

A map of Texas with a blue background. A thick purple line traces a path through the state, starting from the south coast, moving north through the central part of the state, and then branching out towards the northeast. Small blue circles mark several points along this path. The text is overlaid on the map in yellow.

FRA's High-Speed and Intercity Passenger Rail Workshop

Houston – May 29, 2009

SOUTH CENTRAL CORRIDOR

South Central High-Speed Rail Corridor

May 29, 2009

Joe R. Kyle, Jr. – Rail Programs Division Manager
Oklahoma DOT

Represented by: Dr. Jack W Webb, PE, PTOE, AICP
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Oklahoma Passenger Rail Initiatives



History

- **Oklahoma High Speed Rail Initiative - 2002**
 - Initiated by Oklahoma Legislation enacted after South Central HSR Corridor designations
 - Legislation required that the evaluation include
 - Minimum 125 MPH operations,
 - Up to 150 MPH operations between OKC and Tulsa
- OKC to Ft. Worth – proposed further development of existing Heartland Flyer Route
- OKC to Tulsa required new alignment for travel time competitive with existing Turner Turnpike



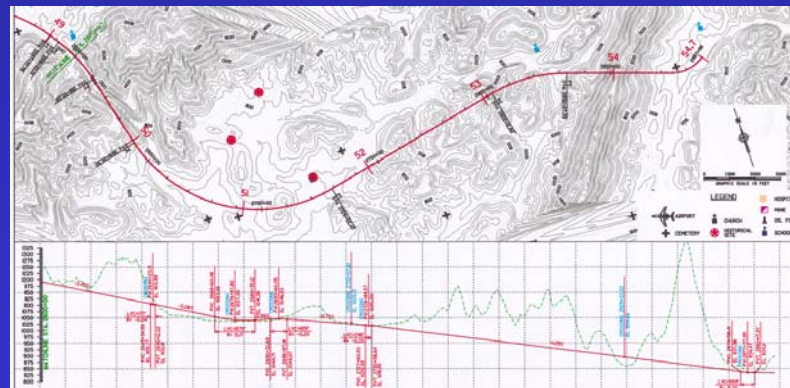
Alignment Evaluations

- Deep Fork Drainage Basin (southern route)
- Turnpike Route (parallel to Turner Turnpike)
 - Four combinations of alternatives developed for the Turnpike route
 - Two combinations of alternatives for the Southern route



Alignment Evaluations

- Plan and Profile Sheets developed for both routes
- Turnpike Route considered more promising
 - Fewer right-of-way issues in the already “disturbed” corridor
 - Development along the route sparse because of limited access to the Turnpike alignment



Summary OKC to Tulsa (CBD)*

Corridor	Length (mi)	Time (mins)	Avg. Speed	Total Cost
235	101.68	59.40	105.79	\$800,857,260
234	102.23	55.05	114.74	\$853,989,589
6(125)	110.68	68.82	106.25	\$863,477,787
135	104.73	58.71	107.03	\$893,476,748
67	109.13	63.26	113.32	\$929,839,933
6	110.68	63.35	115.43	\$931,842,240
134	105.28	54.36	116.20	\$949,975,394

* - 2002 Estimates



Ongoing Activities

- Current passenger rail initiatives in OKC and Tulsa include provisions for joint use with HSR Passenger operations
- HSR costs updated to include Airport connections in both OKC and Tulsa

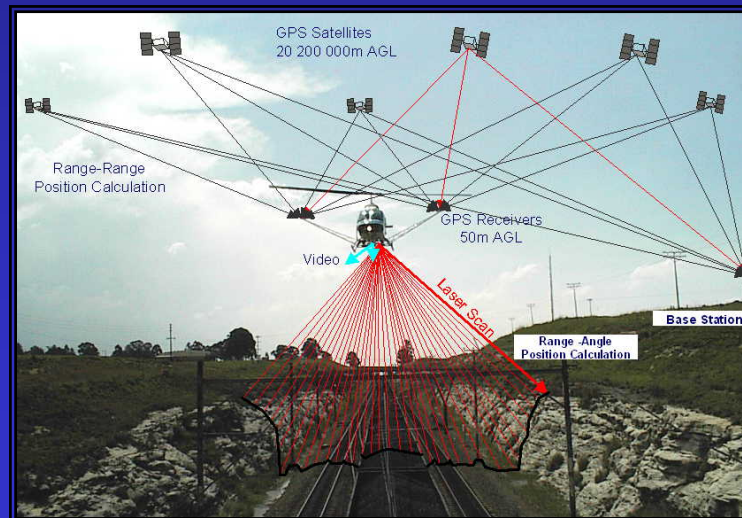
Corridor Route	Length of Track			Estimated*	Estimated	Estimated
	New	Existing	Total	Travel Time	Avg. Speed	Cost
WR134TI	84.18	37.06	121.24	85.33	85	\$1,024,975,394
WR135TI	78.90	41.79	120.69	93.68	77	\$968,476,748
WR234TI	84.18	34.01	118.19	82.02	86	\$928,989,589
WR235TI	78.90	38.74	117.64	90.37	78	\$875,857,260

* - 2002 Estimates



Current HSR Corridor Status

- Received “discretionary funding” from FRA to collect Light Detection and Ranging Data “Lidar”
- Lidar Data
 - Collected data points every 0.5 sq ft
 - Data necessary to generate xyz coordinates using Fly-Mapping Software



Current HSR Corridor Status

- **Cost estimates formatted to simplify updating procedures**
 - Utilized format originally developed for Florida Corridors
 - Right-of-way takings expected to remain relatively “constant” along Turnpike Corridor
- **OKC to Tulsa connection considered critical for connecting South Central and Midwest HSR Corridors**
- **Incremental Development necessary in both OKC and Tulsa will be required to facilitate joint passenger and HSR operations**



South Central High-Speed Rail Corridor

May 29, 2009

John Hedrick

**Director of Transportation
East Texas Council of Governments**

East Texas Passenger Rail Initiatives



Mission Statement

To develop a regional consensus for capacity investments to secure higher speed rail for the 8 million residents along the I-20 & U.S. 59 (I-69) corridors from Dallas/Fort Worth to Arkansas and Louisiana border connections.



TEXAS EAGLESM

FY '08 Performance

Number 1 of 15 Long - Distance Trains in Ridership Growth

Number 2 of 15 Long - Distance Trains in Revenue Production

October - March FY '09

Ridership and Revenues

+13.7 %

+14.9 %

Implementing a Realistic Passenger Rail System for the Ark-La-Tex



Planning: I-20 DFW-East Texas Corridor Service

City	Texas Eagle		Bossier City/Shreveport Commuter		Meridian Speedway		New Orleans/Baton Rouge Extension	
New Orleans, LA								
Shreveport, LA								
Marshall, TX								
Longview, TX								
Mineola (Tyler, TX)								
Wills Point, TX								
Terrell, TX								
Forney, TX								
Dallas, TX								
CentrePort/DFW Airport								
Fort Worth, TX								

Implementation: Community Investments Local Station Renovations

Marshall, TX



Completed

Mineola, TX



Completed

Longview, TX



Underway

Texarkana, USA



In Discussion

Implementation: Current Cost Comparisons



Two clover-leaf interstate highway interchanges
About \$537 Million

Source: Texas Department of Transportation



Double-tracking the entire 245 mile East Texas Corridor from Texarkana to Dallas and Bossier City/Shreveport to Marshall
About \$537 Million

A map of Texas is shown in the background, with a thick black line tracing a path through the state, representing the South Central High-Speed Rail Corridor. The path starts in the north-central part of the state, moves south, then east, then south again, and finally east towards the coast.

South Central High-Speed Rail Corridor

May 29, 2009

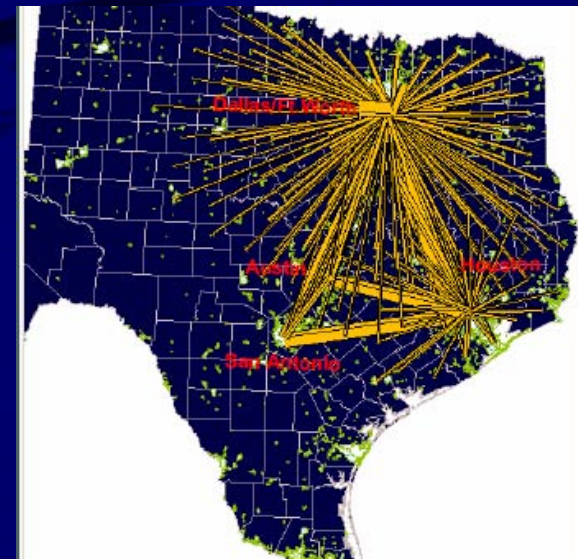
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I-35 Passenger Rail Initiatives

Feasibility of HSR/IPR in Texas

- **South Central Corridor (I-35):
San Antonio to Dallas/Fort Worth**
 - Corridor is experiencing unprecedented growth
 - 45% of Texas's population resides within 50 miles of I-35
 - Potential HSR/IPR ridership market - major metropolitan cities, suburban communities, and hundreds of smaller cities
 - Growing demand for inter-city travel – key segments of I-35 experiencing severe congestion
 - Distance between San Antonio and Dallas/Fort Worth (275 miles) well suited for HSR/IPR
 - HSR/IPR efficient approach to providing public mobility in corridor



Planning and Project Development

- **History of HSR planning in Texas (1985-2004)**
 - Feasibility, engineering, environmental, passenger, route, and financial studies
 - Documented lessons learned from past experience
 - Studies can inform and accelerate HSR/IPR development in Texas
 - **1985: ICE study reported feasibility of HSR in Texas**
 - **1989: Texas Triangle HSR Study – creation of THSRA**
 - **1990-1993: Numerous studies by TGV and FasTrac**
 - **1995: THSRA final report and conclusions**
 - **2004: HSR policy and financial analysis**

Planning and Project Development

- **South-Central Corridor Development: Rail Studies and Ongoing Efforts**
 - Recent rail passenger studies (e.g., Heartland Flyer, Texas Eagle, Inter-City Passenger Transit System)
 - Texas Rail System Plan identifies trends and issues affecting the state's passenger rail, including HSR and IPR
 - Other studies and analyses address freight (e.g., NAFTA update), ridership, relocation, and economic impacts in corridor

Stakeholder Participation

- **Support at state, local, and private level**
 - Local/regional: East Texas Corridor Council, San Antonio Mobility Coalition, Regional Mobility Authorities, Metropolitan Planning Organizations, North Central Texas Council of Governments
 - State: Governor's office, TxDOT, Corridor Advisory Committee, Research Institutions
 - Private: Texas Rail Advocates, Texas HSR Corporation, AMTRAK, Freight railroads
- **Liaise with neighboring states**



Financial Plan

- **Past studies related to ridership, forecasts, revenue projections, and costs available**
- **Several legislative bills related to funding and implementation of HSR/ IPR under review by 81st Legislature**
- **Public Private Partnership capability**

Project & Risk Management

- **Support and commitment to development of HSR/IPR in Texas**
 - Political
 - TxDOT
 - Private sector
- **TxDOT's Multimodal Office**
 - Strong organizational expertise and resources

Concluding Remarks

- **Texas HSR/IPR has been studied since 1980's**
- **Continued growth in South-Central Corridor requires development of efficient alternative**
- **Extensive support for HSR/IPR at state, local, and private sector level**
- **Public-Private Partnership capability**
- **TxDOT committed and well positioned to lead HSR/IPR planning and implementation in Texas**

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Gulf Coast and South Central Corridor Connectivity

A map of Texas with a blue background. A thick purple line represents a proposed high-speed rail route. The route starts in the north-central part of the state, goes south through the Panhandle, then curves east through the central part of the state, and finally runs east along the Gulf Coast. Several small blue circles are placed along the route, likely indicating key stations or connection points. The map also shows the outlines of the states surrounding Texas.

May 29, 2009

Robert Eckels
Chairman

Texas High Speed Rail & Transportation Corporation

Connectivity of the Corridors

- **Texas Triangle Mega-Region:**
 - **70% of Texas's population**
 - Large metropolitan areas and potential ridership
 - Population predicted to exceed 24 million by 2050
 - Growing demand for inter-city travel
 - **Existing infrastructure increasingly congested and becoming unreliable**
 - **Distances between cities well suited for HSR/IPR**
 - **HSR/IPR efficient approach to providing public mobility**



Closing Remarks

- **As the state's rail planning agency, TxDOT has several potential roles it could play in creating an improved passenger rail system in Texas.**
- **If given the authorization and proper funding, TxDOT would partner with Amtrak and the private railroad industry to pursue the public interest in making the passenger rail system more efficient and effective.**
- **With these earlier and on-going rail studies and strong organizational expertise and resources, TxDOT is well positioned to lead the State's high-speed and intercity passenger rail planning and implementation.**