

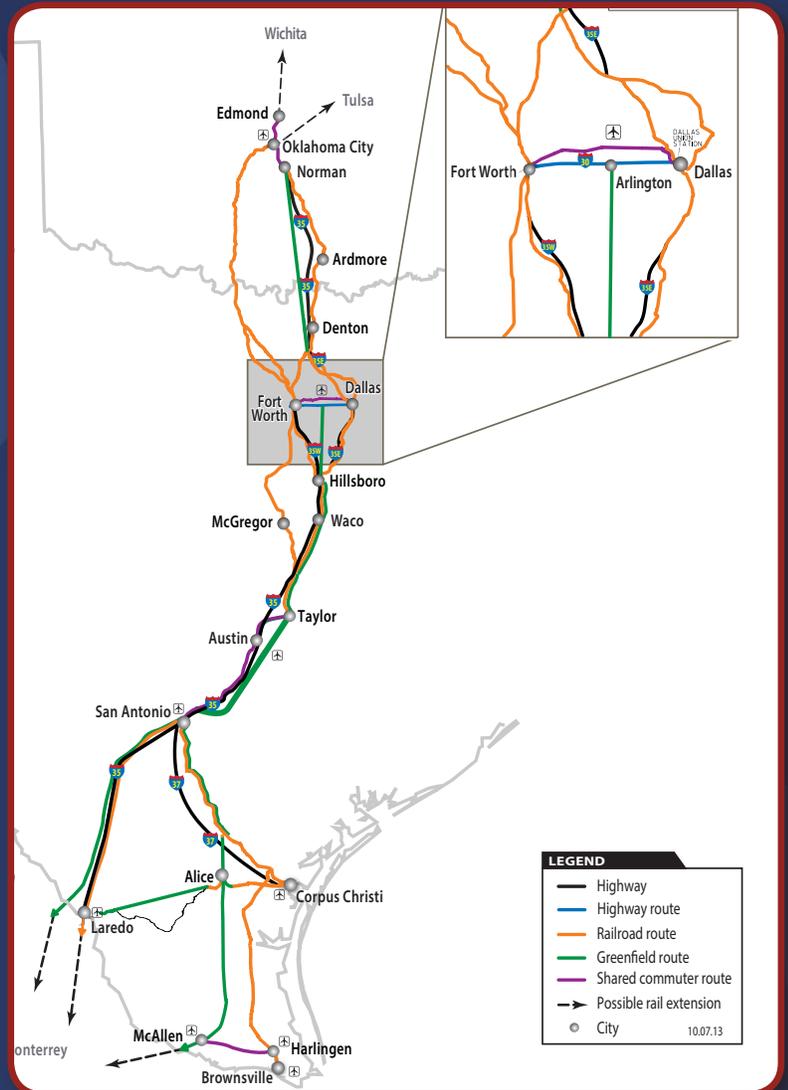
## Potential rail routes and types of service are ready for review!

Texas' population and economy are booming, with much of its growth occurring in the already-congested IH-35 corridor. While the Texas Department of Transportation (TxDOT) continues to look at roadway improvements to keep all of us and our economy moving, other options, such as passenger rail service, fit the needs of many travelers and would reduce demand on the state's roadways. Through the Texas-Oklahoma Passenger Rail Study (TOPRS), TxDOT will consider how passenger rail service could fit into this corridor.

TOPRS has looked at several alternatives for rail routes in the 850-mile corridor from Oklahoma City to South Texas. Each route alternative could be matched with different types of rail service; with some service types being incompatible with some routes or portions of routes. TOPRS will consider the following types of passenger rail service:

- Conventional rail
- Higher speed rail
- High speed rail

See more on the types of rail service on Page 2. After the spring 2013 scoping period, the project team reviewed public comments and information about costs and feasibility for operating rail service in the corridor. The team developed screening criteria and compared each alternative (for both routes and service levels) to those criteria. Through this process, the project team arrived at a recommended set of alternatives shown on the map (right).



Routes recommended for further study.

## How did the team screen alternatives?

**OPERATIONS CRITERIA:** measures related to maximizing ridership, providing a reasonable return on investment, and enhancing freight rail operations

**INFRASTRUCTURE CRITERIA:** measures related to minimizing impacts to private property and capital costs

**ENVIRONMENTAL CRITERIA:** measures related to minimizing impacts to natural, cultural, and social resources

## Next steps

TxDOT will complete the study by December 2014. As part of the National Environmental Policy Act (NEPA) requirements, a service-level environmental impact study (EIS) will document the costs, benefits, and impacts of rail route and service alternatives as compared to a no-build, or do nothing, alternative. A service development plan will also provide a high-level review of rail needs and potential service options in the corridor. The study could conclude with a decision to advance individual projects for more detailed study or a decision against making further investments in passenger rail in the corridor.



Passenger rail can offer a variety of amenities for passengers like wireless internet and comfortable seats.

## Types of passenger rail

TOPRS will be evaluating the following types of passenger rail along the corridor:

### CONVENTIONAL RAIL:

Trains would travel at speeds ranging from 70-90 miles per hour; service could be provided on existing tracks.

### HIGHER SPEED RAIL:

Trains would travel at speeds ranging from 110-125 miles per hour; service would generally be provided on a combination of existing tracks and tracks constructed specifically for passenger rail.

### HIGH SPEED RAIL:

Trains would travel at speeds ranging from 165-220 miles per hour; service would be provided on tracks specifically for passenger rail.

## Get involved

Share your thoughts on the recommended set of alternatives online or in-person at a public meeting. Each public meeting will include the same information and will include a presentation and time to informally review detailed maps and provide comments. Can't make a public meeting? All materials and a comment form are available online.

**Public meetings will be held in January and February in the following cities:**

Ardmore, OK	McAllen, TX
Arlington, TX	Oklahoma City, OK
Austin, TX	San Antonio, TX
Laredo, TX	Waco, TX

Check the website at [www.TXOKrail.org](http://www.TXOKrail.org) for the public meeting details and to participate online.

Persons with disabilities who plan to attend a meeting and who may need auxiliary aides or services are requested to contact Mark Werner at (512) 486-5137 at least three days prior to the meeting so that appropriate arrangements can be made.

[www.TXOKrail.org](http://www.TXOKrail.org)