PROJECT UPDATE

Spring 2014
BACKGROUND

Spring 2014
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.
Schedule

**Alternatives analysis**

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<tbody>
<tr>
<td>Set goals, gather data, develop and screen alternatives</td>
<td>Select and analyze alternatives</td>
<td>Refine analysis and secure agency approvals</td>
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*We are here*
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?
ALTERNATIVES FOR ANALYSIS

All sections
## Different kinds of service

<table>
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<tr>
<th>Type</th>
<th>Speed (miles per hour)</th>
<th>Stops/ frequency</th>
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<tr>
<td><strong>Conventional rail</strong></td>
<td>Maximum: 70-90 mph</td>
<td>Stops 15 to 60 miles apart</td>
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<td>(mostly uses existing tracks)</td>
<td>Average: 45-60 mph</td>
<td>3-6 trains/day each direction (no more than 12)</td>
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<tr>
<td><strong>Higher speed rail</strong></td>
<td>Maximum: 110-125 mph</td>
<td>Stops 30 to 90 miles apart</td>
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<td>(some dedicated tracks)</td>
<td>Average: 70-85 mph</td>
<td>4-8 trains/day each direction (as many as 12)</td>
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<td><strong>High speed rail</strong></td>
<td>Maximum: 165-220 mph</td>
<td>Stops 50 to 100+ miles apart</td>
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<tr>
<td>(fully dedicated tracks)</td>
<td>Average: 100-140 mph</td>
<td>12-24 trains/day each direction</td>
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**Common Attributes:** Single or double deck trains, stations with parking, operation on existing or dedicated tracks
Recommended northern section route alternative

Legend:
- Highway route
- Railroad route
- Service rail alignment
- Shared commuter route
- City
- Pass\/inter\-city extension
What could Metroplex train service look like?
Recommended central section route alternatives

Legend:
- Highway route
- Railroad route
- New rail alignment
- Shared commuter route
- City
- Proposed rail extension
Recommended southern section route alternatives

Legend:
- Highway route
- Railroad route
- New rail alignment
- Shared commuter route
- City
- Possible rail extension
NEXT STEPS

Spring 2014
Next steps and your input

- Prepare draft environmental impact statement
  - Project team will conduct detailed environmental analysis
  - Plan to review and comment on the draft environmental impact statement in fall 2014
Questions?

www.TxOkRail.org