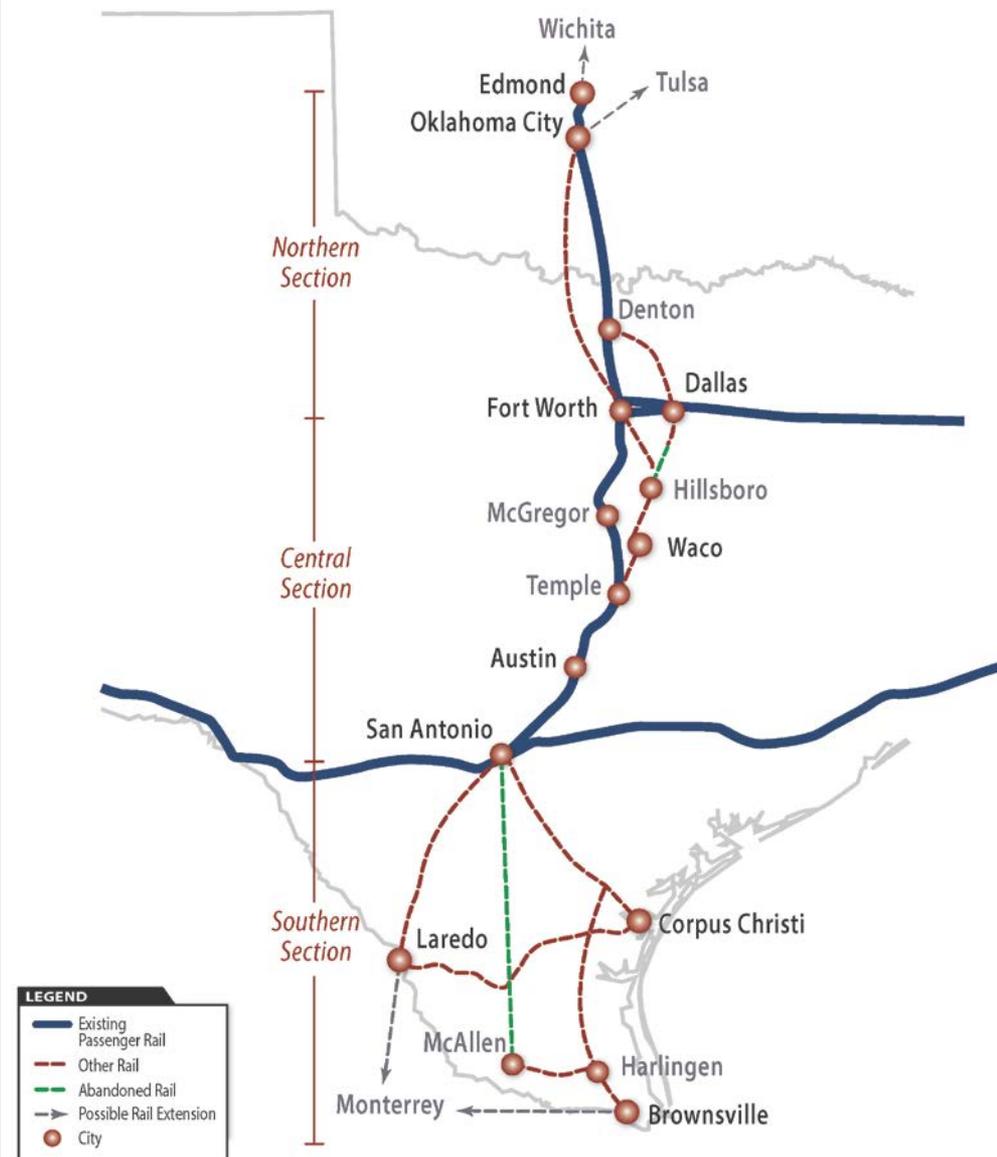




BACKGROUND

Why study rail between Oklahoma and South Texas?

- IH-35 is congested and will continue to get more congested as Texas' population and economy grow.
- Passenger rail service could fit the needs of many travelers and reduce demand on the state's roadways.
- Study will provide a blueprint for feasible rail improvements.



A big question about our process

These questions will be answered through the study:

- Is improved passenger rail a good idea?
- What kind of passenger rail service is feasible?
- What are the costs, impacts, and benefits of passenger rail service?
- What cities would be served by passenger rail?

These questions will not be answered through the study:

- Where would new rail be constructed?
- What would the impacts be to specific properties?
- When would new service be available?
- Exactly where would stations be located?

Different kinds of service

	Speed (miles per hour)	Stops/ frequency
<p>Conventional rail (mostly uses existing tracks)</p> 	<p>Maximum: 70-90 mph</p> <p>Average: 45-60 mph</p>	<p>Stops 15 to 60 miles apart</p> <p>3-6 trains/day each direction (no more than 12)</p>
<p>Higher speed rail (some dedicated tracks)</p> 	<p>Maximum: 110-125 mph</p> <p>Average: 70-85 mph</p>	<p>Stops 30 to 90 miles apart</p> <p>4-8 trains/day each direction (as many as 12)</p>
<p>High speed rail (fully dedicated tracks)</p> 	<p>Maximum: 165-220 mph</p> <p>Average: 100-140 mph</p>	<p>Stops 50 to 100+ miles apart</p> <p>12-24 trains/day each direction</p>

Common Attributes: Single or double deck trains, stations with parking, operation on existing or dedicated tracks



How we got here

Step 1: screening

Wide
range of
ideas

Feasibility
screen:
physical
constraints

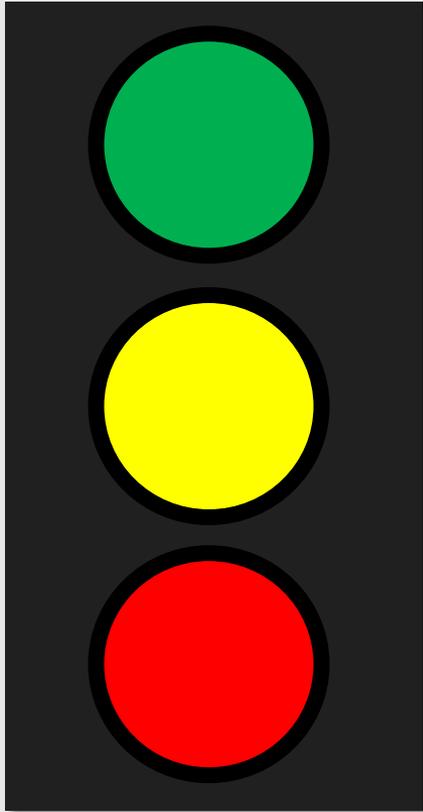
Step 2: alternatives analysis

Range of
feasible
ideas

Step #2:
evaluation
criteria

Range of
alternatives to
study in EIS

How we compared alternatives



Green: Strength or benefit

Yellow: Some benefit

Red: Weakness or drawback



Screening criteria: operations

- Revenue/operating cost ratio
 - Tells us if a route would require a subsidy to operate
 - Minimum thresholds must be met for alternatives to move forward
- Travel times
 - Comparison of rail travel time to auto travel time between cities
- Mode share on rail
 - % of people who would choose rail as opposed to other modes for their trip

- Capital cost
 - Per passenger mile
- Right-of-way/real estate impacts
 - A representation of possible impacts to private property based on whether or not a route uses existing transportation rights-of-way



Screening criteria: environment

- Natural resources
 - Wetlands
 - Critical habitat
- Cultural/recreational resources
 - National and state historic places
 - Potential archeological sites
 - Parks and open space
- Social resources
 - Prime farmland
 - Sensitive receptors (homes, schools, hospitals) potentially affected by noise or vibration
 - Environmental Justice populations

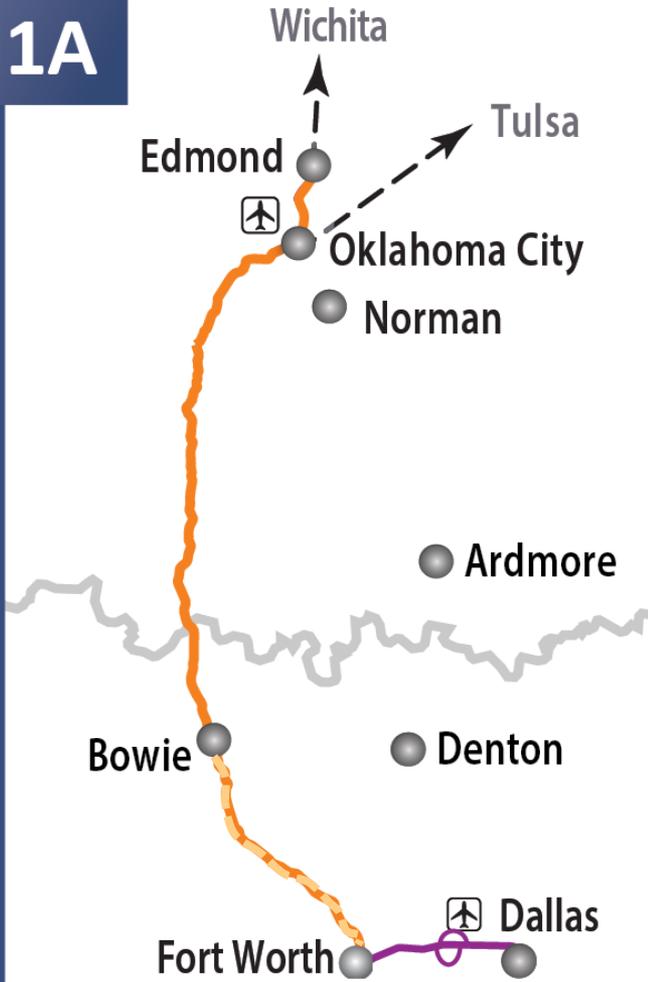


ALTERNATIVES

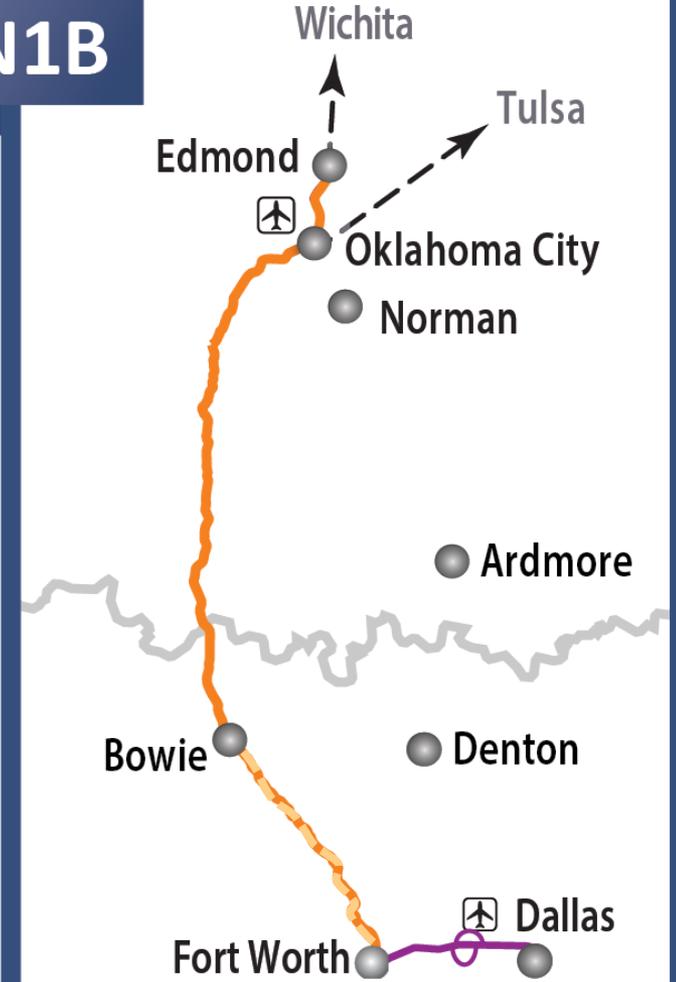
Northern Section

Northern Section

N1A



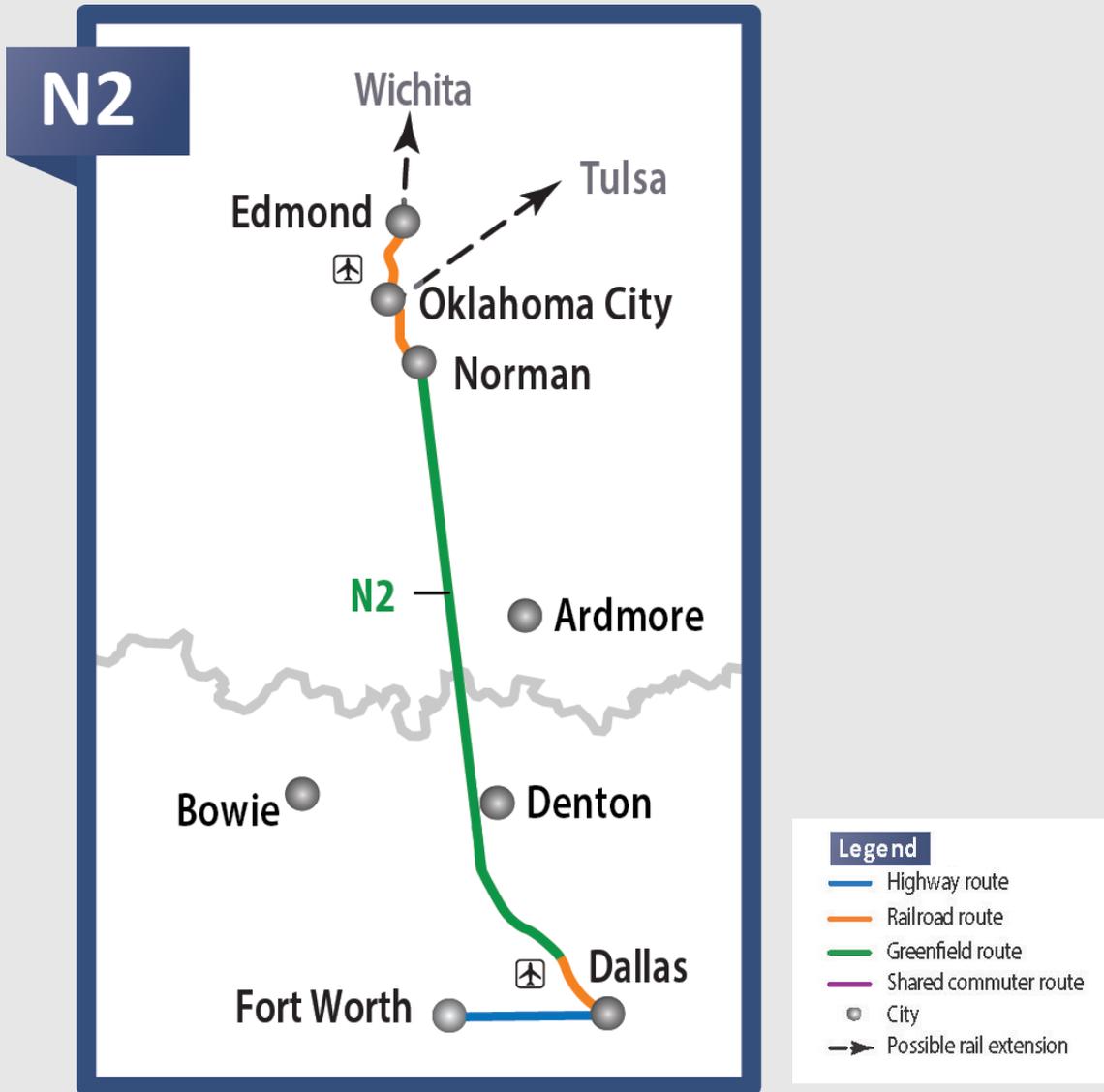
N1B



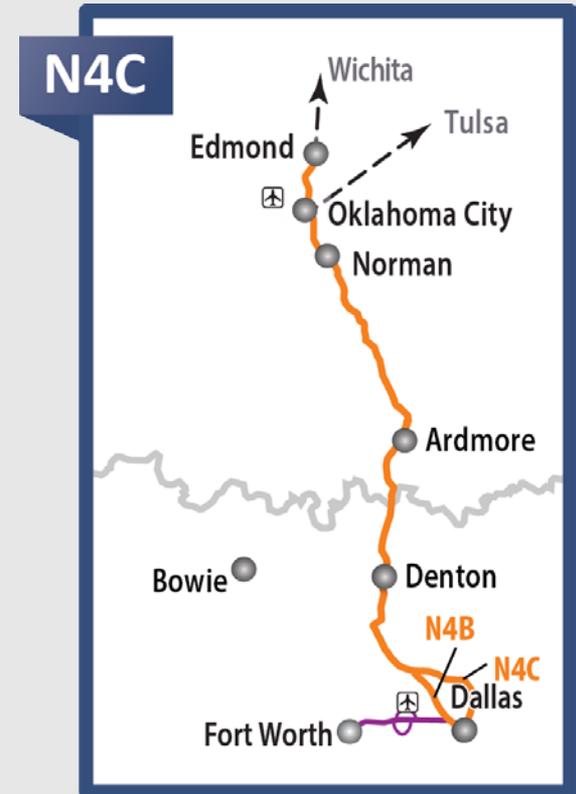
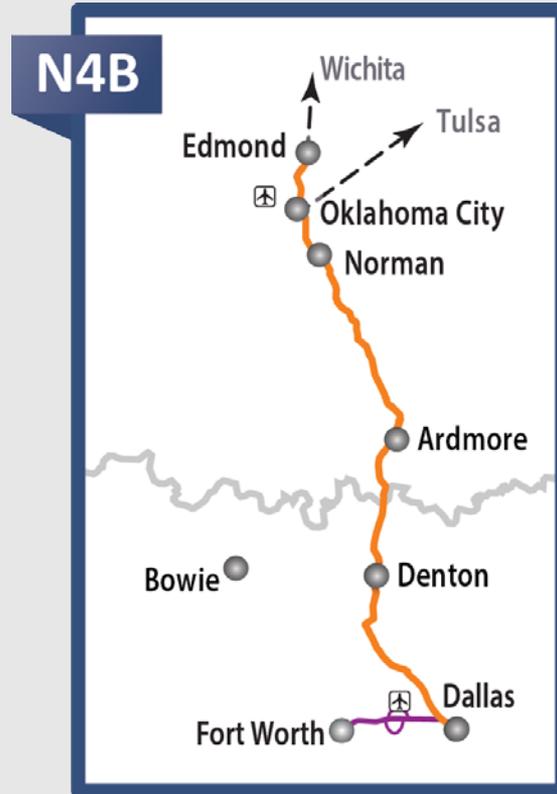
Legend

- Highway route
- Railroad route
- Greenfield route
- Shared commuter route
- City
- Possible rail extension

Northern Section



Northern Section



Legend

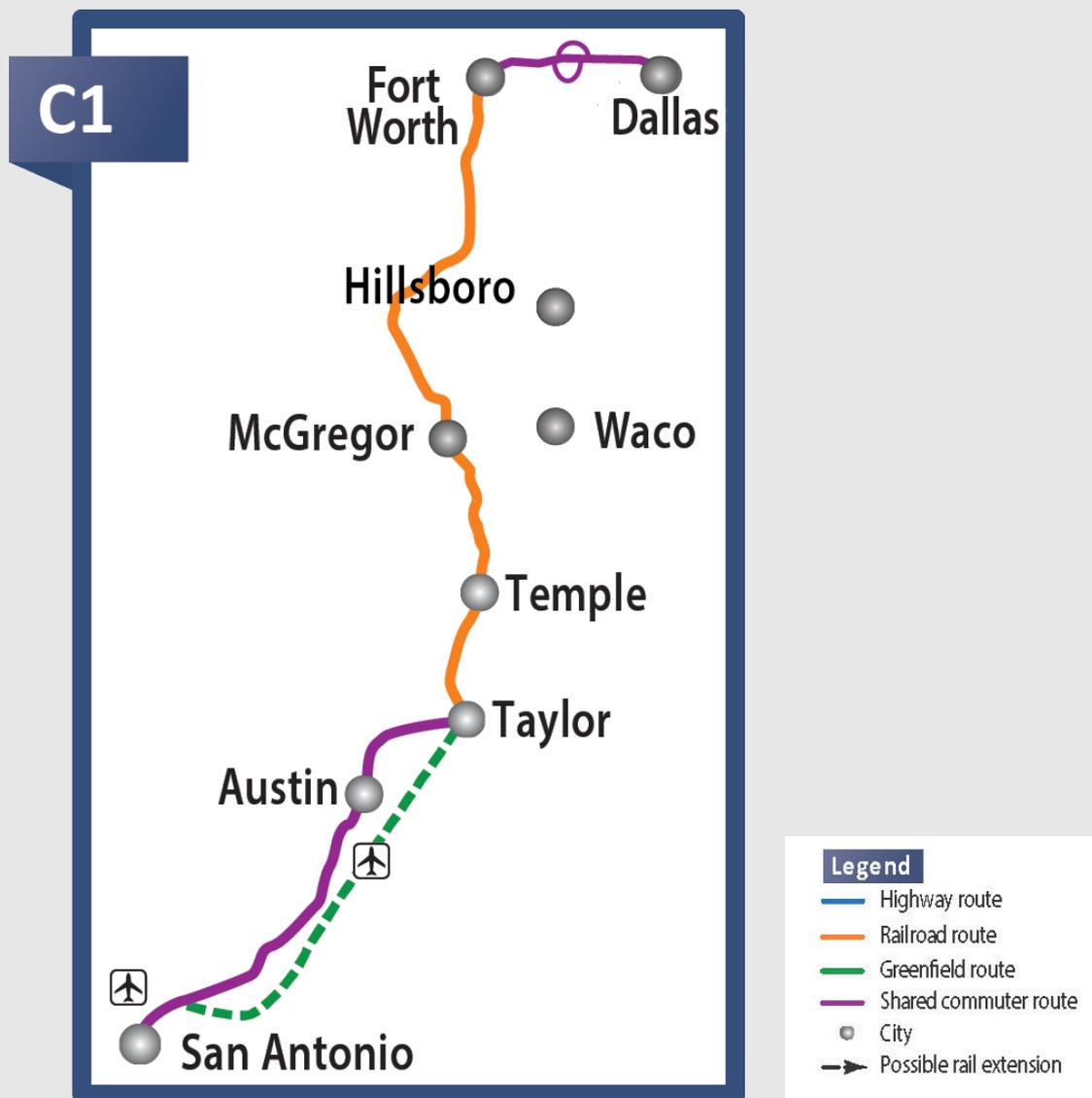
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ALTERNATIVES

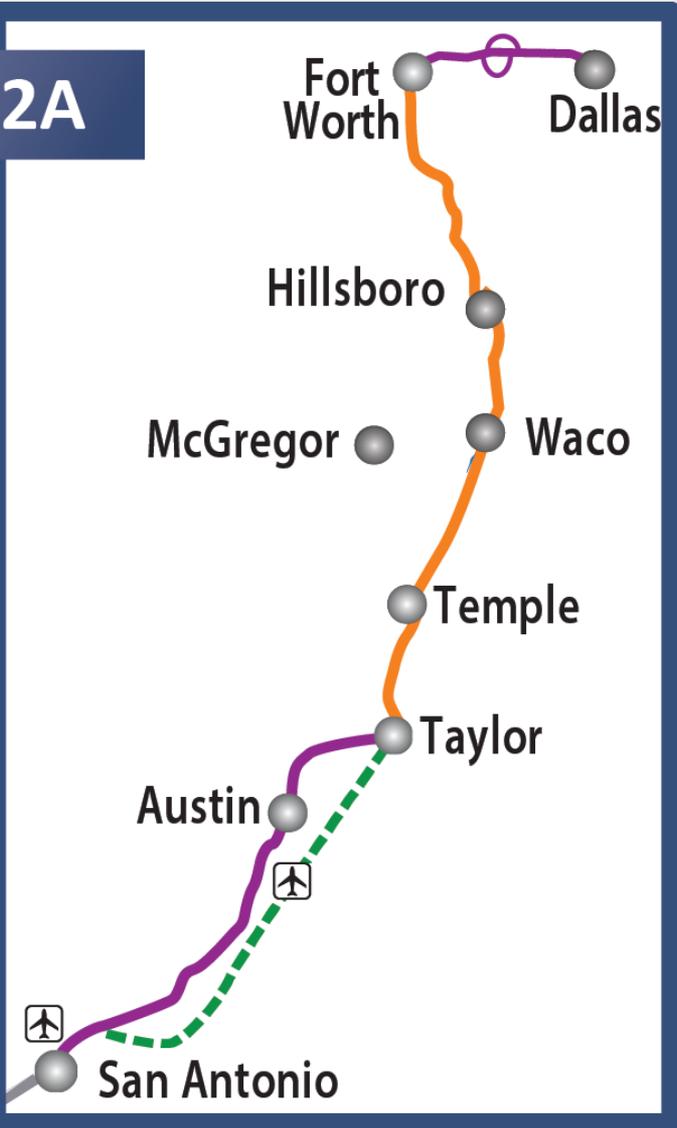
Central Section

Central Section

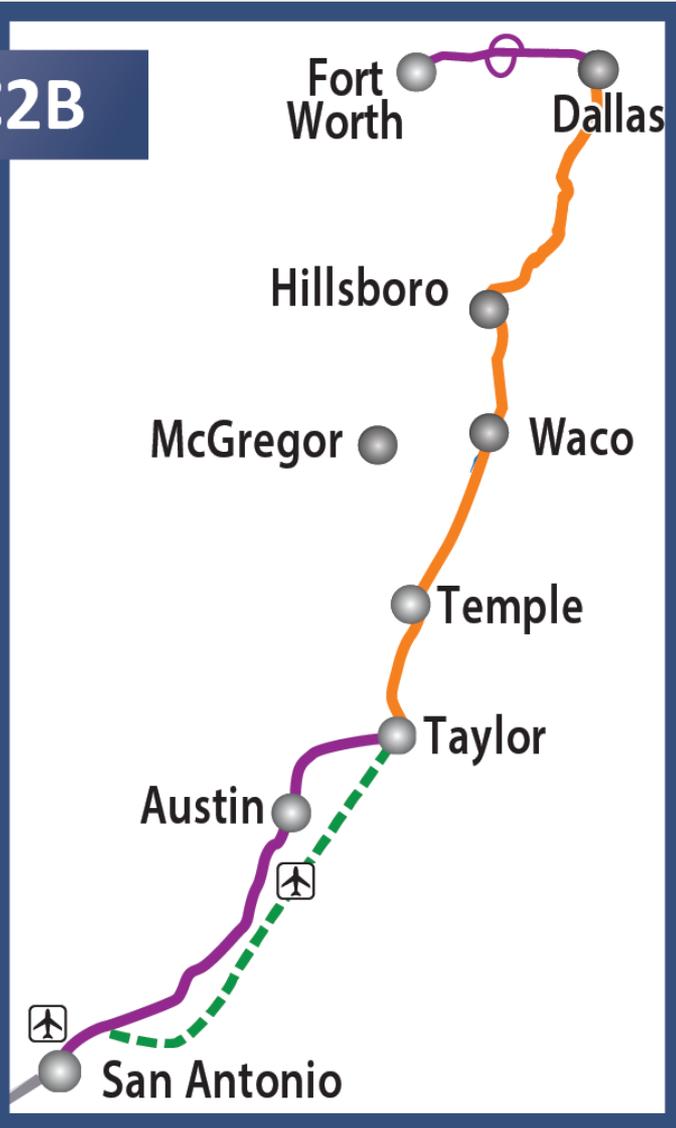


Central Section

C2A



C2B

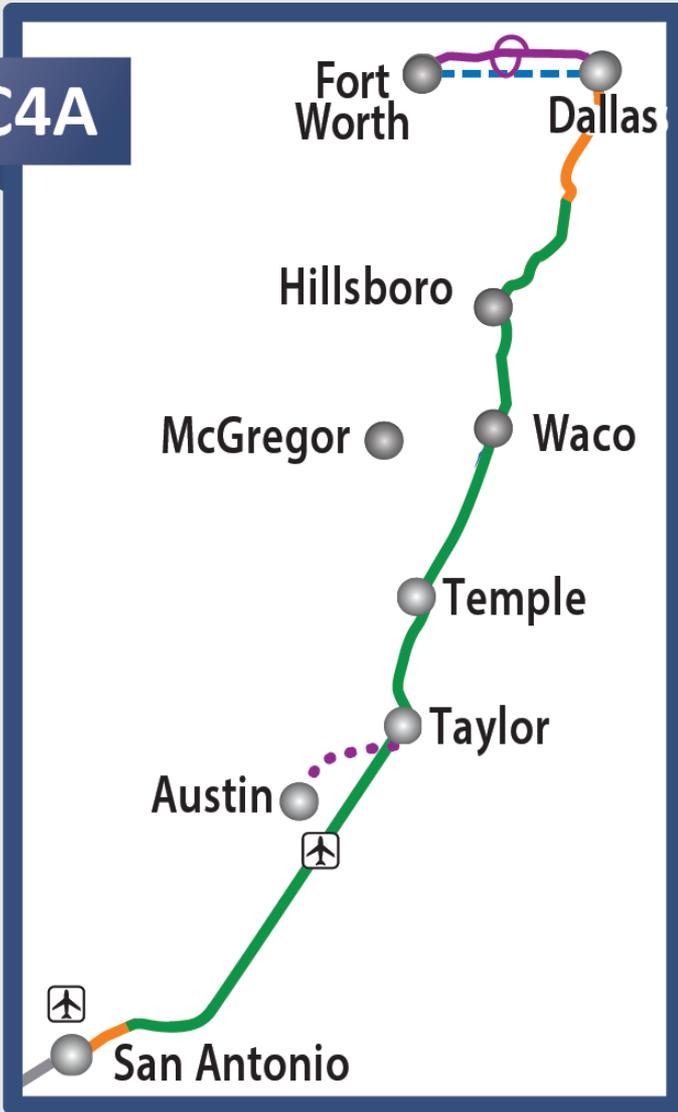


Legend

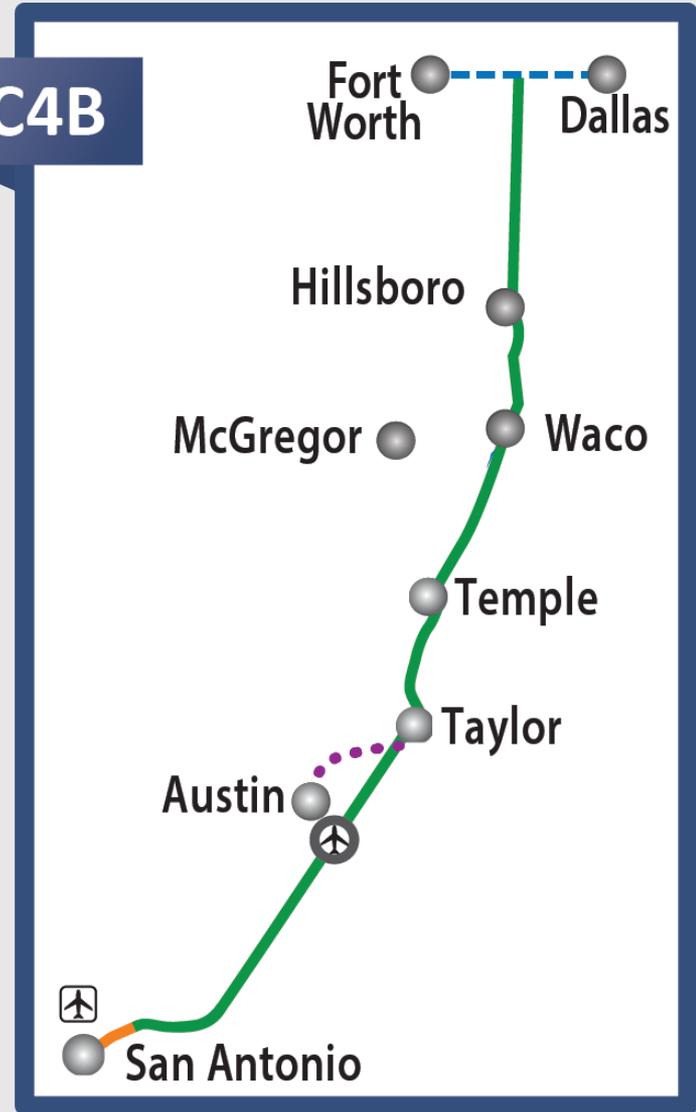
- Highway route (blue line)
- Railroad route (orange line)
- Greenfield route (green dashed line)
- Shared commuter route (purple line)
- City (grey circle)
- Possible rail extension (black arrow)

Central Section

C4A



C4B



Legend

- Highway route
- Railroad route
- Greenfield route
- Shared commuter route
- City
- Possible rail extension



ALTERNATIVES

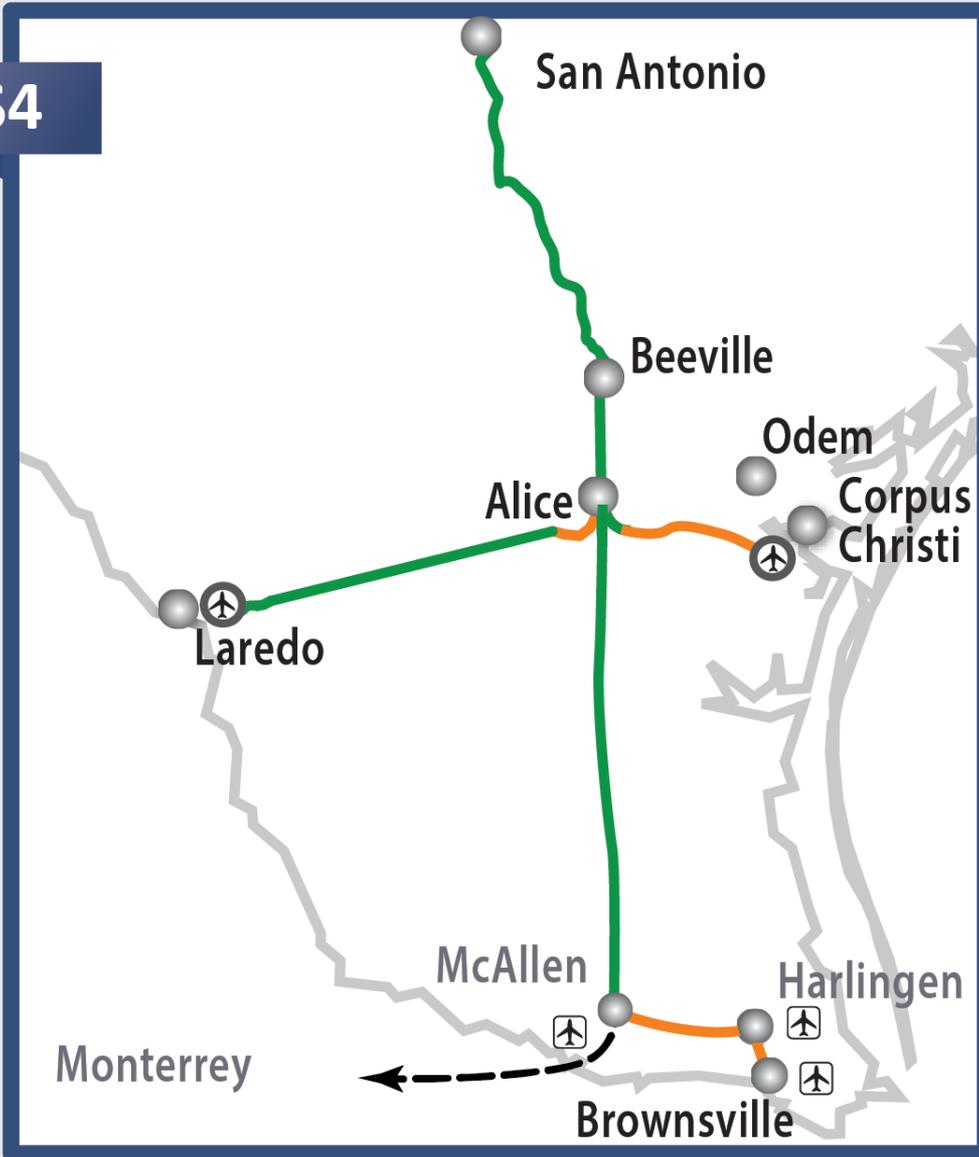
Southern Section

Southern Section



Southern Section

S4

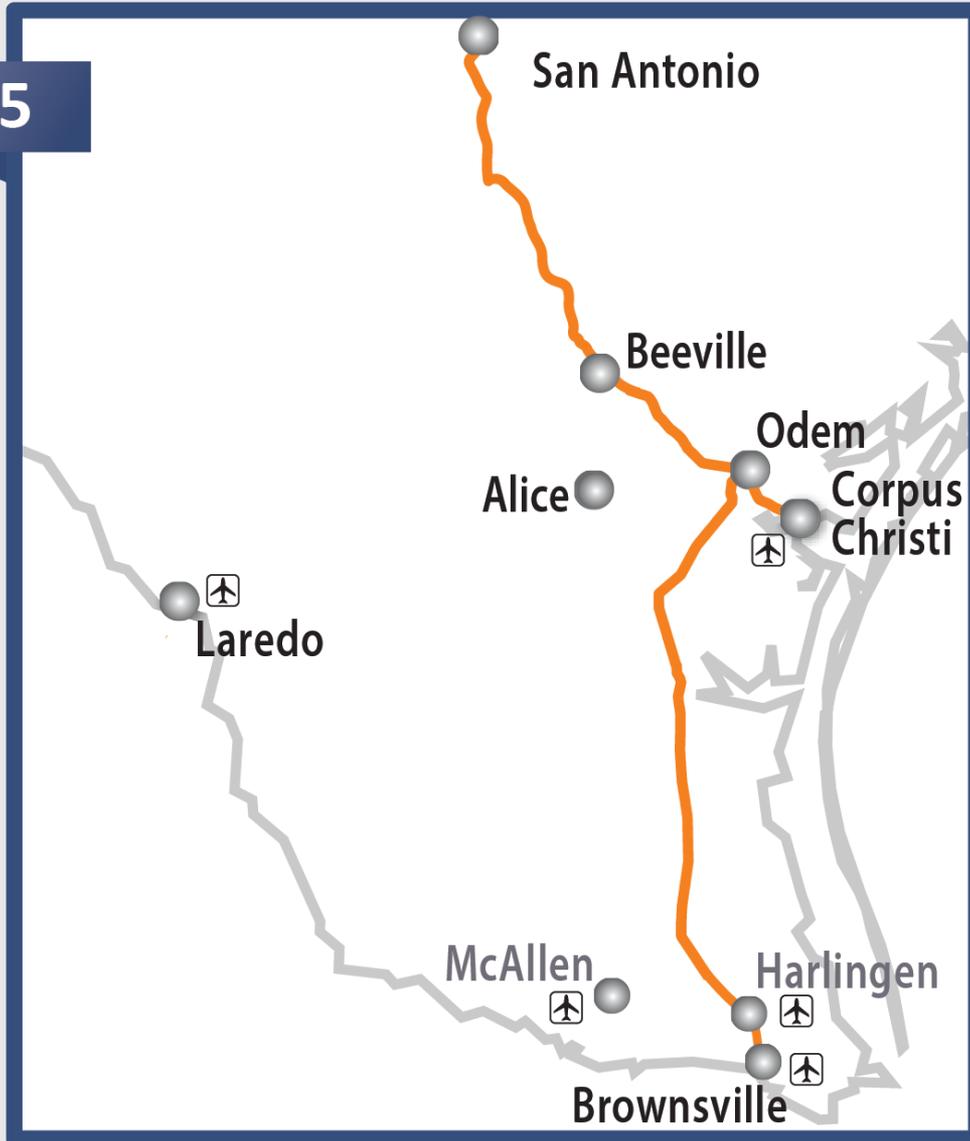


Legend

- Highway route
- Railroad route
- Greenfield route
- Shared commuter route
- City
- Possible rail extension

Southern Section

S5



Legend

- Highway route
- Railroad route
- Greenfield route
- Shared commuter route
- City
- Possible rail extension

Southern Section





Next steps and your input

- What we need to hear from you:
 - Are these the right alternatives?
 - Do you have concerns about the alternatives that we're recommending to carry forward?
 - Is there other information that you need?
- Fill out a comment form and leave it with us tonight
- Share this information with your friends and neighbors
 - Comment form and maps are on our website: www.TXOKrail.org

Questions?

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