

## Welcome to the Public Hearing!

At this public hearing you can provide input on the Draft Environmental Impact Statement (EIS) for the Texas-Oklahoma Passenger Rail Study (TOPRS).

While you're here, please review and provide input on:

- **Alternative Routes, Station Cities, and Service Levels**
- **Analysis of Potential Environmental Effects**
- **Preferred Alternatives**

**Please fill out a comment form before you leave. We want to hear from you!**

**Written comments on the Draft EIS are due by August 29, 2016.**

**Comments should be mailed or emailed to:**

Mr. Mark Werner  
Rail Division  
Texas Department of Transportation  
125 E. 11th Street,  
Austin, TX 78701-2483  
[Mark.Werner@txdot.gov](mailto:Mark.Werner@txdot.gov)

**Project Website:**

<http://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-oklahoma-rail.html>

## Bienvenido a la sesión pública!

En esta sesión pública puede dar su opinión sobre la Declaración de Impacto Ambiental para el Estudio de Carril Pasajero de Texas y Oklahoma (Texas-Oklahoma Passenger Rail Study)

Mientras que esté aquí, por favor revise y de su opinión sobre:

- **Rutas Alternativas, Ciudades de Estación, y los Niveles de Servicio**
- **El Análisis de los Posibles Efectos Ambientales**
- **Alternativas Preferidas**

**Por favor, llene un formulario de comentarios antes de salir. ¡Queremos escuchar de usted!**

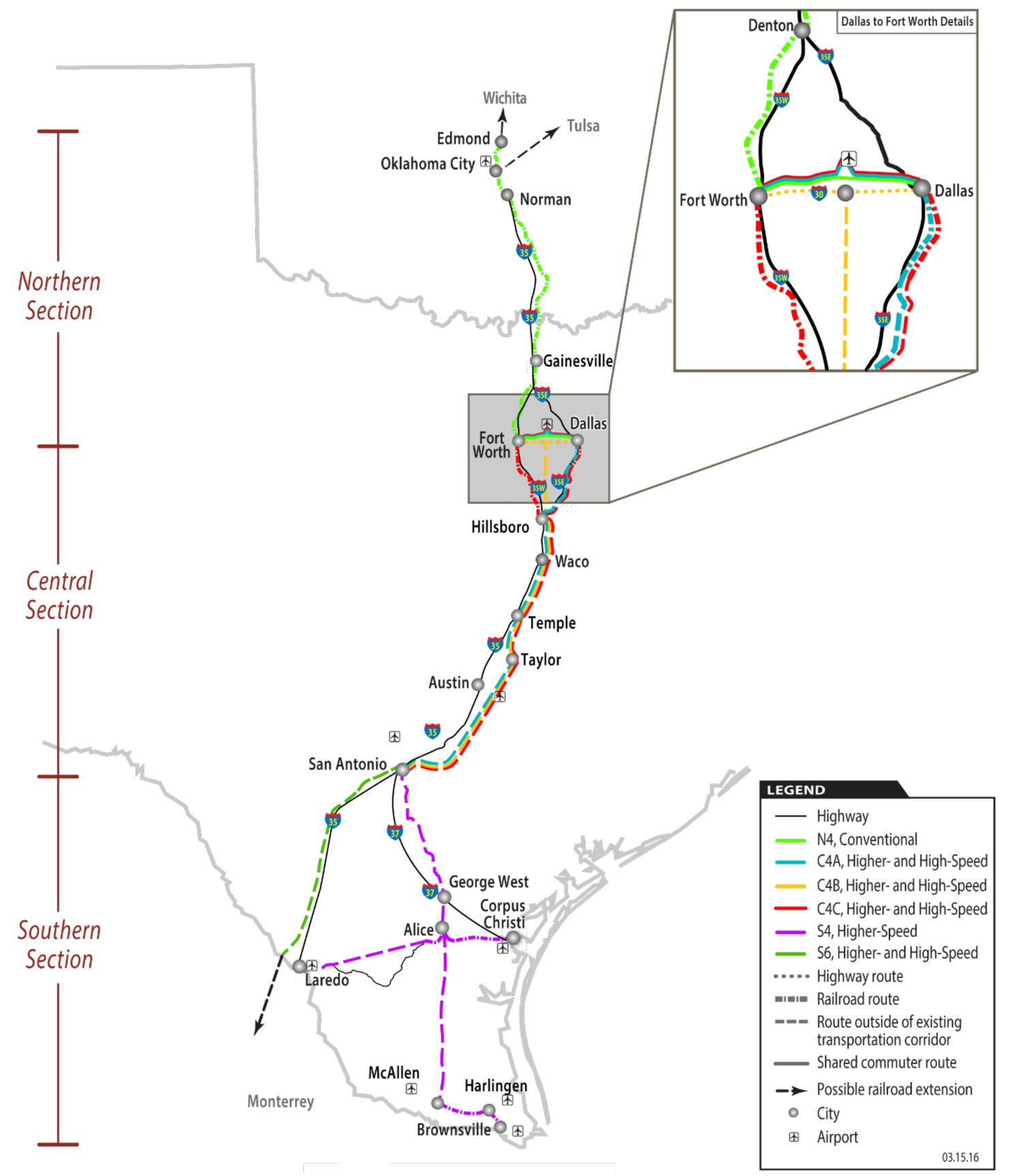
**Comentarios sobre la Declaración de Impacto Ambiental deben enviarse por correo o por correo electrónico a:**

Mr. Mark Werner  
Rail Division  
Texas Department of Transportation  
125 E. 11th Street,  
Austin, TX 78701-2483

**Encuentra la dirección de correo electrónico se sitio web:**  
[www.txokrail.org](http://www.txokrail.org).

# Where is the Study Area?

Alternatives Carried Forward for Further Evaluation in this EIS



# TYPICAL CHARACTERISTICS OF PASSENGER RAIL SERVICE LEVELS

Passenger rail serves multiple cities along a railway, with limited stops.  
It can operate at different speeds and frequencies.

Type	Maximum/Avg mph	Stops/Frequency	Train Characteristics
<b>Conventional CONV</b>  <i>(mostly uses existing tracks)</i> 	Max: <b>70-90 mph</b>  Average: <b>45-60 mph</b>	Stops: <b>15 to 60 miles</b> apart  Frequency: <b>3-6 trains/day</b> each direction <i>(no more than 12)</i>	Un/reserved seats; limited business class seating, café food service, and checked baggage; diesel locomotive hauled 
<b>Higher Speed HrSR</b>  <i>(some dedicated tracks)</i> 	Max: <b>110-125 mph</b>  Average: <b>70-85 mph</b>	Stops: <b>30 to 90 miles</b> apart  Frequency: <b>4-8 trains/day</b> each direction <i>(as many as 12)</i>	Reserved seats; business class seating; café food service; no checked baggage; diesel or electric locomotive hauled 
<b>High Speed HSR</b>  <i>(fully dedicated tracks)</i> 	Max: <b>165-220 mph</b>  Average: <b>100-140 mph</b>	Stops: <b>50 to 100+ miles</b> apart  Frequency: <b>12-24 trains/day</b> each direction	Reserved seats; business class seating; café and at-seat food service; no checked baggage; distributed electric power 

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

-  AIR QUALITY
-  WATER QUALITY
-  NOISE & VIBRATION
-  SOLID WASTE DISPOSAL
-  NATURAL ECOLOGICAL SYSTEMS & WILDLIFE
-  WETLANDS
-  THREATENED & ENDANGERED SPECIES
-  FLOOD HAZARDS & FLOODPLAIN MANAGEMENT
-  COASTAL ZONE MANAGEMENT
-  ENERGY
-  UTILITIES
-  GEOLOGIC RESOURCES
-  AESTHETICS & VISUAL RESOURCES
-  COMMUNITY IMPACTS
-  LAND USE
-  FARMLANDS & AGRICULTURE
-  ENVIRONMENTAL JUSTICE, SOCIOECONOMIC ENVIRONMENT
-  PUBLIC HEALTH
-  PUBLIC SAFETY & HAZARDOUS MATERIALS
-  RECREATIONAL AREAS & OPPORTUNITIES
-  HISTORIC, ARCHAEOLOGICAL, ARCHITECTURAL, & CULTURAL RESOURCES
-  SECTION 4(F) & SECTION 6(F) EVALUATIONS
-  TRAVEL DEMAND & TRANSPORTATION
-  CONSTRUCTION IMPACTS

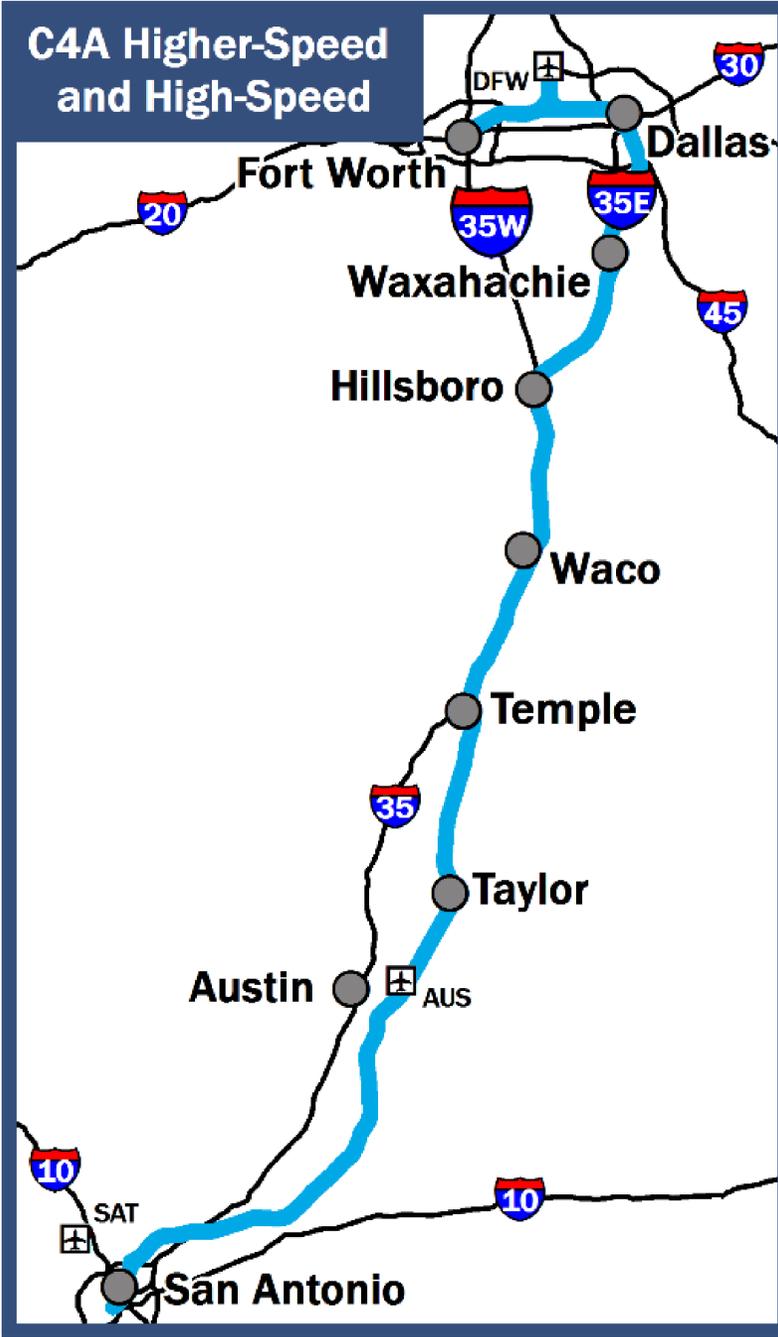


# SUMMARY OF RESOURCE EFFECTS THAT DISTINGUISH ALTERNATIVES

- Negligible Effect
- Moderate Adverse/Negative Effect
- Substantial Adverse/Negative Effect
- Negligible Beneficial/Positive Effect
- Moderate Beneficial/Positive Effect
- Substantial Beneficial/Positive Effect



Resource		Category	N4A Conventional
Air Quality		Construction	
		Operation	
Water Quality	Surface Waters		
	Erosion		
	Runoff & Groundwater		
Noise & Vibration			
Solid Waste Disposal	Landfills		
Natural Ecological Systems & Wildlife		Construction	
		Operation	
Wetlands	Waterbodies & Wetlands		
Threatened & Endangered Species	Critical Habitat		
	Sensitive Plant Species		
	Sensitive Wildlife Species	Construction	
Operation			
Flood Hazards & Floodplain Management	Floodplains & Floodways		
Energy		Construction	
		Operation	
Utilities	Utility Crossings		
Geologic Resources	Geologic Risks/Hazards		
	Mineral Resources		
Aesthetics & Visual Quality			
Land Use & Prime Farmland	Land Use Compatibility & Prime Farmland		
Environmental Justice & Socioeconomics			
Public Health	Air Quality		
	Groundwater/Hazardous Materials		
Public Safety & Hazardous Materials	Public Safety		
	Hazardous Materials		
Recreational Areas & Opportunities			
Historic Resources			
Archaeological Resources			
Travel Demand & Transportation	Mode Shift	Highway	
	Travel Time Savings	Highway	
		Transit	
		Air	
	Travel Time Reliability		
	VMT		

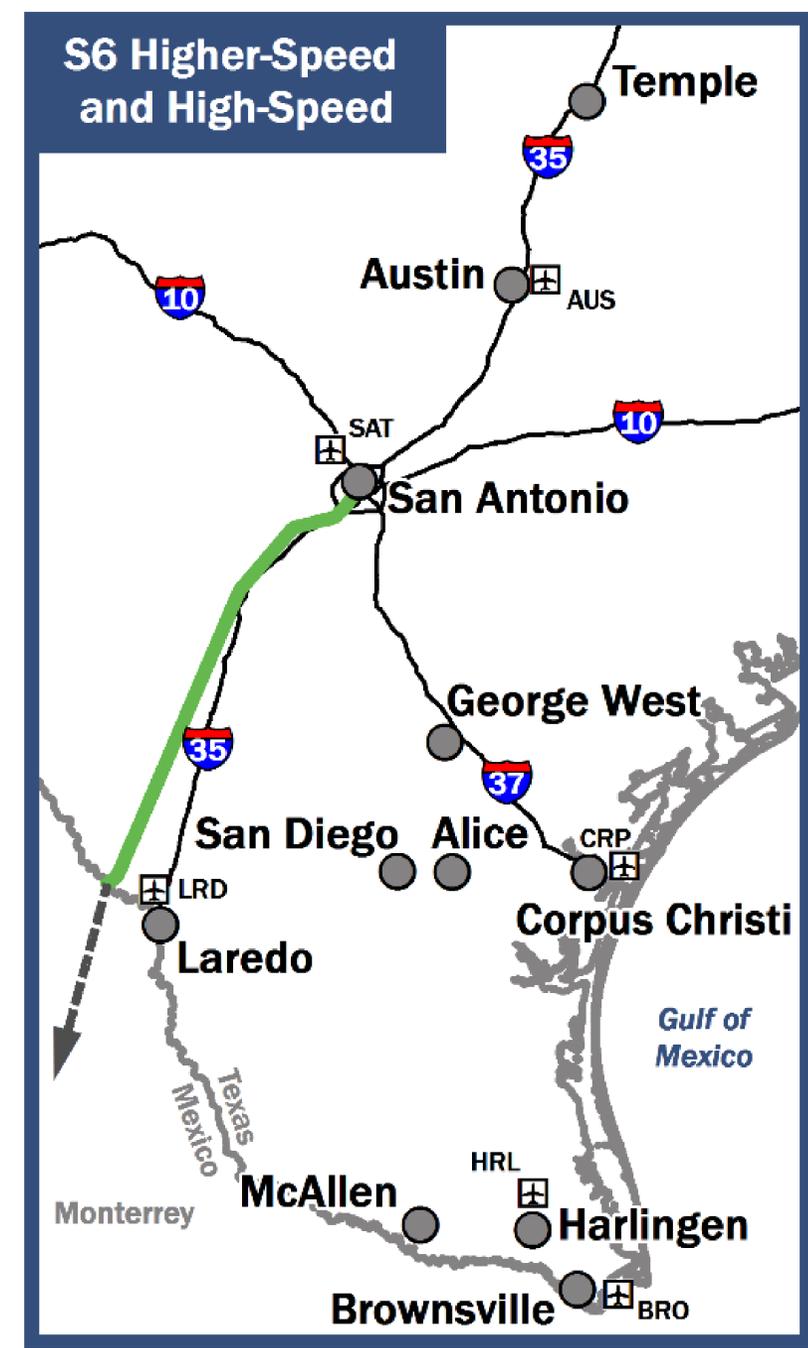


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Resource	Category	C4A		C4B		C4C		
		HrSR	HSR	HrSR	HSR	HrSR	HSR	
Air Quality	Construction	Substantial Adverse	Substantial Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	Substantial Adverse	
	Operation	Substantial Beneficial	Substantial Beneficial	Moderate Beneficial	Substantial Beneficial	Substantial Beneficial	Substantial Beneficial	
Water Quality	Surface Waters & Erosion	Moderate Adverse						
	Runoff & Groundwater	Negligible						
Noise & Vibration		Moderate Adverse	Moderate Adverse	Negligible	Negligible	Moderate Adverse	Moderate Adverse	
Solid Waste Disposal	Landfills	Negligible						
Natural Ecological Systems & Wildlife	Construction	Substantial Adverse						
	Operation	Moderate Adverse						
Wetlands	Waterbodies & Wetlands	Moderate Adverse						
Threatened & Endangered Species	Critical Habitat	Negligible						
	Sensitive Plant Species	Negligible						
	Sensitive Wildlife Species	Construction	Substantial Adverse					
		Operation	Moderate Adverse					
Flood Hazards & Floodplain Management	Floodplains & Floodways	Negligible						
Energy	Construction	Moderate Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	
	Operation	Moderate Beneficial	Substantial Beneficial	Moderate Beneficial	Substantial Beneficial	Moderate Beneficial	Substantial Beneficial	
Utilities	Utility Crossings	Moderate Adverse	Substantial Adverse	Substantial Adverse	Substantial Adverse	Substantial Adverse	Substantial Adverse	
Geologic Resources	Geologic Risks/Hazards	Moderate Adverse						
	Mineral Resources	Negligible						
Aesthetics & Visual Quality		Moderate Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	
Land Use & Prime Farmland	Land Use Compatibility	Moderate Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Substantial Adverse	Substantial Adverse	
	Prime Farmland	Moderate Adverse	Moderate Adverse	Substantial Adverse	Substantial Adverse	Substantial Adverse	Substantial Adverse	
Environmental Justice & Socioeconomics		Moderate Adverse						
Public Health	Air Quality	Construction	Moderate Adverse					
		Operation	Negligible Beneficial					
	Groundwater/Hazardous Materials	Negligible						
Public Safety & Hazardous Materials	Public Safety	Negligible						
	Hazardous Materials	Moderate Adverse						
Recreational Areas & Opportunities		Substantial Adverse	Substantial Adverse	Substantial Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	
Historic Resources		Substantial Adverse						
Archaeological Resources		Moderate Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	Moderate Adverse	Substantial Adverse	
Travel Demand & Transportation	Mode Shift	Highway	Moderate Beneficial					
		Highway	Substantial Beneficial					
	Travel Time Savings	Transit	Substantial Beneficial					
		Air	Negligible Beneficial					
	Travel Time Reliability		Substantial Beneficial					
	VMT		Moderate Beneficial	Substantial Beneficial	Moderate Beneficial	Substantial Beneficial	Moderate Beneficial	Substantial Beneficial

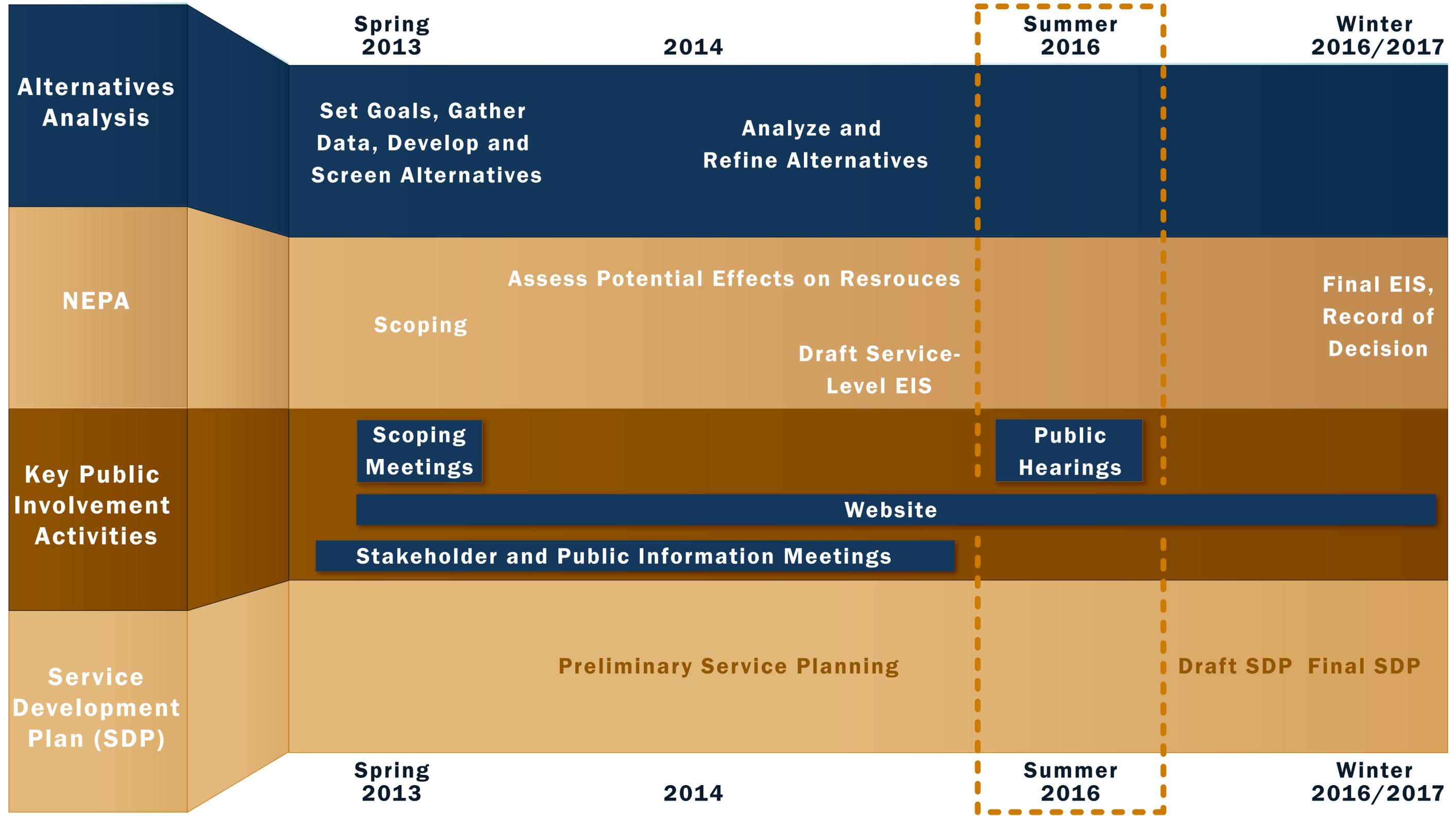


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Resource		Category	S4		S6	
			HrSR	HSR	HrSR	HSR
Air Quality		Construction				
		Operation				
Water Quality	Surface Waters					
	Erosion					
	Runoff & Groundwater					
Noise & Vibration						
Solid Waste Disposal	Landfills					
Natural Ecological Systems & Wildlife		Construction				
		Operation				
Wetlands	Waterbodies & Wetlands					
Threatened & Endangered Species	Critical Habitat					
	Sensitive Plant Species	Construction				
		Operation				
	Sensitive Wildlife Species	Construction				
Operation						
Flood Hazards & Floodplain Management	Floodplains & Floodways					
Coastal Zone Management						
Energy		Construction				
		Operation				
Utilities	Utility Crossings					
Geologic Resources	Geologic Risks/Hazards					
	Mineral Resources					
Aesthetics & Visual Quality						
Land Use & Prime Farmland	Land Use Compatibility					
	Prime Farmland					
Environmental Justice						
Socioeconomics						
Public Health	Air Quality	Construction				
		Operation				
Public Safety & Hazardous Materials	Groundwater/Hazardous Materials					
	Public Safety					
Hazardous Materials						
Recreational Areas & Opportunities						
Historic Resources						
Archaeological Resources						
Travel Demand & Transportation	Mode Shift	Highway				
	Travel Time Savings	Highway				
		Bus				
	Travel Time Reliability					
	VMT					



**WE ARE HERE**