



# 2016 Texas Rail Plan Update

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## Chapter 5: Long Range Vision

May 2016



## **5.1 Introduction**

The purpose of this chapter is to provide Texas' rail vision, goals, and objectives over the next 25 years and describe how these guide TxDOT to collaborate with regional and private stakeholders in future rail projects. The chapter also includes envisioned short- and long-range freight and passenger projects.

## **5.2 TxDOT Rail Vision**

As part of the development of the 2010 Texas Rail Plan, TxDOT held a series of workshops and invited rail stakeholders to solicit input into the creation of a vision statement for Texas freight and passenger rail for the future. These rail visions were consolidated into the most essential needs and desires of the state for its rail network, in consideration that freight and passenger rail improvements in Texas are predominantly a function of private investment to meet market demands. The state lacks available funding and has a limited regulatory role.

The consolidated vision for this State Rail Plan update is provided below.

*The State of Texas facilitates investor-driven projects that improve the safety, capacity, and efficiency of the rail network. Private rail infrastructure improvements add value by connecting Texas communities, linking businesses with domestic and international markets, and minimizing environmental impacts and road congestion.*

## **5.3 Rail Vision and Goals' Consistency with Other Transportation Planning Efforts**

It is essential that the vision and policies advocated in individual modal plans, as well as proposed projects included in those plans, be consistent with those visions and transportation policies in other transportation plans. This State Rail Plan update is intended to integrate with and expand upon the Texas Transportation Plan (TTP), and the Texas Freight Mobility Plan (TFMP).

The rail program vision encompasses goals and objectives consistent with the TTP and TFMP. These are:

- Safety – which includes the reduction of rail-related fatalities and serious injuries, especially with regarding safety at at-grade rail crossings;
- Asset Management – which includes achieving a state of good repair of the rail plant, especially those assets owned by TxDOT;
- Mobility and Reliability – which is aimed at reducing congestion and improving rail system efficiency, capacity, and performance, including rail freight and passenger travel time reliability;

- Multimodal Connectivity - which is aimed at providing both freight and passenger choices by improving the rail system and providing intermodal and multimodal connectivity; and
- Economic Competitiveness – which involves selecting projects which strengthen Texas’ position as a trade and logistics hub, and which support both existing industries and the attraction of new industries.

#### **5.4 Rail Plan Consistency with Other States and Mexico**

As Texas also shares rail corridors and services with other states and Mexico, it was necessary to evaluate the State Rail Plans of surrounding states as well as published rail development plans in Mexico to determine whether the policies and plans outlined in these states were in conflict with any of the Texas initiatives included in this Rail Plan.

The most recent State Rail Plans available for the states of Louisiana, Oklahoma and New Mexico were reviewed to ensure consistency of policies and plans among the states in the region. The results of this review found no conflicts with Texas initiatives.

The Oklahoma Rail Plan was supportive of continued improvement of the *Heartland Flyer* service and supported the concept of improving accessibility to TRE for the purpose connecting to the Dallas market. Oklahoma also supported continued study of extending service south of Fort Worth.

Louisiana and New Mexico also supported any improvements to the *Sunset Limited* service. Mexico has recently announced plans to investigate the possibility of a Mexico-USA high speed rail line from Monterrey in Nuevo Leon state to San Antonio with the potential to move passengers between the two cities in about two hours. TxDOT has attended meetings with officials from USDOT and Mexico which included discussion of this concept.

#### **5.5 Highway-Rail Crossing Project Evaluation**

TxDOT uses a federally-required priority index to select candidates for these at-grade crossing improvements, which considers:

- Average daily vehicle traffic;
- Average daily school bus traffic;
- Average daily train traffic;
- Maximum speed of trains;
- Existing type of warning device; and,
- Past five years history of auto/train accidents.

Upon identification of candidate projects based on the results of the priority index above, TxDOT programs crossing improvements using one or more of the following strategies to improve crossing safety at the site:

- Crossing surface improvements,
- Installation of highway median barriers,
- Grade crossing consolidation/closure
- Grade crossing signal upgrades, or
- Upgrading crossing sign reflector systems.

## **5.6 Texas's Potential Short and Long Range Freight Rail Projects**

Texas' short- and long-range rail project lists differ with respect to the estimated period of implementation and other factors as explained below. The projects shown in the following charts describe the potential projects as to location, project details, and estimated costs. The charts also show those rail project goals which the projects are deemed to meet. The goal categories, as described earlier, include: Asset Management; Economic Competitiveness; Multimodal Connectivity; Mobility and Reliability; and Safety. The chart shows those goals best met by the projects. A number of the projects meet multiple goals in a direct manner and may also meet other goals in an indirect manner.

### **5.6.1 Short-Range Program of Projects and Impacts**

The short-range program consists of projects which could be implemented within a four-year period of time and have a high priority based on the results of project analysis.

### **5.6.2 Short-Range Program of Freight Projects**

The TxDOT Short-Range Program of Freight Projects is shown on **Exhibit 5-1** below. This table displays the proposed project's location and description, estimated cost, and the goal categories the project is intended to meet. It should be noted that although the following projects could be implemented within a four-year timeframe, there are currently no public sector funding sources available to progress these projects.

Exhibit 5-1: TxDOT Short-Range Program of Freight Projects

Location	Project Name	Project Description	Est. Cost	Goals					
				A	E	F	M	R	S
Beaumont	Neches River Rail Crossing	Construct a second bridge on the Sunset Ltd. passenger route	\$ 240 m			F		R	
South Orient RR	Fort Stockton - Alpine Rehab	Rehabilitate track to open an interchange with UP to increase competition	\$50 m	A	E	F		R	
NETEX	Greenville-Mt. Pleasant Rehab	Rehabilitate track to increase speeds and attract new business	\$32 m	A	E	F		R	
NETEX	Greenville-Wylie Reconstruction	Reconstruct abandoned corridor to provide additional rail capacity into Dallas-Ft. Worth	\$25 m	A	E	F		R	
Houston	Houston West Belt Sub Grade Separation	Construct five grade separations and close five additional crossings between Tower 26 and TNO Jct. to create a sealed corridor	\$57.6 m			F		R	S
Houston Port Terminal	Second Main Line Construction	Construct a second main line from GH&H Jct to Manchester Jct to eliminate train delay	\$22 m	A		F	M	R	
South Orient RR	Paisano Jct-Presidio Rehab	Rehabilitate track to increase speeds, improve interchange capabilities and increase competition	\$46 m	A	E	F		R	
BNSF Galveston Div.	Rosenberg-Arcola Second Main Line	Right-of-way acquisition and design for a second main line	\$18.40 m			F		R	
South Orient RR	Sulphur Jct - Ft. Stockton Rehab	Rehabilitate track to accommodate heavier car loadings to existing customers and attract new business	\$15 m	A	E	F		R	

*Project Goals:*

- A - Asset Management*
- E - Economic Competitiveness*
- F - System Fluidity*
- M - Multimodal Connectivity*
- R - Mobility and Reliability*
- S - Rail and Highway-Rail Safety*

In addition to the rail capital projects listed above, TxDOT's current program of at-grade crossing improvements should be considered as part of its short-range program. Grade crossing improvement projects currently programmed are shown in **Exhibit 5-2** below.

Exhibit 5-2: Short-term Grade Crossing Improvement Projects

Project Number	Project Location	USDOT Crossing Number	Functional Class	Crossing Type	Total Project Cost	RHGCP Project Cost	Funding Type
STP 2014(330)FRS	FM 2449	020563G	Rural Local Road or Street	At-grade active warning devices	\$192,479	\$213,866	Section 130
STP 2014(328)FRS	M&M RANCH ROAD	020880L	Rural Local Road or Street	At-Grade passive warning devices	\$247,253	\$274,726	Section 130
STP 2014(328)FRS	CO RD 319	021003D	Rural Local Road or Street	At-Grade passive warning devices	\$196,870	\$218,744	Section 130
STP 2014(328)FRS	CO RD 1001	021578A	Rural Minor Collector	At-Grade passive warning devices	\$116,500	\$129,444	Section 130
STP 2014(330)FRS	WEEKS/MALO NE ROAD	021858C	Rural Minor Collector	At-Grade passive warning devices	\$160,744	\$178,604	Section 130
STP 2014(330)FRS	SANTA FE STREET	021861K	Rural Local Road or Street	At-Grade passive warning devices	\$160,744	\$178,604	Section 130
STP 2014(330)FRS	CO RD 317	021862S	Rural Local Road or Street	At-Grade passive warning devices	\$160,246	\$178,051	Section 130
STP 2014(330)FRS	CO RD 319	021868H	Rural Minor Collector	At-Grade passive warning devices	\$175,019	\$194,466	Section 130
STP 2014(329)FRS	WESTGATE WAY	022362X	Rural Local Road or Street	At-grade active warning devices	\$289,620	\$321,800	Section 130
STP 2014(329)FRS	SANDEN	022363E	Rural Local Road or Street	At-grade active warning devices	\$268,830	\$298,700	Section 130
STP 2014(330)FRS	SH 36	023270N	Urban Local Road or Street	At-grade active warning devices	\$224,550	\$249,500	Section 130
STP 2014(329)FRS	CO RD 3990	330902P	Urban Local Road or Street	At-Grade passive warning devices	\$228,240	\$253,600	Section 130
STP 2014(329)FRS	CO RD 3992	330903W	Urban Local Road or Street	At-Grade passive warning devices	\$207,990	\$231,100	Section 130

Project Number	Project Location	USDOT Crossing Number	Functional Class	Crossing Type	Total Project Cost	RHGCP Project Cost	Funding Type
STP 2014(329)FRS	SHADY GROVE RD.	331464T	Rural Local Road or Street	At-Grade passive warning devices	\$222,390	\$247,100	Section 130
STP 2014(329)FRS	LASSATER	331465A	Rural Major Collector	At-Grade passive warning devices	\$265,950	\$295,500	Section 130
STP 2014(329)FRS	CO RD 2333	331588L	Urban Local Road or Street	At-Grade passive warning devices	\$216,450	\$240,500	Section 130
STP 2014(329)FRS	CO RD 653	331716S	Rural Local Road or Street	At-Grade passive warning devices	\$207,990	\$231,100	Section 130
STP 2014(330)FRS	FM 664	415331L	Rural Local Road or Street	At-grade active warning devices	\$55,388	\$61,542	Section 130
STP 2014(331)FRS	TEJASCO DRIVE	415618L	Rural Local Road or Street	At-grade active warning devices	\$165,763	\$184,181	Section 130
STP 2014(331)FRS	CR 4230	416038Y	Rural Local Road or Street	At-Grade passive warning devices	\$287,867	\$319,852	Section 130
STP 2014(331)FRS	CO RD 387	416234F	Rural Local Road or Street	At-Grade passive warning devices	\$240,044	\$266,716	Section 130
STP 2014(331)FRS	GARFIELD STREET	426530U	Rural Local Road or Street	At-grade active warning devices	\$200,589	\$222,877	Section 130
STP 2014(331)FRS	MCARTHUR STREET	426537S	Rural Minor Collector	At-Grade passive warning devices	\$223,952	\$248,835	Section 130
STP 2014(331)FRS	CO RD 351	426585G	Urban Minor Collector	At-Grade passive warning devices	\$327,525	\$363,917	Section 130
STP 2014(331)FRS	BOTTOMS ROAD	427513G	Rural Local Road or Street	At-Grade passive warning devices	\$181,112	\$201,235	Section 130
STP 2014(331)FRS	Runnels or Lago Road	432661L	Urban Local Road or Street	At-Grade passive warning devices	\$169,849	\$188,721	Section 130
STP 2014(331)FRS	THIRD ST	435403S	Urban Local Road or Street	At-grade active warning devices	\$169,602	\$188,447	Section 130
STP 2014(331)FRS	TEJEDA RD.	435418G	Rural Minor Collector	At-Grade passive warning devices	\$165,763	\$184,181	Section 130
STP 2014(331)FRS	County Road 50	435570R	Urban Minor Arterial	At-grade active warning devices	\$189,615	\$210,683	Section 130
STP	CO RD 249	435602U	Urban Local Road or	At-Grade passive warning	\$165,912	\$184,347	Section

Project Number	Project Location	USDOT Crossing Number	Functional Class	Crossing Type	Total Project Cost	RHGCP Project Cost	Funding Type
2014(331)FRS			Street	devices			130
STP 2014(331)FRS	FM 534	435620S	Rural Minor Collector	At-grade active warning devices	\$192,479	\$213,866	Section 130
STP 2014(328)FRS	9TH ST	435683W	Rural Minor Arterial	At-Grade passive warning devices	\$254,656	\$282,951	Section 130
STP 2014(331)FRS	FM 541	435734E	Urban Minor Collector	At-Grade passive warning devices	\$167,873	\$186,526	Section 130
STP 2014(331)FRS	HUNT ST.	435747F	Rural Local Road or Street	At-Grade passive warning devices	\$163,265	\$181,405	Section 130
STP 2014(328)FRS	FLAG ST	435768Y	Rural Local Road or Street	At-grade active warning devices	\$226,213	\$251,348	Section 130
STP 2014(331)FRS	WEBB RD	446684J	Rural Local Road or Street	At-Grade passive warning devices	\$197,927	\$219,919	Section 130
STP 2014(331)FRS	FM 462	448465C	Rural Local Road or Street	At-Grade passive warning devices	\$224,148	\$249,053	Section 130
STP 2014(331)FRS	THIRD STREET	448467R	Rural Local Road or Street	At-grade active warning devices	\$163,745	\$181,939	Section 130
STP 2014(331)FRS	LOVER'S LANE	448495U	Rural Local Road or Street	At-Grade passive warning devices	\$196,904	\$218,782	Section 130
STP 2014(331)FRS	Old SURFSIDE ROAD	448676Y	Rural Local Road or Street	At-Grade passive warning devices	\$239,027	\$265,585	Section 130
STP 2014(328)FRS	STEWART RD	448865V	Rural Local Road or Street	At-grade active warning devices	\$258,776	\$287,529	Section 130
STP 2014(331)FRS	Vergara Road	448972K	Rural Minor Collector	At-Grade passive warning devices	\$205,719	\$228,577	Section 130
STP 2014(331)FRS	FM 469	448979H	Urban Local Road or Street	At-grade active warning devices	\$207,662	\$230,735	Section 130
STP 2014(331)FRS	CO RD 615	450661J	Rural Local Road or Street	At-Grade passive warning devices	\$264,335	\$293,706	Section 130
STP 2014(331)FRS	CO RD L	596161S	Rural Minor Collector	At-Grade passive warning devices	\$264,190	\$293,544	Section 130
STP 2014(328)FRS	Handley-Ederville	598347M	Rural Local Road or Street	At-Grade passive warning devices	\$116,500	\$129,444	Section 130

Project Number	Project Location	USDOT Crossing Number	Functional Class	Crossing Type	Total Project Cost	RHGCP Project Cost	Funding Type
STP 2014(331)FRS	CR 3250	598503W	Rural Local Road or Street	At-Grade passive warning devices	\$168,629	\$187,366	Section 130
STP 2014(331)FRS	NEW ORLEANS STREET	743134B	Rural Local Road or Street	At-Grade passive warning devices	\$208,466	\$231,629	Section 130
STP 2014(331)FRS	CO RD 218	743298S	Rural Local Road or Street	At-Grade passive warning devices	\$253,674	\$281,860	Section 130
STP 2014(329)FRS	HALFORD ROAD	743358Y	Rural Local Road or Street	At-grade active warning devices	\$224,550	\$249,500	Section 130
STP 2014(331)FRS	CO RD 111	743754P	Rural Local Road or Street	At-Grade passive warning devices	\$246,507	\$273,897	Section 130
STP 2014(331)FRS	AVENUE D	744719E	Rural Local Road or Street	At-Grade passive warning devices	\$184,314	\$204,793	Section 130
STP 2014(331)FRS	FM 521 SB. FRONTAGE	745004L	Rural Local Road or Street	At-Grade passive warning devices	\$204,188	\$226,875	Section 130
STP 2014(331)FRS	CO RD 2763	746387U	Rural Minor Collector	At-Grade passive warning devices	\$174,154	\$193,504	Section 130
STP 2014(331)FRS	ABAZOLA AVE	746397A	Rural Local Road or Street	At-Grade passive warning devices	\$167,580	\$186,200	Section 130
STP 2014(331)FRS	FIELD AVENUE	746404H	Rural Minor Arterial	At-Grade passive warning devices	\$166,848	\$185,387	Section 130
STP 2014(331)FRS	WEARDEN ROAD	746494J	Rural Major Collector	At-Grade passive warning devices	\$167,725	\$186,361	Section 130
STP 2014(331)FRS	LIVE OAK STREET	746713V	Rural Major Collector	At-Grade passive warning devices	\$135,000	\$150,000	Section 130
STP 2014(331)FRS	Old Cuero Road	746761K	Rural Local Road or Street	At-Grade passive warning devices	\$150,635	\$167,372	Section 130
STP 2014(331)FRS	7TH ST	758318V	Rural Local Road or Street	At-Grade passive warning devices	\$164,790	\$183,100	Section 130
STP 2014(331)FRS	2nd STREET	758340H	Rural Local Road or Street	At-grade active warning devices	\$162,126	\$180,140	Section 130
STP 2014(331)FRS	CACTUS RD	758603U	Rural Local Road or Street	At-grade active warning devices	\$161,746	\$179,718	Section 130
STP	EBONY RD	758604B	Rural Local Road or	At-Grade passive warning	\$161,727	\$179,697	Section

Project Number	Project Location	USDOT Crossing Number	Functional Class	Crossing Type	Total Project Cost	RHGCP Project Cost	Funding Type
2014(331)FRS			Street	devices			130
STP 2014(331)FRS	CHEMICAL RD	758836R	Rural Local Road or Street	At-Grade passive warning devices	\$174,821	\$194,246	Section 130
STP 2014(331)FRS	FM 327	764280P	Urban Local Road or Street	At-grade active warning devices	\$178,921	\$198,801	Section 130
STP 2014(331)FRS	B 31-D/7th STREET	765434B	Rural Local Road or Street	At-grade active warning devices	\$176,038	\$195,598	Section 130
STP 2014(331)FRS	NE Main Street	765538H	Rural Minor Collector	At-grade active warning devices	\$205,571	\$228,412	Section 130
STP 2014(331)FRS	ROBERT NANCE	789435B	Rural Local Road or Street	At-grade active warning devices	\$175,232	\$194,702	Section 130
STP 2014(331)FRS	CO RD 4109	794578J	Rural Minor Collector	At-grade active warning devices	\$509,525	\$566,139	Section 130
STP 2014(331)FRS	FM 47/4TH ST.	794746M	Rural Minor Arterial	At-grade active warning devices	\$834,279	\$926,977	Section 130
STP 2014(331)FRS	ROCKWALL ST	794780U	Rural Minor Arterial	At-grade active warning devices	\$449,619	\$499,577	Section 130
STP 2014(331)FRS	COLLINS STREET	794975G	Rural Local Road or Street	At-Grade passive warning devices	\$194,389	\$215,988	Section 130
STP 2014(331)FRS	FM 455	795294H	Rural Local Road or Street	At-Grade passive warning devices	\$35,001	\$38,890	Section 130
STP 2014(331)FRS	CRAWFORD ST.	795330B	Rural Local Road or Street	At-grade active warning devices	\$162,362	\$180,402	Section 130
STP 2014(331)FRS	FM 407	795335K	Rural Minor Arterial	At-Grade passive warning devices	\$73,090	\$81,211	Section 130
STP 2014(331)FRS	Keller-Hicks Road	795353H	Rural Minor Collector	At-Grade passive warning devices	\$239,027	\$265,585	Section 130
STP 2014(331)FRS	CO RD 270	796156X	Rural Major Collector	At-Grade passive warning devices	\$272,801	\$303,112	Section 130
STP 2014(331)FRS	West F Street	796231G	Rural Local Road or Street	At-Grade passive warning devices	\$238,703	\$265,225	Section 130
STP 2014(331)FRS	CR 170	796256C	Rural Local Road or Street	At-Grade passive warning devices	\$239,981	\$266,646	Section 130

Project Number	Project Location	USDOT Crossing Number	Functional Class	Crossing Type	Total Project Cost	RHGCP Project Cost	Funding Type
STP 2014(331)FRS	SPUR 247	796264U	Rural Local Road or Street	At-Grade passive warning devices	\$216,887	\$240,986	Section 130
STP 2014(331)FRS	MEADOW STREET	796293E	Rural Local Road or Street	At-Grade passive warning devices	\$469,199	\$521,332	Section 130
STP 2014(331)FRS	CR 3301 &CR 3351	796353L	Rural Local Road or Street	At-Grade passive warning devices	\$459,276	\$510,307	Section 130
STP 2014(331)FRS	WETZEL ROAD	859505H	Urban Principal Arterial - Interstate	At-Grade passive warning devices	\$168,236	\$186,929	Section 130
STP 2014(331)FRS	HUMBLE CAMP RD	859554E	Urban Local Road or Street	At-Grade passive warning devices	\$167,130	\$185,700	Section 130
STP 2014(331)FRS	OLIVE STREET	859558G	Rural Local Road or Street	At-Grade passive warning devices	\$188,628	\$209,587	Section 130

### 5.6.3 *Short-Range Rail Program Impacts*

Despite the fact that the proposed short-range program is restricted in size due to funding availability, the projects included provide significant public benefits. These include not only the transportation-related economic and socio-environmental benefits involved in providing competitive rail service itself as described in Chapter 2, but also the preservation, protection, and enhancement of state-owned assets, the introduction of new competitive alternatives for rail users, more efficient service for rail customers, and increased safety through the reduction of rail-highway interfaces and improvements to existing at-grade crossings. The following is a short discussion of the specific public benefits involved in these projects.

The proposed improvements to the South Orient RR and NETEX rail lines serve multiple purposes. As rail lines in which the state has an ownership or security interest, these improvements protect the public investments made in these lines and continue the trend of steadily increasing traffic levels, which result in increased financial viability and the ability to implement additional improvements through increased line revenue and carload fees. In addition, new interchanges will create competitive access to shippers which usually result in lower transportation costs, a major factor in attracting additional businesses to the line.

The Neches River Rail Crossing, Rosenberg-Arcol Second Mainline, and Port Terminal Rwy. Mainline projects provide critical system capacity for through rail freight service, as well as improved passenger service for the Neches River project. These projects contribute to the state's overall transportation system capacity, reduce reliance on highway travel and enhance the state's port and intermodal operations.

Finally, the Houston West Belt Subdivision sealed corridor project significantly reduces the potential for highway-rail crossing incidents and provides for more efficient travel for motorists across this busy rail corridor, while the program of at-grade crossing improvements will provide an increased level of safety at those locations.

### 5.6.4 *Long-Range Program of Freight Projects*

Texas' Long-Range Rail Investment Program is comprised of projects which have been identified by its railroads and other rail stakeholders to address rail freight needs. These projects, however, are not expected to be implemented within the next four years and, in many cases, neither the justification for funding nor the funding itself have been identified as yet.

These projects may be subject to additional feasibility analysis and evaluation of potential public and private benefits. Upon completion of these analyses, the Long-Range Investment Program will be modified over time to consist of projects deemed to be a high priority for the designated long-range period. Upon the availability of state or federal funding resources,

projects selected for implementation could be moved to the Short-Range Rail Investment Program.

The Long-Range Freight Rail Investment Program is shown in **Exhibit 5-3** below. This table displays the proposed project’s location and description, estimated cost, and the goal categories the project is intended to meet. A funding source has not been identified for these projects.

Exhibit 5-3: Long-Range Program of Freight Projects

Location	Project Name	Project Description	Est. Cost	Goals					
				A	E	F	M	R	S
UP Eagle Pass	Eagle Pass Improvements	Construct a second track between BNSF and UP sidings in the vicinity of the bridge to the Piedras Negras intermodal facility	\$18m	A		F	M	R	
Port Arthur	SH 73 Grade Separation	Construct a grade separation at SH 73 near the Port of Port Arthur	TBD						S
Hearne Terminal	Hearbe Area Crossing Mitigation	Grade crossing closures or separations to improve fluidity and safety in the Hearne Terminal Area	TBD			F			S
BNSF	Griggs Road Grade Separation	Construct a grade separation at Griggs Rd.	TBD						S
BNSF Connor Sub	Connor Sub Capacity Improvements	Conduct siding extensions on Connor Sub and north to east to connection from Houston Sub to Connor Sub	\$32 m			F		R	
CapMetro-Austin	Upgrade Llano/Marble Falls to Giddings	Increase capacity and rail freight movement of aggregates for US 183 and I-35 expansion	\$5m		E				
KCS - Beaumont	Beaumont Capacity Expansion	Expand rail capacity through the Beaumont corridor to address increased traffic and congestion	TBD			F		R	
Corpus Christi	Corpus Christi Grade Separation	Construct grade separations at US 181 and US 77 in Corpus Christi	TBD						S
Port of Freemont	Proposed Freemont-Rosenberg Line	Construct a new rail line within the SH36/36A corridor between Freeport and Rosenberg	TBD		E	F	M	R	
BNSF Fort Worth Sub	Seminary Drive Grade Separation	Construct a grade separation at Seminary Drive	TBD						S
BNSF Fort Worth Sub	Sycamore School Rd Grade Separation	Construct a grade separation at Sycamore School Rd	TBD						S
BNSF Fort Worth Sub	Hemphill Street Grade Separation	Construct a grade separation at Hemphill St,	TBD						S

Location	Project Name	Project Description	Est. Cost	Goals					
				A	E	F	M	R	S
BNSF Fort Worth Sub	Blue Mound Road Grade Separation	Construct a grade separation at Blue Mound Road	TBD						S
PRTA - Houston	Houston Grade Separation	Construct a grade separation at Federal Road over PRTA RR	TBD						S
Houston	Houston Grade Separations	Eliminate grade crossings at Griggs, Mykawa, and Long in Houston	TBD						S
BNSF-Houston	Dayton Wye	Construct a new wye track at Dayton	TBD			F		R	
BNSF-Houston	Tower 76 Wye	Construct a new wye track at Tower 76	TBD			F		R	
UP-Houston	Sicon-Harrisburg Jct Double Track	Construct a second track between Sinco and Harrisburg Jct,	TBD		E	F		R	
BNSF Mykawa Sub	Mykawa Sub Double Track	Construct a second track on the Mykawa Sub	TBD		E	F		R	
TRE - Hurst	TRE Double Track	Construct a second track between Tower 55 and Hurst on TRE	TBD		E	F		R	
KCS - Laredo	Laredo Grade Separations	Remediate congestion in downtown Laredo through grade crossing separations and closings	TBD						S
BNSF Madill Sub	Trinity Mills Grade Separation	Construct a grade separation on Trinity Mills Rd	TBD						S
BNSF-Dayton-Sheldon	Dayton-Sheldon Double Track	Construct a second track between Dayton and Sheldon	TBD		E	F		R	
BNSF Longview Sub	Teneja Wye	Construct a new wye connection at Teneja	TBD			F		R	
UP-Laredo	Laredo Bridge Double Track	Construct a second bridge or double track at Laredo	TBD		E	F		R	
BNSF El Paso Sub	El Paso Sub Bridge Upgrades	Upgrade 31 bridges on the El Paso Sub	TBD		E				S
Laredo	Laredo Rail Link	Construct a new rail link north of Laredo	TBD			F		R	

*Project Goals:*

- A - Asset Management*
- E - Economic Competitiveness*
- F - System Fluidity*
- M - Multimodal Connectivity*
- R - Mobility and Reliability*
- S - Rail and Highway-Rail Safety*

### 5.6.5 Long-Range Rail Freight Program Impacts

The projects included in the Long-Range Rail Freight program are more diversified as to the types of project and larger in scale and cost than most short-range projects. Thus, the expected benefits from these projects would logically be larger and have greater impacts. The range of projects involve mainline capacity expansion through double tracking, improved rail efficiency through the construction of wye tracks, highway-rail grade separation projects, and improved rail operations at the Mexican border. Although the public benefits associated with grade separation projects are usually significant, the benefits accruing from those projects which are directed toward increased rail capacity and efficiency would require careful analysis to ensure that sufficient public benefits, such as shipper savings, highway cost savings, etc. merit significant public investment.

#### *5.6.6 Long-Range Program of Rail Passenger Projects*

Chapter 3 describes a number of potential intercity passenger initiatives. The combination of these initiatives forms a long-range vision for rail passenger services in the state, which is portrayed in **Exhibit 5-4**, **Exhibit 5-5**, and **Exhibit 5-6**. **Exhibit 5-4** shows the initiatives which are investor driven. **Exhibit 5-5** depicts the initiatives that need subsidies. **Exhibit 5-6** shows the existing Amtrak routes which need operational and maintenance improvements over time.

Due primarily to the fact that no specific funding source is available for the short-range implementation of rail passenger projects in the state, all rail passenger projects have been included in the Long-Range Program.

Exhibit 5-4: Rail Passenger Vision - Investor-Driven Possible Routes

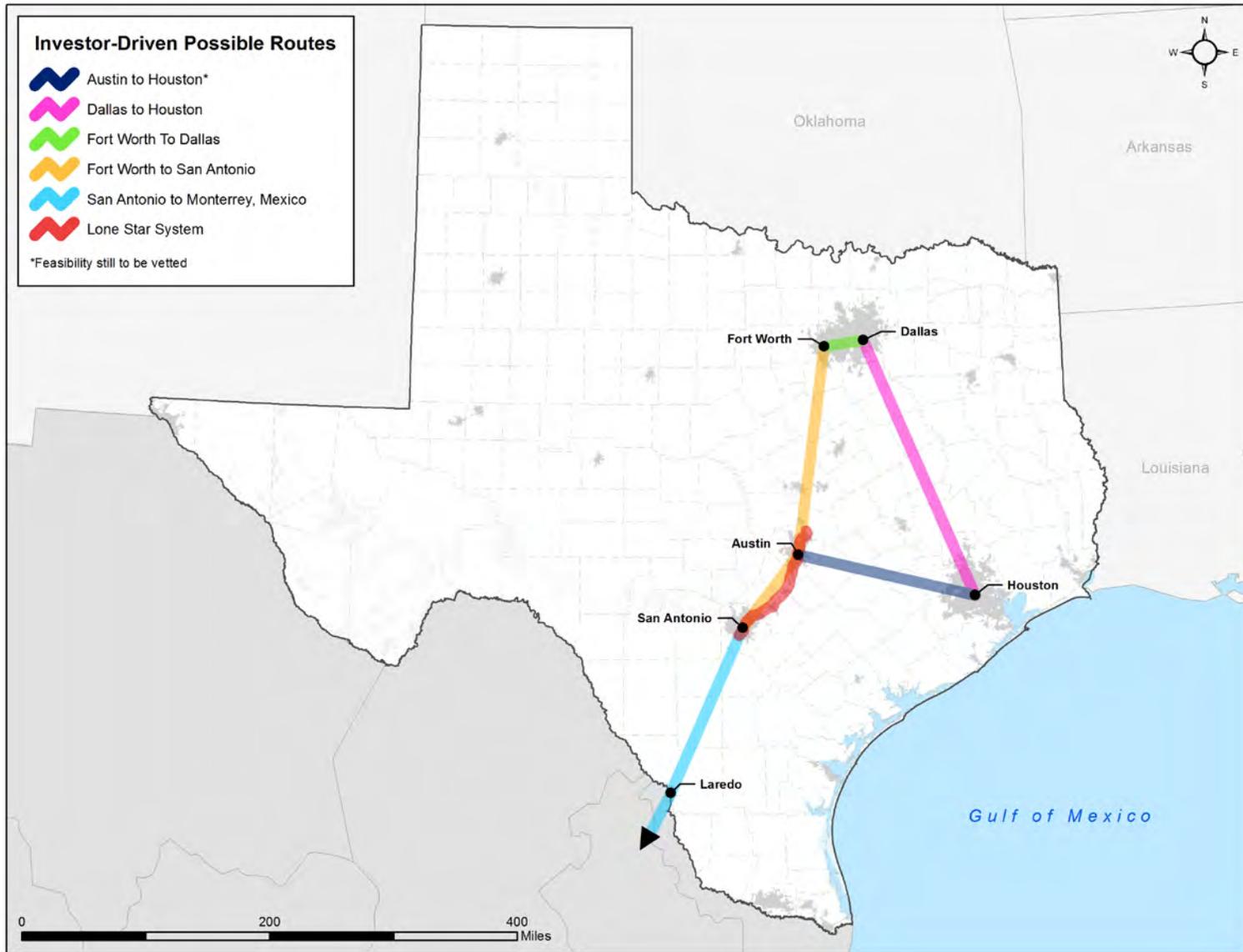


Exhibit 5-5: Rail Passenger Vision - Corridors Needing Subsidy

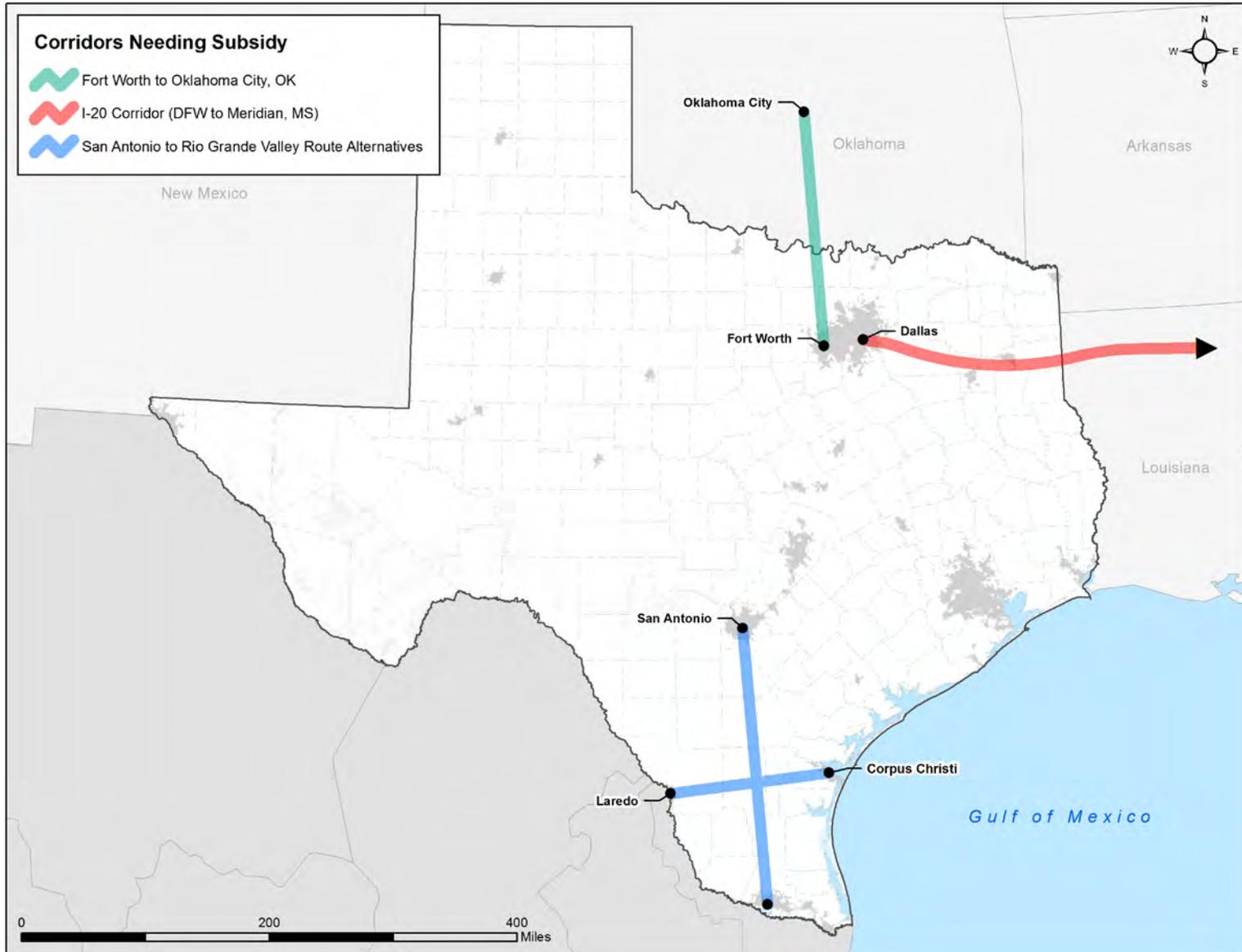
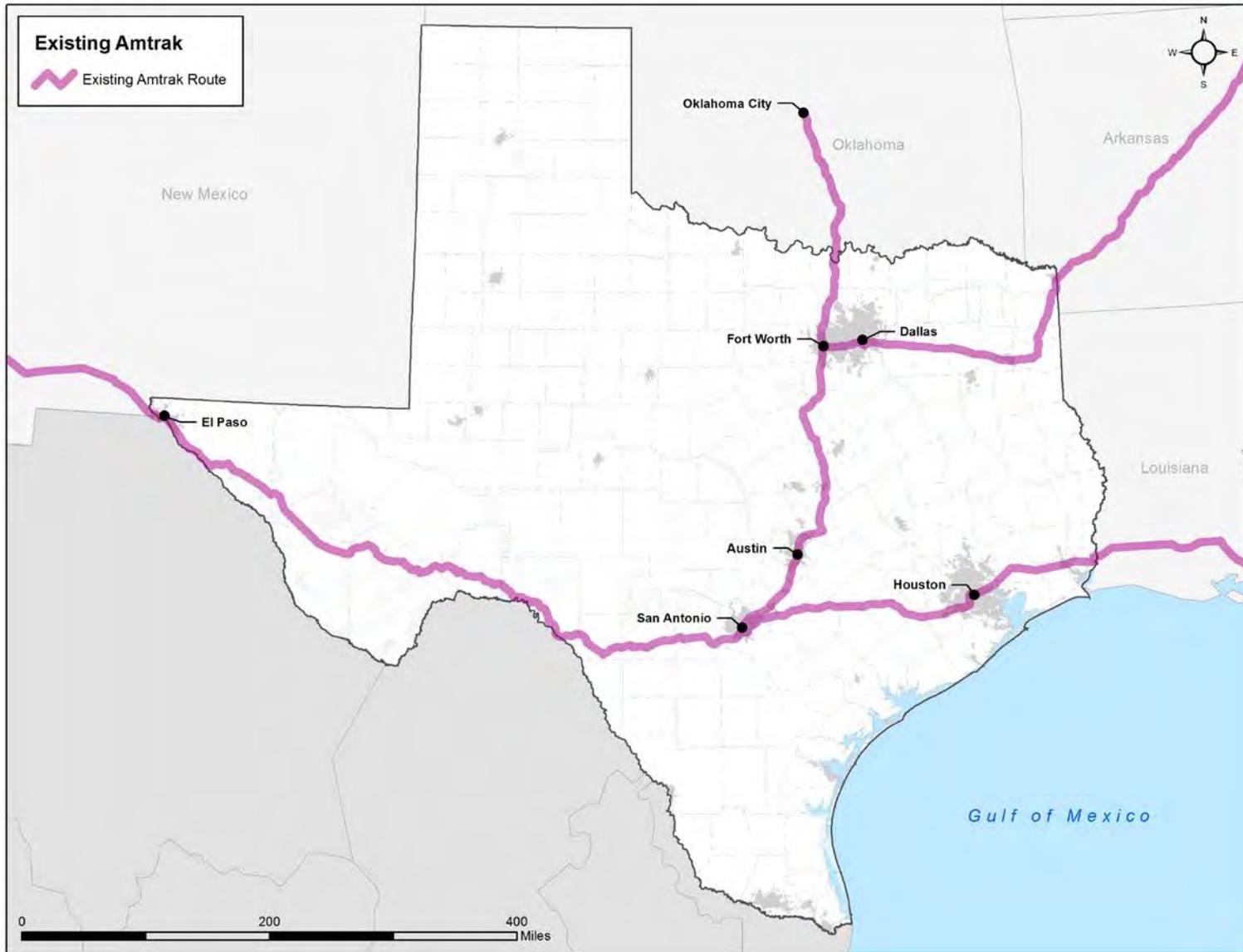


Exhibit 5-6: Rail Passenger Vision – Existing Amtrak



The individual service proposals, their sponsors, descriptions, and a summary of project benefits are shown in **Exhibit 5-7** below. A funding source has not been identified for these projects. State funding is unavailable; TxDOT intends to serve as a facilitator for private and local public investment.

Exhibit 5-7: Long-Range Program of Passenger Projects

Sponsor	Project	Project Description	Project Benefits
TxDOT	Amtrak Station Improvements	Provide physical and operational improvements as needed to Amtrak stations statewide, including ADA and state of good repair improvements, ticketing and transfer coordination, etc.	Increased safety and comfort for Amtrak riders as well as increased efficiency and convenience for intercity to commuter rail transfers
TxDOT	Heartland Flyer Equipment	Purchase state-owned rolling stock and arrange for private-sector maintenance for the state-assisted Heartland Flyer service	Increase service reliability and comfort with new equipment and reduce operating expenses
Lone Star Rail District	Austin - San Antonio Corridor	Establish a regional passenger rail system along a 117 mile corridor between Austin and San Antonio	Connects 15 stations serving a growing Austin/San Antonio metro area along the proposed route. Freight bypass separates commuter rail and freight rail and relocates freight rail from downtown
Regional Transportation Council/NCCOG	Dallas - Fort Worth Core Express	Establish a 35-mile HSR corridor between Dallas and Fort Worth	Provides congestion relief between the two cities and connections to additional HSR services
Texas Central RR	Dallas - Houston HSR Corridor	Establish a 240-mile HSR corridor between Dallas and Houston which generally parallels I-45	Provides travel time of 90 minutes between the two cities and potential to connect to other HSR services
TxDOT/OKDOT	Oklahoma City to South Texas HSR Corridor	Establish an 850-mile HSR corridor which generally parallels I-35 which extends from Dallas/Ft Worth, Austin and San Antonio	Provides service to meet future intercity travel demand, reduces journey times and improves connections with other public transit services
TxDOT	Austin to Houston HSR Corridor	Establish a HSR corridor, roughly parallel to US 290, which incorporates the cities of Bryan/College Station, Brenham and Hempstead	Provides service to meet future intercity travel demand, reduces journey times and improves connections with other public transit services

Sponsor	Project	Project Description	Project Benefits
TxDOT/Mexico	San Antonio to Monterrey HSR Corridor	Establish a HSR corridor which extends the Oklahoma City to South Texas service to Monterrey Mexico	Serves the growing market between Texas and Mexico
TxDOT/LADOTD /MDOT	Dallas/Fort Worth to Meridian, MS HSR Corridor	Establish a HSR corridor between Dallas/Fort Worth to Meridian, MS which generally parallels I-20	Improve accessibility from Dallas/Fort to other urban centers in the southeast U.S. and East Coast by a potential connection to other HSR services

### 5.6.7 Long-Range Rail Passenger Program Impacts

Most significant rail intercity or commuter rail projects have a positive impact on overall rail passenger ridership, rail passenger miles travelled, modal diversion from highway and air, and increased rail passenger revenues and/or reduced costs. Texas' long range vision for rail passenger service would greatly increase accessibility alternatives for long-distance trips and intermodal transfers (airports and other rail services).

Implementation of these services would expand residents' ability to access job markets, other business services, and educational, medical, and other beneficial services. Station locations could serve as economic hubs providing expanded services to downtown areas and new services where stations are created.

The availability of increased rail passenger service in and of itself should reduce the amount of energy consumed, greenhouse gases generated, and highway congestion and delay due to increased transportation choices. The increased level of rail passenger service should also not negatively affect, and may actually benefit, the capacity and efficiency of rail freight service as improved capacity and signal/communication systems would be required by the rail line owners, as well as the overseeing federal and state governments.