



Texas-Oklahoma Passenger Rail Study

**Welcome to the
scoping open house!**

INTRODUCTION



Texas Department of Transportation

in cooperation with
Oklahoma DOT



PASSENGER RAIL STUDY

Welcome!

At this scoping open house you can provide input to help shape the Texas-Oklahoma Passenger Rail Study (TOPRS).

Tonight, you can review information and provide input on:

- The study's **purpose** and **need**
- Possible future passenger **rail routes, stations, and service levels**
- **Issues** to study

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

Esta noche usted puede:

Más información acerca de una "reunión informativa", proporcionando a su entrada, lo que contribuirá a configurar el entre Texas-Oklahoma Rail Pasajeros Estudio (TORPE).

Obtenga información y dar su opinión sobre:

- El estudio del propósito y la necesidad
- Los valores y los temas a estudiar
- Rutas de pasajeros por ferrocarril y estaciones

Llenar un formulario de comentarios y se basan en los mapas que nos diga lo que piensa. Queremos saber de ti!

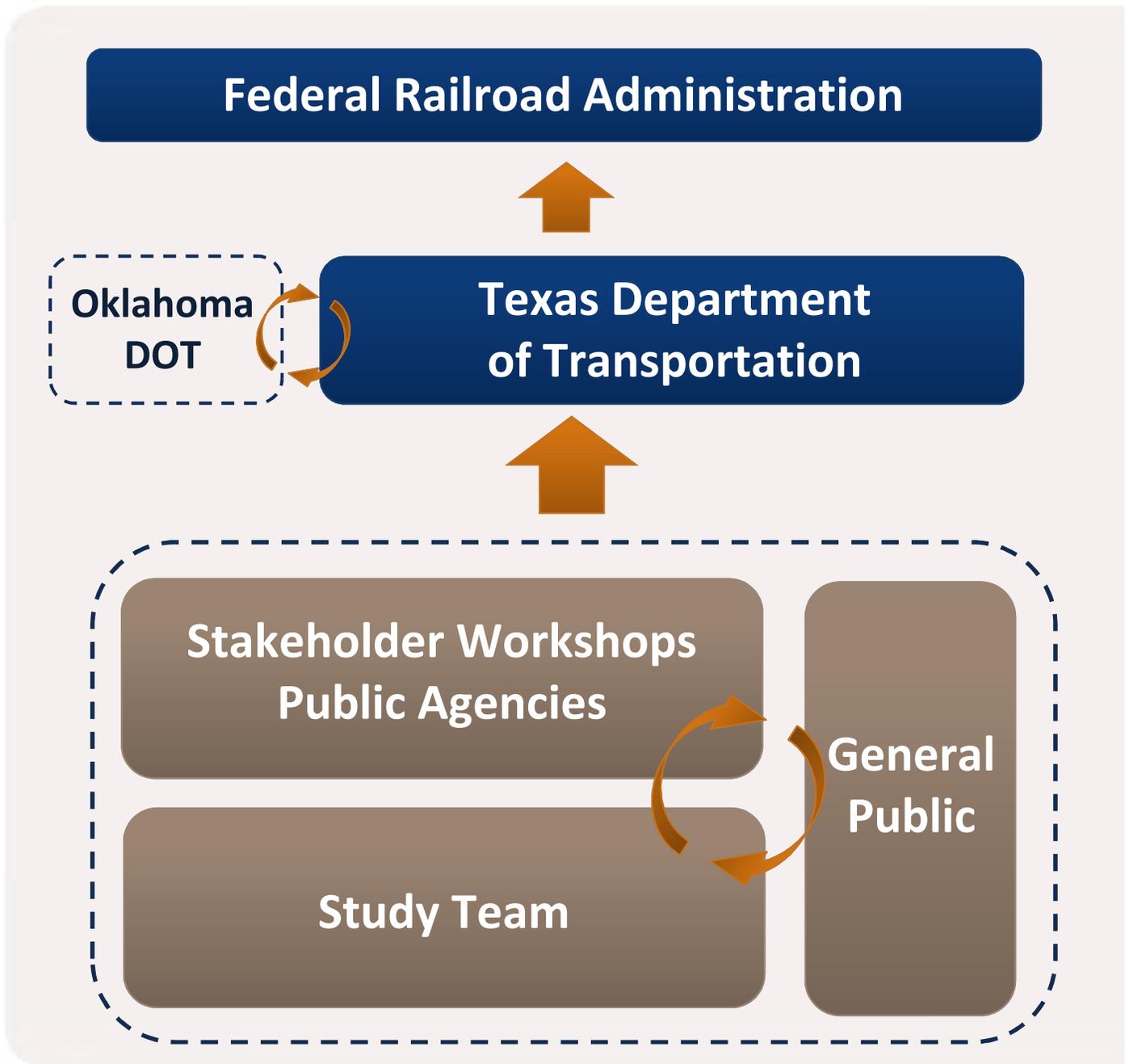
What is the TOPRS?

- The study will look at a range of passenger rail service options in an 850-mile corridor from Oklahoma City to south Texas
 - **North section:** Oklahoma City to Dallas and Fort Worth
 - **Central section:** Dallas and Fort Worth to San Antonio
 - **South section:** San Antonio to Corpus Christi, Brownsville, and Laredo
- The study is funded by the Federal Railroad Administration (FRA) through Texas Department of Transportation (TxDOT), in coordination with the Oklahoma Department of Transportation (ODOT)

Where is the study area?



How are decisions made?

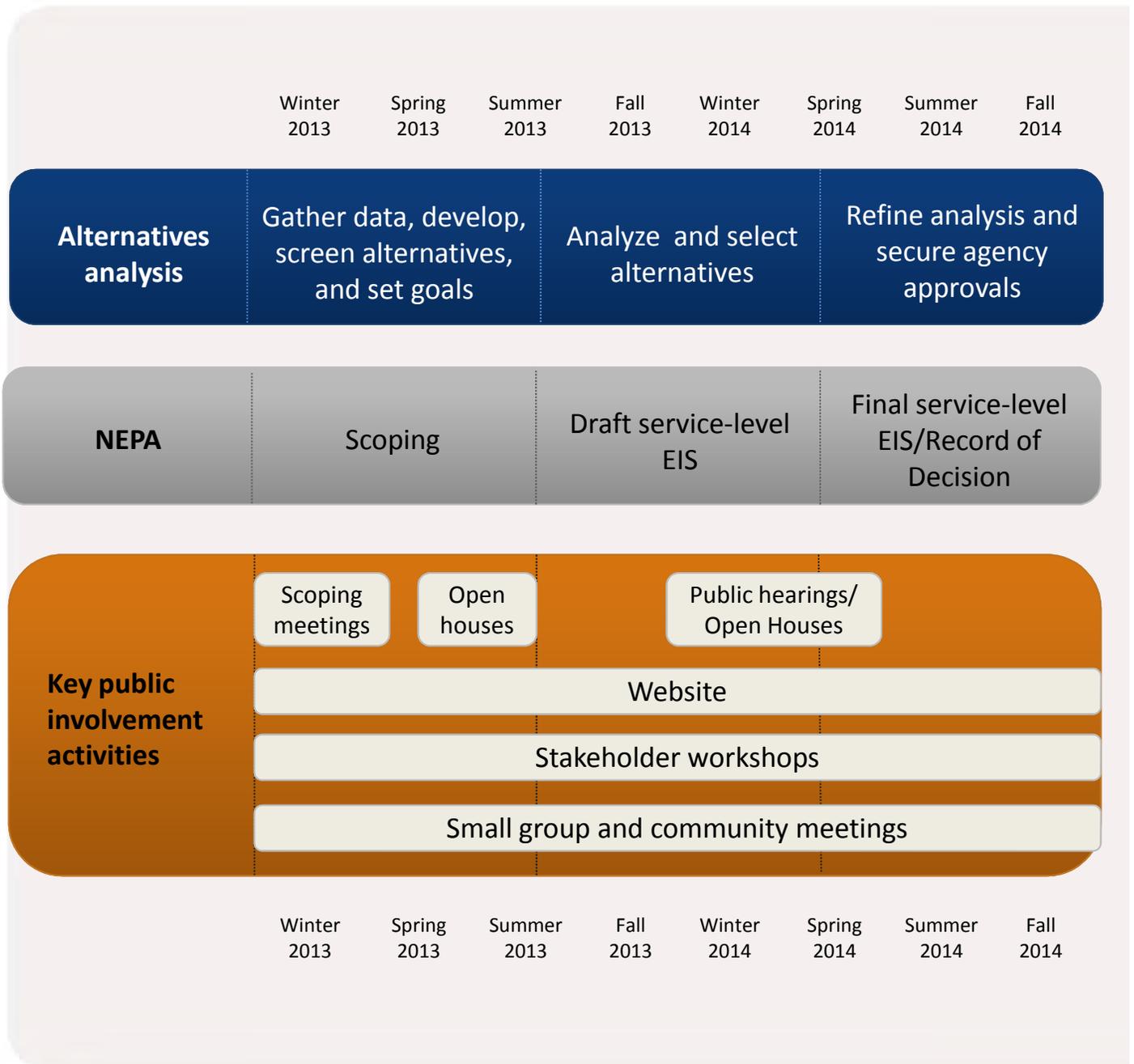


What is the process?

24-month Schedule

- **Scoping** – (*learn more*) – collect public comments through April 26, 2013
 - ★ Tonight – tell us about the area and needs for the study
 - ★ Summer 2013– tell us what you think about draft alternatives
- **Service-level draft EIS** – (*compare*) – study and compare the alternatives against each other and “no-build”
 - ★ Public review of the study results and suggest an alternative to move forward for further study
- **Service-level final EIS** – (*refine*) – include public and agency comments into a final document, with a preferred alternative
- **Record of Decision (ROD)** – (*decide*) – determine that the EIS process is complete and allow TxDOT to move forward with projects

Schedule



PURPOSE AND NEED FOR THE STUDY



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PASSENGER RAIL STUDY

What's the purpose of the study?

- The purpose of TOPRS is to evaluate alternatives to provide intercity passenger rail service to meet future needs and to improve rail facilities, reduce journey times, and improve connections with public transit.



Do you agree? Are there any other reasons to do this study?

Why is the study needed?

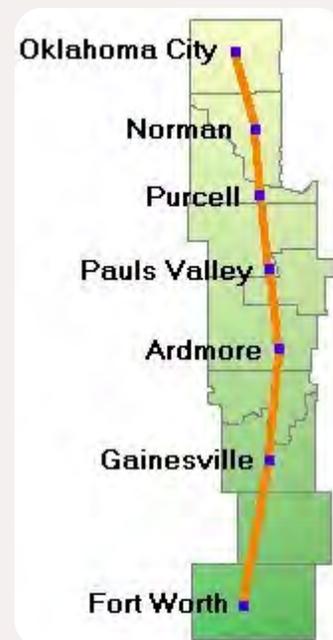
- These possible improvements are needed because population and business growth in the study area has resulted in growing congestion in the IH-35 corridor.
 - IH-35 is a nationally significant highway where average speeds may drop to 15 mph by 2035
 - Intercity passenger rail service is an alternative to meet future demand for travel

What do you think? Are there any other needs that should be looked at during the study?

Purpose and need: North section

Current Heartland Flyer rail service:

- One train each direction per day
- Annual ridership has increased by 10% in the last three years
- Most passengers would have driven or not made these trips at all
- Operates on a busy freight rail line, which causes delays and inconvenient schedules



Some needs in this section:

- Enhanced railroad facilities (such as automated train controls) to increase speeds and maintain safety
- Better coordination with other passenger rail services to increase the attractiveness of rail
- Direct connection to the City of Dallas and the Dallas/Fort Worth airport (DFW)
- More roadway/railroad grade separations to enhance safety where rail and roadways cross

Purpose and need: Central section

Current Texas Eagle Amtrak service:

- From Fort Worth, daily connections with the Heartland Flyer (intercity rail service to Oklahoma City)
- From San Antonio, connections with the Sunset Limited to New Orleans and Los Angeles
- About 23% of Amtrak train trips start and end in Texas (travel only within the state)
- The section with the highest demand for intercity travel (has high auto and truck volumes)
- There is a high volume of intrastate air travel in this section



Some needs in this section:

- Offer alternatives to driving and flying
- Improve connectivity and trip coordination between rail providers
- Rail access to airports including DFW, Austin, and San Antonio

Purpose and need: South section

Currently no passenger rail services:

- Amtrak provides passenger service south of San Antonio by motor coach
- Motor coaches provide much of the intercity public transportation within the region and destinations in the US and Mexico
- Population and business growth along the border area is increasing congestion, particularly for commercial trucks

Some needs in this section:

- New intercity travel options, such as passenger rail, that do not add to highway congestion
- Efficient, safe, equitable, and affordable alternative to highway, bus, or air travel
- Consider the cross-border travel demand to Mexican destinations such as Monterrey, a major business hub and potential source of passenger rail demand

SERVICE-LEVEL EIS



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PASSENGER RAIL STUDY

What is a service-level EIS?

- The service-level EIS is a high level study that leads to big-picture decisions (federally required through NEPA)
- TxDOT will document the impacts, benefits, and costs of proposed passenger rail alternatives

Scoping:
identify
what should
be studied
in the EIS

Draft EIS:
compare
proposed
alternatives
including a
no-build
alternative

Final EIS:
respond to
comments
and refine
the analysis
in the draft
EIS

**Record of
Decision:**
Decide the
level of
passenger
rail service
for further
development

What's being studied?

- An EIS looks at a broad range of topics, including:

Natural resources

- Air quality
- Energy
- Fish & wildlife habitat
- Wetlands
- Water quality

Community resources

- Cultural resources
- Economic development
- Historic properties
- Land use
- Noise & vibration
- Safety & security
- Transportation

What other resources/topics should be studied?

Existing rail in the study area



INTERCITY PASSENGER RAIL



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PASSENGER RAIL STUDY

Passenger rail service options

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

	Maximum/ average miles per hour	Stops/ frequency	Typical characteristics
Conventional <i>(mostly uses existing tracks)</i> 	Max: 70-90 mph Average: 45-60 mph	Stops 15 to 60 miles apart 3-6 trains/day each direction <i>(no more than 12)</i>	Un/reserved seats; limited business class seating, café food service, and checked baggage; diesel locomotive hauled 
Higher speed <i>(some dedicated tracks)</i> 	Max: 110-125 mph Average: 70-85 mph	Stops 30 to 90 miles apart 4-8 trains/day each direction <i>(as many as 12)</i>	Reserved seats; business class seating; café food service; no checked baggage; diesel and electric locomotive hauled 
High speed <i>(fully dedicated tracks)</i> 	Max: 165-220 mph Average: 100-140 mph	Stops 50 to 100+ miles apart 12-24 trains/day each direction	Reserved seats; business class seating; café and at-seat food service; no checked baggage; electric multiple unit locomotive 

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

What isn't being studied?

The study is examining connections between cities in Oklahoma and south Texas, along the IH-35 corridor.

Other modes	Why not?
Commuter rail	Being studied separately in some areas Generally confined to the influence area of a city rather than providing intercity travel
Light rail	Provides connections within cities and suburbs
Streetcar	Provides connections within cities
Highways, airports, and other non-rail modes	Passenger rail is an alternative to these other intercity travel modes Existing and future highway and air travel congestion reduces options (including bus service)

What types of improvements could be studied?

- Improved passenger rail service on existing rail routes
 - Station improvements
 - Improved connections to other transit service
 - Improved speeds and frequencies
- New passenger rail service
 - Service to new cities
 - Station improvements or new stations
 - Various speeds and frequencies
 - New or existing routes
 - locations

What other improvements could be considered?

EXISTING CONDITIONS



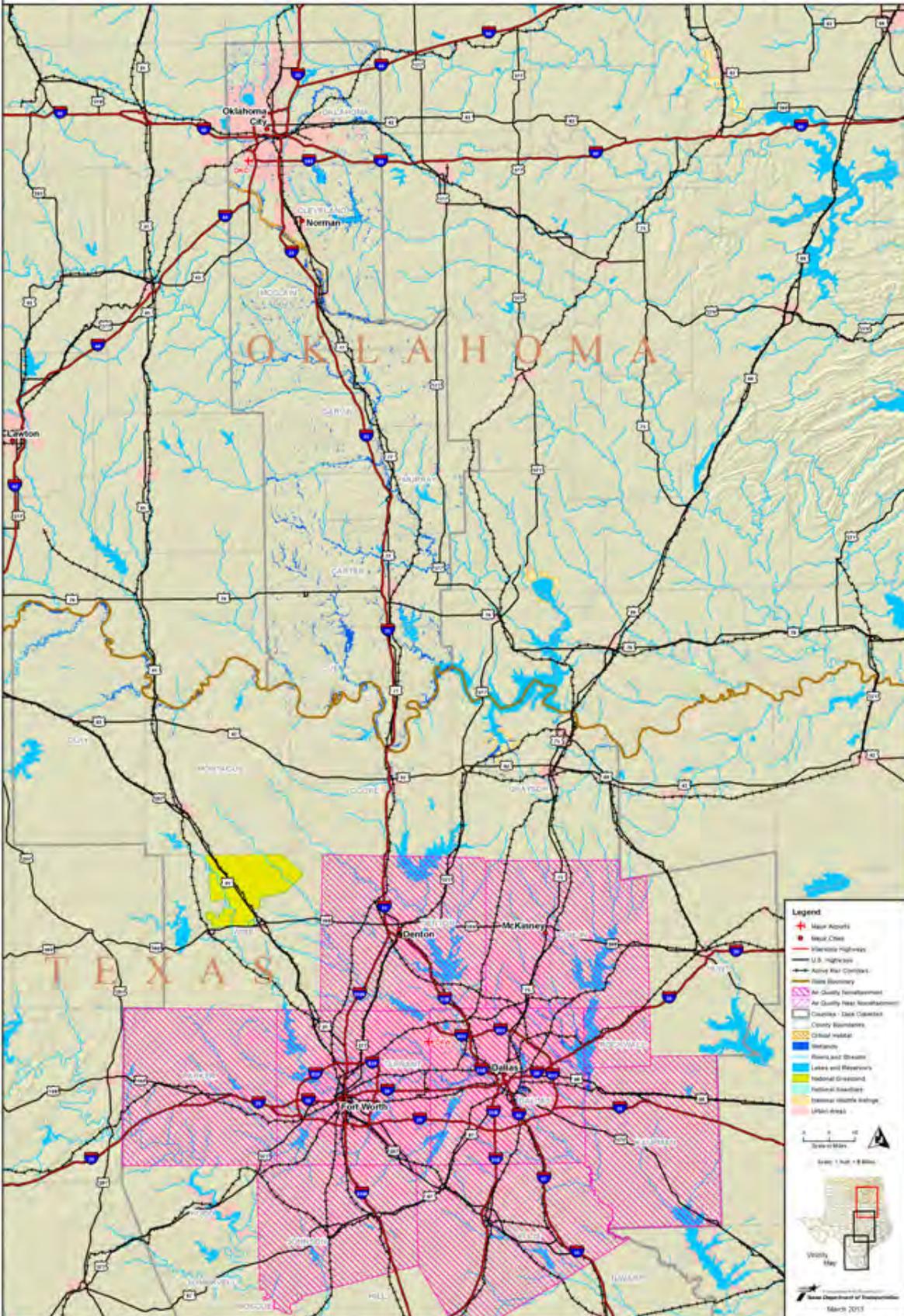
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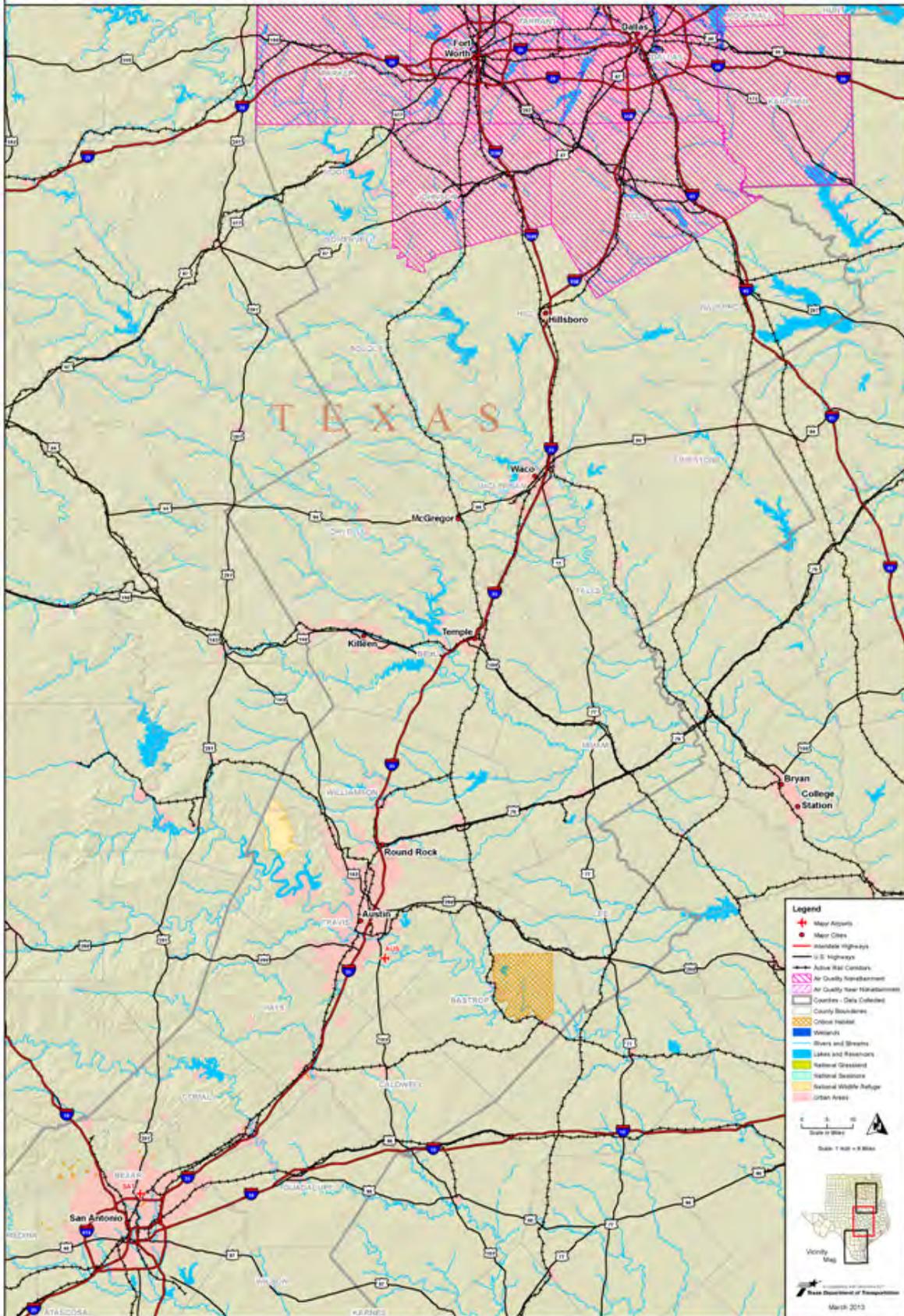


PASSENGER RAIL STUDY

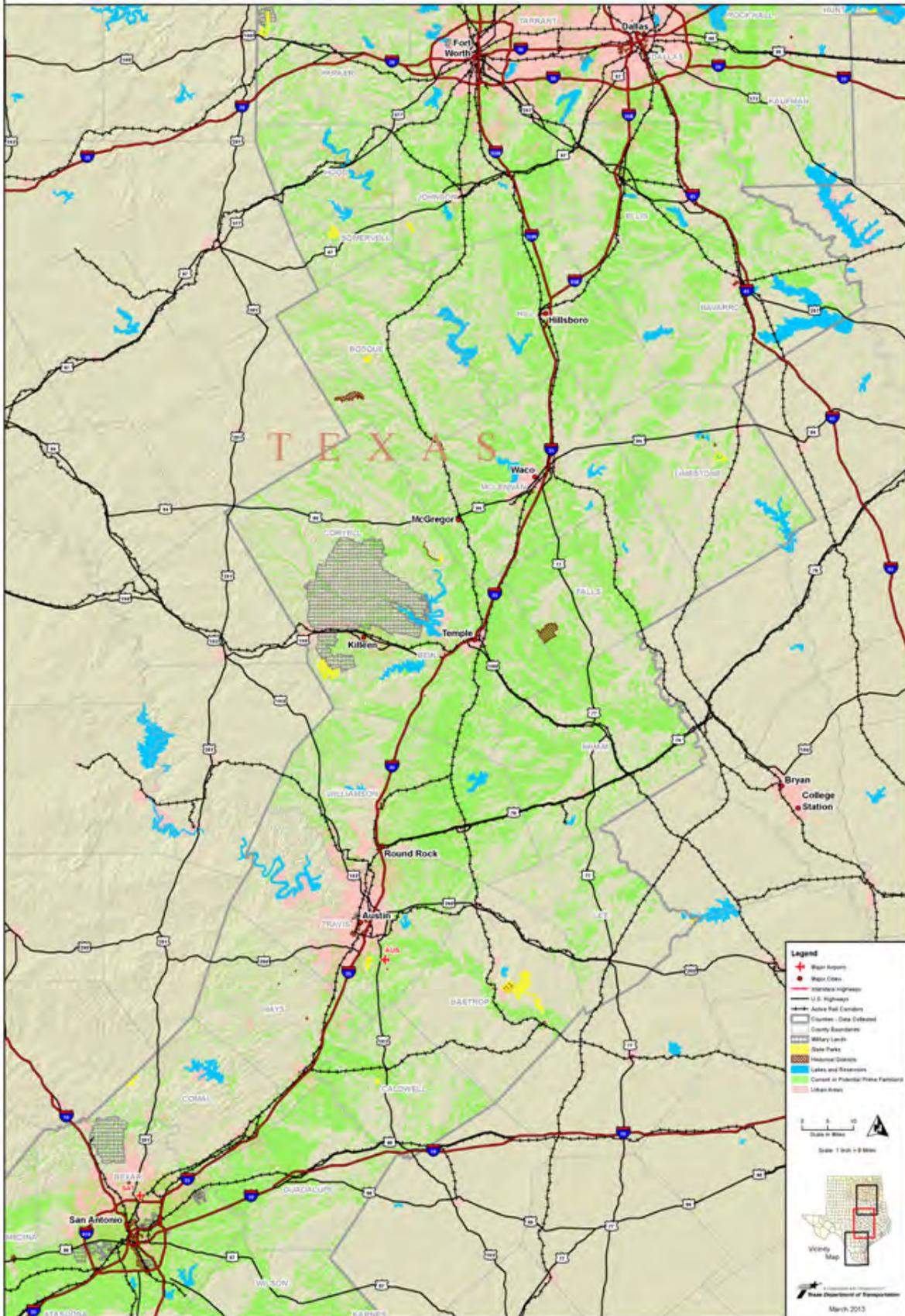
North Section - Oklahoma City to Dallas-Fort Worth
Examples of Natural Resources



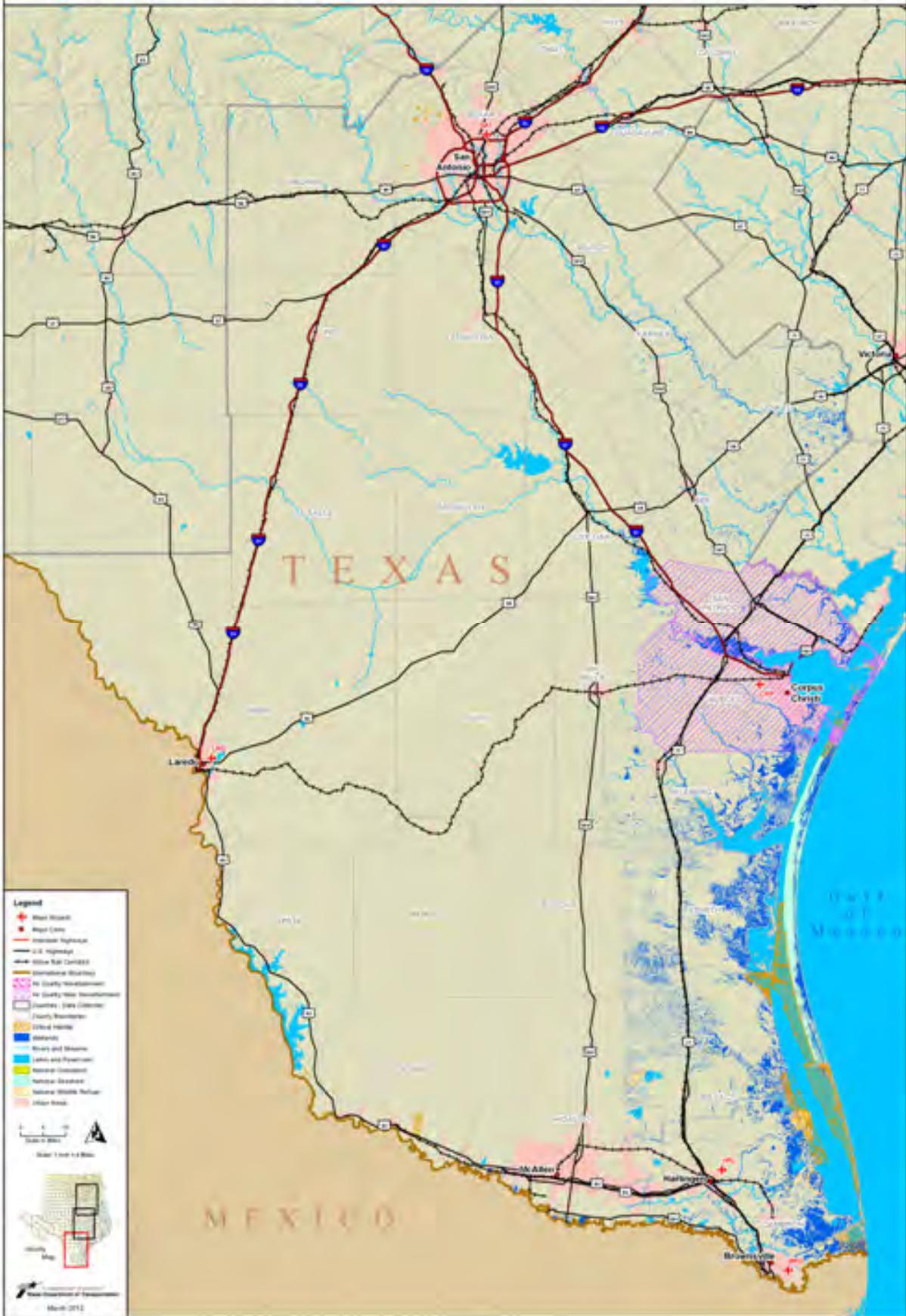
Central Section - Dallas-Fort Worth to San Antonio
Examples of Natural Resources



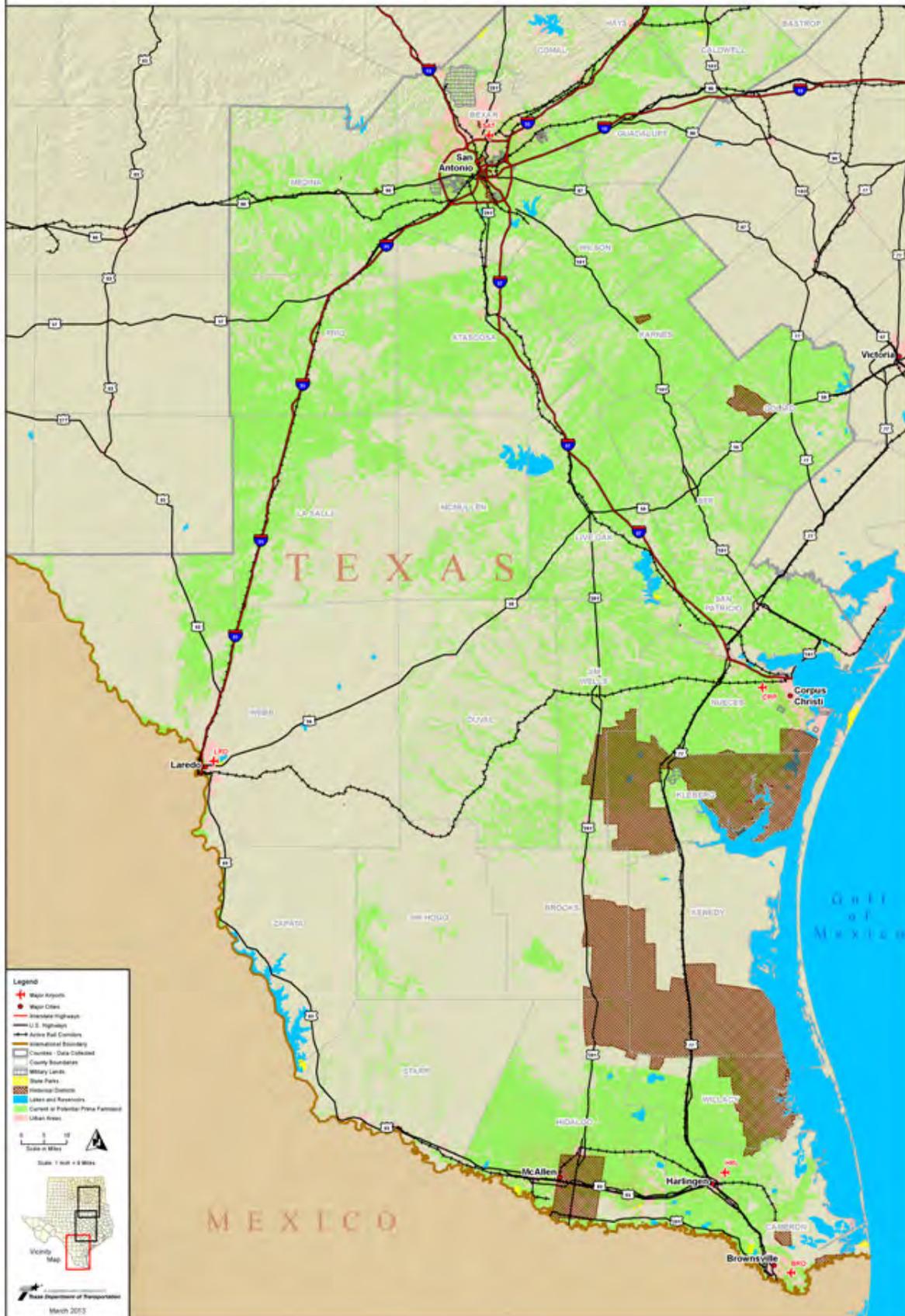
Central Section - Dallas-Fort Worth to San Antonio
Examples of Community Resources



South Section - San Antonio to South Texas
Examples of Natural Resources



South Section - San Antonio to South Texas
Examples of Community Resources



CONNECTION OPTIONS



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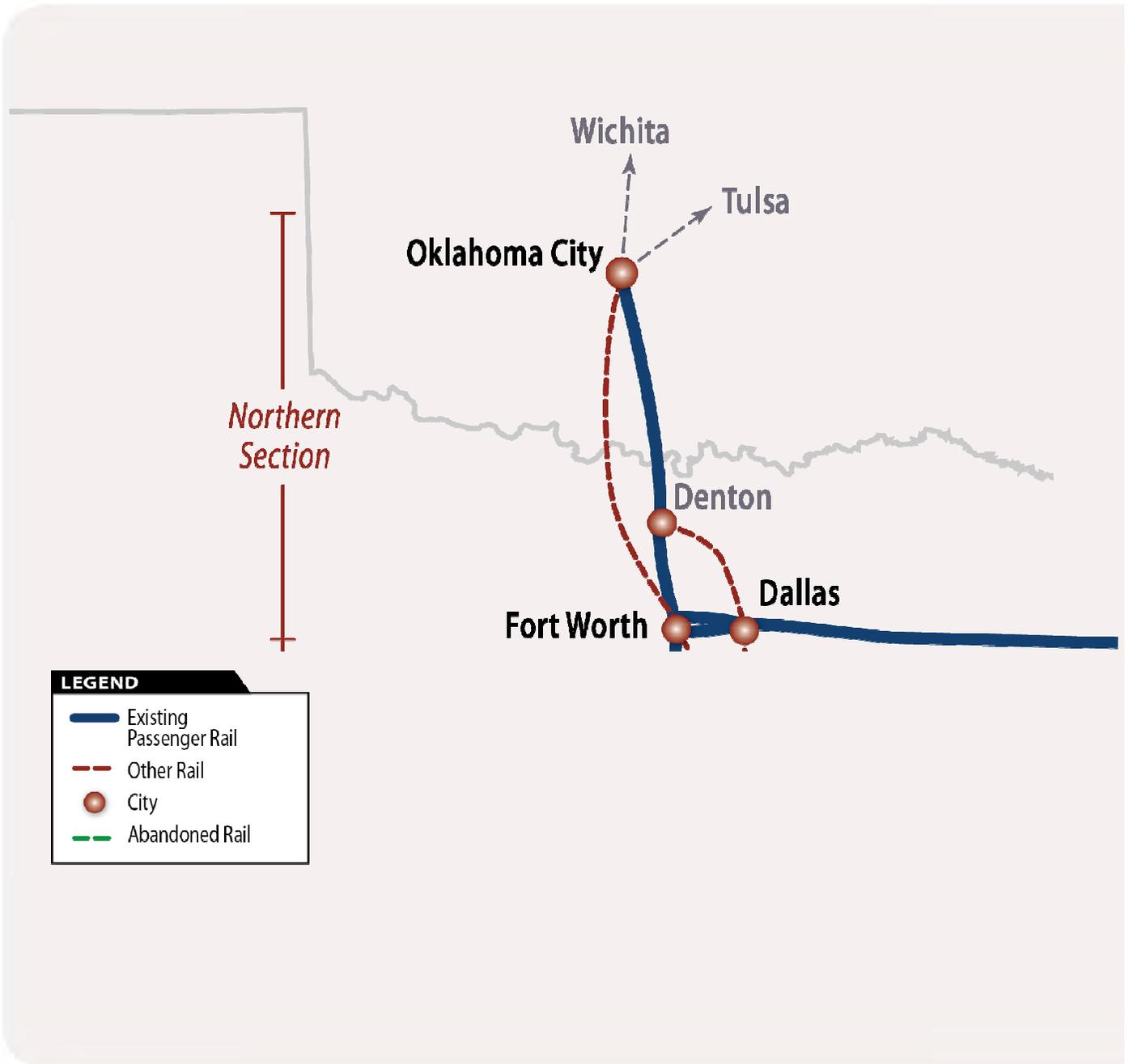
What services should be evaluated?

The service-level EIS will compare passenger rail alternatives in the area shown on the map.



Which cities should be connected by passenger rail?

North Section Options



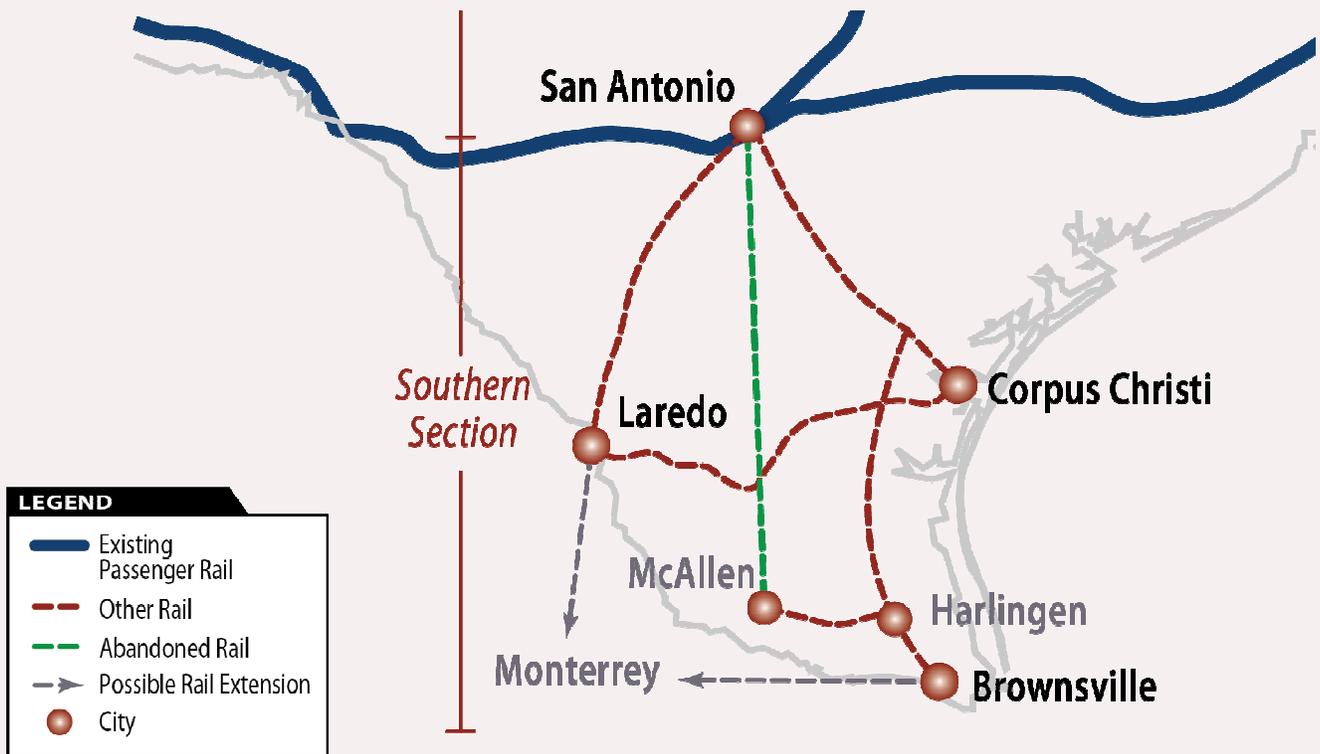
Central Section Options

LEGEND

- Existing Passenger Rail
- Other Rail
- City
- Abandoned Rail



South Section Options



Section Options

Which cities should be served by passenger rail?

What types of improvements should be considered?

- Incremental improvements (i.e. grade separations)
- Additional rail within existing rail corridors
- High speed rail in a new corridor
- Passenger rail schedules

What else should be looked at?

Next steps

- The study team will review public comments and develop alternatives
- The study team will use the purpose and need to screen alternatives
- The study team will host another open house where you can review the alternatives that will be studied in the service-level EIS

