

TEXAS RAIL PLAN



APPENDICES

December 2019





2019 Texas State Rail Plan

Appendix A

Profile of the Texas Railroad Network

December 2019

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A.1 Introduction

The primary purpose of this appendix is to provide an inventory and description of the assets of the Texas railroad network for railroads of all classes and for non-operating railroad owners that includes background and details about the physical and operating characteristics of each railroad and rail line segment in the state. This data is used to understand potential freight capacity, service velocity, and versatility, and to ascertain potentially what types of business and levels of service can be accommodated over each line segment. Furthermore, this inventory will be used as a tool later to identify and prioritize potential rail infrastructure improvements that eliminate challenges and operating and safety conflicts, expand capacity, promote rail access, enhance connectivity between railroads and between railroads and other transportation modes, and encourage growth in the railroad transportation sector that is consistent with the needs of Texans, businesses, industries, and the vision of the Texas State Rail Plan.

Included in the inventory for each railroad in the state, to the extent known during development of the Texas State Rail Plan, are key physical and operating characteristics for each Texas railroad subdivision or railroad line segment. This information, identified in the list below, was collected through coordination with Texas' railroads in 2017, and via analysis of TxDOT data (including rail maps generated by TxDOT), Class I Railroad Annual Report R-1s (submitted by the state's Class I railroads to the federal Surface Transportation Board annually), railroad timetables, and other publicly available data.

- **Railroad Subdivision and Division**
- **Owner of the Line**
- **Operator of the Line**
- **FRA Track Class** – identifies the likely applicable Federal Railroad Administration (FRA) Class of Track designation on the main track(s) for each subdivision.
- **Track Configuration** – identifies the number of main tracks and the presence of sidings for train meet-pass events on each subdivision, within Texas.
- **Maximum Authorized Speed for Freight Trains** – identifies the maximum speed freight trains can travel over each subdivision. Note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Maximum authorized speeds for freight trains may also be lower than the maximum authorized speed by the FRA's Class of Track regulations.
- **Maximum Authorized Speed for Passenger Trains** – identifies the maximum speed passenger trains can travel over each subdivision; note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Speeds are identified only for railroad subdivisions presently hosting Amtrak intercity and long-distance passenger trains or commuter trains in Texas, and on other segments as designated by railroads in Texas.
- **Wayside Signals** – indicates the presence of a wayside signal system on each subdivision (see operational authority below for wayside signal types), which is used to convey operating

authority to trains and equipment and / or show occupation of main track(s) by trains and equipment.

- **Method of Operation** – identifies generally the railroad operating system or practice employed on each segment, to the extent known, including the presence of:
 - **Centralized Traffic Control (CTC)** – A train control system whereby a train dispatcher provides operational authority to trains remotely via a wayside signal system and radio communication.
 - **Automatic Train Control (ATC)** – A train control system integrated with a cab signaling system that applies train speed control. An alarm in the train locomotive notifies the engineer when the train has exceeded the maximum allowable speed for a given portion of track, and if the engineer fails to reduce speed or apply the air brake system, a penalty brake application is made automatically by the ATC system. ATC typically exists as an overlay to a CTC system, which provides operational authority.
 - **Automatic Block Signals (ABS)** – A wayside signal system that indicates block occupancy and minimizes the likelihood of collisions between trains. ABS is not controlled by a train dispatcher, but a train's entry to into a segment of ABS may be controlled by a train dispatcher. Typically requires that operational authority be provided as an overlay through a track warrant or track authority issued by a train dispatcher via radio communication.
 - **Track Warrant Control (TWC)** – System of operational authority issued to trains remotely by a train dispatcher via radio communication.
 - **Restricted Limits (RL), Restricted Speed (RS), GCOR Rule 6.28, Yard Limits (YL);** designations may vary by railroad – Typically slow speed operations (not more than 20 mph, but may be much slower, depending upon designation, sight distance, congestion, and operating conditions) within and at the approach to railroad yards and on industrial leads and other trackage that does not require operational authority from a train dispatcher. Trains operating within these limits typically coordinate operations with the train dispatcher and other trains operating within the limits via radio communication.
- **Maximum Allowable Gross Weight** – identifies loaded railcar weight limitations, as dictated by the likely condition of mainline bridges and track.
- **Clearances** – identifies the known vertical clearance potential for accommodating specific types of railcar equipment. Reporting by railroad varies, and could include Association of American Railroads (AAR) railcar plate height, dimensions above top of rail in feet and inches, or railcar equipment type. Some equipment types identified include:
 - **Trailer on Flat Car (TOFC)** – railroad flat car on which a truck semi-trailer is transported; known also as piggyback.
 - **Double-Stack Car / Container on Flat Car (COFC)** – intermodal railcar that typically accommodates shipping containers of up to 53 feet in length stacked one or two high.
 - **Tri-Level / Hi-Trilevel** – railcar equipped with racks accommodating two or three decks of automobiles or light trucks.
 - **AutoMax** – automobile rack railcar with adjustable deck heights for accommodating bi-level or tri-level configurations.

- **Current Traffic Density (2017)** – identifies the rail traffic density by subdivision in annual Gross Ton-Miles (GTM) in millions. MGT includes the number of trailing tons in a train behind the locomotives (including railcars and lading, railroad company service equipment, and cabooses) times the distance moved in road freight trains. Traffic density for tenant railroads with trackage rights over subdivisions of an owning (or host) railroad are identified, only if known.
- **Average Number of Trains per Day** – identifies a range of likely average daily train volumes for each subdivision.
- **Industrial Leads** – identifies railroad-designated industrial leads (or spurs, as designated by some railroads) which are used to access rail customers off the subdivision mainline and extend the reach of rail service in Texas; mileage of industrial leads (and spurs) is not included in route-mile calculations for the state owing to their designation.

Also identified in the context of each railroad’s network in Texas is the existence of trackage rights which provide authority for one railroad (a tenant) to operate over the line of another railroad (host); haulage rights which is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad; and connections (or interchanges) between railroads where railcars are exchanged. Major railroad yards/terminals and rail facilities as well as rail-port connections in the state are also identified.

Table A-1 identifies the Texas operating and non-operating railroad owners that own a total of approximately 10,000 route miles in the state, and which are detailed in this Appendix. The table also identifies by entity – railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Texas (including lines leased, operated under contract, trackage rights, and haulage rights, as applicable). Note that miles leased and/or operated under contract, miles operated under trackage rights, and miles operated under haulage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned. Industrial railroads and private track ownership provide transportation service at industrial installations in Texas, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state’s rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I, II, and III rail carriers is also not included in the route-mile calculations.

Table A-1: Texas Route Mileage by Railroad and Non-Operating Railroad Owner

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Miles Owned	Miles Owned and Operated	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
BNSF Railway ¹	BNSF	Class I	2,626	2,626	10	2,349	4,985
Kansas City Southern Railway ²	KCS	Class I	580	580	0	349	929
Union Pacific Railroad ³	UP	Class I	5,192	5,192	0	1,115	6,307
Subtotal (Class I)			8,396	8,396	10	3,813	12,221
Alamo Gulf Coast Railroad	AGCR	Class III	7	7	0	0	7
Alamo North Texas Railroad	ANTR	Class III	0	0	0	0	0
Angelina & Neches River Railroad	ANR	Class III	28	28	0	3.5	31.5
Austin Western Railroad	AWRR	Class III	0	0	181	0	181
Big Spring Rail System	BSR	Class III	0	0	3	0	3
Blacklands Railroad	BLR	Class III	Does not include 29 miles of trackage from NETEX (see below).	0	65	8	73
Border Pacific Railroad	BOP	Class III	0	0	32	0	32
Brownsville & Rio Grande International Railroad	BRG	Class III	0	0	45	5	50
Central Texas & Colorado River Railway	CTXR	Class III	68	68	0	0	68
CMC Railroad	CMC	Class III	0	0	0	0	0
Corpus Christi Terminal Railroad	CCPN	Class III	0	0	42	0	42
Dallas, Garland & Northeastern Railroad	DGNO	Class III	32	32	131	0	163
Fort Worth & Western Railroad	FWWR	Class III	276	276	0	0	276
Galveston Railroad	GVSR	Class III	0	0	39	0	39
Gardendale Railroad	GRD	Class III	0	0	30	0	30
Georgetown Railroad	GRR	Class III	30	30	0	0	30
Gulf Coast Switching	GCS	Class III	0	0	0	0	0
Henderson Overton Branch	HOB	Class III	0	0	14	0	14
Hondo Railway	HRR	Class III	3	3	2	0	5
Kiamichi Railroad	KRR	Class III	24	6	0	0	30
LaSalle Railway	LSRY	Class III	4	4	0	0	4
Live Oak Railroad	LOR	Class III	0	0	0	0	0
Lubbock & Western Railway	LBWR	Class III	10	10	134	0	144
Moscow, Camden & San Augustine Railroad	MCSA	Class III	7	7	0	0	7
Orange Port Terminal Railway	OPT	Class III	2	2	0	0	2
Panhandle Northern Railroad	PNR	Class III	31	31	0	0	31
Pecos Valley Southern Railway	PVS	Class III	23	23	0	0	23
Plainsman Switching Company	PSC	Class III	18	18	0	0	18

¹ <https://www.bnsf.com/about-bnsf/financial-information/pdf/17R1.pdf>

² <http://investors.kcsouthern.com/~media/Files/K/KC-Southern-IR-V2/2017-r-1-kcs.pdf>

³ https://www.up.com/cs/groups/public/@uprr/@investor/documents/investordocuments/pdf_2017_r-1.pdf

Railroad	Standard Carrier Alpha Code	Railroad Class	Total Miles Owned	Miles Owned and Operated	Miles Leased / Operated Under Contract	Miles Operated Under Trackage Rights	Total Miles Operated
Point Comfort & Northern Railway	PCN	Class III	19	19	0	0	19
Port Terminal Railroad Association ⁴	PTRA	Class III	154	154	0	0	154
Rio Valley Switching Company	RVSC	Class III	0	0	70	0	70
R.J. Corman – Texas Lines	RJCD	Class III	13	13	0	0	13
Rockdale, Sandow & Southern Railroad	RSS	Class III	6	6	0	0	6
Sabine River & Northern Railroad ⁵	SRN	Class III	40	40	0	0	40
San Antonio Central Railway	SAC	Class III	Port San Antonio Yard track only	0	0	0	8
San Jacinto Transportation Company	SJTC	Class III	0	0	0	0	6
South Plains Lamesa Railroad	SLAL	Class III	5	5	0	0	5
Southern Switching Company	SSC	Class III	5	5	4	0	9
Southwest Gulf Railroad	SGRR	Class III	9	9	0	0	9
Texas Central Business Lines	TCB	Class III	0	0	5	0	5
Texas City Terminal Railway	TCT	Class III	32	32	0	0	32
Temple & Central Texas Railway	TC	Class III	0	0	10	0	10
Texas, Gonzales & Northern Railway	TXGN	Class III	58	58	0	0	58
Texas & Eastern Railroad	TSR	Class III	0	0	27	0	27
Texas & New Mexico Railway	TXN	Class III	0	0	34	0	34
Texas & Northern Railway	TN	Class III	8	8	0	0	8
Texas Northeastern Railroad	TNER	Class III	0	0	101	0	101
Texas North Western Railway	TXNW	Class III	164	164	0	0	164
Texas Rock Crusher Railway	TXR	Class III	6	6	0	0	6
Texas South-Eastern Railroad	TSE	Class III	12	12	0	0	12
Texas & Oklahoma Railroad	TXOR	Class III	17	17	0	5	22
Texas Pacifico Transportation Limited	TXPF	Class III	0	0	391	0	391
Timber Rock Railroad	TIBR	Class III	17	17	0	0	17
Western Rail Road	WRRC	Class III	2	2	0	0	2
Wichita, Tillman & Jackson Railway	WTJR	Class III	18	18	0	0	18
Subtotal (Class III)			1,148	1,130	1,486	22	2,550
State of Texas	N/A	N/A	391	0	0	0	0
Fannin County Rural Rail Transportation District	FRRTD	N/A	35	0	0	0	0
North East Texas Rural Rail Transportation District	NETEX	N/A	29	0	0	0	0
Subtotal (Other Railroads)			455	0	0	0	0
Total all Railroads			10,001	9,528	1,496	3,835	14,771

⁴ <http://www.kcsouthern.com/pdf/short-line/ptra-port-terminal-railroad-association.pdf>

⁵ <http://www.kcsouthern.com/pdf/short-line/srn-sabine-river-and-northern-railroad-company.pdf>

A.2 Class I Railroads in Texas

The section describes the three Class I railroads in Texas. Included are data and operating subdivision tables for each railroad, showing such details as ownership, miles owned and operated, trackage and haulage rights, physical characteristics of operating subdivisions, facilities, commodities handled, connections with other railroads, and more. In 2018, Class I railroads in Texas were asked to confirm much of the data appearing in this section and to provide additional input, as appropriate. All three Class I railroads in Texas participated in the data gathering. No physical inspections of the Class I railroads were conducted during development of the Texas State Rail Plan.

BNSF Railway (BNSF)

A summary of statistical information for BNSF Railway (BNSF) within Texas is as follows⁶:

- Line owned: 2,626 miles
- Line operated under lease: 0 miles
- Line operated under contract: 10 miles
- Line operated under trackage rights: 2,349 miles
- Total mileage operated: 4,985 miles
- Line owned, not operated, by respondent: 0 miles

BNSF Interchanges

Interchanges are locations where railroads intersect and exchange railcars. BNSF has the ability to interchange freight rail traffic with two Class I carriers (UP and KCS) and several Class III carriers. Designated interchange point locations and connecting carriers are listed below:

- Alliance, Texas – KCS
- Amarillo, Texas – UP
- Beaumont, Texas – KCS and UP
- Bessmay, Texas – SRN
- Brownwood, Texas - FWWR and TXR
- Corpus Christi, Texas - CCPN, KCS, and UP
- Eagle Pass, Texas – Ferromex (FXE – a Mexican railroad)
- El Paso, Texas – FXE and UP
- Etter, Texas – TXNW
- Fort Worth, Texas –FWWR and UP
- Galena Park, Texas - UP
- Galveston, Texas – GVSR and UP
- Hondo, Texas – HRR
- Houston, Texas – PTR A
- Irving, Texas – DGNO
- Kerr, Texas – GRR
- Kirbyville, Texas – TIBR
- Lometa, Texas – CTRX
- Longview, Texas – UP
- Lubbock, Texas – LBWR and PSC
- McNeil, Texas – AWRR and UP
- Midlothian, Texas –TCB
- Orange, Texas – Orange Port Terminal Railway (OPT)
- Panhandle, Texas – PNR
- Pasadena, Texas – PTR A
- Plainview, Texas – LBWR
- Robstown, Texas – KCS
- Saginaw, Texas – FWWR and UP
- San Angelo Jct., Texas – TXPF

⁶ BNSF Class I Railroad Annual Report R-1, 2017

- San Antonio, Texas – UP
- Sheldon, Texas – UP
- Sherman, Texas – DGNO and TNER
- Slaton, Texas – SLAL
- Strand, Texas – UP
- Sweetwater, Texas – TXOR and UP
- Temple, Texas – TC and UP
- Tenaha, Texas – UP
- Texarkana, Texas – TNER
- Texas City, Texas – TCT
- Wichita Falls, Texas – WTJR

BNSF Operating Rights and Joint Trackage in Texas

There are instances in which one or more railroad(s) have operating rights over another railroad, owing generally to factors related to maintaining competitive rail access, connectivity between railroads, and other considerations. Trackage rights provide authority for one railroad (a tenant) to operate its trains over the line of another railroad (host). Haulage rights is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad. Any segments over which BNSF may potentially have haulage rights are not identified in this Texas State Rail Plan.

Principal segments of the Texas state rail network over which BNSF has trackage rights include:

- Dallas-Fort Worth, Texas – TRE, UP
- Dallas (McKinney)-Sherman, Texas – DGNO
- Fort Worth, Texas-Texas / Oklahoma state line – UP
- Fort Worth-Sweetwater, Texas – UP
- Sealy-San Antonio-Eagle Pass, Texas – UP
- Houston-Brownsville, Texas – UP
- Houston-Longview-Texarkana, Texas-Texas / Arkansas state line – UP
- Houston, Beaumont, Texas – UP
- Houston-Tenaha, Texas-Texas / Louisiana state line – UP
- Texas / Oklahoma state line-Dalhart, Texas-Texas / New Mexico state line – UP

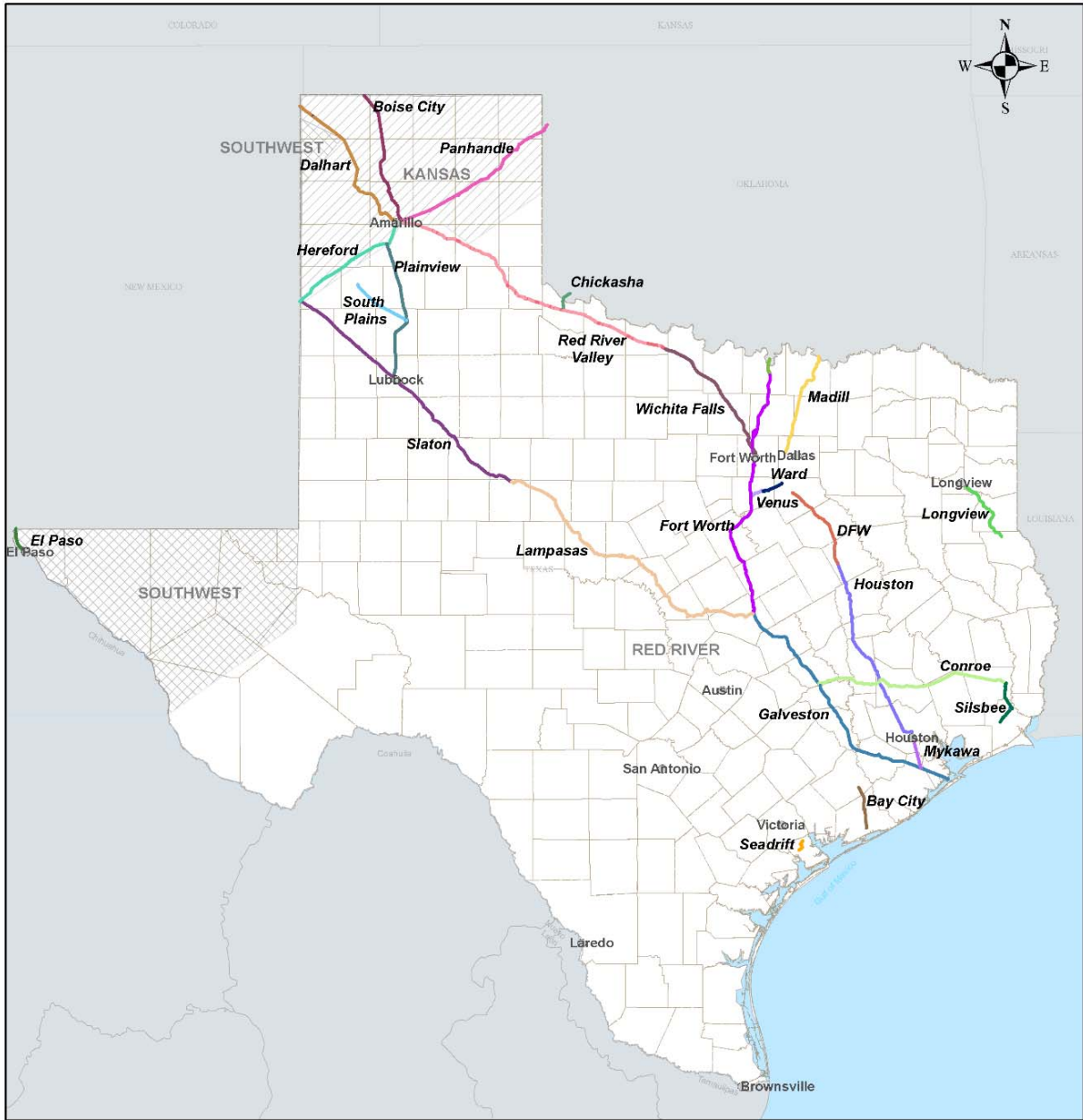
BNSF Divisions and Subdivisions in Texas

BNSF's Texas network is comprised of part of two operating divisions:

- Kansas
- Red River

BNSF's 23 operating subdivisions in Texas are shown in **Figure A-1**. BNSF's Texas subdivisions are presented by division and described in the tables below.

Figure A-1: BNSF Network and Subdivisions in Texas



Source: BNSF and HDR

The Texas subdivisions shown in **Table A-2** are components of the BNSF Kansas Division.

Table A-2: Descriptions of BNSF Subdivisions – Kansas Division

Subdivision	Boise City
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 256.8 miles; approximately 100 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	49 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) Track Warrant Control (TWC) Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	51 MGT
Average Number of Trains per Day	12
Industrial Leads	Manter Industrial Spur; CV Industrial Spur; Machovec Industrial Spur; Harrington Power Plant (Asarco Spur)

Subdivision	Dalhart
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 119.3 miles total; approximately 118 miles in Texas
FRA Track Class	Class 5
Track Configuration	Single Main Track with Sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	Track Warrant Control (TWC) Automatic Block Signal System (ABS) Restricted Limits (RL) Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	16 MGT
Average Number of Trains per Day	12
Industrial Leads	N/A

Subdivision	Hereford
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 105.2 miles; approximately 95 miles in Texas
FRA Track Class	Class 5
Track Configuration	Double and triple main tracks with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	202 MGT
Average Number of Trains per Day	86
Industrial Leads	N/A

Subdivision	Panhandle
Division	Kansas
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 312.5 miles; approximately 123 miles in Texas
FRA Track Class	Class 5
Track Configuration	Double main tracks with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Traffic Density (2017) in Annual Gross Tons per Mile (in Millions)	175 MGT
Average Number of Trains per Day	72
Industrial Leads	Pampa Industrial Spur

The Texas subdivisions shown in **Table A-3** are components of the BNSF Red River Division.

Table A-3: Descriptions of BNSF Subdivisions – Red River Division

Subdivision	Bay City
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 17.5 miles
FRA Track Class	Class I
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	2 MGT
Average Number of Trains per Day	1
Industrial Leads	Celanese Industrial Spur

Subdivision	BBRX
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 14.7 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	General Code of Operating Rules (GCOR) Rule 6.28: Restricted Speed
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Chickasaw
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 54.5 miles; approximately
FRA Track Class	Class 2
Track Configuration	Single main track with a passing siding
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Restricted Limits (RL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	1
Industrial Leads	N/A

Subdivision	Conroe
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 152.2 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	10 MGT
Average Number of Trains per Day	6
Industrial Leads	N/A

Subdivision	DFW
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 94.0 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	40 mph
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	Track Warrant Control (TWC) Automatic Block Signal System (ABS)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	25 MGT
Average Number of Trains per Day	6
Industrial Leads	N/A

Subdivision	Fort Worth
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 193.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; some portions of double main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	66 to 73 MGT
Average Number of Trains per Day	28
Industrial Leads	Dublin Industrial Spur

Subdivision	Galveston
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 217.8 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; some portions of double main track with passing sidings; some portions with 6 main tracks near Opal, Texas
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	CTC Track Warrant Control (TWC) Automatic Block Signal (ABS)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	32 to 73 MGT
Average Number of Trains per Day	23 to 36
Industrial Leads	Smithers Lake Industrial Lead Spur

Subdivision	Houston
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 148.2 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40
Maximum Authorized Speed Passenger	N/A
Wayside Signals	ABS
Method of Operation	Automatic Block Signal System (ABS) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	17 MGT
Average Number of Trains per Day	7
Industrial Leads	N/A

Subdivision	Lampasas
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 241.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal (ABS) Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	Track Warrant Control (TWC) Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	27 MGT
Average Number of Trains per Day	12
Industrial Leads	N/A

Subdivision	Longview
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 186.6 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	AAR Clearance Plate B, C, E, F, and J (not AAR Clearance Plate H or K)
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	9 MGT
Average Number of Trains per Day	3-5
Industrial Leads	N/A

Subdivision	Madill
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 108.4 miles; approximately 80 miles in Texas
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	Centralized Traffic Control (CTC) Track Warrant Control (TWC) Automatic Block Signal System (ABS)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	31 MGT
Average Number of Trains per Day	9
Industrial Leads	J&J Industrial Lead

Subdivision	Mykawa
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 19.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	46 MGT
Average Number of Trains per Day	22
Industrial Leads	N/A

Subdivision	Plainview
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 102.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20 MGT
Average Number of Trains per Day	9
Industrial Leads	N/A

Subdivision	Red River Valley
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 220.6 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; some double-track areas near junctions
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs. (the Valley Spur is restricted to 268,000 lbs.)
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	50 MGT
Average Number of Trains per Day	18
Industrial Leads	Valley Spur

Subdivision	Silsbee
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 19.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with a passing siding
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Restricted Limits (RL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	9 MGT
Average Number of Trains per Day	22
Industrial Leads	N/A

Subdivision	Slaton
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 208.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; double-track areas near junctions
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24 MGT
Average Number of Trains per Day	12
Industrial Leads	Southwestern Public Service Industrial Spur

Subdivision	Venus
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 18.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	2 to 4 MGT
Average Number of Trains per Day	1 to 2
Industrial Leads	Ward Industrial Spur

Subdivision	Wichita Falls
Division	Red River
Owner	BNSF Railway
Operator	BNSF Railway
Subdivision Route / Mileage	Total 109.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; double main track from CP 11 to Deen Road (14.2 miles)
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Restricted Limits (RL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	AAR Clearance Plate B through K
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	48 MGT
Average Number of Trains per Day	18
Industrial Leads	N/A

Kansas City Southern Railway (KCS)

A summary of statistical information for Kansas City Southern Railway (KCS) within Texas is as follows:⁷

- Line owned: 580 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 349 miles
- Total mileage operated: 929 miles
- Line owned, not operated, by respondent: 0 miles

KCS Interchanges

Interchanges are locations where railroads intersect and exchange railcars. KCS has the ability to interchange freight rail traffic with two Class I carriers (UP and BNSF) and several Class III carriers. Designated interchange point locations and connecting carriers are listed below:

- Alliance, Texas – BNSF
- Beaumont, Texas – BNSF and UP
- Brownsville, Texas – BGR, BNSF, and UP
- Corpus Christi, Texas – BNSF, CCPN, and UP
- Dallas, Texas – BNSF, DGNO, and UP
- Fort Worth, Texas – FWWR through bridge connection with BNSF
- Garland, Texas – DGNO
- Hot Sulphur Springs, Texas – BLR
- Houston, Texas – BNSF, PTRA, and UP
- Laredo, Texas – UP and Kansas City Southern de Mexico (KCSM is a subsidiary of KCS that operates within Mexico)
- Lemonville, Texas – SRN
- San Angelo Junction, Texas – TXPF
- Sulphur Springs, Texas – BLR
- Veals, Texas – TN

KCS Operating Rights and Joint Trackage in Texas

There are instances in which one or more railroad(s) have operating rights over another railroad, owing generally to factors related to maintaining competitive rail access, connectivity between railroads, and other considerations. Trackage rights provide authority for one railroad (a tenant) to operate its trains over the line of another railroad (host). Haulage rights is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad. Any segments over which KCS may potentially have haulage rights are not identified in this Texas State Rail Plan.

Principal segments of the Texas state rail network over which KCS has trackage rights include:

- Fort Worth (Metro)-Alliance, Texas – BNSF
- Beaumont-Rosenberg, Texas – UP
- Victoria-Robstown, Texas – UP

⁷ KCS Class I Railroad Annual Report R-1, 2017

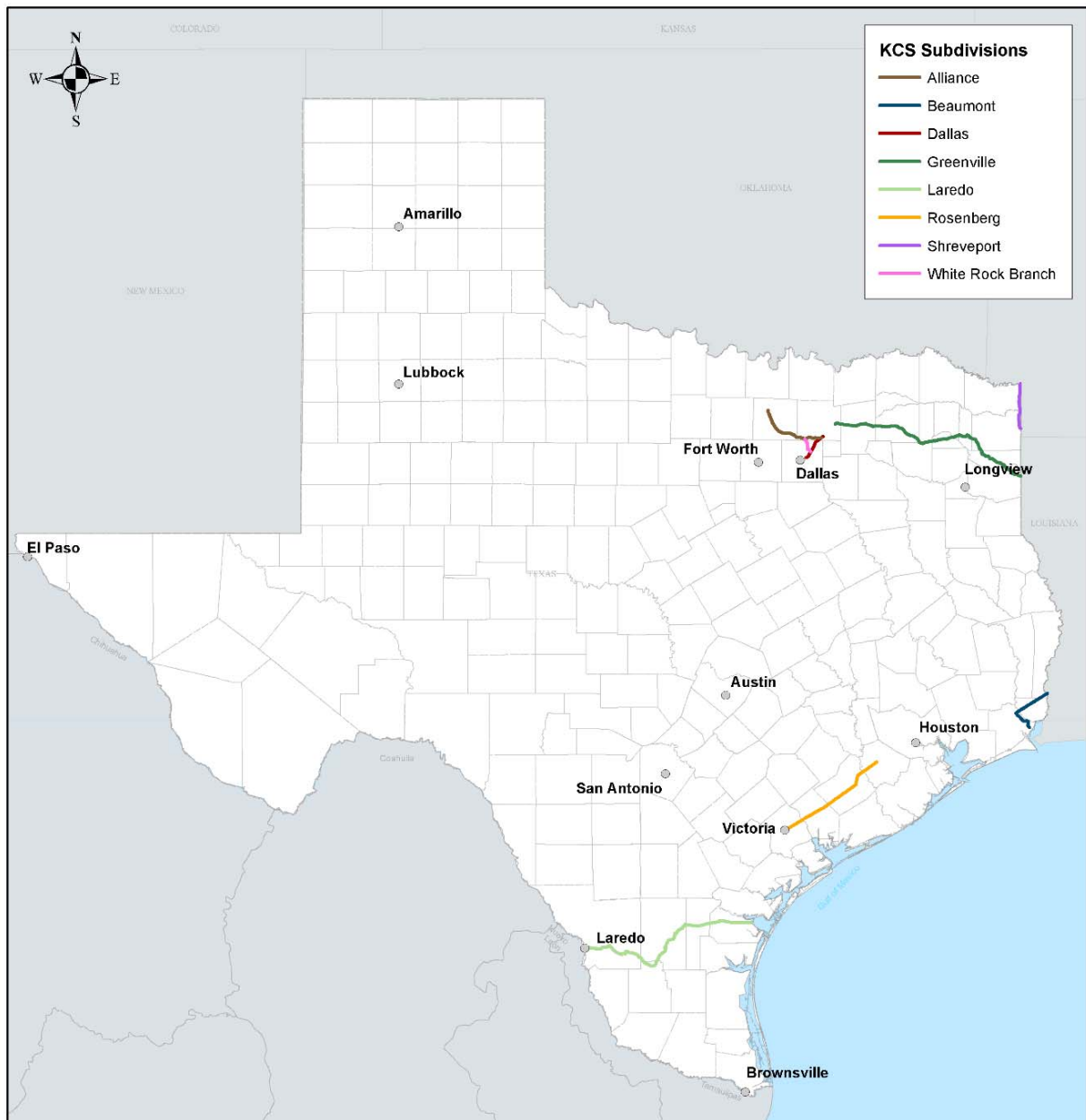
KCS Divisions and Subdivisions in Texas

KCS's Texas network is comprised of part of two operating divisions:

- Midwest Division
- Southwest Division

KCS's seven operating subdivisions in Texas are shown in **Figure A-2**. KCS's Texas subdivisions are presented by division and described in the tables below.

Figure A-2: KCS Network in Texas



Source: KCS and TxDOT

The Texas subdivisions shown in **Table A-4** are components of the KCS Midwest Division.

Table A-4: Descriptions of KCS Subdivisions – Midwest Division

Subdivision	Alliance Subdivision
Division	Midwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 49.4 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	30 mph freight; 35 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	2
Industrial Leads	None

Subdivision	Dallas Subdivision
Division	Midwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 18.1 miles
FRA Track Class	Class 3
Track Configuration	Single main track
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	General Code of Regulations (GCOR) Rule 6.28 Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	7
Industrial Leads	None

Subdivision	White Rock Branch
Division	Midwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 10.9 miles
FRA Track Class	Class 2
Track Configuration	Single main track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	2
Industrial Leads	None

Subdivision	Greenville Subdivision
Division	Midwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 183.6 miles; 173.7 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track
Maximum Authorized Speed Freight	55 mph freight 59 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL) Centralized Traffic Control (CTC) <i>(Positive Train Control (PTC) is required and has been implemented)</i>
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	7
Industrial Leads	None

The Texas subdivisions shown in **Table A-5** are components of the KCS Southwest Division.

Table A-5: Descriptions of KCS Subdivisions – Southwest Division

Subdivision	Beaumont Subdivision
Division	Southwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 209.1 miles; 51.2 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	55 mph freight 59 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) General Code of Operating Rules (GCOR) Rule 6.28: Restricted Speed <i>(Positive Train Control (PTC) is required and has been implemented)</i>
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	17
Industrial Leads	Bayou Pierre Industrial Lead; Fort Polk Military Base; Boise Lead

Subdivision	Rosenburg Subdivision
Division	Southwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 84.6 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight 49 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) <i>(Positive Train Control (PTC) is required and has been implemented)</i>
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	8 to 10

Subdivision	Laredo Subdivision
Division	Southwest
Owner	KCS
Operator	KCS
Subdivision Route / Mileage	Total 159.5 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight 49 mph intermodal
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Yard Limits (YL) Centralized Traffic Control (CTC) <i>(Positive Train Control (PTC) is required and has been implemented)</i>
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	14
Industrial Leads	None

Union Pacific Railroad (UP)

A summary of statistical information for Union Pacific Railroad (UP) within Texas is as follows:⁸

- Line owned: 5,192 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 1,115 miles
- Total mileage operated: 6,307 miles
- Line owned, not operated, by respondent: 288 miles

UP Interchanges

Interchanges are locations where railroads intersect and exchange railcars. UP has the ability to interchange freight rail traffic with two Class I carriers (BNSF, KCS) and several Class III carriers in Texas. Designated interchange point locations and connecting carriers in Texas are listed below:

- Abilene, Texas - SSC
- Alpine - TXPF
- Amarillo, Texas - BNSF
- Beaumont, Texas - BNSF and KCS
- Beckmann, Texas - AGCR
- Big Spring, Texas - BGR
- Brownsville, Texas - BSR and KCS
- Corpus Christi, Texas - BNSF, CCPN, and KCS
- Dallas, Texas - BNSF, DGNO, and KCS
- Denison, Texas - TNER and DGNO
- Dibold, Texas - RJCD and TSE

⁸ UP Class I Railroad Annual Report R-1, 2017

- Dittlinger, Texas – WRRRC
- Dunlay, Texas - SGRR
- Echo, Texas – SRN
- El Paso, Texas – BNSF and Ferromex (FXE is a railroad that operates within Mexico)
- Elgin, Texas – AWWR
- Encinal, Texas – LSRV
- Fort Worth, Texas – BNSF, FWWR, and TXPF
- Galena Park, Texas – BNSF
- Galveston, Texas – BNSF and GVSR
- Gardendale, Texas – GRD
- Giddings, Texas – AWWR
- Granger, Texas – GRR
- Gonzales, Texas – TXGN
- Harlingen, Texas – RVSC
- Harwood, Texas – TXGN
- Henderson, Texas – BLR
- Hondo, Texas – HRR
- Houston, Texas – KCS and PTRR
- Kerr, Texas – GRR
- Kirbyville, Texas – TIBR
- Laredo, Texas – UP
- Lolita, Texas – PCN
- Longview, Texas – BNSF
- Lubbock, Texas – LBWR and PSC
- Lufkin, Texas – ANR
- Marjorie, Texas – RSS
- Mauriceville, Texas – SRN
- McNeil, Texas – AWRR and BNSF
- Midlothian, Texas – TCB
- Miller, Texas – DGNO
- Mission, Texas – BOP and RVCS
- Monahans, Texas – TXN
- Moscow, Texas – MCSA
- Mount Pleasant, Texas – BLR
- Olmito, Texas – BGR
- Orange, Texas – OPT
- Overton, Texas – BLR
- Palestine, Texas – TSR
- Pecos, Texas – PVSR
- Saginaw, Texas – BNSF
- San Antonio, Texas – BNSF and SAC
- Sheldon, Texas – BNSF
- Smith, Texas – GRR
- Strand, Texas – BNSF
- Sulphur Springs, Texas – BLR
- Sweetwater, Texas – BNSF
- Temple, Texas – BNSF
- Tenaha, Texas – BNSF
- Texarkana, Texas – TNER
- Texas City, Texas – TCT

UP Operating Rights and Joint Trackage in Texas

There are instances in which one or more railroad(s) have operating rights over another railroad, owing generally to factors related to maintaining competitive rail access, connectivity between railroads, and other considerations. Trackage rights provide authority for one railroad (a tenant) to operate its trains over the line of another railroad (host). Haulage rights is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad. Any segments over which UP may potentially have haulage rights are not identified in this Texas State Rail Plan.

Principal segments of the Texas state rail network over which UP has trackage rights include:

- Dallas-Fort Worth, Texas – TRE, BNSF
- Dallas-Waxahachie, Texas – BNSF
- Fort Worth, Texas-Texas / Oklahoma state line – BNSF
- Fort Worth-Wichita Falls-Amarillo, Texas-Texas / New Mexico state line – BNSF
- Amarillo-Stratford, Texas-Texas / Oklahoma state line – BNSF

- Amarillo-Lubbock, Texas – BNSF
- Houston-Alvin, Texas – BNSF
- Sealy-Rosenberg-Arcola-Alvin-Virginia Point-Galveston, Texas – BNSF
- Beaumont, Texas-Texas / Louisiana state line – KCS

UP Divisions and Subdivisions in Texas

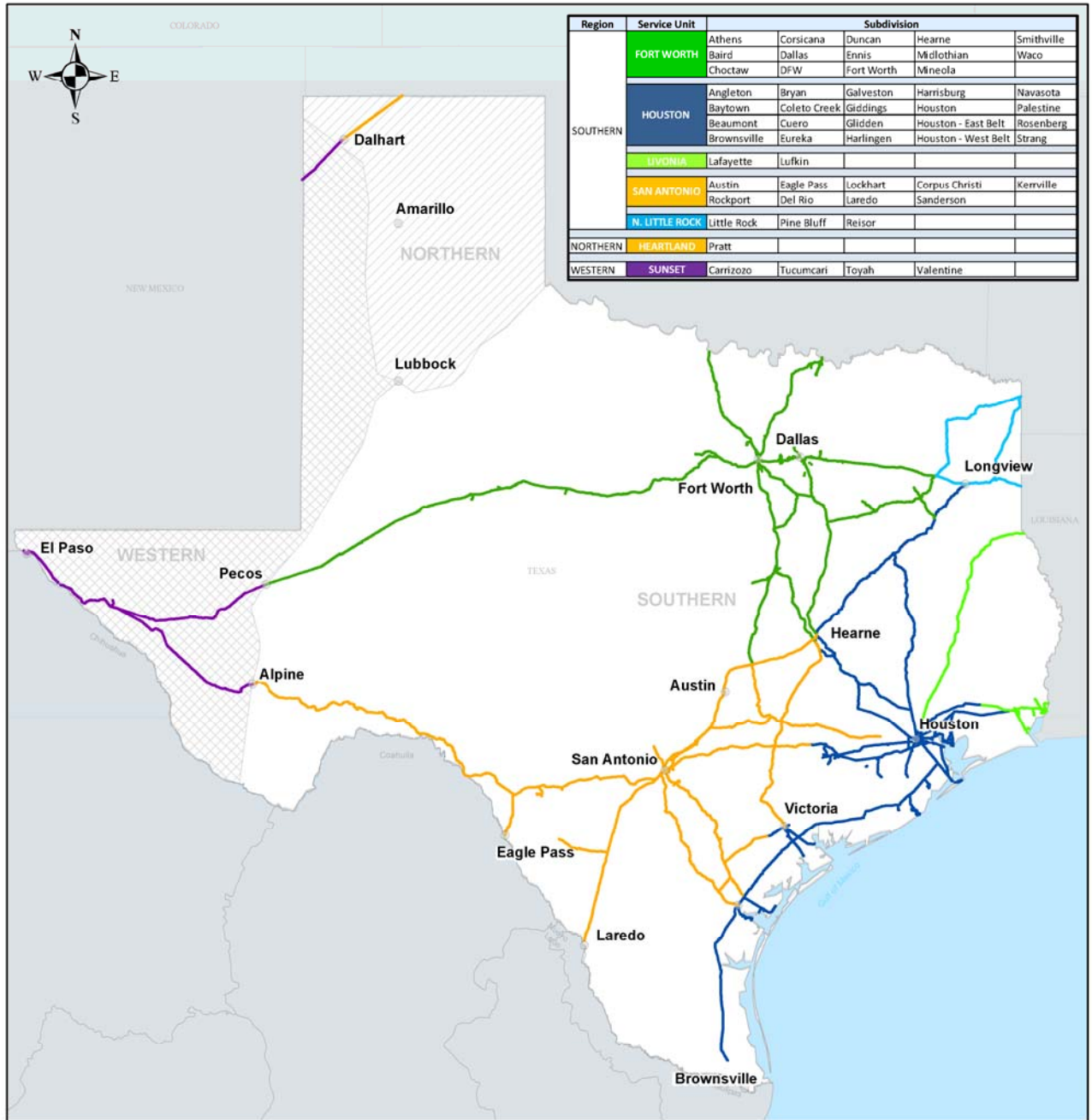
As of October 2018, UP's Texas network was comprised of all or part of the following seven service units (divisions):⁹

- Fort Worth
- Houston
- Livonia
- San Antonio
- North Little Rock
- Heartland
- Sunset

As of October 2018, UP's 53 operating subdivisions in Texas are shown in **Figure A-3**. UP's Texas subdivisions are presented by division and described in the tables below.

⁹ In November 2018, Union Pacific Railroad went through a network reorganization that impacted the designations of its operating divisions in Texas. The information regarding the new division designations was not available for this Texas State Rail Plan.

Figure A-3: UP Network and Subdivisions in Texas



Source: UP and HDR

The Texas subdivisions shown in **Table A-6** are a component of the UP Fort Worth Division.

Table A-6: Descriptions of UP Subdivisions – Fort Worth Division

Subdivision	Athens
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 13.6 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Baird
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 196.0 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	55-60 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	A & S Industrial Lead

Subdivision	Choctaw
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 190.6 miles; approximately 99 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; two main tracks between Ray and Pottsboro, and FWR Junction and South Tower 55
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	60-75 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Corsicana
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 96.2 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-28 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Tyler Industrial Lead

Subdivision	Dallas
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 49.6 miles
FRA Track Class	Class 4
Track Configuration	Double main track with no passing sidings between Trinity/SP Junction to Tower 55; quadruple main track between West Tower 55 to River; triple main track between River and West Bypass; single main track from Bryant Irvin to West Fort Worth
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	SP Junction to TRE Junction – 315,000 lbs. TRE Junction to Davidson Yard – 286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	45-70 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	DFW
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 32.2 miles
FRA Track Class	Class 1
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Under 1 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Duncan
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 176.6 miles; approximately 94 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; two main tracks between Peach and Purina Junction
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Track Warrant Control (TWC) Yard Limits (YL) ABS CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	15-20 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Ennis
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 140.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC) Yard Limit (YL)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	35-65 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Fort Worth
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 150.0 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings; double main track between from Ney to South Ney Junction; triple main track from South Tower 55 to Ney
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	32-48 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Hillsboro Industrial Lead

Subdivision	Hearne
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 88.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	28-30 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Midlothian
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 50.2 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	35-40 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Mineola
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 123.3 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings; two main tracks between Longview and Longview Junction
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	Longview to SP Jct. - 286,000 lbs. MP Jct. to SP Jct. - 315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	44-48 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Smithville
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 65.8 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	10-12 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Sealy Industrial Lead

Subdivision	Waco
Division	Fort Worth
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 127.3 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	7-10 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Gatesville Industrial Lead

The Texas subdivision shown in **Table A-7** is a component of the UP Houston Division.

Table A-7: Descriptions of UP Subdivisions – Houston Division

Subdivision	Angleton
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 122.1 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	15-35 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Chocolate Industrial Lead; Phillips Refinery Industrial Lead; Celanese Industrial Lead; Port Lavaca Industrial Lead; Freeport Industrial Lead

Subdivision	Baytown
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 48.7 miles
FRA Track Class	Class 2
Track Configuration	
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	5-7 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Cedar Bayou Industrial Lead

Subdivision	Beaumont
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 243.7 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Langham Road and Huffman, and between West Wye Junction and Gulf Coast Junction; double main track between Dyersdale Junction and East Wye Junction
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	15-20 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Brownsville
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	221.0
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	268,000 lbs. between Bloomington and Sinton Junction (Exception: 143 Tons for KCS trains); 286,000 lbs. between Sinton Jct. and Brownsville
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	6-10 MGT (UP only)
Average Number of Trains per Day	Unknown
Industrial Leads	Kosmos Industrial Lead; Victoria Industrial Lead; Seadrift Industrial Lead

Subdivision	Bryan
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 21.3 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Yard Limits (YL) ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Coleta Creek
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 15.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Yard Limits (YL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	2-3 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Cuero
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 108.0 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Track Warrant Control (TWC) ABS CTC Yard Limits (YL)
Maximum Allowable Gross Weight	315,000 lbs. between CP FLO77 and Flatonia 286,000 lbs. tons between Flatonia and Placedo
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	5-6 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Eureka
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 65.2 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	CTC ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.; Katy Eureka Industrial Lead is restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	1-2 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Katy Eureka Industrial Lead

Subdivision	Galveston
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 46.4 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC Yard Limits (YL) Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs. (268,000 lbs. on the Texas City Industrial Lead and Galveston Island Lead)
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	3-5 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Texas City Industrial Lead; Galveston Island Lead

Subdivision	Giddings
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 77.1 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	38-40 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Glidden
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 187.8 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings between Missouri City and Randolph; double main track between Hecker and Tower 17, and between CP SA197 and Kirby
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.; Arenal Industrial Lead is restricted to 286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	40-55 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Arenal Industrial Lead

Subdivision	Harlingen
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 24.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	1-2 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Olmito Industrial Lead; Palo Alto Industrial Lead

Subdivision	Harrisburg
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 12.4 miles
FRA Track Class	Class 3
Track Configuration	Single main track with a passing siding
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	12-14 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Columbia Tap Industrial Lead; Spence Industrial Lead; Popp Industrial Lead

Subdivision	Houston
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 94.5 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings between Langham Road and Fauna; double main track between Dawes and Heacker
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	25-30 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Sabine Industrial Lead

Subdivision	Houston East Belt
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 11.3 miles
FRA Track Class	Class 2
Track Configuration	Double main track with no passing sidings between Belt Junction and North Bridge Junction, and between South Bridge Junction and Lawndale; single track main with no passing sidings at North Bridge Junction, and between East Belt Junction and Double Track Junction
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs. between Belt Junction and Gulf Coast Junction 286,000 lbs. between Gulf Coast Junction to Double Track Junction
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	35-40 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Glass Track Industrial Lead; Booth Yard Industrial Lead

Subdivision	Houston West Belt
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 9.2 miles
FRA Track Class	Class 2
Track Configuration	Double main track between Belt Junction and Freight Junction, and Tower 26 and T&NO Junction; triple main track between Freight Junction and Tower 71
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs. between Belt Jct. and Tower 26 286,000 lbs. between Tower 26 and BNSF Connection
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-35 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Navasota
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 100.9 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Valley Junction and South Mumford, and between Millican and Spring Junction; Double main track between Bush Junction and Bryan
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	40-45 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Palestine
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 228.9 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Longview and Conroe; double main track with passing sidings between Spring Junction and Belt Junction
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs. between Longview and Spring Jct. 315,000 lbs. between Spring Jct. and Belt Jct.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20-22 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	LeTourneau Industrial Lead; Henderson Industrial Lead

Subdivision	Rosenburg
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 2.6 miles
FRA Track Class	Class 3
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Strang
Division	Houston
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 21.1 miles
FRA Track Class	Class 2
Track Configuration	Double main track between S. Tower 68 and CP ST002, between Sinco Junction and Pasadena, and between Deer Park Junction and Strang; single main track with a passing siding between Buffalo Bayou and Manchester Junction
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs. between S.Tower 68 and Deer Park Jct. 286,000 lbs. between Dear Park Jct. and Strang
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	6-8 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Bayport Loop Industrial Lead; HL&P Industrial Lead; Dart Industrial Lead; Velsicol Industrial Lead; Navigation Industrial Lead; Barbours Cut Industrial Lead; Seabrook Industrial Lead

The Texas subdivisions shown in **Table A-8** are a component of the UP Livonia Division.

Table A-8: Descriptions of UP Subdivision – Livonia Division

Subdivision	Lafayette
Division	Livonia
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 76.8 miles; approximately 32 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Iowa Junction and Neches River; double main track between Wall Street and Beaumont
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	75 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315, 000 lbs.; Sabine Industrial Lead, Lake Charles Industrial Lead, Harbor Industrial Lead are restricted to 286,000lbs.; Rosebluff Industrial Lead and Orange Industrial Lead are restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20-25 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Sabine Industrial Lead; Lake Charles Industrial Lead; Harbor Industrial Lead; Rosebluff Industrial Lead; and Orange Industrial Lead

Subdivision	Lufkin
Division	Livonia
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 228.7 miles; approximately 188 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	Yard limits (YL) ABS CTC Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	12-15 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Jacksonville Industrial Lead; T&NO Industrial Lead

The Texas subdivision shown in **Table A-9** is a component of the UP Heartland Division.

Table A-9: Description of UP Subdivision – Heartland Division

Subdivision	Pratt
Division	Heartland
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 242.6 miles; approximately 49 miles in Texas
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-35 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

The Texas subdivisions shown in **Table A-10** are a component of the UP San Antonio Division.

Table A-10: Descriptions of UP Subdivisions – San Antonio Division

Subdivision	Austin
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 170.5 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Hearne and Centex; double main tracks between UPRR Junction and Tower 105 (Main Track #1), and between Centex and Tower 112 (Main Track #2)
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	70 mph
Wayside Signals	Centralized Traffic Control (CTC) Automatic Block Signal System (ABS)
Method of Operation	CTC ABS
Maximum Allowable Gross Weight	286,000 lbs.; Bergstrom Industrial Lead and Kerrville Industrial Lead are restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	38-42 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Georgetown Industrial Lead; Bergstrom Industrial Lead; Kerrville Industrial Lead

Subdivision	Corpus Christi
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 145.9 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	6-8 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Del Rio
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 178.0 miles
FRA Track Class	Class 5
Track Configuration	Double main track between Kirby and Sosan; single main track with passing sidings between Withers and CP SA217
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.; Cline Mine Industrial Lead and Kerrville Lead are restricted to 268,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	25-55 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Cline Mine Industrial Lead; Kerrville Lead

Subdivision	Eagle Pass
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 34.6 miles
FRA Track Class	Class 3
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-26 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Kerrville
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 15.0 miles
FRA Track Class	Class 2
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.; Camp Stanley Industrial Lead is restricted to 268,000 lbs.
Clearances	Unknown
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	1 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Camp Stanley Industrial Lead

Subdivision	Laredo
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 152.1 miles
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings between Tower 105 and CP J397, and between Port Laredo X-Over and Laredo; double main track at Uniroyal
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-45 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Lockhart
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 51.9 miles
FRA Track Class	Class 3
Track Configuration	Single main track with one passing siding
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS)
Method of Operation	ABS Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	18-22 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Rockport
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 16.1 miles
FRA Track Class	Class 3
Track Configuration	Single main track with no passing sidings
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	N/A
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	8-10 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Sanderson
Division	San Antonio
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 222.4 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-26 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

The Texas subdivisions shown in **Table A-11** are a component of the UP Sunset Division.

Table A-11: Descriptions of UP Subdivision – Sunset Division

Subdivision	Carrizozo
Division	Sunset
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 229.0 miles; approximately 18 miles are located in Texas
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	38-42 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Toyah
Division	Sunset
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 320.9 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	40-60 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Tucumcari
Division	Sunset
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 195.6 miles; approximately 43 miles in Texas
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	30-35 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	N/A

Subdivision	Valentine
Division	Sunset
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 212.3 miles
FRA Track Class	Class 5
Track Configuration	Single main track with passing sidings between Apline Siding and Clint; double main track between Belen and El Paso
Maximum Authorized Speed Freight	70 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	CTC
Maximum Allowable Gross Weight	315,000 lbs.; Fort Bliss Industrial Lead is restricted to 286,000 lbs.
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	20-60 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Fort Bliss Industrial Lead

The Texas subdivisions shown in **Table A-12** are a component of the UP North Little Rock Division.

Table A-12 Descriptions of UP Subdivision – North Little Rock Division

Subdivision	Reisor
Division	North Little Rock
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Subdivision Route / Mileage	Total 155.7 miles; approximately 135 miles in Texas
FRA Track Class	Class 4
Track Configuration	Single main track with passing sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signal System (ABS) Centralized Traffic Control (CTC)
Method of Operation	ABS CTC Track Warrant Control (TWC) Yard Limits (YL)
Maximum Allowable Gross Weight	315,000 lbs. between Marshall Junction and Hollywood Junction 286,000 lbs. between Hollywood Junction and Texmo Junction
Clearances	Can accommodate double-stack intermodal equipment
Current Line Density (2017) in Annual Gross Tons per Mile (in Millions)	24-26 MGT
Average Number of Trains per Day	Unknown
Industrial Leads	Bayou Pierre Lead; Dolet Hills Lead; Shreveport Industrial Lead

A.3 Class II Railroads in Texas

No Class II railroads operate in Texas.

A.4 Class III Railroads in Texas

The majority of railroad operators in Texas are classified as Class III railroads, although their 2,550 miles of track, including trackage rights, made up only 17.3 percent of the state's total trackage in 2018. Often referred to as "short lines," Class III railroads usually engage in specialized services and are typically geographically concentrated. One characteristic of short lines is that they may be privately owned to serve only a specific company or industry. For example, the Angelina & Neches River Railroad was founded by a paper mill and now connects shippers in the Lufkin area to UP rail lines. Short lines are also used to connect a group of local customers to Class I networks. Many short lines came into existence through the purchase of track formerly controlled by Class I railroads. For example, the Central Texas & Colorado River Railway operates on 68 miles of track in Central Texas acquired from the Atchison, Topeka and Santa Fe Railway Company (ATSF) following an abandonment proceeding (the Central Texas & Colorado River Railway acquired this railroad line from Gulf, Colorado and San Saba Railway [GCSR] after GCSR declared bankruptcy in 2012).

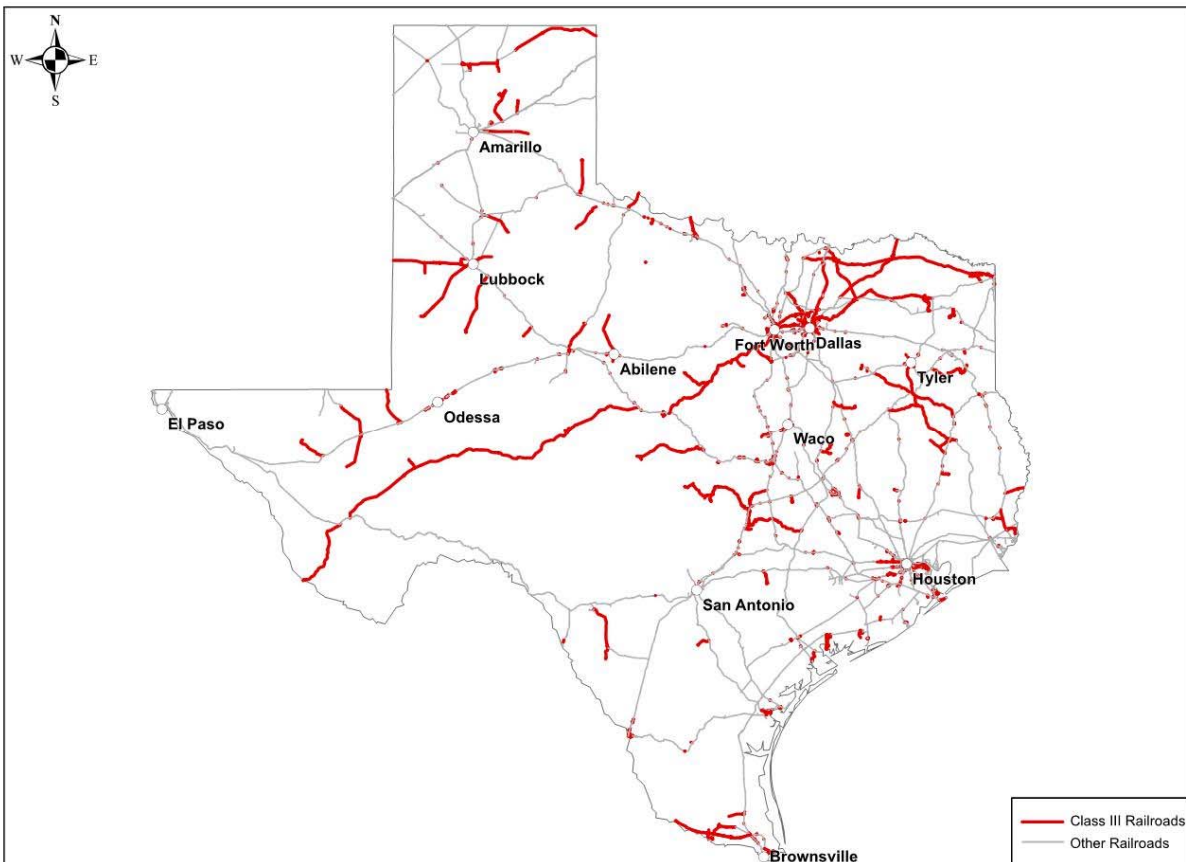
Some Texas ports, such as Houston, Corpus Christi, and Orange, are served by dedicated switching railroads (Port Terminal Railroad Association, Corpus Christi Terminal Railroad, and the Orange Port Terminal Railway, respectively) that provide rail services in close proximity to the port areas. Switching railroads, such as the Dallas, Garland & Northeastern (DGNO), operate on Class I lines or on their own track and deliver or pick up goods (e.g., limestone, farm products, plastics, lumber, soybean oil, steel, paper, chemicals, and auto parts) within the region. The DGNO serves as a switching carrier for UP in the Dallas region and interchanges rail cars to provide cross-country rail services to area shippers.

Rail trackage on short line railroads may also be owned by one entity, either public or private, but operated by another through an operational lease. For example, there are large holding companies who own many short line railroads in Texas, such as Genesee & Wyoming, Watco, OmniTRAX, and Iowa Pacific. These holding companies and their respective operations in Texas are described below.

Included below are summaries of the Class III railroads providing railroad service, with such details as ownership, miles owned and operated, physical characteristics of rail lines, commodities and carloads handled, connections with other railroads, potential improvement needs, and more. In 2018, the Class III railroads currently providing railroad service were asked to confirm the data appearing in the data sheets and to provide additional input, as appropriate. Of the 55 Class III railroads contacted, the majority participated. No physical inspections of the Class III railroads in Texas were conducted during development of the Texas State Rail Plan.

Figure A-4 identifies the networks of the state's Class III railroads described in this section, and also identifies non-operating railroad owners.

Figure A-4: Class III Railroads and Non-Operating Railroad Owners in Texas



Source: HDR and TxDOT

Each of the railroads identified above are described in this section.

Watco Companies

Watco Companies, LLC, is a Pittsburg, Kansas, based transportation company providing mechanical, transportation, and terminal and port services solutions for railroad customers throughout North America and Australia. Watco is the owner of Watco Transportation Services, LLC, one of the largest short line railroad holding companies in the U.S. with 32 short line railroads operating on more than 5,100 miles of track, as well as 32 industrial contract switching locations. The Terminal and Port Services division currently manages 87 terminals, nine warehouses and two port locations throughout the U.S.

The short line railroads described below are owned by Watco.

AUSTIN WESTERN RAILROAD (AWRR)

The Austin Western Railroad (AWRR) operates approximately 181 miles of leased track from Llano, Texas to Giddings, Texas. The line dates back to 1871 when the Houston and Texas Central Railroad built the Giddings to Austin line. The AWRR interchanges with the UP at McNeil and Elgin. Approximately 58,000 carloads move annually, shipping commodities such as aggregate, crushed limestone, calcium bicarbonate, lumber, beer, chemicals plastics, and paper. Capital Metropolitan

Transportation Authority began commuter service on portions of this line in the Austin, Texas, area in 2010.

LUBBOCK AND WESTERN RAILWAY (LBWR)

Lubbock and Western Railway (LBWR) is a 144-mile railroad in two segments operating from Lubbock to Seagraves and Whiteface, Texas, and from Plainview to Dimmit, Texas carrying approximately 17,000 carloads of frac sand, chemicals, fertilizer, grain, animal feed, and oil annually. LBWR interchanges with BNSF and UP.

PECOS VALLEY SOUTHERN RAILWAY (PVS)

This railroad has been in continuous operation since 1910 and today owns about 23 miles of track between Saragosa and Pecos, Texas, where it has an interchange with UP. PVS's primary sources of traffic are aggregates and ore and it recently added service to support the region's booming Permian Shale Oil basin. PVS carries approximately 6,000 carloads annually.

SAN ANTONIO CENTRAL RAILWAY (SAC)

The San Antonio Central Railroad (SAC) began operations September 1, 2012, and it operates over approximately 8 miles within Port San Antonio's East Kelly Railport. The Railport customers include warehousing, distribution, transloading, manufacturing, and trucking operations. SAC handles approximately 5,500 carloads of frac sand, tomato products, and other commodities annually. SAC is adding infrastructure to meet the rapidly growing transportation needs of the energy sector. The Railport is the only site inside San Antonio with available rail-served facilities and land sites with switching service off the BNSF and UP railroad lines. SAC operates the railroad at night, in order to avoid interfering with commuter traffic during the day.

TEXAS & NEW MEXICO RAILWAY (TXN)

Located in the heart of the Permian Basin, the Texas & New Mexico Railway (TXN) operates 111 miles of track in Texas and New Mexico (approximately 34 miles are located within Texas). The TXN interchanges with UP at Monahans, Texas, and terminates at Lovington, New Mexico. The railroad primarily handles oilfield commodities such as drilling mud and hydrochloric acid, frac sand, pipe, and petroleum products including crude oil. In addition, TXN also ships iron and steel scrap. TXN handles approximately 40,000 carloads annually.

TIMBER ROCK RAILROAD (TIBR)

The Timber Rock Railroad (TIBR) has been in service since 1998. TIBR once operated 160 miles of trackage between Silsbee and Tenaha, Texas, with a branch from Kirbyville, Texas, to DeRidder, Louisiana. The railroad's network now includes the approximately 40-mile line between Kirbyville, Texas, and DeRidder, Louisiana (approximately 17 miles of which is located in Texas). Its traffic largely includes aggregates, plastic scrap, and forest products, and TIBR handles more than 26,000 carloads annually.

Ironhorse Resources, Inc.

GARDENDALE RAILROAD (GDR)

Gardendale Railroad (GDR) originally began operations in 1990. In 1995, GRD discontinued operations on the line and abandoned 49 miles of the 50-mile branch line. In 2010, GRD welcomed its first business in 15 years. GRD has developed and runs a large rail industrial park comprising of

over 250 acres. GRD has significant additional acreage to support continued development and growth. GRD primarily provides logistics services to support drilling activities in the Eagle Ford Shale. GRD now has over 30 miles of track with the ability to serve any industry located with GRD.

RIO VALLEY SWITCHING COMPANY (RVSC)

The Rio Valley Switching Company (RVSC) serves Harlingen (where it has an interchange with UP), Mission, Edinburg, and Santa Rosa. The Rio Valley operates about 70 miles of track. Its traffic includes oil field services, paper, agricultural products, lumber, bulk plastics, steel, scrap metals, cottonseed, corn sweetener, lime, cement, canned goods, frozen food, and aggregates, as well as providing solutions for sand, drilling fluids, barite, oil, and pipe.

SOUTHERN SWITCHING COMPANY (SSC)

This terminal railroad operates just over 8.5 miles of track and serving the Abilene area, where it has a connection with UP. SSC's traffic currently consists of grain, animal feed, fertilizers, petroleum products, oil drilling inputs, construction materials, windmill machinery, scrap, corn sweetener, and lumber.

OmniTRAX, Inc.

OmniTRAX is a private railroad and transportation management company with interests in railroads, terminals, ports, and industrial real estate. OmniTRAX operates a network of 18 regional and short line railroads that cover 12 states in the U.S. and three provinces in Canada. The company's railroads interchange with BNSF, UP, Canadian National (CN), CSX Transportation (CSXT), Norfolk Southern (NS), and transport commodities within the agricultural, aggregate/industrial mineral, energy, food, crude oil, chemical, lumber, metal, petroleum, and plastic industries.

Through its affiliate, Quality Terminal Services, LLC, OmniTRAX also operates and manages terminal and intermodal facilities where services such as railcar switching, container handling, ramp/deramp and carrier management are provided.

BROWNSVILLE & RIO GRANDE INTERNATIONAL RAILROAD (BRG)

The BRG operates about 50 miles of railroad serving the Port of Brownsville. It currently has interchanges with three Class I railroads: UP, BNSF, and KCS de Mexico. BRG began operations in 1984 by acquiring former Texas & Pacific (MP) property handling a variety of products such as steel, agricultural products, food products, and general commodities.

CENTRAL TEXAS & COLORADO RIVER RAILWAY (CTXR)

The Central Texas & Colorado River Railway, LLC (CTXR) operates freight rail services between Brady and Lometa, Texas on 68 miles of track. The CTXR has a direct Class I interchange in Lometa with the BNSF. CTXR current traffic includes grain, feed, building products, aggregates, and frac sand.

PANHANDLE NORTHERN RAILWAY (PNR)

This OmniTRAX property operates 31 miles of the former Santa Fe Railroad between Panhandle and Borger. Its traffic currently consists of carbon black, liquid petroleum gas, chemicals, petroleum products, scrap metal, fertilizer, and grain.

Tarantula Corporation

The Fort Worth & Western Railroad operates under its corporate parent company, Tarantula Corporation, based in Fort Worth, Texas.

FORT WORTH & WESTERN RAILROAD

The FWWR began in 1988 with the purchase of 6.25 miles of track from the former Burlington Northern Railroad through the west side of Fort Worth. Since then, FWWR had grown through the purchase and lease of track from Class I carriers, UP and BNSF.

Currently, the FWWR handles over 45,000 cars, operating over 276 miles of track through eight counties in North Texas. FWWR has interchanges with both UP and BNSF in Fort Worth and BNSF in Brownwood, Texas. FWWR interchanges with KCS through trackage rights with BNSF in Fort Worth, and with Texas Pacifico (TXPF) at San Angelo Junction near Coleman.

Genesee & Wyoming (G&W)

G&W owns or leases 120 freight railroads worldwide with 113 short lines with more than 13,000 miles within 41 U.S. states. In Texas, G&W operates four freight railroad switching operations which interchange between the Class I railroads and three terminal railroads operating within an existing port authority.

CORPUS CHRISTI TERMINAL RAILROAD (CCPN)

In 1997, G&W acquired the Corpus Christi Terminal Railroad (CCPN) and is operating on its 42-mile short line serving the Port of Corpus Christi and interchanging with BNSF, KCS and UP. Commodities transported include aggregates, brick and cement, chemicals, ethanol, food and feed products, machinery, minerals and stone, and petroleum products.

DALLAS, GARLAND & NORTHEASTERN RAILROAD (DGNO)

The DGNO is a complex switching terminal that started operations in 1992 and is made up of a conglomeration of spurs and industrial leads. DGNO operates 163 miles of rail line in the Dallas and North Dallas areas using a combination of owned and leased lines as well as trackage rights. The DGNO provides extensive switching service and line haul extensions between their interchange locations with BNSF, UP, and KCS.

GALVESTON RAILROAD (GVSR)

Acquired in 2005, the GVSR is a 39-mile short line freight railroad serving the Galveston Port Authority and interchanging with BNSF and UP.

KIAMICHI RAILROAD (KRR)

The KRR is located in Texas, Oklahoma, and Arkansas for a total of 261 miles of track (30 miles in Texas) shipping coal, paper, clay, concrete, lumber, food, and kindred products between five interchange locations. The KRR interchanges with BNSF, KCS, TNER, and UP.

POINT COMFORT & NORTHERN RAILWAY (PCN)

The PCN was incorporated in 1948 and interchanges with UP while serving the Port of Port Lavaca – Point Comfort. The PCN provides unit train services, interplant switching, car washing, weighing and inspection and traffic coordination. Main commodities on the PCN's 19 miles of track include alumina, aluminum fluoride, fluorspar, and fertilizers.

ROCKDALE, SANDOW & SOUTHERN RAILROAD (RSS)

RSS operates a switching service from a connection with UP at Marjorie to Sandow for a total of about six miles. Traffic is mainly minerals, such as alumina, fly ash, frac sand, and slag.

TEXAS NORTHEASTERN RAILROAD (TNER)

The TNER operates in Texas west of Bonham through Bells to Sherman and east from New Boston to Texarkana. The TNER interchanges with the BNSF, DGNO and UP. Major commodities for the TNER are coal, military equipment, wheat, and polyethylene with their largest customer being the Red River Army Depot located just west of Texarkana.

TNW Corporation

For more than three decades, TNW Corporation (TNW) has been a leader in the short line railroad industry, and is the parent company of the following three short line railroads in Texas.

TEXAS GONZALES & NORTHERN RAILWAY (TXGN)

The TXGN began operations in 1992 and operates on former SP trackage between Harwood and Gonzales on a system that is approximately 58 miles in length.

TEXAS ROCK CRUSHER RAILWAY (TXR)

This short line serves the Brownwood area on over 6 miles of former Santa Fe industrial trackage. TXR began operations in 1998 and also serves the nearby Vulcan limestone quarry.

TEXAS NORTH WESTERN RAILWAY (TXNW)

This short line dates back to 1982 when it took over trackage originally owned by the Chicago, Rock Island & Pacific (Rock Island) between Etter and Morse Junction, Texas as well as Stinnett, Texas and Hardesty, Oklahoma. TXNW's traffic currently consists of agriculture, chemicals, petroleum products, and coal.

Port Terminal Railroad Association (PTRA)

The Port Terminal Railroad Association (PTRA) is an association of the Port of Houston Authority and the three Class I railroads operating within Texas – UP, BNSF, and KCS. The PTRA infrastructure consists of a total yard capacity of 5,000 railcars, with a daily spot/pull rate of 2,500 industrial cars. The PTRA straddles both sides of the Houston Ship Channel and maintains 154 miles of track with 20 bridges while serving 226 local customers from six serving yards.

1. PTRA North Yard – 6 Receiving/Departure Tracks with a capacity of 415 railcars and 46 classification tracks with a capacity of 1200 railcars – Direct interchange with BNSF, UP, and KCS.
2. PTRA Storage Yard – 19 classification tracks with a capacity of 800 railcars – Direct interchange with UP.
3. PTRA American Yard – 10 classification tracks with a capacity of 400 railcars - Direct interchange with industrial customers.
4. PTRA Penn City Yard – 3 tracks with a capacity of 120 railcars – Direct interchange with industrial customers.
5. PTRA Manchester Yard – 26 classification tracks with a capacity of 800 railcars – Direct interchange with UP and BNSF.

6. PTR A Pasadena Yard – 15 classification tracks with a capacity of 700 railcars – Direct interchange with UP and BNSF.

Other Class III Railroads

Other Class III railroads operate in Texas that are not associated with larger holding companies and are described as follows:

ALAMO GULF COAST RAILROAD (AGCR)

This short line is owned by Martin Marietta Materials and consists of a line that is just 7 miles in length near the town of Beckman. AGCR primarily transports aggregates and timber products and began operations in 1996 over former Southern Pacific (SP) property.

ALAMO NORTH TEXAS RAILROAD (ANTR)

This short line is a switching and terminal railroad, and operates approximately 0 miles of track in Texas. The Alamo Gulf Coast Railroad Company is owned by Martin Marietta Materials Southwest, Inc. (99.5 percent) and other individuals (0.5 percent).

ANGELINA & NECHES RIVER RAILROAD (A&NR)

This historic short line traces its roots back to 1900 where it served the timber industry. The A&NR currently operates 12 miles of main line trackage and 28 miles total radiating away from Lufkin. This includes the West Lufkin Branch, Clawson Branch, and its main line heading east. The A&NR's traffic currently includes newsprint, ground-wood paper, lumber, chemicals, scrap metal, sugar, corn syrup, grocery products, clay, aggregates, and industrial products.

BIG SPRING RAIL SYSTEM (BSR)

BSR maintains and operates 3.3 miles of rail line in Howard County, Texas, over trackage owned by the City of Big Spring, Texas. Big Spring Rail is headquartered in West Chester, Pennsylvania, and is leasing the line from the City. BSR interchanges traffic with UP just west of its Big Spring Yard and extending southward from the UP Toyah Subdivision.

BLACKLANDS RAILROAD (BLR)

This privately owned short line first began service in 1995 and currently operates 73 miles of former Cotton Belt property between Greenville and Mt. Pleasant. BLR handles a wide range of freight including salt, food products, metals, bricks, paper, chemicals, pipe, building materials, plastics, feed products, fertilizer, and machinery/equipment. The company also offers transload services.

BORDER PACIFIC RAILROAD (BOP)

The Border Pacific began service in 1984 over 32 miles of former Missouri Pacific Railroad (MP) trackage between Mission and Rio Grande City. Its traffic currently includes silica sand, ballast, crushed stone, asphalt, scrap paper, and feed grains.

CMC RAILROAD (CMC)

CMC is Gulf Inland Logistic Park's direct connection to the BNSF and UP, which serves one of the largest rail car storage facilities for plastic pellets in the world, southwest of Dayton. This switching and terminal railroad transports plastics, steel and pipe, aggregates, minerals, petrochemical, and other general freight commodities. On average over 1,000 rail cars per day pass through Gulf Inland Logistics Park.

GEORGETOWN RAILROAD (GRR)

The original Georgetown Railroad dates back to 1878, running 10 miles between Georgetown and Round Rock. It was later acquired by the International-Great Northern Railroad, which went on to become part of Missouri Pacific (MP). In 1959, eight miles of the MP's old Georgetown Branch was sold to a new short line the Georgetown Railroad Company. Today the operation owns about 30 miles of track serving communities such as Kerr, Granger, Belton, and Smith. GRR traffic includes aggregates, ammonium nitrate, lumber, and grain.

GULF COAST SWITCHING, LLC (GCS)

Gulf Coast Switching Company, LLC provides contract rail switching services and is owned by Anacostia Rail Holdings. On October 1, 2008, the company began switching and track maintenance services for UP at Robinson Yard at Dayton and in October 2018 began switching and track maintenance services for UP at Angleton Yard at Angleton.

HENDERSON OVERTON BRANCH (HOB)

The HOB operates 14 miles from Overton to Henderson. HOB is owned by Blacklands Railroad. HOB serves as the rail carrier for the Rusk County Rural Rail Transportation District, which owns all rights to the corridor. The primary commodities on the line are outbound forest products and inbound drilling commodities.

HONDO RAILWAY (HRR)

This small short line operates about five miles of track near San Antonio and has been in service since 2006. HRR's traffic base currently consists of ethanol, food products (sweetener), agricultural products, petroleum, and frac sand. The railroad also offers transload services.

LASALLE RAILWAY (LSRY)

LSRY provides railway and transloading services in La Salle and Webb Counties in Texas. This switching and terminal railroad has direct access connection with UP.

LIVE OAK RAILROAD (LOR)

Owned by Howard Energy Partners, Live Oak Railroad is a switching and terminal railroad for Live Oak Railroad Park - a major South Texas industrial logistics railroad hub near Three Rivers capable of handling manifest and unit trains transporting multiple types of cargo, including crude oil, condensate, natural gas liquids, water, pipe, and frac sand.

MOSCOW, CAMDEN & SAN AUGUSTINE RAILROAD (MCSA)

The Moscow, Camden & San Augustine Railroad (MCSA) dates back to 1898 to serve lumber interests owned by the W. T. Carter & Brother Lumber Company. MCSA was a common carrier offering both freight and passenger service, eventually operating between Moscow to Camden. Today, MCSA continues to operate this trackage, now owned by Georgia Pacific, and still handles primarily forest products including outbound plywood, lumber, and other freight.

ORANGE PORT TERMINAL RAILWAY (OPT)

Owned by Lone Star Locomotive Leasing, this terminal railroad operates 1.8 miles of track formerly owned by SP and began service in 1995.

PLAINSMAN SWITCHING COMPANY (PSC)

PSC, a switch carrier, is a short line railroad located in Lubbock, Texas, and interchanges with UP and BNSF in Downtown Lubbock. PSC operates 18 miles of track within the City of Lubbock and serves a variety of customers, shipping and receiving commodities such as grain, chemicals, cotton seed, cotton seed oil, specialty sands, non-perishable food items, and lumber. PSC handles transloading for a variety of commodities including windmill components and also provides short-term warehousing.

R.J. CORMAN – TEXAS LINE (RJCD)

Owned by R.J. Corman Railroad Group, RJCD operates on 13.1 miles of yard track and interchanges with UP at Diboll. Traffic transported includes lumber, plastic, frac sand, molasses, and chemicals.

SABINE RIVER & NORTHERN RAILROAD (SRN)

Temple-Inland Incorporated owns the SRN and operates about 40 miles of track on two lines serving Bessmay, Echo, Buna, and Evadale. The trackage was built in the mid-1960s to serve a linerboard mill. Today, SRN traffic still consists of forest products such as paper and lumber.

SAN JACINTO TRANSPORTATION COMPANY (SJTC)

Located in Houston, SJTC operates 6 miles of existing rail throughout the San Jacinto River and Rail Park. SJTC has access to both UP and BNSF. SJTC is owned by SJRE Railroad Series.

SOUTH PLAINS LAMESA RAILROAD (SLAL)

This small short line operates in the Lubbock area providing mostly switching and terminal services. SLAL has been in operation since 1993 and also offers railcar storage and transload services.

SOUTHWEST GULF RAILROAD (SGRR)

Incorporated in 2003, SGRR is a subsidiary of Vulcan Materials Company (the largest producer of construction aggregates in the U.S.) and a major producer of other construction materials. In 2008, the U.S. Surface Transportation Board (STB) granted SGRR the authority to build and operate The Medina Line, a 9-mile common carrier railroad current under construction near Dunlay. SGRR has access to both BNSF and UP. Operations are expected to begin in 2019.

TEMPLE & CENTRAL TEXAS RAILWAY (TC)

TC operates over 10 miles of rail line in the Central Pointe Rail Park located in Temple. The City of Temple awarded TC an exclusive long-term license agreement to provide rail switching and other rail-related services to customers at Central Pointe Rail Park. TC interchanges traffic with BNSF at Temple.

TEXAS CENTRAL BUSINESS LINES (TCB)

This 5-mile terminal railroad serves the industries of the Midlothian area and connects with both UP and BNSF. TCB's traffic consists of aggregates, metals, automotive products, steel/scrap, and forest products.

TEXAS CITY TERMINAL RAILWAY (TCT)

TCT is a switching and terminal railroad at the Port of Texas City with 32 miles of track. TCT connects with UP and BNSF at Texas City.

TEXAS & NORTHERN RAILWAY (TN)

Transtar owns the TN and operates close to 8 miles of railroad near Lone Star. TN currently interchanges with KCS west of Hughes Springs. The railroad began operations in 1948 to serve steel mills and continues to carry steel products today.

TEXAS & EASTERN RAILROAD (TSR)

TSR operates freight service from the connection with UP in Palestine, 27 miles to Rusk. Traffic consists of construction aggregates, industrial products, and chemicals.

TEXAS & OKLAHOMA RAILROAD (TXOR)

The TXOR owns and operates a 17-mile railroad line from Shaufler to Maryneal and crosses approximately 5 miles of BNSF track to interchange at the Sweetwater Yard. TXOR's primary commodities hauled are cement and coal.

TEXAS PACIFICO TRANSPORTATION LIMITED (TXPF)

TXPF operates freight service over 391 miles of state-owned trackage (South Orient Rail Line) in western Texas. The line runs from San Angelo Junction to Alpine Junction. TXPF has trackage rights over UP between Alpine Junction, Texas to Paisano Junction, and operates from Paisano Junction to International Bridge near Presidio, Texas. TXPF interchanges with UP, Ferromex (FXE), BNSF, and FWWR.

TEXAS SOUTH-EASTERN RAILROAD (TSE)

This operation first began service in 1900 as division of the Southern Pine Lumber Company hauling logs and related forest products. TSE eventually grew into a 78-mile system reaching such locations as Diboll, Everett, Blix, Lufkin, Vair, and Neches. Operations were reduced over the years and today are limited to terminal/switching services at Diboll. TSE is currently owned by Georgia Pacific Corporation.

WESTERN RAIL ROAD (WRRRC)

As a subsidiary to Cemex US, WRRRC operates a 1.9-mile railroad line extending from a connection with UP at Dittlinger to Stonetown. Traffic is crushed rock and other aggregates and cement.

WICHITA, TILLMAN & JACKSON RAILWAY (WTJR)

The Wichita, Tillman & Jackson Railway Company (WTJR) is currently owned by the Rio Grande Pacific Corporation, running on disconnected trackage in Texas (18 miles) and Oklahoma once owned by the Rock Island and UP. WTJR has been in service since 1991. Shipments are primarily grain, chemicals, and agricultural products.

A.5 Non-Operating Railroad Owners and Industrial Railroads in Texas

The following entities own trackage in Texas that is part of the state rail network, but are considered non-operators. Each non-operating railroad owner has established an agreement with an operator to provide rail service. The location of these segments within the Texas rail network was identified previously in **Figure A-4** in Section A.4 above. The general physical characteristics for the networks of each non-operating railroad owner are briefly described below.

Industrial railroads exist in Texas that typically provide intraplant and interplant rail switching service to industrial and manufacturing customers and to coordinate and facilitate carload interchange with Class I or III railroads. These small privately owned switching railroads operate over short segments of private industrial track on private property, and exist at many grain elevators, ethanol plants, and other manufacturing and industrial facilities in Texas. These operations can be owned and operated by the company they serve or can be operated under a contract agreement with an outside party. Due to their classification, the mileage of privately owned industrial track is not included in route-mile calculations of the Texas rail network. Specific industrial railroad applications and private track ownership in Texas are not identified in the Texas State Rail Plan.

State of Texas

The State of Texas, acting by and through the Texas Department of Transportation (TxDOT), owns several rail lines in the state on which railroads operate. Brief descriptions of these railroads are provided below.

SOUTH ORIENT RAIL LINE (SORR)

The South Orient Rail Line (SORR) is a state-owned line that extends approximately 391 miles from San Angelo Junction (in Coleman County, five miles southwest of Coleman) through San Angelo to Presidio at the Texas-Mexico border.¹⁰ It was constructed to interchange with Ferromex at Presidio. The Presidio-Ojinaga International Rail Bridge is not currently operational, but recently began reconstruction. The line interchanges with UP at Alpine and with BNSF and FWR at San Angelo Junction. Since 2001, Texas Pacific Transportation Ltd. (TXPF) operates and maintains the SORR under a lease and operating agreement with TxDOT.

BONHAM SUBDIVISION

In 2006, TxDOT entered into a lease agreement with Fannin County Rural Rail Transportation District (FRRTD) to operate on the state-owned rail line located in Lamar and Fannin counties that extends from mile post 94.0 to mile post 127.5 on the Bonham Subdivision—a total of approximately 33.5 miles¹¹. FRRTD is working to identify potential funding sources for rehabilitation of the line and possible operators that it would contract for freight rail service.

BLACKLANDS RAILROAD

The Northeast Texas Rural Rail Transportation District (NETEX) secured a legislative appropriation rider that granted it funds from state general revenue, through TxDOT, for the purchase and operation of the rail line from a point west of Sulphur Springs at Mile Post 524.0 to a point west of Greenville at Mile Post 555.0.¹² Blacklands Railroad, through an operating lease with NETEX, moves commodities such as grain, plastic, rock, and aluminum.

Texas Rural Rail Transportation Districts

Rural Rail Transportation Districts (RRTDs) in Texas are formed to prevent the loss of rural rail lines that have been abandoned by rail companies, or to maintain the former rail right-of-way for future transportation uses. There are currently 43 known RRTDs within Texas. See Chapter 5 for further discussion regarding RRTDs.

¹⁰ http://ftp.dot.state.tx.us/pub/txdot-info/rail/south_orient/facts.pdf

¹¹ <http://ftp.dot.state.tx.us/pub/txdot-info/rail/rural/fannin/lease.pdf>

¹² <http://ftp.dot.state.tx.us/pub/txdot-info/rail/rural/netex/funding.pdf>

Of the many roles that a RRTD performs, one of the most important authorities it possesses is the ability to own railroad right-of-way or infrastructure. Many RRTDs have used this authority to purchase railroad right-of-way that is threatened with abandonment or otherwise preserve right-of-way for future use.

Some examples of RRTD ownership or leasing of railroad right-of-way and infrastructure in Texas include:¹³

- The Fannin County RRTD finalized two leases for separate segments of rail line connecting Bonham and Paris totaling approximately 35 miles. The leases were executed through a series of agreements among the RRTD, TxDOT (33.5 miles in 2006), and the Bonham Economic Development Corporation (BEDCO) (1.28 miles in 2012).
- In May 2010, the Rusk County RRTD purchased an approximately 14-mile rail line known as the Henderson-Overton Branch. UP had petitioned to abandon the line before the RRTD purchased the line for \$1.026 million. Freight service was restored to the line through a short line operator (Blacklands Railroad) in June 2010.
- The Top of Texas RRTD was formed in 2006 to prevent the abandonment of a railroad line through Hansford, Lipscomb, and Ochiltree Counties. The RRTD negotiated a deal to gain fee-simple ownership of the 90-mile right-of-way, while the former railroad owner salvaged the rail materials. The agreement allowed the businesses along the line to retain their leases, and the RRTD collects lease payments as income. The RRTD board is actively marketing the right-of-way for electric transmission lines or other opportunities.

Greens Port Industrial Park

Watco operates rail service at Greens Port Industrial Park located on 655 acres on the Houston Ship Channel in Harris County, Texas. Greens Port is the largest private multi-tenanted industrial park in the Gulf Coast market. This industrial park offers deep water and barge docks along the Houston Ship Channel. Greens Port provides approximately three million square feet of indoor warehousing that feature large bay widths, numerous cranes ranging from five to 125-ton capacity, the ability to clear heights ranging from 20 to 45 feet, and heavy floor loading capacity. Direct rail service to buildings and storage yards is also available.

Watco Switching Services

Watco Switching Services began providing specialized industrial contract switching services in 1983. Watco currently operates contact switching services at the following locations:

- Alvin, Texas for Solutia
- Deer Park, Texas for R&H
- Galena Park, Texas for Kinder Morgan
- Houston, Texas for Igenia
- Houston, Texas for TPC Petrochem
- Port Neches, Texas for TPC Petrochem

¹³ <http://ftp.dot.state.tx.us/pub/txdot-info/rail/rural/rtrd-update.pdf>

Watco Terminal Services

Watco’s Terminal and Port Services (WTPS) is the rail centered transloading division that brings together all aspects of terminal or port operations to better serve the needs of their customers. Watco currently provides terminal services at the following locations:

- Galena Park, Texas
- Houston, Texas for Terminal and Warehouse
- Houston, Texas for Port of Houston – Greenwood
- Houston, Texas for Port of Houston
- Houston, Texas for Watco Texas Terminal

A.6 Major Railroad Yards and Facilities in Texas

The section identifies the location of known major Class I and III railroad yards and facilities in Texas, including the following:

- **Yard/Terminal** – Locations with yards where railcars are switched, classified, and stored and where trains are built and staged. Principal rail yards are located throughout the state.
- **Intermodal Facility** – Location where the transfer of trailers and containers between road and rail modes occurs.
- **Transload Facility** – Other “intermodal” facility location where freight is transferred between two modes of transportation. There are several transload facilities on the Texas rail network. Commonly transloaded commodities include finished and unfinished goods, food and beverage products, lumber, metals, paper, building materials, and other packaged bulk commodities.
- **Freight Car Repair Facilities** – Locations where railcars used for freight transportation may be repaired in Texas.
- **Locomotive Repair and Servicing Facilities** – Locations where railroad locomotives may be repaired and / or serviced (which may include fueling) in Texas.

Class I Railroads

Major freight rail yards and facilities of Class I railroads in Texas, to the extent known through coordination with the state’s railroads, are shown in **Table A-12**.

Table A-13: Class I Railroads Major Freight Rail Yards and Facilities in Texas

Railroad	Yard/Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
BNSF Railway (BNSF)	X	X	X	X	X	X
Kansas City Southern Railway (KCS)	X		X	X		X
Union Pacific Railroad (UP)	X	X	X	X	X	X

Source: BNSF, KCS, UP, TxDOT

Rail Intermodal Facilities

Intermodal Services - In the context of railroad services, “intermodal” generally refers to trains that carry shipping containers between rail terminals where the shipping containers then move by truck between the rail terminals and shipper locations and/or by vessel between ports. The containers are interchanged between the various modes of transportation at the terminals by lifting equipment. Within the intermodal service categories, Class I railroads typically offer several tiers of service, with double stack containers being premium service, and containers or trailers on flatcars loaded at transload facilities being lower tier intermodal service.

Intermodal is the fastest growing rail service and competes most directly with trucking service, particularly long-haul trucking. Intermodal is usually the fastest service and is, to some extent, the most resource-intensive. Railroads must commit to filling trainloads of intermodal boxes and adhere to strict schedules. In addition, the terminals are expensive to build and operate.

Major intermodal rail facilities are located in Amarillo, El Paso, Dallas, Fort Worth, Houston, and Laredo with additional facilities located in smaller areas such as Donna, Rosenberg, and Wylie. In total, Texas is home to approximately 20 intermodal rail facilities, concentrated mostly in the eastern portion of the state. BNSF and UP operate intermodal facilities at the Port of Houston, which is the number two seaport, by volume (tonnage), in the United States. The state’s two intermodal logistics facilities, Alliance and Port San Antonio, have integrated terminals with BNSF and UP. Intermodal facilities for KCS are located primarily in the Dallas/Fort Worth area and Laredo.

BNSF operates four automotive and two intermodal facilities within Texas. KCS operates one automotive and three intermodal facilities within Texas. UP also operates four automotive and eight intermodal facilities within Texas. Similar facilities also exist in adjacent states (e.g., Arkansas, Louisiana, Oklahoma, and New Mexico). Below is a summary of facilities and their location by railroad.

RAIL INTERMODAL FACILITIES IN TEXAS

- BNSF Railway¹⁴
 - Alliance Intermodal Facility (Haslet, Texas)
 - Houston (Pearland) Intermodal Facility (Houston Texas)
- Kansas City Southern¹⁵
 - Kendleton (Houston, Texas)
 - Wiley (Wiley, Texas)
 - Laredo (Laredo, Texas)
- Union Pacific Railroad¹⁶
 - Barbour's Cut Intermodal Facility (La Porte, Texas)
 - Dallas Intermodal Facility (Mesquite, Texas)
 - Dallas Intermodal Terminal (Wilmer, Texas)
 - Englewood Intermodal Facility (Houston, Texas)
 - Laredo Intermodal Facility (Laredo, Texas)
 - Rio Valley Intermodal Facility (Donna, Texas)

¹⁴ BNSF Railway, *Facility Listings*, <https://www.bnsf.com/ship-with-bnsf/support-services/facility-listings.html>

¹⁵ Kansas City Southern, *Intermodal Ramps* (2018), <http://www.kcsouthern.com/pdf/kcsr-intermodal-ramps/kcsr-us-intermodal-ramps.pdf>

¹⁶ Union Pacific Railroad, *Intermodal Facilities Map & Profiles*, <https://www.up.com/customers/premium/intmap/index.htm>

- San Antonio Intermodal Terminal (San Antonio, Texas)
- Settegast Intermodal Facility (Houston, Texas)

RAIL AUTOMOTIVE FACILITIES IN TEXAS

- BNSF Railway
 - Alliance Vehicle Facility (Fort Worth, Texas)
 - Amarillo Vehicle Facility (Amarillo, Texas)
 - Pearland Vehicle Facility (Houston, Texas)
 - MidTex Vehicle Facility (Midlothian, Texas)
- Kansas City Southern¹⁷
 - Kendleton (Houston, Texas)
- Union Pacific Railroad¹⁸
 - Arlington, Texas
 - Mesquite, Texas
 - San Antonio, Texas (Kirby)
 - Westfield, Texas

A.7 Rail Port and Border Crossings in Texas

Railroads serve as important connections to seaports and land Ports-of-Entry (POE). Much of the freight carried by rail comes into Texas through these POEs. As rail is often utilized for shipment of bulk goods and is not typically a suitable, direct-to-consumer mode of transport, the ability of rail to transport goods and commodities from these locations to intermodal terminals, transshipment terminals, and warehouse and distribution centers are integral to the supply chain.

Ports with known connections to the Texas rail network are identified and described in **Table A-13**. Railroad connections, draft (water) depth, and commodity types typically handled by each facility, to the extent known, are included in this summary.

¹⁷ Kansas City Southern, Intermodal Ramps (2018), <http://www.kcsouthern.com/pdf/kcsr-intermodal-ramps/kcsr-us-intermodal-ramps.pdf>

¹⁸ Union Pacific Railroad, *Automotive Facilities*, https://www.up.com/customers/premium/facility_profiles/index.htm

Table A-14: Texas Seaports with Connections to the Texas Rail Network

Port	Railroad Connection(s)	Draft (Water) Depth	Major Commodities Handled by Facility
Beaumont	BNSF, KCS, UP	40 feet	Bulk grain, potash, forest products, aggregate, military cargo, steel, project cargo
Beaumont	BNSF, KCS, UP	40 feet	Military equipment, forestry products, steel products, petroleum products, grain, construction materials, machinery
Brownsville	BNSF, KCS, UP, BRG	42 feet	Iron ore, steel products, petroleum products, lubricants, minerals, grain, construction materials, machinery
Corpus Christi	BNSF, KCS, UP	45 feet	Petroleum products, chemicals, plastics, grain, food products, minerals, machinery, military cargo
Freeport	UP	45 feet	Aggregate, chemicals, consumer goods, food products, petroleum products, forestry products, plastics, autos, industrial products, steel products, construction materials, machinery
Galveston	BNSF and UP	45 feet	Industrial products, food products, consumer goods, construction materials, chemicals, grains, paper, petroleum products
Harlingen	UP	12 feet	Petroleum projects, construction materials, chemicals, food products, grain, textiles.
Houston	BNSF, KCS, UP	45 feet	Consumer goods, chemicals, minerals, forestry products, petroleum products, steel products and ore, food products, plastics, machinery
Orange	Orange Port Terminal Railway providing switching service to Union Pacific and agreement with BNSF	30 feet	Dry dock services and shipyards
Port Arthur	KCS; UP and BNSF(via trackage rights and switching)	40 - 45 feet	Forestry products, steel products, dry bulk, military cargo, misc. cargo
Port Lavaca - Point Comfort	Port Lavaca via UP, Point Comfort via Point Comfort & Northern, Gulf Coast Rural Rail District	36 feet	Petrochemicals, minerals, petroleum products
Texas City	BNSF, UP	40 - 45 feet	Petrochemicals, petroleum products
Victoria	BNSF, UP	12 feet	Petrochemicals, petroleum products, chemicals, construction materials

Source: TxDOT – Texas Port Profiles (2017), <https://ftp.dot.state.tx.us/pub/txdot-info/mrt/port-profiles.pdf>

Efficient customs processing at border entry ports is critical to maintaining the flow of goods at rail crossings. Texas is home to five of the eight U.S. rail border crossings with Mexico (**Table A-14**), located in Brownsville (B&M Bridge), Laredo (Texas Mexican Railway International Bridge), Eagle Pass (Camino Real International Bridge), El Paso (Bridge of the Americas, which is two separate structures), and Presidio (Presidio-Ojinaga International Bridge).

TxDOT owns the South Orient Rail Line (SORR), which once connected the U.S. to Mexico via the Presidio-Ojinaga international rail bridge in Presidio, Texas. Portions of the railroad bridge were severely damaged by fire in 2008 and 2009 leading to the closure of the railroad-border crossing. SORR is leased to Texas Pacific Transportation Ltd. (TXPF), which operates the line and is responsible for the bridge's reconstruction. The short line is funding the cost of the project, which is scheduled to be completed by September 2019.¹⁹

Table A-15: Active Texas Land Ports of Entry with Rail Connections

Railroad	El Paso	Eagle Pass	Laredo	Brownsville	Presidio
BNSF	X	X*		X*	
KCS			X		
UP	X	X	X	X	
TXPF					X**

*Note: *via agreement with UP; ** Not currently active*
 Source: TxDOT

¹⁹ Progressive Railroading, *Texas DOT Breaks Ground On Presidio Rail Bridge Reconstruction*, https://www.progressiverailroading.com/short_lines_regionals/news/Texas-DOT-breaks-ground-on-Presidio-rail-bridge-reconstruction-55951



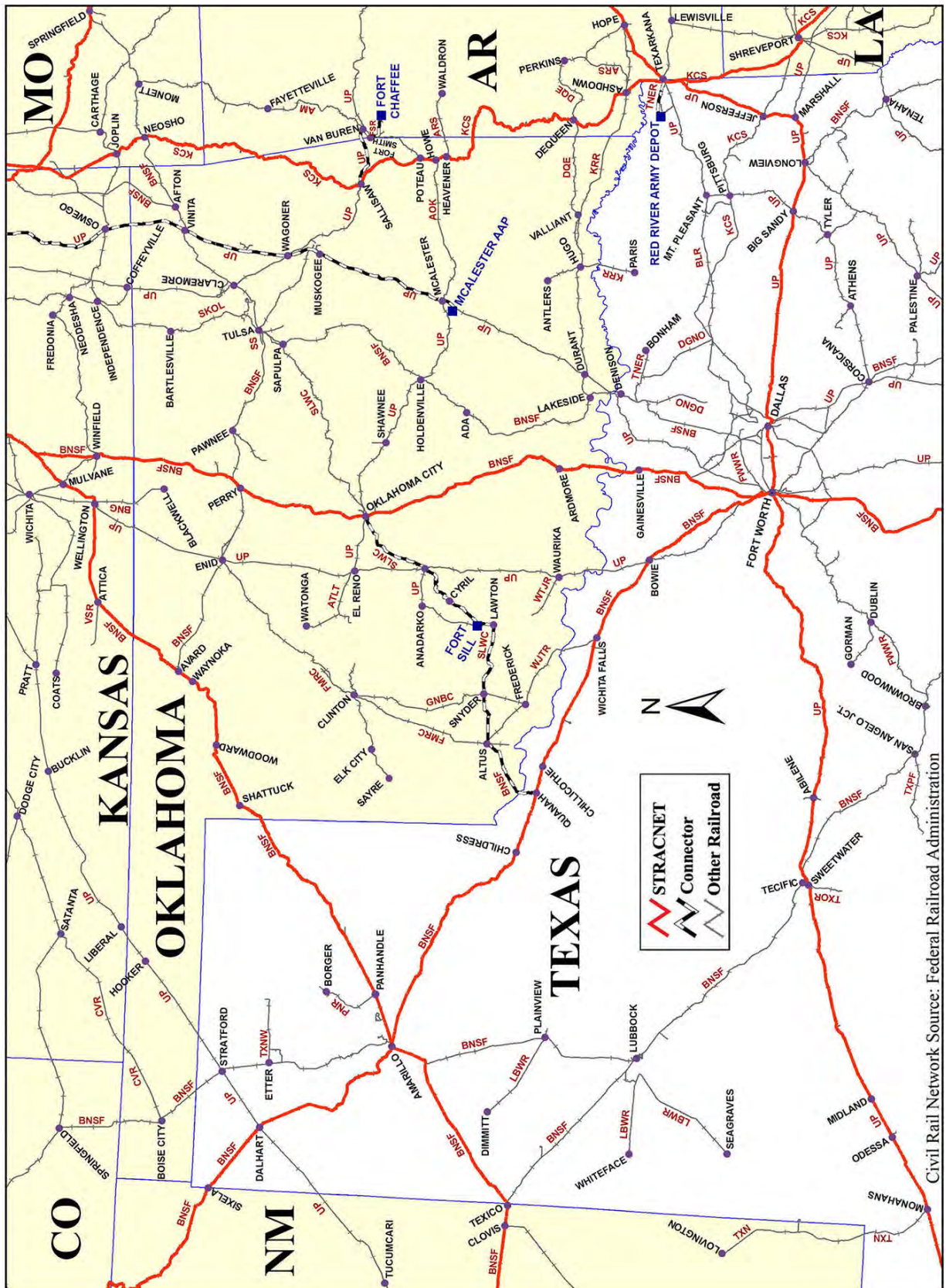
2019 Texas Rail Plan

Appendix B

STRACNET Maps

December 2019

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration



2019 Texas Rail Plan

Appendix C

Economic Impact Analysis

December 2019

Executive Summary

Rail economic impacts to Texas are estimated using IMPLAN economic impact modeling tool with input data and assumptions on:

- Freight movements, based on data derived from the Surface Transportation Board (STB) Waybill Sample data of shipments originating in Texas described in Section 2.2.2.2 of the State Rail Plan;
- Values of commodity shipments extracted from the Federal Highway Administration's Freight Analysis Framework (FAF) database for rail shipments originating in Texas and converted to dollars per ton;
- Rail transportation operations, and
- Expenditures of visitors coming to Texas by rail.

IMPLAN forecasts the effects of a given industry/economic activity on the state economy in its direct form and including multiplier effects with indirect and induced impacts.

Impacts of the rail industry in Texas stem from firms providing freight and passenger transport services, as well as industries using rail freight services to transport goods (i.e. shippers of goods or commodities), and industries relying on expenditures of visitors who are coming to Texas by rail. The latter two categories of industries (referred to here as "transportation users") are included in a broad definition of the rail-related industry as their economic activities can be seen as facilitated by the availability of rail transportation. The economic impact of this broadly defined rail-related industry provides a comprehensive perspective on the extent of rail transportation importance in the entire economy.

Impacts are calculated and presented by activity source (service provision and rail users), category of impact (direct, indirect, induced, and total), and measure of economic activity (employment, income, value added, output, and tax revenue) to provide a comprehensive perspective on how rail services in Texas impact the economy. **Summary Table 1** provides a summary of results. The key highlights include the following:

- **Employment** – Economic impacts of rail amount to 17,862 employees directly employed in the provision of rail transport services (both passenger and freight). When multiplier effects are included, the impact of rail transportation services is estimated at 58,809 jobs which represent 0.4 percent of the 16.6 million statewide employment. When transportation users are included as well, the total impacts of broadly defined industry amount to 688,211 jobs, which represent 4.1 percent of statewide employment.
- **Employment Income** – In terms of employment income, the impact amounts to nearly \$2.3 billion earned by employees directly employed in the provision of rail transportation, and \$4.6 billion with multiplier effects accounting for 0.6 percent of state employment income. When transportation users are included as well, the total impacts of broadly defined industry amount to \$49.8 billion representing 6 percent of Texas's total labor income.
- **Value Added** – Together with multiplier effects, the value added generated by rail transportation services amounts to \$7.6 billion, or 0.5 percent of the state's Gross State

Product (GSP). When transportation users are included as well, the total impacts of broadly defined industry amount to \$92.1 billion, representing 5.6 percent of the state's GSP.

- **Output** – In terms of total business output or revenue, transport service providers generated a total impact of \$14 billion, or 0.5 percent of state economy. When transportation users are included as well, the total impacts of broadly defined industry amount to \$196.8 billion, representing 6.6 percent of Texas's total output.
- **Tax Revenue** – Federal, state and local tax revenues generated by rail service providers amounted to \$1.5 billion. More broadly, rail-related industries generated \$18.2 billion in state, local, and federal tax revenues.

Summary Table 1: Rail Economic Impacts in Texas

Impact Metric	Transportation Services			Transportation Users			Total Rail-Related Industries		
	Total	Freight	Passenger	Total	Freight	Passenger	Total	Freight	Passenger
Employment, Jobs									
Direct	17,862	17,674	188	221,168	221,156	11.5	239,030	238,830	199.5
Total	58,809	58,190	619	629,402	629,385	17	688,211	687,575	636
Employment Income, \$ Millions									
Direct	\$2,276.6	\$2,252.7	\$24.0	\$20,528.9	\$20,528.6	\$0.3	\$22,805.6	\$22,781.3	\$24.3
Total	\$4,639.3	\$4,590.5	\$48.8	\$45,158.7	\$45,158.2	\$0.6	\$49,798.1	\$49,748.7	\$49.4
Value Added, \$ Millions									
Direct	\$3,678.8	\$3,640.0	\$38.7	\$42,361.9	\$42,361.3	\$0.6	\$46,040.6	\$46,001.3	\$39.3
Total	\$7,612.5	\$7,532.3	\$80.1	\$84,460.4	\$84,459.3	\$1.1	\$92,072.8	\$91,991.6	\$81.2
Output, \$ Millions									
Direct	\$6,855.5	\$6,783.3	\$72.2	\$104,733.6	\$104,732.6	\$1.0	\$111,589.1	\$111,515.9	\$73.2
Total	\$14,043.2	\$13,895.4	\$147.8	\$182,767.1	\$182,765.3	\$1.8	\$196,810.3	\$196,660.6	\$149.6
Tax Revenues, \$ Millions									
State and Local	\$442.4	\$437.8	\$4.7	\$5,765.4	\$5,765.3	\$0.1	\$6,207.8	\$6,203.0	\$4.8
Federal	\$1,077.0	\$1,065.7	\$11.3	\$10,923.4	\$10,923.3	\$0.1	\$12,000.5	\$11,989.0	\$11.5
Total	\$1,519.5	\$1,503.5	\$16.0	\$16,688.8	\$16,688.6	\$0.3	\$18,208.3	\$18,192.0	\$16.3

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Section 1 Introduction

Economic impacts of rail transportation industry in Texas stem from: (1) railroads providing freight and passenger rail services, (2) industries using such services to deliver goods (i.e. shippers of goods), and (3) visitors coming to Texas by rail and their associated spending on goods and services. This Appendix outlines the methodology used in the quantification of these impacts, provides the data and sources of data used and provides estimates of economic activity generated as a result of passenger and freight rail services in Texas. The methodology follows an input-output approach that captures and quantifies the flow of goods and services (expenditures) between various industries in the economy arising from technical requirements of one industry for inputs provided by another industry. These inter-industry requirements for input supplies and labor create rounds of expenditures and impacts that – when added throughout the economy – exceed the initial expenditure.

The analysis is implemented on the basis of STB Waybill Sample data of shipments originating in Texas and using IMPLAN, a professional economic impact modeling tool based on the input-output approach and social accounting framework. Section 2 of this Appendix provides an overview of the specific methodology, data and assumptions used in this assessment, while Section 3 presents the results. All monetary estimates are in 2016 dollars.

Section 2 Methodology, Data Sources, and Analysis Assumptions

2.1 Key Concepts

Economic impact analysis (or assessment) is a type of conceptual analysis that identifies and quantifies the economic activity that is generated or can be attributed and linked to an investment project, government policies, events, etc. being evaluated. These projects, policies, or events have some underlying change in the stream of expenditures in an economy and lead to a change in the demand for goods and services. This has implications on the number of jobs and other measures of economic activity in the local, regional, and national economy.

Traditionally, economic impact analysis involves the estimation of three distinct types of economic activity, commonly referred to as “direct effects,” “indirect effects,” and “induced effects” that are attributable to an initial stream of incremental capital or operating expenditures. These are defined as follows:

- Direct impacts refer to the initial economic effects occurring as the result of capital or operating expenditures directly related to the project, policy, or event being evaluated. Direct spending results in the employment of workers, business output, and sales of locally produced goods or services.
- Indirect impacts refer to the “spin-off” economic activities that result from purchases of production inputs, goods and services, by businesses that are impacted by the initial expenditures. The spending by the supplier firms on their labor, production inputs, goods and services that they require creates output of other firms further down the production chain,

bringing about additional business output, employment, and earnings. The sum of these effects across the supply chain is the indirect impact.

- Induced impacts represent the increase in business output, employment, and earnings over and above the direct and indirect impacts, generated by re-spending of employment income derived from the direct and indirect employment. Induced impacts are thus changes in economic activity that are the result of personal (household) spending for goods and services by employees comprising the direct and indirect impacts.
- Total economic impact is the sum of the direct, indirect, and induced effects for the project being evaluated.

Each of the direct, indirect, and induced impacts defined is estimated in terms of the various measures of economic activity that include the following:

- **Output** is the total gross value of all business revenue. Output represents the total sum of all economic activity that has taken place in connection with it. Output is the broadest measure of economic activity.
- **Value Added**, or gross domestic product (GDP), is the “value added” to the economy, or value of output minus value of purchased goods and services used in the production process. Value added represents the unduplicated measure of the total value of economic activity.
- **Employment** is the number of incremental jobs created as a result of all expenditures related to the activities evaluated.¹
- **Salaries and Wages** are the salaries and wages that would be paid to above employees.
- **Government Tax Revenues** are the total amount of incremental tax revenues generated at all levels of government.

Indirect and induced impacts are often referred to as “multiplier effects,” since they increase the overall economic impacts of the original expenditure that initiated the rounds of spending and effects described above.

The above analysis is made operational via an input-output methodology that captures and quantifies the flow of goods and services between various industries in an economy arising from technical requirements of one industry for inputs produced by another industry (supply-purchase relationships).

Aggregate measures of the requirements of one industry from all other industries (per \$1 of output) represent *indirect multipliers*. An industry’s requirements for its own labor and operational profile (wages and salaries paid, use of production inputs) represent *direct multipliers*. Indirect multipliers can be used to estimate indirect impacts; direct multipliers can be used to estimate direct effects (or its missing components, e.g. employment from given expenditure amount). Induced impacts are estimated based on profile of consumer expenditures on goods and services.

¹ In economic impact analysis, employment impacts are typically estimated in terms of job-years which expresses the number of jobs created times the length of time in years that they would last, e.g. 1 job-year is 1 job created for 1 year. For simplicity, we refer here to these impacts as “jobs” or employment impacts.

2.2 Capturing Impacts of Rail Transportation

Economic impacts of rail transportation can be seen as driven by (1) transport service providers, and (2) the choice of rail transportation made by users of these services themselves. In other words, Texas rail-related economic impacts are categorized into transportation service provider impacts and transportation user impacts. Transport service provider impacts refer to the activities of the railroads. Transport user impacts pertain to the activities of industries using freight rail to transport goods, and the industries relying on expenditures of visitors to Texas traveling by rail. The nature of these impacts is briefly discussed below.

- **Transport Service Providers** – Impacts associated with the provision of rail transport service itself (i.e. the freight and passenger rail industry). They reflect freight and passenger railroad operations.
- **Transport Users** – Impacts associated with the economic activity of shippers of freight and travellers' expenditures on goods and services.
 - **Freight Users** – Impacts associated with shippers using freight rail for goods movement, except for the rail industry itself. Rail users have several options available to transport freight and can substitute this service with other modes (truck and/or water) if rail services were unavailable. However, the choice to use railroads to ship freight indicates cost and/or logistical advantages in a competitive marketplace. Loss of rail service could then negatively affect its current users. In this sense, rail contributes to the vitality of the state economy and supports jobs and economic activity of its users involved in the production of goods shipped. These jobs and economic activity are interpreted as an impact of freight rail in a broader definition of rail-related industry.²

This analysis focuses on impacts to shippers as captured by outbound freight with a Texas origin. Although receivers of freight may also benefit by being able to obtain their orders by rail at a lower total cost, including many production inputs and supplies, this impact is difficult to quantify without a risk of double counting or overstating the impact. For example, the receivers of production supplies may then themselves ship final goods they produce by rail as well. The economic activity and contribution to the state economy corresponding to the production of those final goods will be accounted for under outbound freight. Including impact due to being able to obtain production supplies by rail as well carries a high risk of double counting as those supplies may be used for the production of the goods already captured under the outbound freight.

- **Travelers** – Similarly, the local economy is also impacted by the expenditures of travelers/visitors to the state on goods and services such as food, or accommodation. Rail-transported travelers may have several transport options and may be able to substitute other modal transport choices (auto, bus, air) if rail services became unavailable. However, the choice of those travelers to use Amtrak reveals factors such as cost savings, convenience, and/or other amenity advantages.

² It is acknowledged, however, that in the absence of freight rail transportation, not all of this activity would be lost. Some activity would likely divert to other modes of transportation, including truck.

As such, if rail were unavailable, the number of travelers coming to the state could decline. As a result, travelers' expenditures and corresponding economic impact would likely be reduced.

2.3 Modeling Tools

The above analysis is implemented and estimated within the IMPLAN model. IMPLAN (Impact analysis for PLANning) is an economic impact modeling tool used for forecasting the effect of a given economic activity on the local, regional, and national economy. The activity is specified in terms of incremental expenditures related to the activity, e.g., revenue of the industry that receives orders for its goods and services, or number of workers that will be required to complete the order. The model is based on classic input-output modeling approaches combined with social accounting matrices and multipliers. It consists of a software package with data sets at various levels of geography (entire US, national average, state, county, zip code) which are used depending on the specific project and desired geographic area of impact assessment.³ Estimation of economic impacts with IMPLAN involves the following key steps:

Step (1): Identify the streams of expenditures directly resulting from, or related to, the activity being analyzed and classify them into industrial sectors;

Step (2): Identify IMPLAN industries that most closely correspond to the industrial sectors of expenditures listed in Step (1) (based on North American Industrial Classification System (NAICS) codes concordance);

Step (3): Prepare the IMPLAN software and model and enter the amounts of direct expenditures (alternatively, the number of direct jobs may be used), and

Step (4): Run model simulations for specific categories of expenditures and geography.

The specific data and methodological assumptions used develop the streams of expenditures generating economic impacts are discussed in the next section.

2.4 Data and Input Assumptions

Rail Service Provision

Estimation of total economic impacts of the provision of freight and intercity passenger rail services in Texas is based on information on direct industry employment. Based on data on Texas economy that forms the underlying IMPLAN input, employment in the rail industry in Texas in 2016 amounted to 17,862.⁴

³ IMPLAN was originally developed in the 1970s for the US National Forest Services for economic impact projections of alternative uses of US public forest resources. In later years, IMPLAN was improved and updated to make it more functional and relevant for a wider range of projects and users. IMPLAN is now widely used and recognized by government organizations, academia, advisory services, and business organizations. Currently, IMPLAN is operated by the Minnesota IMPLAN Group (MIG). In addition to updating and improving the databases and software, MIG holds regular training sessions, biannual user conferences, and maintains a collection of papers that have used IMPLAN. More information about the company, software, help, and support can be found at <https://implan.com/>.

⁴ Employment in the rail transportation industry at state or local level is not published in readily accessible public sources such as Bureau of Labour Statistics or U.S. Census Bureau.

Direct employment related to passenger rail transportation in Texas is relatively small as compared to freight rail operations. Amtrak reports that in 2016 it employed 188 Texas residents.⁵ In Texas, Amtrak operates one state-supported train, the *Heartland Flyer* (daily Fort Worth-Oklahoma City) and two National Network trains through Texas:(1) The *Sunset Limited* (tri-weekly Orlando-New Orleans-Los Angeles via Houston, San Antonio, and El Paso), and (2) The *Texas Eagle* (daily Chicago-Dallas-San Antonio).

Since the IMPLAN software tool only contains information for rail services in aggregate, the economic impacts specific to freight and passenger service reported here are pro-rated from total using the shares of employment in each subsector of this industry.

Freight Movements

STB Waybill Sample data of rail shipments originating in Texas described in Section 2 provide the volume (i.e. tonnage) of shipments of goods originating in Texas.

The Federal Highway Administration's FAF4 database of freight flows among states was used to extract values of shipments by rail that originate in Texas.⁶ The total shipment values were converted to average commodity value in terms of dollars per ton, and a weighted average was calculated for each commodity group. These values were then matched to commodity categories in the STB Waybill Sample data.

Multiplying the tonnage of shipments from the STB Waybill Sample data by the average value of goods provided the total value of commodities shipped from a Texas origin. As mentioned in the previous section, this total value is interpreted as the value of production that is supported (facilitated, or made more competitive) by the presence of rail transportation. The employment and income related to these shipments are interpreted as economic impact related to rail.

It is noted, however, that in practice in today's economy many shipments may represent movements of goods from warehouse and distribution centers, rather than from manufacturing establishments. In fact, an analysis of 2012 Commodity Flow Survey data by Bureau of Transportation Statistics (BTS) reveals that, by value, 42 percent of shipments are shipped by manufacturing industries, another 42 percent by wholesale trade, and 12 percent by auxiliary industries.⁷

Based on this analysis, 50 percent of all commodity shipments by value are assigned to wholesale trade (except for mining industries) and the other 50 percent are assigned to the IMPLAN goods

⁵ See: Amtrak Contribution to Texas Fact Sheet;

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/stateeconomicimpactbrochures/Texas-fy16.pdf>

⁶ The Freight Analysis Framework (FAF) database provides data on freight transportation movements among states and major metropolitan areas, including estimates for tonnage, value, and ton-miles by regions of origin and destination, commodity type, and mode. The data is produced through a partnership between Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA) and integrates data from a variety of sources. The FAF database also provides forecasts of future volumes of shipments. The most recent version of the data base is version 4 referred to as FAF4.

⁷ See: "U.S. Freight on the move: Highlights From the 2012 Commodity Flow Survey Preliminary Data", U.S. Department of Transportation, Bureau of Transportation Statistics, August 2014. "Auxiliary industries" are defined in the study as establishments specifically involved in warehousing and storage, corporate, subsidiary, and regional managing offices (footnote 10 in the paper).

producing industries (manufacturing, agriculture, or mining) that best matches the particular commodity group.

Table C-1 and **Table C-2** present the results of this analysis; the former shows the allocation to wholesale and goods producing industries, while the latter shows allocation to detailed disaggregated goods producing industries. **Table C-2** shows that some commodity groups have multiple IMPLAN industries assigned. This was applied in cases of quite diverse commodities covered under one commodity group, or large total volume or value of shipment.

The volume of goods shipped from Texas origins amounted to over 124 million tons at a total value of over \$176 billion. About half of this value, or \$87.5 billion, is assumed to represent shipments by wholesale trade establishments, while the remaining \$89.4 billion represents shipments of goods producing industries assigned to various relevant specific industries as shown in the tables. The tables also demonstrate that the largest shipments in terms of tonnage are chemicals (37 percent of total tonnage) followed by non-metallic minerals (at over 22 percent of total tonnage), followed by petroleum and coal products (at almost 10 percent of total tonnage) and transportation equipment (at 7.5 percent of total tonnage). In terms of shipment value, transportation equipment represented the largest shipments at over 35 percent of total value followed by chemicals (at 27 percent of total value), and mixed freight shipments (at nearly 19 percent of total value).

As an example, **Table C-1** shows that total shipments of chemicals (STCC Code 28) from and within Texas amounted to 46.2 million tons. The average value of commodities under the category of “chemicals” amounted to \$1,038 per ton. This gives a total value of shipments of \$47,995.9 million. Half of this value, or \$23,978, was allocated to the wholesale trade industry. The remaining half was allocated to the manufacturing industry. Since IMPLAN does not offer one aggregate chemical manufacturing industry, this value was distributed among the largest industries that form the part of the chemical industry – as shown in **Table C-2**. This allocation is to capture intra-industry variation in labor and other input intensity that could affect the estimates of impact.

**Table C-1: Freight Shipments Included in Economic Impact Assessment, by Commodity Group –
Total Value and Allocation to Broad Industry Groups**

STCC Code	Commodity Group	Total Originating in Texas (Thousand Tons)	Commodity Value Assigned (\$/Ton)	Shipment Value (\$Millions)	Allocation	
					Wholesale Trade (\$Millions)	Goods-Producing Industries (\$Millions)
01	Farm Products	2,450.1	\$331	\$811.8	\$405.9	\$405.9
10	Metallic Ores	200.6	\$150	\$30.0		\$30.0
11	Coal	157.2	\$195	\$30.6		\$30.6
13	Crude Oil	196.2	\$669	\$131.2		\$131.2
14	Non-Metallic Minerals	27,503.5	\$64	\$1,760.2		\$1,760.2
19	Ordinance	18.3	\$5,005	\$91.7	\$45.8	\$45.8
20	Food Products	5,135.4	\$570	\$2,926.2	\$1,463.1	\$1,463.1
22	Textiles	10.5	\$5,742	\$60.2	\$30.1	\$30.1
23	Apparel	400.6	\$5,742	\$2,300.2	\$1,150.1	\$1,150.1
24	Lumber & Wood Products	400.9	\$476	\$190.8	\$95.4	\$95.4
25	Furniture & Fixtures	41.6	\$5,035	\$209.3	\$104.6	\$104.6
26	Pulp & Paper Products	2,190.6	\$746	\$1,633.6	\$816.8	\$816.8
27	Printed Matter	2.4	\$1,185	\$2.9	\$1.4	\$1.4
28	Chemicals	46,221.7	\$1,038	\$47,955.9	\$23,978.0	\$23,978.0
29	Petroleum & Coal Products	12,199.8	\$1,038	\$12,657.5	\$6,328.7	\$6,328.7
30	Rubber & Plastics	298.7	\$1,038	\$309.9	\$154.9	\$154.9
31	Leather Products	2.4	\$5,742	\$13.8	\$6.9	\$6.9
32	Stone, Clay & Glass Products	4,291.2	\$144	\$618.1	\$309.0	\$309.0
33	Primary Metal Products	2,355.7	\$825	\$1,943.2	\$971.6	\$971.6
34	Fabricated Metal Products	121.1	\$1,365	\$165.3	\$82.6	\$82.6
35	Machinery	271.1	\$6,423	\$1,741.3	\$870.6	\$870.6
36	Electrical Equipment	325.9	\$5,877	\$1,915.2	\$957.6	\$957.6
37	Transportation Equipment	9,348.7	\$6,710	\$62,729.5	\$31,364.7	\$31,364.7
38	Optical Instruments	27.2	\$7,755	\$210.6	\$105.3	\$105.3
39	Misc. Manuf. Products	45.8	\$5,792	\$265.0	\$132.5	\$132.5
40	Waste & Scrap Materials	1,864.4	\$426	\$794.9	\$397.5	\$397.5
41	Misc. Freight Shipments	411.3	\$5,005	\$2,058.9	\$1,029.4	\$1,029.4
46	Misc. Mixed Shipments	6,663.4	\$5,005	\$33,352.5	\$16,676.3	\$16,676.3
42	Empty Containers	1,013.2		\$0.0	\$0.0	\$0.0
43	Mail & Forwarder	321.4		\$0.0	\$0.0	\$0.0
48	Hazardous Waste	79.5		\$4.3		\$4.3
		124,570.2		\$176,914.5	\$87,479.1	\$89,435.4

Table C-2: Freight Shipments Allocated to Goods Producing Industries – Reallocation to Detailed Industries

STCC Code	Commodity Group	Total Originating in Texas (Thousand Tons)	Shipments Allocated to Goods-Producing Industries (\$Millions)	Goods Producing IMPLAN Industry (with Industry Number)
01	Farm Products	2,450.1	\$405.9	Total Farm Products
			\$405.9	2 Grain Cereals
10	Metallic Ores	200.6	\$30.0	Total Metallic Ore Mining
			\$15.0	23 Iron ore mining
			\$15.0	24 gold mining
11	Coal	157.2	\$30.6	Total Coal Mining
			\$30.6	22 Coal mining
13	Crude Oil	196.2	\$131.2	Total Crude Oil
			\$131.2	20 Natural gas and crude petroleum
14	Non-Metallic Minerals	27,503.5	\$1,760.2	Total non-metallic Minerals
			\$880.1	30 Stone mining and quarrying
			\$880.1	31 Sand and gravel mining
19	Ordnance	18.3	\$45.8	Total Ordnance
			\$45.8	259 Small arms, ordnance, and accessories manufacturing
20	Food Products	5,135.4	\$1,463.1	Total Food Products
			\$365.8	94 Bread and bakery products
			\$365.8	92 Poultry processing
			\$365.8	106 Bottled and canned soft drinks
			\$365.8	108 Breweries
22	Textiles	10.5	\$30.1	Total Textile Industry
			\$30.1	117 Textile and fabric finishing mills
23	Apparel	400.6	\$1,150.1	Total Apparel Industry
			\$287.5	127 Men's and boy's cut and sew apparel
			\$287.5	128 Women's and girl's cut and sew apparel
			\$287.5	129 Other cut and sew apparel
			\$287.5	130 Apparel accessories
24	Lumber & Wood Products	400.9	\$95.4	Total Lumber and Wood Products
			\$31.8	134 Sawmills
			\$31.8	137 Engineered wood products
			\$31.8	139 Wood windows and doors
25	Furniture & Fixtures	41.6	\$104.6	Total Furniture and Fixtures
			\$26.2	368 Wood kitchen cabinets
			\$26.2	369 Upholstered household furniture
			\$26.2	370 Non-upholstered household furniture
			\$26.2	372 Institutional furniture
26	Pulp & Paper Products	2,190.6	\$816.8	Total Pulp and Paper Products
			\$272.3	148 Paperboard mills

STCC Code	Commodity Group	Total Originating in Texas (Thousand Tons)	Shipments Allocated to Goods-Producing Industries (\$Millions)	Goods Producing IMPLAN Industry (with Industry Number)
			\$272.3	149 Paperboard container manufacturing
			\$272.3	150 Paper bag and coated treated paper
27	Printed Matter	2.4	\$1.4	Total Printing
			\$1.4	154 Printing
28	Chemicals	46,221.7	\$23,978.0	Total Chemicals
			\$5,994.5	166 Plastics materials
			\$5,994.5	165 Other basic organic chemical manufacturing
			\$5,994.5	161 Petrochemical manufacturing
			\$5,994.5	174 Pharmaceuticals
29	Petroleum & Coal Products	12,199.8	\$6,328.7	Total Petroleum and Coal Products
			\$6,328.7	156 Petroleum refineries
30	Rubber & Plastics	298.7	\$154.9	Total Rubber and Plastics Products
			\$154.9	198 Other rubber products manuf.
31	Leather Products	2.4	\$6.9	Total Leather Products
			\$6.9	132 Footwear manuf.
32	Stone, Clay & Glass Products	4,291.2	\$309.0	Total Stone and Clay Products
			\$154.5	206 ready-mix concrete
			\$154.5	200 Brick, tile manuf.
33	Primary Metal Products	2,355.7	\$971.6	Total Primary Metal Products
			\$485.8	217 Iron and steel mills
			\$485.8	229 Ferrous metal foundries
34	Fabricated Metal Products	121.1	\$82.6	Total Fabricated Metal Products
			\$82.6	238 Fabricated structural metal manufacturing
35	Machinery	271.1	\$870.6	Total Machinery Production
			\$435.3	266 Oil and gas field machinery manuf.
			\$435.3	271 All other industrial machinery
36	Electrical Equipment	325.9	\$957.6	Total Electrical Equipment
			\$478.8	301 Electronic computers
			\$478.8	309 Semiconductors and related devices
37	Transportation Equipment	9,348.7	\$31,364.7	Total Transportation Equipment
			\$15,682.4	343 Automobile manufacturing
			\$15,682.4	357 Aircraft manufacturing
38	Optical Instruments	27.2	\$105.3	Total Optical Instruments
			\$105.3	315 Search, detection instruments
39	Misc. Manuf. Products	45.8	\$132.5	Total Misc. Manuf. Products
			\$44.2	384 Jewelry and silverware
			\$44.2	388 Sign manuf.
			\$44.2	394 All other misc. manufacturing
40	Waste & Scrap Materials	1,864.4	\$397.5	Total Waste and Scrap

STCC Code	Commodity Group	Total Originating in Texas (Thousand Tons)	Shipments Allocated to Goods-Producing Industries (\$Millions)	Goods Producing IMPLAN Industry (with Industry Number)
			\$397.5	471 Waste management services
41	Misc. Freight Shipments	411.3	\$1,029.4	Total Misc. Freight
			\$1,029.4	394 All other misc. manufacturing
46	Misc. Mixed Shipments	6,663.4	\$16,676.3	Total Misc. Shipments
			\$16,676.3	394 All other misc. manufacturing
42	Empty Containers	1,013.2	\$0.0	Not evaluated
43	Mail & Forwarder	321.4	\$0.0	Not evaluated
48	Hazardous Waste	79.5	\$4.3	Total Rail Transportation
			\$4.3	409 Rail Transportation
		124,570.2	\$89,435.4	

Travellers' Expenditures

Amtrak reports that in 2016, the number of visitors to Texas arriving by rail amounted to 95,000. In total, these visitors spent \$1,255,000, or an average of \$13 per visitor in Texas.⁸ These expenditures were distributed between general retail, entertainment and recreation, food services and accommodation, typical industries that benefit directly from an increase in visitors in a geographic area as shown in Table C-3.

Table C-3: Expenditures of Visitors coming to Texas by Rail

Expenditure Item	Distribution (Percent)	Amount (\$)
Retail Trade	26.9%	\$337,773
Entertainment and Recreation	14.2%	\$177,622
Food Services	31.8%	\$398,921
Accommodation	27.1%	\$340,684
Total		\$1,255,000

Note: Distribution of expenditure is based on "The Economic Impact of Travel on Texas," Dean Runyan Associates, July 2017 (excluding expenditure on local transportation and air travel).

Section 3 Results

3.1 Transport Service Impacts

Table C-4 presents the impacts of rail transportation services provision in Texas. The rail transportation services industry in Texas generates a direct employment impact of 17,862 jobs, comprised of 188 passenger-related transport jobs and 17,674 freight transport jobs. The indirect and induced effects in other related industries due to spending on rail operations generates an additional 40,947 jobs (17,933 and 23,014 indirect and induced, respectively) throughout the state.

⁸ See: Amtrak Contribution to Texas Fact Sheet; <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/stateeconomicimpactbrochures/Texas-fy16.pdf>. Other studies regarding the impact of visitors arriving in Texas by rail were not identified.

Combined, an estimated 58,809 people have jobs related in some way to the provision of freight rail and passenger rail services.

Other industry impacts include: a total of \$4.6 billion in employment income (including \$2.28 billion direct impact), \$7.6 billion value added (including \$3.7 billion direct value added), and \$14 billion in output (including \$6.9 billion direct output). In addition, the industry generates \$442.4 million in state and local taxes and over \$1 billion in federal taxes (see **Table C-5**).

The findings shown in **Table C-4** demonstrate that the impacts of freight movements represent a predominant share of impacts of the rail transportation industry in Texas. This predominance of freight impacts is due to a quite small scale of operations of passenger rail services as discussed earlier in this Appendix.

Table C-4: Transport Service Impacts

Category of Impact	Employment (Jobs)	Employment Income (\$Millions)	Value Added (\$Millions)	Output (\$Millions)
All Rail Transport				
Direct	17,862	\$2,276.6	\$3,678.8	\$6,855.5
Indirect	17,933	\$1,264.5	\$2,002.4	\$3,840.3
Induced	23,014	\$1,098.1	\$1,931.3	\$3,347.4
Total	58,809	\$4,639.3	\$7,612.5	\$14,043.2
Freight Transportation Services				
Direct	17,674	\$2,252.7	\$3,640.0	\$6,783.3
Indirect	17,744	\$1,251.2	\$1,981.3	\$3,799.9
Induced	22,772	\$1,086.6	\$1,910.9	\$3,312.2
Total	58,190	\$4,590.5	\$7,532.3	\$13,895.4
Passenger Rail services				
Direct	188	\$24.0	\$38.7	\$72.2
Indirect	189	\$13.3	\$21.1	\$40.4
Induced	242	\$11.6	\$20.3	\$35.2
Total	619	\$48.8	\$80.1	\$147.8

Table C-5: Transport Service Tax Revenue Impacts

Tax Revenue by Level of Government	All Rail Services (\$Millions)	Freight Related Services (\$Millions)	Passenger Related Services (\$Millions)
State and Local	\$442.4	\$437.8	\$4.7
Federal	\$1,077.0	\$1,065.7	\$11.3
Total	\$1,519.5	\$1,503.5	\$16.0

3.2 Transport User Impacts

Table C-6 presents the impacts of rail transportation users on Texas. Through their economic activities, rail users generate a direct employment impact of 221,168 jobs, comprised of 11 passenger transport-related jobs and 221,156 freight transport-related jobs. The indirect and induced effects in other related industries due to spending on rail operations generates an additional 408,234 jobs (182,458 and 222,776 indirect and induced, respectively) throughout the state. Combined, rail transportation of goods and people accounts for an estimated 629,402 jobs in the state economy.

Other industry impacts include: a total of over \$45.1 billion in employment income (including \$20.5 billion direct impact), \$84.5 billion value added (including \$42.4 billion direct value added), \$182.8 billion in output (including \$104.7 billion direct output), as well as \$5.8 billion in state and local taxes and \$10.9 billion in federal taxes (shown in **Table C-7**).

The findings reported here demonstrate that—similar to rail transportation services—the impacts of freight movements represent a predominant share of impacts of the rail transportation user impacts in Texas. This predominance of freight impacts is due to a quite small scale of operations of passenger rail services, small passenger ridership and small passenger expenditures.

Table C-6: Transport User Impacts

Category of Impact	Employment (Jobs)	Employment Income (\$Millions)	Value Added (\$Millions)	Output (\$Millions)
All Rail Transport Users				
Direct	221,168	\$20,528.9	\$42,361.9	\$104,733.6
Indirect	185,458	\$14,013.0	\$23,417.8	\$45,671.7
Induced	222,776	\$10,616.8	\$18,680.7	\$32,361.7
Total	629,402	\$45,158.7	\$84,460.4	\$182,767.1
Freight Shippers				
Direct	221,156	\$20,528.6	\$42,361.3	\$104,732.6
Indirect	185,455	\$14,012.9	\$23,417.6	\$45,671.3
Induced	222,774	\$10,616.7	\$18,680.4	\$32,361.3
Total	629,385	\$45,158.2	\$84,459.3	\$182,765.3
Visitors to Texas				
Direct	11.5	\$0.3	\$0.6	\$1.0
Indirect	2.4	\$0.1	\$0.2	\$0.4
Induced	2.8	\$0.1	\$0.2	\$0.4
Total	17	\$0.6	\$1.1	\$1.8

Table C-7: Transport User Tax Revenue Impacts

Tax Revenue by Level of Government	All Rail Transport Users (\$Millions)	Freight Shippers (\$Millions)	Visitors to Texas (\$Millions)
State and Local	\$5,765.4	\$5,765.3	\$0.13
Federal	\$10,923.4	\$10,923.3	\$0.14
Total	\$16,688.8	\$16,688.6	\$0.28

3.3 Summary of Impacts

Total Rail-Related Activity Impacts

Table C-8 provides a summary of all rail-related impacts. Taking into account provision of rail as transportation service and user impacts, the industry accounts for 688,211 jobs across Texas’s economy, \$49.8 billion in employment income, \$92.1 billion value added, and \$196.8 billion business output.

Table C-8: Total Rail-Related Activity Impacts

Category of Impact	Employment (Jobs)	Employment Income (\$Millions)	Value Added (\$Millions)	Output (\$Millions)
Direct	239,030	\$22,805.6	\$46,040.6	\$111,589.1
Indirect	203,391	\$15,277.6	\$25,420.2	\$49,512.0
Induced	245,790	\$11,714.9	\$20,611.9	\$35,709.1
Total	688,211	\$49,798.1	\$92,072.8	\$196,810.3

Impacts as Percentage of Total Economy

To present the economic contribution of the rail industry in Texas to the Texas economy, the estimated impacts are compared with the corresponding economic statistics for the entire State as shown in **Table C-9** for providers of rail transportation services as well as for all rail-related activity (i.e. for rail transportation providers and rail transportation users).

Table C-9: Texas and Rail-Related Economic Measures

Measure of Economic Activity	Texas	Rail Transportation Providers		Rail Transportation Providers and Users	
		Total Impact	Share of Texas (%)	Total Impact	Share of Texas (%)
Employment, Jobs	16,601,312	58,809	0.4%	688,211	4.1%
Employment Income, \$ Millions	\$825,701	\$4,639.3	0.6%	\$49,798	6.0%
Value Added, \$ Millions	\$1,648,118	\$7,612.5	0.5%	\$92,073	5.6%
Output, \$ Millions	\$2,961,413	\$14,043.2	0.5%	\$196,810	6.6%

The table shows that the total impacts of the rail transportation provision account for about 0.4 percent of all jobs in the Texas economy, 0.6 percent of employment income, 0.5 percent of state value added (or State Gross Product), and 0.5 percent of business output.

When the definition of the rail-related industry is broadened to include transportation service providers as well as transportation service users (shippers of freight and visitors' expenditures of tourist coming to Texas by rail), its total impacts account for 4.1% of employment, 6 percent of employment income, 5.6 percent of value added, and 6.6% of output of the state economy

Impacts by Industry

Table C-10 presents the employment impacts in Texas from the combined transport services and user-related impacts by major industry category. The table shows industries affected directly as well as those industries affected through indirect and induced impacts. The table demonstrates that in addition to industries affected directly through users of rail freight services, a wide range of industries are affected through indirect and induced effects, primarily various service industries.

Table C-10: Rail Employment Impacts by Industry, Number of Jobs

Industry	Direct	Indirect	Induced	Total
31-33 Manufacturing	151,805	18,300	4,167	174,272
42 Wholesale Trade	58,218	21,681	6,081	85,981
48-48 Transportation and Warehousing	17,862	18,306	7,638	43,806
21 Mining	6,927	9,827	571	17,325
11 Agriculture, Forestry, Fishing and Hunting	2,469	7,544	1,876	11,889
56 Administrative and Support and Waste Management and Remediation Services	1,738	27,222	15,390	44,350
72 Accommodation and Food Services	8	6,060	31,145	37,213
71 Arts, Entertainment, and Recreation	3	2,624	6,851	9,478
44-45 Retail Trade	1.2	3,357	37,512	40,870
54 Professional, Scientific, and Technical Services	0	28,869	11,751	40,620
62 Health Care and Social Assistance	0	2	44,647	44,650
81 Other services, except Public Administration	0	5,367	25,593	30,960
52 Finance and Insurance	0	14,631	20,419	35,051
53 Real Estate and Rental and Leasing	0	9,812	12,877	22,688
55 Management of Companies and Enterprises	0	15,590	1,782	17,372
23 Construction	0	4,606	2,756	7,362
51 Information	0	4,772	3,644	8,416
61 Education Services	0	127	7,770	7,897
92 Government Services	0	3,217	2,575	5,791
22 Utilities	0	1,476	745	2,220
Total	239,030	203,391	245,790	688,211



2019 Texas Rail Plan

Appendix D

Supplementary Data on Current Freight Rail Movements

December 2019

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This appendix provides detailed table and supplementary documentation for Section 2.2.2.2 Current Freight Rail. The section “Commodity Shipment Detail” provides additional statistics on commodity shipments from/to Texas by county of origin (or destination) and state of destination (or origin). The section “Data Tables” provides detailed data tables were used to conduct this analysis.

Commodity Shipments Detail

Outbound Tonnage Origins

Five Texas counties accounted for over 50 percent of 2016 rail movements to out-of-state destinations. These counties included the following (**Figure D-1**): Harris County (17.2 million tons, or 26.8 percent of outbound rail total), Tarrant County (5 million tons, 7.7 percent of outbound rail total), Maverick County (4.6 million tons, 7.1 percent of outbound rail total), Brazoria County (3.7 million tons, 5.7 percent of outbound rail total), and Webb County (3.7 million tons, 5.8 percent of outbound rail total). The top 3 origin counties, by tonnage, are presented along with the respective top 5 outbound commodities, by tonnage, in each county:

Harris County:

1. Chemicals (11.9 million tons, 39 percent of outbound state rail total)
2. Petroleum and Coal Products (2.1 million tons, 50.2 percent of outbound state rail total)
3. Miscellaneous Mixed Shipments (1.9 million tons, 29.9 percent of outbound state rail total)
4. Food Products (276 thousand tons, 6.6 percent of outbound state rail total)
5. Transportation Equipment (274 thousand tons, 3.9 percent of outbound state rail total)

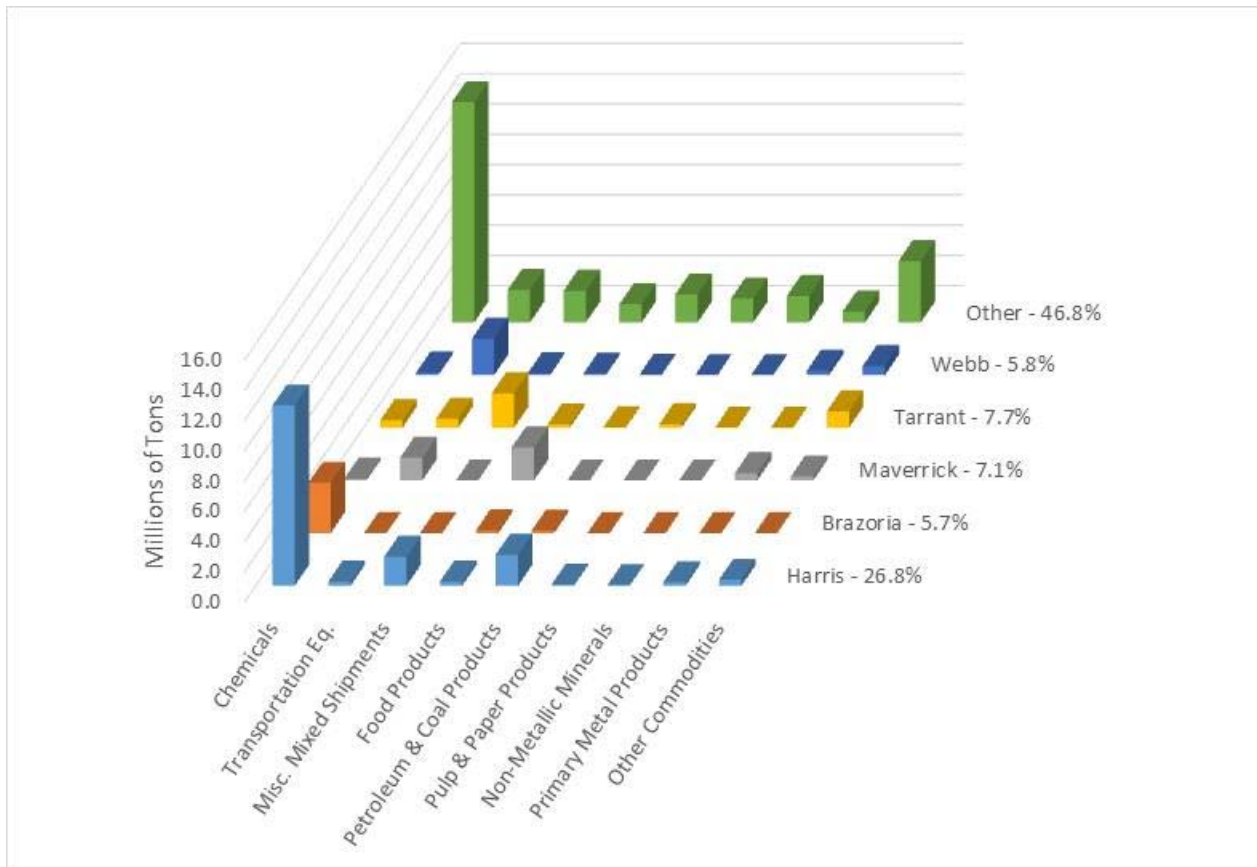
Tarrant County:

1. Miscellaneous Mixed Shipments (2.3 million tons, 35.6 percent of outbound state rail total)
2. Transportation Equipment (596 thousand tons, 8.6 percent of outbound state rail total)
3. Chemicals (489 thousand tons, 1.6 percent of outbound state rail total)
4. Pulp and paper (234 thousand tons, 12.3 percent of outbound state rail total)
5. Food Products (228 thousand tons, 5.5 percent of outbound state rail total)

Maverick County:

1. Food Products (2.2 million tons, 52.3 percent of outbound state total)
2. Transportation Equipment (1.5 million tons, 21.2 percent of outbound state total)
3. Primary Metal Products (491 thousand tons, 28.3 percent of outbound state total)
4. Chemicals (117 thousand tons, 0.4 percent of outbound state total)
5. Electrical Equipment (95 thousand tons, 30.4 percent of outbound state total)

Figure D-1: Rail Outbound Commodity Tonnage by Texas County Origin, 2016



Source: HDR; based on the 2016 STB Waybill Sample data

Outbound Tonnage Destinations

Three destination states accounted for nearly 60 percent of rail movements originating in Texas in 2016. These states included the following (Figure D-2): Illinois (15.3 million tons, 23.9 percent of outbound rail total), California (13.1 million tons, 20.5 percent of outbound rail total), and Louisiana (9.6 million tons, 15 percent of outbound rail total). The top 5 commodities, by destination state, by tonnage include:

Illinois

1. Chemicals (8.2 million tons, 27 percent of outbound state total)
2. Transportation Equipment (2.8 million tons, 40 percent of outbound state total)
3. Miscellaneous Mixed Shipments (1.1 million tons, 17.5 percent of outbound state total)
4. Petroleum or Coal Products (0.96 million tons, 23.5 percent of outbound state total)
5. Food Products (769 thousand tons, 18.4 percent of outbound state total)

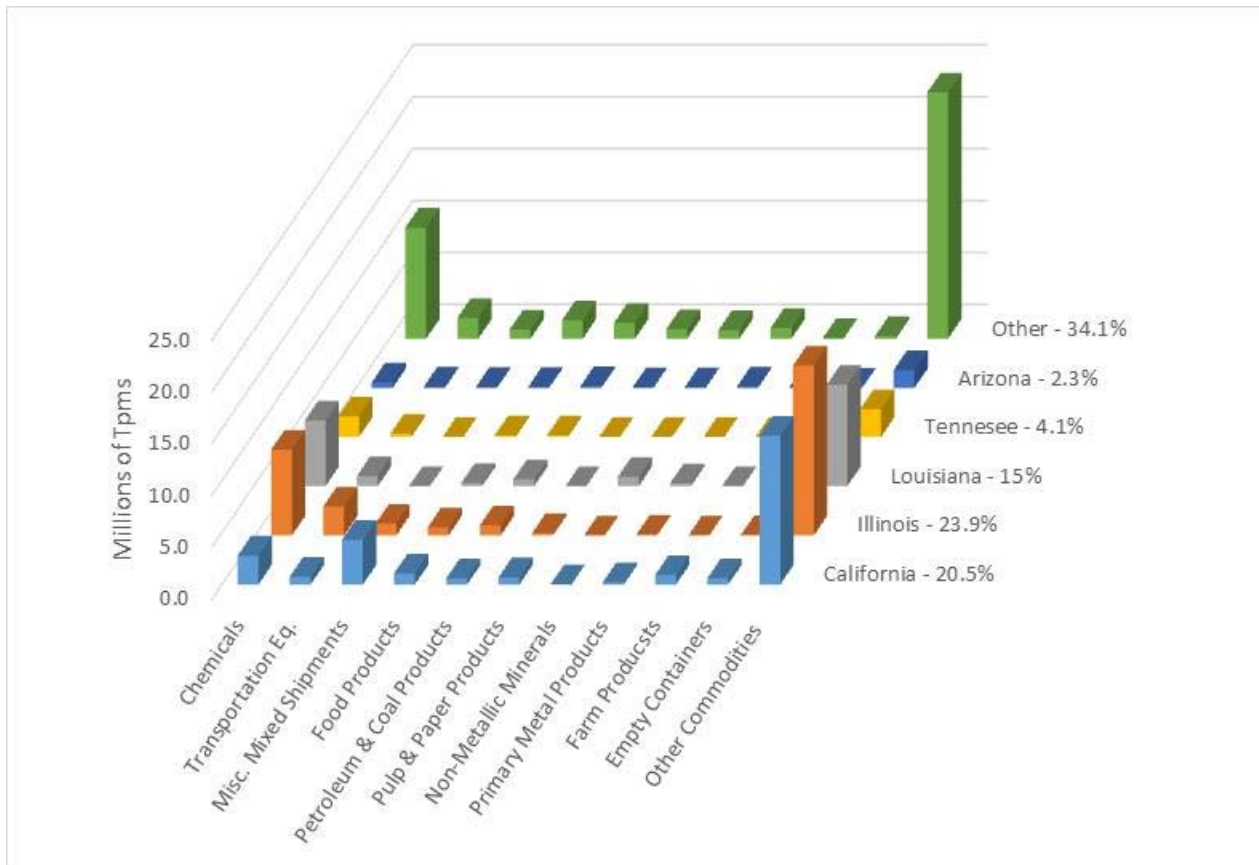
California

1. Miscellaneous Mixed Shipments (4.3 million tons, 67.1 percent of outbound state total)
2. Chemicals (2.8 million tons, 9.1 percent of outbound state total)
3. Food Products (1.1 million tons, 25.6 percent of outbound state total)
4. Farm Products (0.9 million tons, 92.9 percent of outbound state total)
5. Transportation Equipment (759 thousand tons, 11 percent of outbound state total)

Louisiana

1. Chemicals (6.3 million tons, 20.1 percent of outbound state total)
2. Transportation Equipment (0.98 million tons, 14.1 percent of outbound state total)
3. Non-Metallic Minerals (887 thousand tons, 49.2 percent of outbound state total)
4. Petroleum or Coal Products (663 thousand tons, 16.2 percent of outbound state total)
5. Primary Metal Products (254 thousand tons, 14.7 percent of outbound state total)

Figure D-2: Rail Outbound Commodity Tonnage by Destination State, 2016



Source: HDR; based on the 2016 STB Waybill Sample data

Inbound Tonnage Origin

Four states accounted for nearly 50 percent of 2016 rail movements to Texas destinations. These states included the following: Wyoming (48.5 million tons, 29.5 percent of inbound rail total), Illinois (12.9 million tons, 7.9 percent of inbound rail total), California (10.3 million tons, 6.3 percent of inbound rail total), and Kansas (9.9 million tons, 6.0 percent of inbound rail total). The top commodities shipped from these states include the following:

Wyoming:

1. Coal (42.1 million tons, 97.8 percent of inbound commodity state total)
2. Chemicals (4.4 million tons, 20.3 percent of inbound commodity state total)
3. Crude Oil (892 thousand tons, 63.2 percent of inbound commodity state total)
4. Non-Metallic Minerals (498 thousand tons, 2 percent of inbound commodity state total)
5. Petroleum and Coal Products (352 thousand tons, 5.5 percent of inbound commodity state total)

Illinois

1. Non-Metallic Minerals (3.1 million tons, 12.3 percent of inbound commodity state total)
2. Transportation Equipment (2.6 million tons, 50.3 percent of inbound commodity state total)
3. Food Products (1.6 million tons, 9.6 percent of inbound commodity state total)
4. Miscellaneous Mixed Shipments (1.6 million tons, 17.6 percent of inbound commodity state total)
5. Farm Products (1.4 million tons, 7.3 percent of inbound commodity state total)

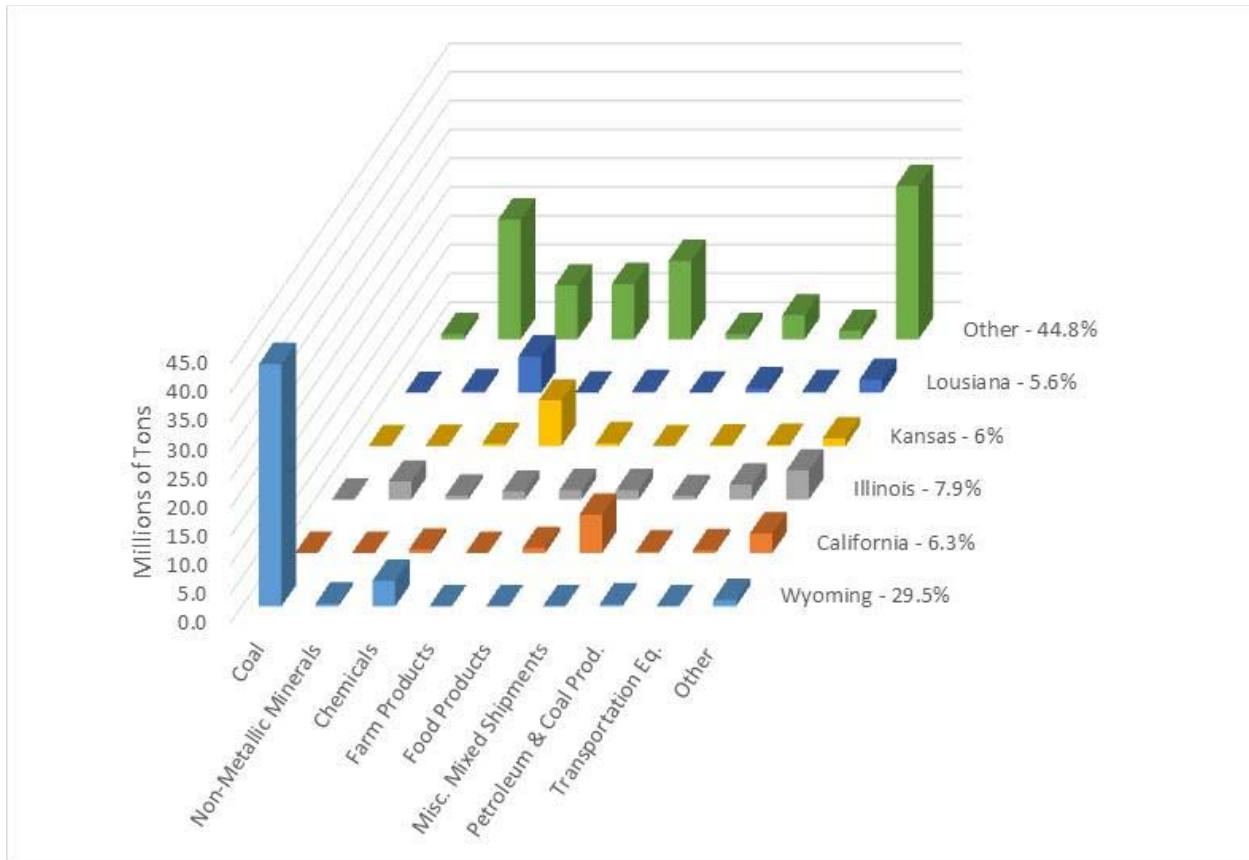
California

1. Miscellaneous Mixed Shipments (6.6 million tons, 72.1 percent of inbound commodity state total)
2. Food Products (864 thousand tons, 5.1 percent of inbound commodity state total)
3. Chemicals (583 thousand tons, 2.7 percent of inbound commodity state total)
4. Transportation Equipment (504 thousand tons, 9.8 percent of inbound commodity state total)
5. Miscellaneous Freight Shipments (287 thousand tons, 48.8 percent inbound commodity state total)

Kansas

1. Farm Products (7.9 million tons, 41.9 percent of inbound commodity state total)
2. Food Products (501 thousand tons, 3.0 percent of inbound commodity state total)
3. Chemicals (420 thousand tons, 1.9 percent of inbound commodity state total)
4. Stone, Clay and Glass Products (373 thousand tons, 10.5 percent of inbound commodity state total)
5. Transportation Equipment (248 thousand tons, 4.8 percent of inbound commodity state total)

Figure D-3: Rail Inbound Commodity Tonnage by Origin State, 2016



Source: HDR; based on 2016 STB Waybill Sample data

Inbound Tonnage Destination

Four Texas destination counties accounted for over 30 percent of inbound rail movements in 2016. These counties included the following (**Figure D-4**): Harris (20.8 million tons, 12.7 percent of inbound total), Dallas (12.1 million tons, 7.2 percent of inbound total), Tarrant (9.5 million tons, 5.7 percent of inbound total), and Bexar (8.9 million tons, 5.5 percent of inbound total). The top 5 commodities shipped to these counties included the following:

Harris County

1. Farm Products (6.2 million tons, 32.5 percent of inbound commodity state total)
2. Chemicals (5.5 million tons, 25.2 percent of inbound county total)
3. Petroleum and Coal Products (2.1 million tons, 32.4 percent of inbound commodity state total)
4. Miscellaneous Mixed Shipments (2.0 million tons, 21.7 percent of inbound commodity state total)
5. Food Products (1.4 million tons, 8.1 percent of inbound commodity state total)

Dallas County

1. Non-Metallic Minerals (4.0 million tons, 16.1 percent of inbound commodity state total)
2. Miscellaneous Mixed Shipments (2.3 million tons, 25.5 percent of inbound commodity state total)
3. Food Products (1.2 million tons, 7.1 percent of inbound commodity state total)
4. Chemicals (948 thousand tons, 4.3 percent of inbound commodity state total)
5. Stone, Clay and Glass Products (801 thousand tons, 22.5 percent of inbound commodity state total)

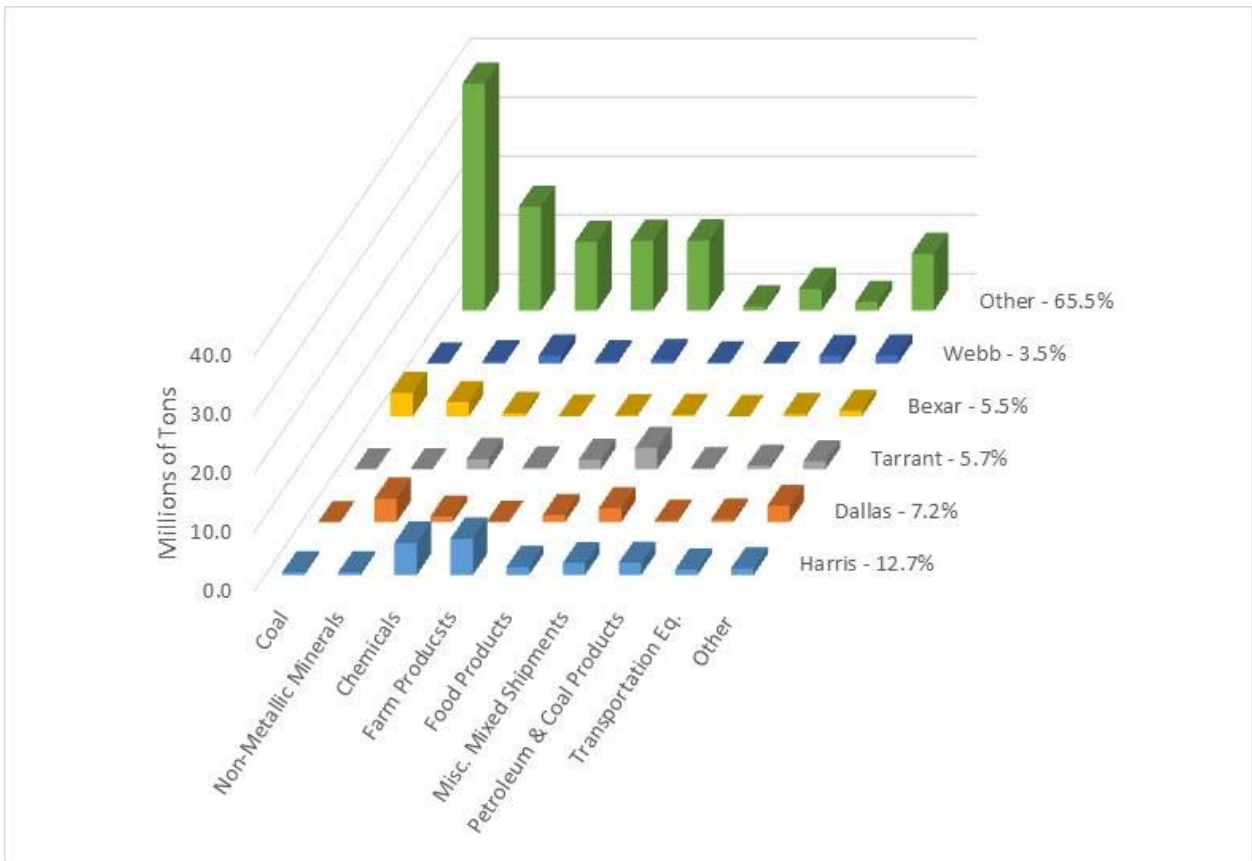
Tarrant County

1. Miscellaneous Mixed Shipments (3.6 million tons, 39.2 percent of inbound commodity state total)
2. Chemicals (1.7 million tons, 7.9 percent of inbound commodity state total)
3. Food Products (1.6 million tons, 9.6 percent of inbound commodity state total)
4. Transportation Equipment (612 thousand tons, 11.9 percent of inbound commodity state total)
5. Farm Products (345 thousand tons, 1.8 percent of inbound commodity state total)

Bexar County

1. Coal (4.0 million tons, 9.3 percent of inbound commodity state total)
2. Non-Metallic Minerals (2.4 million tons, 9.8 percent of inbound commodity state total)
3. Chemicals (573 thousand tons, 2.6 percent of inbound commodity state total)
4. Transportation Equipment (388 thousand tons, 7.5 percent of inbound commodity state total)
5. Lumber and Wood Products (315 thousand tons, 10.1 percent of inbound commodity state total)

Figure D-4: Rail Inbound Commodity Tonnage by Texas County Destination, 2016



Source: HDR; based on the 2016 STB Waybill Sample data

Data Tables

This section presents the following detailed data tables:

- Table D-1: Rail Movement by Commodity (All Directions), 2016
- Table D-2: Rail Outbound Movement by Commodity, 2016
- Table D-3: Rail Inbound Movement by Commodity, 2016
- Table D-4: Rail Intrastate Movement by Commodity, 2016
- Table D-5: Rail Through Movement by Commodity, 2016
- Table D-6: Rail Outbound Tons by Geography (Destination State), 2016
- Table D-7: Rail Outbound Tons by Geography (Texas County of Origin, to All States), 2016
- Table D-8: Rail Inbound Tons by Geography(Originating State), 2016
- Table D-9: Rail Inbound Tons by Geography (Texas Destination County, from All States), 2016
- Table D-10: FHWA FAF Rail Tonnage by SCTG Code, 2016 and 2040

Table D-1: Rail Movements by Commodity (All Directions), 2016

Code Number	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percentage of Total	Amount	Percentage of Total
1	Farm Products	38.4	9.6%	512,427	5.2%
9	Fresh Fish	0.0	0.0%	1,800	0.0%
10	Metallic Ores	0.6	0.1%	5,744	0.1%
11	Coal	45.0	11.2%	374,365	3.8%
13	Crude Oil	2.2	0.6%	24,040	0.2%
14	Non-Metallic Minerals	58.0	14.5%	541,260	5.4%
19	Ordnance	0.1	0.0%	1,260	0.0%
20	Food Products	34.2	8.5%	602,292	6.1%
21	Tobacco Products	0.0	0.0%	40	0.0%
22	Textiles	0.1	0.0%	8,160	0.1%
23	Apparel	1.9	0.5%	156,440	1.6%
24	Lumber & Wood Products	4.4	1.1%	59,924	0.6%
25	Furniture & Fixtures	0.5	0.1%	55,440	0.6%
26	Pulp & Paper Products	9.7	2.4%	227,140	2.3%
27	Printed Matter	0.3	0.1%	14,960	0.2%
28	Chemicals	78.5	19.6%	930,970	9.4%
29	Petroleum & Coal Products	21.0	5.2%	248,991	2.5%
30	Rubber & Plastics	1.3	0.3%	94,680	1.0%
31	Leather Products	0.0	0.0%	2,160	0.0%
32	Stone, Clay & Glass Products	9.1	2.3%	112,579	1.1%
33	Primary Metal Products	8.9	2.2%	118,226	1.2%
34	Fabricated Metal Products	0.6	0.1%	40,280	0.4%
35	Machinery	0.7	0.2%	43,326	0.4%
36	Electrical Equipment	1.0	0.3%	99,012	1.0%
37	Transportation Equipment	20.1	5.0%	1,035,701	10.4%
38	Optical Instruments	0.1	0.0%	5,760	0.1%
39	Misc. Manuf. Products	0.3	0.1%	38,720	0.4%
40	Waste & Scrap Materials	4.2	1.1%	74,908	0.8%
41	Misc. Freight Shipments	1.3	0.3%	139,151	1.4%
42	Empty Containers	1.7	0.4%	397,240	4.0%
43	Mail, Express and Other Contract Traffic	0.9	0.0%	200	0.0%
44	Freight Forwarder	2.7	0.7%	180,560	1.8%
46	Misc. Mixed Shipments	52.6	13.1%	3,707,240	37.3%
47	Small Packaged Freight	0.7	0.2%	80,932	0.8%
48	Hazardous Waste	0.3	0.1%	3,520	0.0%
	Grand Total	400.8		9,939,448	

Table D-2: Rail Outbound Movements by Commodity, 2016

Code Number	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percentage of Total	Amount	Percentage of Total
1	Farm Products	1.0	1.5%	23,248	1.3%
10	Metallic Ores	0.1	0.2%	1,108	0.1%
13	Crude Oil	0.2	0.2%	2,320	0.1%
14	Non-Metallic Minerals	1.8	2.8%	18,236	1.0%
19	Ordnance	0.0	0.0%	304	0.0%
20	Food Products	4.2	6.5%	94,176	5.1%
22	Textiles	0.0	0.0%	1,000	0.1%
23	Apparel	0.4	0.6%	32,000	1.7%
24	Lumber & Wood Products	0.4	0.6%	7,240	0.4%
25	Furniture & Fixtures	0.0	0.1%	3,720	0.2%
26	Pulp & Paper Products	1.9	3.0%	53,240	2.9%
27	Printed Matter	0.0	0.0%	120	0.0%
28	Chemicals	30.6	47.8%	353,660	19.2%
29	Petroleum & Coal Products	4.1	6.4%	51,920	2.8%
30	Rubber & Plastics	0.3	0.5%	22,560	1.2%
31	Leather Products	0.0	0.0%	240	0.0%
32	Stone, Clay & Glass Products	0.8	1.3%	20,280	1.1%
33	Primary Metal Products	1.7	2.7%	20,364	1.1%
34	Fabricated Metal Products	0.1	0.2%	8,128	0.4%
35	Machinery	0.3	0.4%	20,882	1.1%
36	Electrical Equipment	0.3	0.5%	34,696	1.9%
37	Transportation Equipment	6.9	10.8%	357,949	19.5%
38	Optical Instruments	0.0	0.0%	1,400	0.1%
39	Misc. Manuf. Products	0.0	0.1%	5,320	0.3%
40	Waste & Scrap Materials	0.8	1.3%	14,348	0.8%
41	Misc. Freight Shipments	0.4	0.6%	44,880	2.4%
42	Empty Containers	0.9	1.4%	214,880	11.7%
44	Freight Forwarder	0.3	0.5%	20,720	1.1%
46	Misc. Mixed Shipments	6.4	10.0%	400,880	21.8%
47	Small Packaged Freight	0.1	0.1%	8,440	0.5%
48	Hazardous Waste	0.0	0.0%	440	0.0%
Grand Total		63.99		1,838,699	

Table D-3: Rail Inbound Movements by Commodity, 2016

Code Number	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percentage of Total	Amount	Percentage of Total
1	Farm Products	19.0	11.6%	185,229	6.8%
9	Fresh Fish	0.0	0.0%	520	0.0%
10	Metallic Ores	0.3	0.2%	2,944	0.1%
11	Coal	43.0	26.2%	357,867	13.2%
13	Crude Oil	1.4	0.9%	14,390	0.5%
14	Non-Metallic Minerals	24.9	15.2%	224,274	8.3%
19	Ordnance	0.0	0.0%	280	0.0%
20	Food Products	16.9	10.3%	215,914	7.9%
22	Textiles	0.0	0.0%	1,040	0.0%
23	Apparel	0.5	0.3%	37,520	1.4%
24	Lumber & Wood Products	3.1	1.9%	36,088	1.3%
25	Furniture & Fixtures	0.1	0.1%	10,440	0.4%
26	Pulp & Paper Products	2.2	1.3%	46,960	1.7%
27	Printed Matter	0.0	0.0%	1,600	0.1%
28	Chemicals	21.8	13.3%	248,035	9.1%
29	Petroleum & Coal Products	6.5	3.9%	82,905	3.1%
30	Rubber & Plastics	0.2	0.1%	17,680	0.7%
31	Leather Products	0.0	0.0%	200	0.0%
32	Stone, Clay & Glass Products	3.6	2.2%	38,620	1.4%
33	Primary Metal Products	3.5	2.1%	42,967	1.6%
34	Fabricated Metal Products	0.1	0.1%	10,632	0.4%
35	Machinery	0.1	0.1%	5,968	0.2%
36	Electrical Equipment	0.2	0.1%	13,880	0.5%
37	Transportation Equipment	5.2	3.1%	271,238	10.0%
38	Optical Instruments	0.0	0.0%	800	0.0%
39	Misc. Manuf. Products	0.1	0.1%	9,040	0.3%
40	Waste & Scrap Materials	1.4	0.8%	19,540	0.7%
41	Misc. Freight Shipments	0.6	0.4%	58,551	2.2%
42	Empty Containers	0.0	0.0%	12,120	0.4%
44	Freight Forwarder	0.3	0.2%	21,440	0.8%
46	Misc. Mixed Shipments	9.2	5.6%	717,640	26.4%
47	Small Packaged Freight	0.1	0.0%	8,600	0.3%
48	Hazardous Waste	0.1	0.1%	1,120	0.0%
Grand Total		164.4		2,716,042	

Table D-4: Rail Intrastate Movements by Commodity, 2016

Code Number	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percentage of Total	Amount	Percentage of Total
1	Farm Products	1.5	2.4%	13,748	1.8%
10	Metallic Ores	0.1	0.1%	916	0.1%
11	Coal	0.2	0.3%	1,344	0.2%
13	Crude Oil	0.0	0.1%	848	0.1%
14	Non-Metallic Minerals	25.7	42.4%	246,792	32.8%
20	Food Products	1.0	1.6%	13,632	1.8%
24	Lumber & Wood Products	0.0	0.1%	520	0.1%
26	Pulp & Paper Products	0.3	0.5%	3,880	0.5%
28	Chemicals	15.7	25.8%	171,679	22.8%
29	Petroleum & Coal Products	8.1	13.4%	83,246	11.1%
32	Stone, Clay and Glass Products	3.5	5.7%	33,343	4.4%
33	Primary Metal Products	0.6	1.0%	6,847	0.9%
35	Machinery	0.0	0.0%	688	0.1%
36	Electrical Equipment	0.0	0.0%	116	0.0%
37	Transportation Equipment	2.4	4.0%	106,954	14.2%
38	Optical Instruments	0.0	0.0%	40	0.0%
39	Misc. Manuf. Products	0.0	0.0%	40	0.0%
40	Waste & Scrap Materials	1.1	1.8%	13,552	1.8%
41	Misc. Freight Shipments	0.1	0.1%	2,560	0.3%
42	Empty Containers	0.1	0.2%	33,760	4.5%
46	Misc. Mixed Shipments	0.3	0.4%	16,800	2.2%
48	Hazardous Waste	0.0	0.1%	480	0.1%
Grand Total		60.7		751,785	

Table D-5: Rail Through Movements by Commodity, 2016

Code Number	Commodity Name	Tons (Millions)		Carloads	
		Amount	Percentage of Total	Amount	Percentage of Total
1	Farm Products	17.0	15.2%	290,202	6.3%
9	Fresh Fish	0.0	0.0%	1,280	0.0%
10	Metallic Ores	0.1	0.1%	776	0.0%
11	Coal	1.8	1.6%	15,154	0.3%
13	Crude Oil	0.6	0.6%	6,482	0.1%
14	Non-Metallic Minerals	5.6	5.0%	51,958	1.1%
19	Ordnance	0.1	0.1%	676	0.0%
20	Food Products	12.1	10.9%	278,570	6.0%
21	Tobacco Products	0.0	0.0%	40	0.0%
22	Textiles	0.1	0.1%	6,120	0.1%
23	Apparel	1.0	0.9%	86,920	1.9%
24	Lumber & Wood Products	0.9	0.8%	16,076	0.3%
25	Furniture & Fixtures	0.4	0.4%	41,280	0.9%
26	Pulp & Paper Products	5.4	4.8%	123,060	2.7%
27	Printed Matter	0.2	0.2%	13,240	0.3%
28	Chemicals	10.5	9.4%	157,596	3.4%
29	Petroleum & Coal Products	2.3	2.1%	30,920	0.7%
30	Rubber & Plastics	0.8	0.7%	54,440	1.2%
31	Leather Products	0.0	0.0%	1,720	0.0%
32	Stone, Clay & Glass Products	1.2	1.1%	20,336	0.4%
33	Primary Metal Products	3.1	2.8%	48,048	1.0%
34	Fabricated Metal Products	0.3	0.3%	21,520	0.5%
35	Machinery	0.3	0.3%	15,788	0.3%
36	Electrical Equipment	0.6	0.5%	50,320	1.1%
37	Transportation Equipment	5.6	5.0%	299,560	6.5%
38	Optical Instruments	0.0	0.0%	3,520	0.1%
39	Misc. Manuf. Products	0.2	0.2%	24,320	0.5%
40	Waste & Scrap Materials	1.0	0.9%	27,468	0.6%
41	Misc. Freight Shipments	0.3	0.3%	33,160	0.7%
42	Empty Containers	0.6	0.5%	136,480	2.9%
43	Mail, Express and Other Contract Traffic	0.0	0.0%	200	0.0%
44	Freight Forwarder	2.1	1.9%	138,400	3.0%
46	Misc. Mixed Shipments	36.7	32.9%	2,571,920	55.5%
47	Small Packaged Freight	0.6	0.5%	63,892	1.4%
48	Hazardous Waste	0.1	0.1%	1,480	0.0%
Grand Total		111.7		4,632,922	

Table D-6: Rail Outbound Tons by Geography (Destination State), 2016

Code Number	Commodity Name	Arizona	California	Illinois	Louisiana	Tennessee	Other States	Grand Total Tons
28	Chemicals	523,640	2,778,594	8,247,000	6,316,360	1,994,572	10,701,395	30,561,561
37	Transportation Equipment	114,668	759,580	2,770,612	980,584	301,584	2,005,444	6,932,472
46	Misc. Mixed Shipments	103,400	4,298,360	1,118,360	1,440		885,480	6,407,040
20	Food Products	102,040	1,068,280	769,720	299,880	173,540	1,759,080	4,172,540
29	Petroleum & Coal Products	179,276	599,004	959,600	663,440	148,040	1,540,764	4,090,124
26	Pulp & Paper Products	45,840	695,720	210,800	16,360	2,920	926,800	1,898,440
14	Non-Metallic Minerals	65,800	24,480	5,600	887,473		820,999	1,804,352
33	Primary Metal Products	141,760	227,000	65,640	254,840	10,680	1,034,300	1,734,220
1	Farm Products	8,232	905,440	5,960	7,236		48,064	974,932
42	Empty Containers	1,280	582,320	30,400	6,080		249,760	869,840
32	Stone, Clay & Glass Products	63,960	261,240	124,920	24,108	7,600	328,392	810,220
40	Waste & Scrap Materials	5,520	130,800	55,360	59,560		551,376	802,616
23	Apparel		124,640	199,200			76,720	400,560
41	Misc. Freight Shipments		69,908	145,880			139,132	354,920
24	Lumber & Wood Products	57,880	71,080	44,840	3,840	3,880	171,340	352,860
44	Mail & Forwarder	44,240	154,440	99,760			22,920	321,360
36	Electrical Equipment		64,920	133,300	520	1,080	112,920	312,740
30	Rubber & Plastics	3,480	107,160	94,760	400		92,880	298,680
35	Machinery		38,640	61,840	4,160		147,824	252,464
13	Crude Oil				64,360		91,480	155,840
34	Fabricated Metal Products		52,480	33,120	1,280		34,244	121,124
10	Metallic Ores	28,568	12,280	15,720		7,800	46,760	111,128
47	Small Packaged Freight	9,320	37,920	17,760			4,720	69,720
39	Misc. Manuf. Products		8,920	20,000			16,640	45,560
25	Furniture & Fixtures		15,240	16,800			9,520	41,560
48	Hazardous Waste			13,720			17,640	31,360
38	Optical Instruments		25,080	1,480			0	26,560
19	Ordnance		16,348	840			1,132	18,320
22	Textiles		1,040	5,760			3,680	10,480
27	Printed Matter			2,440			0	2,440
31	Leather Products						2,400	2,400
Grand Total		1,498,904	13,130,914	15,271,192	9,591,921	2,651,696	21,843,806	63,988,433

Table D-7: Rail Outbound Tons by Geography (Texas County of Origin, to All States), 2016

Code Number	Commodity	Brazoria	Harris	Maverick	Tarrant	Webb	Other Counties	Grand Total Tons
28	Chemicals	3,315,760	11,910,446	117,160	498,440	167,320	14,552,435	30,561,561
37	Transportation Equipment	12,200	273,992	1,505,636	596,200	2,393,120	2,151,324	6,932,472
46	Misc. Mixed Shipments		1,912,800	720	2,278,960	125,400	2,089,160	6,407,040
20	Food Products	175,680	276,640	2,183,360	228,080	105,840	1,202,940	4,172,540
29	Petroleum & Coal Products	166,520	2,051,780		21,480	12,200	1,838,144	4,090,124
26	Pulp & Paper Products		77,480	2,840	234,520	4,560	1,579,040	1,898,440
14	Non-Metallic Minerals		42,040		13,760		1,748,552	1,804,352
33	Primary Metal Products		232,700	491,240	3,360	291,280	715,640	1,734,220
1	Farm Products		2,520		29,360		943,052	974,932
42	Empty Containers		31,480	800	367,440	10,400	459,720	869,840
32	Stone, Clay & Glass Products		44,960	52,440	114,440	73,520	524,860	810,220
40	Waste & Scrap Materials		62,400		153,920	7,480	578,816	802,616
23	Apparel		22,440		1,960	18,800	357,360	400,560
41	Misc. Freight Shipments		8,520	42,120	9,800	210,640	83,840	354,920
24	Lumber & Wood Products		11,040		2,320	17,800	321,700	352,860
44	Mail & Forwarder		66,640		220,800		33,920	321,360
36	Electrical Equipment		24,900	95,160	20,840	104,080	67,760	312,740
30	Rubber & Plastics		40,880	840	62,960	24,840	169,160	298,680
35	Machinery		9,528	61,200	1,200	49,560	130,976	252,464
13	Crude Oil	3,320					152,520	155,840
34	Fabricated Metal Products		47,204	3,320	11,560	25,080	33,960	121,124
10	Metallic Ores						111,128	111,128
47	Small Packaged Freight				64,160		5,560	69,720
39	Misc. Manuf. Products		520	4,040	8,920	7,320	24,760	45,560
25	Furniture & Fixtures				920	19,880	20,760	41,560
48	Hazardous Waste		21,760				9,600	31,360
38	Optical Instruments				1,160	25,040	360	26,560
19	Ordnance		840				17,480	18,320
22	Textiles				4,680	1,600	4,200	10,480
27	Printed Matter		840		1,600		0	2,440
31	Leather Products						2,400	2,400
Grand Total		3,673,480	17,174,350	4,560,876	4,952,840	3,695,760	29,931,127	63,988,433

Table D-8: Rail Inbound Tons by Geography (Originating State), 2016

Code Number	Commodity	Wyoming	California	Illinois	Kansas	Louisiana	Other	Grand Total Tons
11	Coal	42,099,914					932,119	43,032,033
14	Non-Metallic Minerals	498,455		3,129,594	30,720	421,032	20,845,833	24,925,634
28	Chemicals	4,435,310	582,680	665,788	419,657	6,329,068	9,379,092	21,811,595
1	Farm Products	7,440	17,392	1,395,776	7,953,689	3,240	9,617,372	18,994,909
20	Food Products	4,040	864,370	1,624,367	500,996	319,596	13,626,295	16,939,664
46	Misc. Mixed Shipments		6,653,240	1,621,280	7,760	16,760	932,640	9,231,680
29	Petroleum & Coal Products	352,308	297,628	647,260	152,988	808,116	4,198,741	6,457,041
37	Transportation Equipment	4,900	503,800	2,606,612	247,920	293,256	1,497,760	5,154,248
32	Stone, Clay & Glass Products	182,320	68,640	146,440	373,516	32,720	2,754,944	3,558,580
33	Primary Metal Products		107,448	86,800		65,232	3,193,505	3,452,985
24	Lumber & Wood Products	3,120	101,640	32,440		279,396	2,701,956	3,118,552
26	Pulp & Paper Products		43,760	168,480		458,800	1,485,440	2,156,480
13	Crude Oil	892,304					519,958	1,412,262
40	Waste & Scrap Materials	21,840	117,188	90,428	160,388	66,548	934,820	1,391,212
41	Misc. Freight Shipments		287,020	136,880	800	32,774	131,052	588,526
23	Apparel		232,600	143,160			99,880	475,640
44	Freight Forwarder		131,040	164,360			17,000	312,400
10	Metallic Ores					19,720	268,252	287,972
30	Rubber & Plastics		62,520	69,080		3,240	95,080	229,920
36	Electrical Equipment		36,440	15,720	800		100,000	152,960
34	Fabricated Metal Products		38,280	53,360			54,504	146,144
35	Machinery	11,680	3,560	23,040	17,880	14,560	58,812	129,532
48	Hazardous Waste		7,240	3,400			93,680	104,320
25	Furniture & Fixtures		64,440	8,160			25,040	97,640
39	Misc. Manuf. Products		34,640	23,640			27,200	85,480
47	Small Packaged Freight		62,040	8,040			80	70,160
42	Empty Containers		8,320	27,280	320		12,800	48,720
27	Printed Matter		3,600	23,800			1,320	28,720
22	Textiles		3,800	1,840			6,240	11,880
9	Fresh Fish		10,640				0	10,640
38	Optical Instruments		8,200	600			560	9,360
19	Ordinance		600	3,840			0	4,440
31	Leather Products		40				2,240	2,280
Grand Total		48,513,631	10,352,806	12,921,465	9,867,434	9,164,058	73,614,215	164,433,609

Table D-9: Rail Inbound Tons by Geography (Texas Destination County, from All States), 2016

Code Number	Commodity	Bexar	Dallas	Harris	Tarrant	Webb	Other Counties	Grand Total Tons
11	Coal	3,985,608		435,078			38,611,347	43,032,033
14	Non-Metallic Minerals	2,435,175	4,009,565	442,110	18,280	394,217	17,626,287	24,925,634
28	Chemicals	573,148	948,577	5,487,549	1,721,197	1,357,788	11,723,336	21,811,595
1	Farm Products	102,508	48,800	6,166,351	345,836	420,329	11,911,085	18,994,909
20	Food Products	189,560	1,205,232	1,367,535	1,628,544	606,426	11,942,367	16,939,664
46	Misc. Mixed Shipments	290,440	2,355,920	2,000,120	3,615,760	229,040	740,400	9,231,680
29	Petroleum & Coal Products	32,404	268,660	2,090,466	219,440	152,320	3,693,751	6,457,041
37	Transportation Equipment	388,520	481,480	932,088	612,752	1,264,880	1,474,528	5,154,248
32	Stone, Clay & Glass Products	4,440	801,200	216,440	194,724	192,360	2,149,416	3,558,580
33	Primary Metal Products	240,960	107,388	973,798	178,600	231,648	1,720,591	3,452,985
24	Lumber & Wood Products	315,360	688,400	203,400	274,720	43,160	1,593,512	3,118,552
26	Pulp & Paper Products	102,520	484,200	57,080	239,360	267,840	1,005,480	2,156,480
13	Crude Oil			62,408			1,349,854	1,412,262
40	Waste & Scrap Materials		15,120	70,508	3,600	329,584	972,400	1,391,212
41	Misc. Freight Shipments	232,160	14,920	19,840	4,880	170,880	145,846	588,526
23	Apparel	8,160	335,040	47,520	23,520	3,680	57,720	475,640
44	Mail & Forwarder		6,600	61,440	244,360		0	312,400
10	Metallic Ores					3,920	284,052	287,972
30	Rubber & Plastics	360	103,760	19,000	31,600	19,920	55,280	229,920
36	Electrical Equipment		37,040	12,680	30,960	1,320	70,960	152,960
34	Fabricated Metal Products	720	54,320	13,564	8,560	28,480	40,500	146,144
35	Machinery		17,560	5,800	5,400	5,560	95,212	129,532
48	Hazardous Waste			22,160		45,440	36,720	104,320
25	Furniture & Fixtures	10,760	29,480	16,720	20,920	6,960	12,800	97,640
39	Misc. Manuf. Products	360	27,440	21,600	4,040	1,520	30,520	85,480
47	Small Packaged Freight	3,000	23,720	640	42,800		0	70,160
42	Empty Containers	1,440	960	6,560	6,800	3,840	29,120	48,720
27	Printed Matter	1,640	15,160	5,640	4,720	1,560	0	28,720
22	Textiles		4,560	1,560			5,760	11,880
9	Fresh Fish			6,560	4,080		0	10,640
38	Optical Instruments		4,320	2,480	1,560	440	560	9,360
19	Ordnance		600				3,840	4,440
31	Leather Products		1,680		40		560	2,280
Grand Total		8,919,243	12,091,702	20,768,695	9,487,053	5,783,112	107,383,804	164,433,609

Table D-10: FHWA FAF Rail Tonnage (Thousand Tons) by SCTG Code, 2016 and 2040

Commodity Name	Inbound Movements				Outbound Movements				Intra-state Movement		
	2016	2040	Total Growth	Average Annual Rate of Growth	2016	2040	Total Growth	Average Annual Rate of Growth	2016	2040	Total Growth
Alcoholic beverages	462.0	432.8	-6.3%	-0.27%	2,895.7	11,769.3	306.4%	6.0%	2.9	20.3	586.8%
Animal feed	7,211.9	10,958.4	51.9%	1.76%	291.7	487.8	67.2%	2.2%	106.0	139.0	31.1%
Articles-base metal	1,528.8	2,355.3	54.1%	1.82%	751.1	1,463.3	94.8%	2.8%	474.0	606.8	28.0%
Base metals	4,072.0	4,312.7	5.9%	0.24%	1,006.6	1,786.1	77.4%	2.4%	1,592.5	2,911.0	82.8%
Basic chemicals	9,754.5	18,259.7	87.2%	2.65%	14,820.3	25,216.4	70.1%	2.2%	10,552.4	22,412.4	112.4%
Building stone	3.4	12.3	260.0%	5.48%	0.4	0.0	-99.2%	-18.1%	1.1	1.6	43.5%
Cereal grains	51,109.0	44,871.6	-12.2%	-0.54%	106.4	479.0	350.2%	6.5%	2,382.1	2,752.4	15.5%
Chemical prods.	799.5	920.1	15.1%	0.59%	660.3	2,016.8	205.5%	4.8%	234.6	586.7	150.1%
Coal	44,958.6	30,641.2	-31.8%	-1.58%	0.3	0.1	-55.3%	-3.3%	315.9	0.8	-99.7%
Coal-n.e.c.	6,279.6	6,260.8	-0.3%	-0.01%	2,849.6	5,609.7	96.9%	2.9%	16,742.9	13,151.3	-21.5%
Crude petroleum	13,721.7	5,252.6	-61.7%	-3.92%	1,514.6	1,984.4	31.0%	1.1%	60,257.3	1,876.4	-96.9%
Electronics	167.7	81.7	-51.3%	-2.95%	211.3	600.3	184.1%	4.4%	30.9	31.4	1.7%
Fertilizers	3,156.8	3,716.4	17.7%	0.68%	1,413.1	3,332.2	135.8%	3.6%	1,552.3	1,493.2	-3.8%
Fuel oils	1,760.9	1,054.2	-40.1%	-2.11%	630.0	1,010.4	60.4%	2.0%	1,551.1	2,207.3	42.3%
Furniture	4.9	54.4	1019.6%	10.59%	81.2	318.2	291.8%	5.9%	3.7	6.0	60.9%
Gasoline	1,264.4	2,008.4	58.8%	1.95%	740.7	2,519.4	240.1%	5.2%	446.3	646.3	44.8%
Gravel	704.1	838.3	19.1%	0.73%	1,346.1	944.9	-29.8%	-1.5%	12,641.8	16,975.0	34.3%
Live animals/fish	0.0	0.0			0.0	0.0	n/a	n/a	0.0	0.7	1323.4%
Logs	27.8	110.9	298.6%	5.93%	0.4	2.0	384.9%	6.8%	0.6	6.2	900.8%
Machinery	358.2	846.4	136.3%	3.65%	933.5	1,832.5	96.3%	2.9%	147.6	717.8	386.3%
Meat/seafood	16.4	8.1	-50.8%	-2.91%	26.6	84.7	218.5%	4.9%	1.7	21.7	1185.5%
Metallic ores	433.4	178.2	-58.9%	-3.63%	33.1	6.7	-79.9%	-6.5%	25.8	2,052.1	7857.7%
Milled grain prods.	1,162.8	1,388.6	19.4%	0.74%	266.3	192.2	-27.8%	-1.3%	1.2	8.8	656.0%
Misc. mfg. prods.	62.9	110.8	76.0%	2.38%	63.1	222.7	252.7%	5.4%	0.5	0.0	-98.2%
Mixed freight	102.1	159.2	56.0%	1.87%	0.9	4.8	430.5%	7.2%	0.0	0.0	900.0%
Motorized vehicles	1,280.6	1,436.1	12.1%	0.48%	4,746.0	6,390.7	34.7%	1.2%	494.1	1,586.2	221.0%
Natural sands	6,815.7	6,879.4	0.9%	0.04%	160.5	158.3	-1.3%	-0.1%	257.8	929.9	260.7%
Newsprint/paper	2,703.2	3,202.4	18.5%	0.71%	683.0	517.1	-24.3%	-1.2%	566.4	804.0	41.9%
Nonmetal min. prods.	1,253.8	1,098.1	-12.4%	-0.55%	1,467.9	1,867.7	27.2%	1.0%	10,156.4	12,036.0	18.5%
Nonmetallic minerals	1,013.3	1,985.3	95.9%	2.84%	168.3	951.0	465.2%	7.5%	118.2	620.6	425.0%
Other ag prods.	2,411.1	3,590.5	48.9%	1.67%	94.2	218.3	131.7%	3.6%	41.9	182.3	335.1%
Other foodstuffs	6,331.7	9,384.9	48.2%	1.65%	868.2	2,047.2	135.8%	3.6%	520.4	1,227.3	135.8%
Paper articles	268.9	357.4	32.9%	1.19%	28.6	38.7	35.2%	1.3%	1.8	2.2	22.3%
Pharmaceuticals	3.7	3.2	-14.1%	-0.63%	26.7	16.3	-38.9%	-2.0%	6.3	6.4	3.0%

Commodity Name	Inbound Movements				Outbound Movements				Intra-state Movement		
	2016	2040	Total Growth	Average Annual Rate of Growth	2016	2040	Total Growth	Average Annual Rate of Growth	2016	2040	Total Growth
Plastics/rubber	3,837.8	6,255.2	63.0%	2.06%	20,011.5	42,867.3	114.2%	3.2%	17,559.3	40,740.8	132.0%
Precision instruments	19.6	22.6	15.2%	0.59%	29.1	129.8	346.0%	6.4%	3.3	6.9	108.4%
Printed prods.	22.4	25.6	14.4%	0.56%	113.6	41.1	-63.8%	-4.2%	0.1	0.2	62.7%
Textiles/leather	21.9	21.8	-0.4%	-0.01%	59.2	135.0	127.9%	3.5%	1.8	0.5	-74.8%
Tobacco prods.	0.0	0.2	1356.5%	11.81%	0.1	0.2	204.5%	4.7%	0.4	0.2	-53.1%
Transport equip.	289.3	182.5	-36.9%	-1.90%	256.1	34.2	-86.6%	-8.0%	552.5	344.7	-37.6%
Waste/scrap	1,758.1	957.4	-45.5%	-2.50%	834.5	1,626.6	94.9%	2.8%	1,076.5	986.5	-8.4%
Wood prods.	2,071.1	3,418.9	65.1%	2.11%	827.3	1,005.2	21.5%	0.8%	161.3	96.1	-40.4%
Grand Total	179,226	173,655	-3.1%	-0.13%	61,018	119,928	96.5%	2.9%	140,584	128,196	-8.8%



2019 Texas Rail Plan

Appendix E

Stakeholder and Public Outreach

December 2019

Appendix E - List of appendices and content

Appendix E-1 Passenger Rail Stakeholder Meeting No. 1; September 20, 2018 Collateral Material

- Invitation
- Follow-up email meeting reminder
- Meeting minutes with presentation

Appendix E-2 Freight Rail Stakeholder Meeting No. 1; October 8, 2018 Collateral Material

- Invitation
- Follow-up email meeting reminder
- Meeting minutes with presentation

Appendix E-3 Initial Outreach with Railroads

- Formal data request letter/email and data form example

Appendix E-4 Public Meeting December 11, 2018 and Online Public Meeting; December 11, 2018 – March 1, 2019 Collateral Material

- TxDOT website notice
- Invitation – email to MPO's and stakeholders and follow-up email meeting reminder
- TxDOT Public Meeting News Release
- Media outreach – News reports, social media posts
- Sign-in sheets
- Public meeting boards
- Public meeting presentation
- Online survey and results
- Comment period extension notification
- Summary of comments (PDF of all comments)
- Comment summary/response matrix

Appendix E-5 Passenger Rail Stakeholder Meeting No. 2; April 30, 2019 Collateral Material

- Invitation
- Follow-up email meeting reminder (4/29/19)
- Meeting minutes with presentation

Appendix E-6 Freight Rail Stakeholder Meeting No. 2; April 30, 2019 Collateral Material

- Invitation
- Follow-up email meeting reminder (4/29/19)
- Meeting minutes with presentation

Appendix E-7 Miscellaneous Comments

- Summary of comments since April 30, 2019 stakeholder meeting (PDF of all comments)

Appendix E-8 Texas Rail Plan Posted Online; November 12, 2019 Collateral Material

- TxDOT website notice
- Email notification to stakeholders
- Comment summary/response matrix

Appendix E-1: Passenger Rail Stakeholder Meeting No. 1;
September 20, 2018 Collateral Material



CHANGE THE DATE

Texas Rail Plan Update Stakeholder Meeting

Passenger Rail Stakeholder Meeting

New date!

Date: September 20, 2018

Time: 1:30 – 3:30 p.m.

Location:

TxDOT Transportation Division
200 E. Riverside Dr.
Austin, TX 78704



*Please park in the surface lot and meet us in Building 200 (Room 1A_2).
Parking for these events is free.*

The Texas Department of Transportation invites you to attend the Texas Rail Plan Stakeholder Meeting for the Texas Rail Plan update. Your expertise and participation in the planning process will provide us with important insight and guidance in the development of the Texas Rail Plan, which is a multi-modal freight and passenger rail plan. As we develop this plan, we know it is important to rely on those who work with rail every day. We need your input.

The purpose of this workshop is to introduce you to some of the details of the Texas Rail Plan and your role in the development process. As a stakeholder, you will be actively involved in all of the planning stages and will also be invited to attend a second meeting later this fall in which Texas Rail Plan details will be refined and finalized. We are committed to actively engaging both public and private partners throughout the planning process; this stakeholder meeting marks the beginning of our public and stakeholder engagement efforts. By attending this meeting, you will have the opportunity to share your concerns, needs and benefits with other experts from across the state.

If you cannot attend in person, you're welcome to send another organization representative in your spot. You will still have the opportunity to submit comments and be regularly updated on the Texas Rail Plan process. Your contact information will be included in our email database and you'll receive electronic updates as the plan progresses.



Stay tuned for additional meeting information prior to September 20!



By selecting “accept” or “decline”, your RSVP will be automatically received. You can also add this event to your calendar, see below.



For questions about the stakeholder meetings, please contact Marie Lewis Adams at marie@nancyledbetter.com.



SAVE THE DATE!

Texas Rail Plan Update Stakeholder Meeting

Freight Rail Stakeholder Meeting

Date: August 21, 2018

Time: 9 – 11 a.m.

Passenger Rail Stakeholder Meeting

Date: August 21, 2018

Time: 1:30 – 3:30 p.m.

Location:

TxDOT Transportation Division

200 E. Riverside Dr.

Austin, TX 78704



Please park in the surface lot and meet us in Building 200. Parking for these events is free.

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The purpose of this workshop is to introduce you to some of the details of the Texas Rail Plan and your role in the development process. As a stakeholder, you will be actively involved in all of the planning stages and will also be invited to attend a second meeting later this fall in which Texas Rail Plan details will be refined and finalized. We are committed to actively engaging both public and private partners throughout the planning process; this stakeholder meeting marks the beginning of our public and stakeholder engagement efforts. By attending this meeting, you will have the opportunity to share your concerns, needs and benefits with other experts from across the state.

If you cannot attend in person, you're welcome to send another organization representative in your spot. You will still have the opportunity to submit comments and be regularly updated on the Texas Rail Plan process. Your contact information will be included in our email database and you'll receive electronic updates as the plan progresses.



Stay tuned for additional meeting information prior to August 21!



By selecting “accept” or “decline”, your RSVP will be automatically received. You can also add this event to your calendar, see below.



For questions about the stakeholder meetings, please contact Marie Lewis at marie@nancyledbetter.com.



PASSENGER RAIL AGENDA

Texas Rail Plan Update Stakeholder Meeting

TxDOT Transportation Division, 200 E. Riverside Dr. Austin, TX 78704
September 20, 2018, 1:30 – 3:30 p.m.



REGISTRATION, WELCOME REMARKS AND SAFETY BRIEFING

1:30 – 1:45



INTRODUCTIONS

1:45 – 1:50



TEXAS RAIL PLAN OVERVIEW, PURPOSE AND APPROACH

1:50 – 2:15



STATEWIDE RAIL MAP ACTIVITY

2:15 – 2:45



RAIL GOALS, NEEDS AND PRIORITIES ACTIVITY

2:45 – 3:15



STAKEHOLDER ROLES/RESPONSIBILITIES AND NEXT STEPS

3:15 – 3:30



Upcoming dates:

Online Public Meeting - Fall 2018

Stakeholder Meetings (2nd round) - Spring 2019



Still have questions about the
Texas Rail Plan Update?

Contact Sheri Davis
at sheri@nancyledbetter.com.



Passenger Rail Stakeholder Meeting

September 20, 2018, 1:30 – 3:30 p.m.

TxDOT Riverside Office, Austin, Texas

Attendees

Stakeholders	Organization	Email
Christina Anderson	I-20 Corridor Council	cca@andersonpartners.org
Richard Anderson	I-20 Corridor Council	rma@andersonpartners.org
Chad Edwards	DART	cedwards@dart.org
Shain Eversley	HGHC	shaineversley@hgbc.com
Eric Hosey	Amtrak	eric.hosey@amtrak.com
Travis Kelly	Texas Central Rail	tkelly@texascentral.com
Garl Latham	Texas Association of Railroad Passengers	gblatham@aol.com
Peter LeCody	Texas Rail Advocates	peter@texasrailadvocates.org
Todd Stennis	Amtrak	stennis@amtrak.com
Mike Stolzman	Trinity Metro	mike.stolzman@fwta.org
Staff		
Chad Coburn	TxDOT	chad.coburn@txdot.gov
Mark Cross	TxDOT	mark.cross@txdot.gov
Peter Espy	TxDOT	peter.espy@txdot.gov
Laura Perez	TxDOT	laura.perez@txdot.gov
Mark Werner	TxDOT	mark.werner@txdot.gov
Luke Bathurst	HDR	lbathurs@hdrinc.com
Kevin Keller	HDR	kevin.keller@hdrinc.com
Aly Lang	HDR	alysar.lang@hdrinc.com
Sheri Davis	NLA	sheri@nancyledbetter.com
Marie Lewis	NLA	marie@nancyledbetter.com

1. Welcome & Introductions

Kevin Keller welcomed the group, gave an ice breaker, and talked about the need and purpose of the meeting. He had everyone go around the room and introduce themselves. Kevin then talked about the FAST ACT's requirements for the State Rail Plan. He noted that it needs to be updated every four years. He emphasized that having projects included in the Plan increases funding opportunities.

2. Statewide Rail Map Activity

Luke Bathurst introduced himself and presented a Statewide Rail Activity Map that showed the rail organizations for the Metropolitan Area and Intercity Area. He asked for input from the stakeholders for short-term and long-term information. He relayed that short-term is 0-4 years and long-term 5+ years. The stakeholders provided the following:

2.1 Metropolitan Area

Mike Stolzman of Trinity Metro stated that they have 21 miles of new railroad from downtown Fort Worth to DFW. He said they are looking at opportunities on shared asset with DART and Trinity Rail Express (TRE). He stated they have some funding from FRA to double some of the tracks. Mike said these are in the 0-4 year short-term category and they have nothing particular in the longer-term category. He stated they currently have eight train sets and may increase headways to have more frequent service.

Chad Edwards of Dallas Area Rapid Transit (DART) stated the following:

- Cotton Belt Project recently received Board approval for the service plan amendment. They are finalizing the EIS and will be up and running in December 2022. It is a 26 mile corridor with 9 stations and runs between DFW Airport to Plano. The project is on track and is a \$1.1 billion project. DART owns all the ROW, but a lot of environmental mitigation is needed (sound walls, vibration walls). There is an opportunity for cross corridor service between Trinity Metro and DART.
- On the Light Rail side, D2 Subway is planned in downtown Dallas, 2.4 miles with one mile of tunnel under downtown Dallas, the cost is over \$1 billion. They are starting environmental documentation and should wrap up in two years. Anticipating service in Dec. 2024.
- On other projects, platform extensions for red and blue lines to accommodate 3-car trains. Working on FFGA - downtown Dallas streetcar linking McKinney Ave. Trolley to modern streetcar on south side.

- North Central Texas Council of Governments (NCTOG) has a long range plan and need to keep this in mind while working on the rail plan should funding become available and are able to access those corridors.

TRE stated they are joint owned between Trinity Metro and DART. They work a quarter mile to mile at a time. They are working on improvements for double tracking turnout and signal enhancements. TRE stated it is slowly but surely coming along. They are also trying to get to the Cotton Belt connection

For short-term, Amtrak is exploring options for high-speed portion of station in DFW area – seeing what works best for the customer.

DART stated that NCTCOG has an LRTP with a lot of rail miles identified for future passenger service and should include the information in the Rail Plan.

Judge Anderson noted that In San Antonio, UP pulled out of Lone Star Rail effort and there is no resurrection of that effort.

In the Houston/Gulf Coast area, Luke Bathurst stated there is a lot of discussion on rail options. It was noted that there are plans in place, with connections to potential high speed service. Peter LeCody, Texas Rail Advocates, said to make sure light rail lines are mentioned in the plan, because rail has really helped connect the city and there are a lot of passenger rail opportunities.

For El Paso, Luke noted that there is a street car system coming online soon.

2.2 Intercity

Eric Hosey of Amtrak stated that for short-term efforts they are striking up conversation about daily service on Sunset Limited from LA to New Orleans and beyond. He said they need assistance on station in San Antonio - current station footprint not suitable for the amount of passengers they have. Eric said they are having ongoing conversations with the Mayor and VIA. They are exploring an additional station in Flatonia, and I-20 corridor. Their focus is on short-term. They are looking for extensions for the Heartland Flyer. Need funding to maintain service. Peter LeCody noted that for Sunset Limited, the Houston mayor expressed support for daily service and that most cities are working on letters of support.

Todd Stennis, Amtrak, said it is critical for the State to take the lead and let them know what they want to do. Amtrak is the service provider. He said that the states usually come to Amtrak and tell them what they want for intercity passenger rail. Peter Espy, TxDOT, stated that Texas has not traditionally been very involved in intercity passenger rail. He stated that there is a lot of concern about growth and congestion, but there is no large scale plan or strategy for rail planning. He said they need support from a local

level to move things forward. Peter LeCody noted there has been grassroots interest in Austin-San Antonio service, as well as more frequency on the Heartland Flyer.

Judge Anderson said that the I-20 corridor service could be accomplished for relatively reasonable cost - cheaper than adding lanes on I-20. He said that between Atlanta and DFW, Amtrak is currently studying fares and internal resources. Christina Anderson noted that it is so important for rural towns to have access to Amtrak, to connect to the major urban centers.

Todd Stennis of Amtrak emphasized the need to factor in the state's involvement. He said there is definitely an infrastructure requirement, and the state will need to be a partner from a funding perspective. For grants, they need a 50% or better match. He said Class 1's should not be left out of the equation in terms of funding partners, since many of the gains go to the owner or the corridor.

Travis Kelly, Texas Central Rail, said they have an agreement with Amtrak and have commitments to use stations as well. He said Bryan/College Station will have direct rail service. He noted rural Texans will benefit as well and it is also important to have connectivity to neighboring states. A draft EIS was published in December and it established a build alternative. The final EIS (ROD) will be next year, then hopefully they will start construction soon after. He noted they have been working continually with stakeholders. He stated they closed on a loan up to \$300 million, which will get them to financial close. They have purchased about 30% of the ROW needed, and continuing to make offers. They recently brought on a program management consultant and tripled their staffing in Dallas. After financial close, it will probably take another 5 years or so to build, test, etc. In total about 70 facilities - how to tie into BRT? Working with DART in Dallas, working on pedestrian and vehicular access and connection to Amtrak needs to be considered. He said more announcements coming this fall. Long range vision is Dallas to Houston.

Peter LeCody noted that the TTI study was not entered in rail plan and perhaps it should be included.

3. Project Needs Identification Activity

Kevin Keller presented a slide for Project Needs Identification Activity. He stated that for short-term 0-4 year projects, passenger rail organizations probably have a pretty good plan. He emphasized the longer term is the opportunity - not fiscally constrained. Kevin then asked for input on their priorities:

Todd Stennis, Amtrak, said in general that stations and amenities are important. He said Amtrak has found that when a municipality invests in a rail station, it's not just a transit station, it's an economic development opportunity. He said there is a definite benefit when there is local investment in the rail station. He said it's great to think about growth,

but you need to have the facilities to support it. He noted that San Antonio and Houston facilities are not designed to handle what's there today, let alone tomorrow. He said that's food for thought when prioritizing.

Chad Edwards said that DART's immediate priority is the Cotton Belt. He said for long-term, Collin County is one of the fastest-growing counties in the region and that some sort of rail service there would be helpful. He noted that on top of that would be the NCTCOG plans for long-term passenger rail service.

Judge Anderson said that the priority for short-term is to implement service between Dallas and Atlanta. He said for long-term, they would like to see it double-tracked. He said many elected officials don't think rail is important. Maybe they can argue the economic development angle that Todd mentioned.

Christina Anderson stated the short-term priority is I-20 corridor, and underscoring the importance of passenger rail to the rural areas. She stated they've found universities and colleges are great partners for passenger rail, in terms of moving students to and from school.

Eric Hosey said for Amtrak short-term it is better frequency and connectivity. He said for long-term, velocity and reliability. He said their on-time performance is not great. That they need to find a happy medium with keeping freight on time and reliable as well. He said grade separation, double track, etc. are both important - can't keep jamming more trains on the Class I lines. Todd stated that for short-term, facilities and on-time performance is the need and those are in their grasp. He said for long-term it is frequency and consistency of delivery.

Shain Eversley, HGAC, stated for short-term it is to take a more in-depth look at rail service within urban areas. For long-term, he said better rail service in the TexasX triangle like what they have between DC and Boston.

Mike Stolzman said that Trinity Metro short-term needs are Texas Rail completion and execution, then Phase 2 (southwest extension). He stated long-term, they should have trains running to Arlington – there is no transit in Arlington whatsoever. Chad noted that the votes have failed. It would be helpful to expand at least one of the transit authorities to cover new territory.

Travis Kelly, Texas Central Rail (TCR), said TxDOT's role in TCR is very limited and well-defined. He said that within 4 years they would be well under construction. I-35 should be a priority for rail service. He said it's a huge opportunity that shouldn't be wasted. The triangle vision is still there; the market is there.

Garl Latham, President - Texas Association of Railroad Passengers, stated the U.S. has never developed a cohesive transportation policy. He said it would be nice to create a policy through this planning document. Both short and long-term would need to convince people in authority of the value of passenger rail service. A “grid and gateway” wish list should be developed. Developing longer corridors isn’t about end-to-end travel, it’s about the shorter trips along the way. He said Dallas Union Station is getting the shaft now. Union Station is where all the rail lines come together. It shouldn’t be ignored.

Peter LeCody, Texas Rail Advocates, said that for short-term the need is to increase frequencies on Heartland Flyer and connect to east Coast. He said more Austin-San Antonio service is needed. He said that they need to let the public know that trains are an option. He said that TxDOT website should include information on travel options. Also, need signage to rail stations. He noted that DART does a great job with rail signage. Peter Espy said that there are signage regulations at TxDOT that may affect signage options. Amtrak said they would provide the signs for free. Peter LeCody stated that for long-term, financing is the big thing, and maybe there could be tax incentives. He noted that it is done for bringing in industry, how about doing it for rail? He said maybe TxDOT funding should be available for other modes, through the legislature. Let the public decide.

Christina Anderson noted that when you show people how small the rail funding/subsidy is, it gets their attention. She said we often have to persuade people.

TEXAS DEPARTMENT OF TRANSPORTATION

PASSENGER RAIL STAKEHOLDER COMMITTEE MEETING

Texas State Rail Plan

September 20, 2018

Agenda

Time	Item
1:30 - 1:45	Registration, Welcome Remarks and Safety Briefing
1:45 - 1:50	Introductions
1:50 - 2:15	Texas Rail Plan Overview, Purpose and Approach
2:15 - 2:45	Statewide Rail Map Activity
2:45 - 3:15	Passenger Rail Goals, Needs and Priorities Activity
3:15 - 3:30	Stakeholder Roles/Responsibilities and Next Steps
3:30	Wrap-Up

Passenger Rail Stakeholder Committee Meeting September 20, 2018

Safety Briefing and Meeting Purpose

Introduction

- Facilities
- Safety

Purpose of Texas Rail Plan Update

- Federal Railroad Administration

Purpose of Stakeholder Workshop

- Capture Input
- Establish Goals

Passenger Rail Stakeholder Committee Meeting September 20, 2018

TEXAS DEPARTMENT OF TRANSPORTATION

INTRODUCTIONS

TEXAS DEPARTMENT OF TRANSPORTATION

ICE BREAKER

Ice Breaker

- In 1920, passenger rail was at the height of popularity. 1920 saw how many rail passengers?
 - 100 million
 - 500 million
 - 1 billion
 - 2 billion

Passenger Rail Stakeholder Committee Meeting September 20, 2018

Ice Breaker

- In 1829, the first locomotive for use on railways was imported from where?
 1. France
 2. Germany
 3. Italy
 4. England

Passenger Rail Stakeholder Committee Meeting September 20, 2018

FAST Act

- 49 CFR 266.15 - Requirements for State Rail Plan
 - The State Rail Plan shall be based on a comprehensive, coordinated and continuing planning process for all transportation services within the State and shall be developed with an opportunity for participation by persons interested in rail activity in the State and adjacent States where appropriate.
- Section 11315 of the FAST Act (2015) amended the statutory requirements under 49 U. S. C. Chapter 227 pertaining to State Rail Plan requirement making the updates mandatory every (4) years instead of the original (5) years.

Passenger Rail Stakeholder Committee Meeting September 20, 2018

FRA Guidance Format

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System:
 - 2.1. Description and Inventory
 - 2.2. Trends and Forecasts
 - 2.3. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review


Technical Appendix

Passenger Rail Stakeholder Committee Meeting September 20, 2018

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE RAIL MAP ACTIVITY

Statewide Rail Map Activity



- **Metropolitan**
 - Dallas/Fort Worth
 - DART
 - Trinity Metro
 - DCTA
 - TRE
 - Austin/San Antonio
 - Cap Metro
 - VIA
 - Houston/Gulf Coast
 - METRO
 - HGAC
 - El Paso
 - Sun Metro
- **Intercity**
 - Amtrak
 - Texas Central
 - TOPRS

Passenger Rail Stakeholder Committee Meeting September 20, 2018

TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT NEEDS IDENTIFICATION ACTIVITY

Project Needs Identification Activity

What investments could be made in Texas to improve passenger rail access and promote travel mobility and economic development?

1. New or enhanced passenger rail facilities
2. New or enhanced multimodal connections
3. New or enhanced federal, state, local, and public-private partnership funding options
4. New station locations
5. Other options

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Project Needs Identification Activity

What investments could be made to enhance the efficiency, velocity, capacity and safety on the Texas state rail network?

1. Grade crossing improvements (upgrades to grade crossing signals and surfaces, grade separation, etc.)
2. New or enhanced stations and terminals
3. Infrastructure investment (extend or construct new sidings and multiple main tracks, track and bridge upgrades, wayside signal system upgrades)
4. Investments targeting state of good repair
5. Advanced technology and innovation
6. Other options

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Project Needs Identification Activity

What are the bottlenecks and chokepoints on the Texas state rail network?

1. Congestion in urban terminal areas
2. Constrained capacity on principal rail corridors
3. Constrained capacity on shared-use passenger and freight rail corridors
4. Other

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Project Needs Identification Activity

Which environmental efforts could yield significant economic benefit to Texas?

1. Transportation technology advances
2. Fuel efficiency improvements
3. Greenhouse gas emission reduction
4. Community enhancements
5. Other

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Project Needs Identification Activity

What are the most important aspects of a passenger rail service to you?

1. Travel speed/time
2. Travel reliability
3. Amenities and comfort (including technology)
4. Frequency of service
5. Other

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Project Needs Identification Activity

What should passenger rail accomplish in Texas?

1. Opportunities for intra-state trips that stop in more communities and travel at conventional speeds
2. Opportunities for intra-state trips with fewer stops and higher speeds
3. Opportunities for longer trips, interstate
4. Opportunities for commuting to and from work
5. Connections to other modes (airports, transit hubs)
6. Other

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Project Needs Identification Activity

How should Texas prioritize future passenger rail service decisions?

1. More frequencies on existing routes
2. Same frequencies but improved amenities/performance
3. More stations on existing routes
4. New routes, even if frequencies on existing routes must be reduced
5. New routes, with frequencies on existing routes maintained
6. Same frequencies but improved station services
7. More transit connections

Passenger Rail Stakeholder Committee Meeting September 20, 2018 16

Project Needs Identification Activity

What are the most important aspects of a passenger station to you?

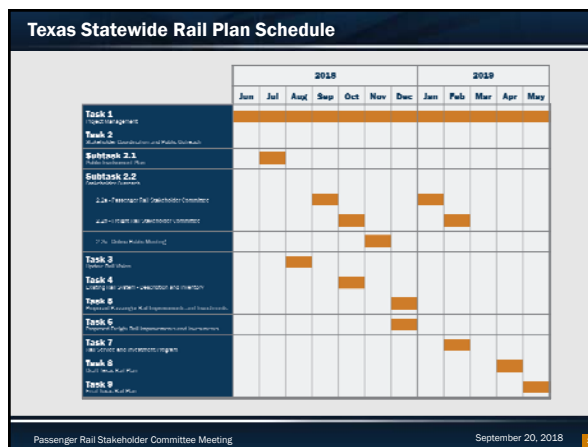
1. Enclosed, climate-controlled waiting room
2. Restroom/water fountain availability
3. Staffed ticket office
4. Checked baggage service/luggage storage
5. Good transit connections (bus, airport, rail)
6. Bicycle racks
7. Food service option
8. Wi-Fi
9. Other

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TEXAS DEPARTMENT OF TRANSPORTATION

TEXAS STATEWIDE RAIL PLAN SCHEDULE

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TEXAS DEPARTMENT OF TRANSPORTATION


DRAFT GOALS/PRIORITIES ACTIVITY

Passenger Rail Stakeholder Committee Meeting September 20, 2018 24

Draft Goals/Priorities Activity

What will have the most impact on optimizing passenger rail operations in Texas?

Passenger Rail Stakeholder Committee Meeting September 20, 2018 24



TEXAS DEPARTMENT OF TRANSPORTATION

NEXT STEPS AND WRAP UP

Appendix E-2: Freight Rail Stakeholder Meeting No. 1;
October 8, 2018 Collateral Material



SAVE THE DATE!

Texas Rail Plan Update Stakeholder Meeting

Freight Rail Stakeholder Meeting

Date: August 21, 2018

Time: 9 – 11 a.m.

Passenger Rail Stakeholder Meeting

Date: August 21, 2018

Time: 1:30 – 3:30 p.m.

Location:

TxDOT Transportation Division

200 E. Riverside Dr.

Austin, TX 78704



Please park in the surface lot and meet us in Building 200. Parking for these events is free.

The Texas Department of Transportation invites you to attend the Texas Rail Plan Stakeholder Meeting for the Texas Rail Plan update. Your expertise and participation in the planning process will provide us with important insight and guidance in the development of the Texas Rail Plan, which is a multi-modal freight and passenger rail plan. As we develop this plan, we know it is important to rely on those who work with rail every day. We need your input.

The purpose of this workshop is to introduce you to some of the details of the Texas Rail Plan and your role in the development process. As a stakeholder, you will be actively involved in all of the planning stages and will also be invited to attend a second meeting later this fall in which Texas Rail Plan details will be refined and finalized. We are committed to actively engaging both public and private partners throughout the planning process; this stakeholder meeting marks the beginning of our public and stakeholder engagement efforts. By attending this meeting, you will have the opportunity to share your concerns, needs and benefits with other experts from across the state.

If you cannot attend in person, you're welcome to send another organization representative in your spot. You will still have the opportunity to submit comments and be regularly updated on the Texas Rail Plan process. Your contact information will be included in our email database and you'll receive electronic updates as the plan progresses.



Stay tuned for additional meeting information prior to August 21!



By selecting “accept” or “decline”, your RSVP will be automatically received. You can also add this event to your calendar, see below.



For questions about the stakeholder meetings, please contact Marie Lewis at marie@nancyledbetter.com.



FREIGHT RAIL AGENDA

Texas Rail Plan Update Stakeholder Meeting

TxDOT Transportation Division, 200 E. Riverside Dr. Austin, TX 78704
October 8, 2018, 9:00 – 11:30 a.m.



REGISTRATION, WELCOME REMARKS AND SAFETY BRIEFING

9:00 – 9:15 p.m.



INTRODUCTIONS

9:15 – 9:20 p.m.



TEXAS RAIL PLAN OVERVIEW, PURPOSE AND APPROACH

9:20 – 9:45 p.m.



STATEWIDE RAIL MAP ACTIVITY

9:45 – 10:15 p.m.



RAIL GOALS, NEEDS AND PRIORITIES ACTIVITY

10:15 – 10:45 p.m.



STAKEHOLDER ROLES/RESPONSIBILITIES AND NEXT STEPS

10:45 – 11:00 p.m.



Upcoming dates:

Online Public Meeting - Fall 2018

Stakeholder Meetings (2nd round) - Spring 2019



Still have questions about the
Texas Rail Plan Update?

Contact Sheri Davis
at sheri@nancyledbetter.com



Freight Rail Stakeholder Meeting

October 8, 2018, 9:00 – 11:00 a.m.

TxDOT Riverside Office, Austin, Texas

Attendees

Stakeholders	Organization	Email
Allison Blazosky	Alamo Area MPO	blazosky@alamoareampo.org
Paul Cristina	BNSF	paul.cristina@bnsf.com
Maureen Crocker	Gulf Coast Rail District	maureen.crocker@gcrd.net
Shain Eversley	HGAC	shain.eversley@h-gac.com
Salvador Gonzalez Ayala	El Paso MPO	sgonzalez@elpasompo.org
Jeff Hathcock	NCTCOG	jhathcock@nctcog.org
Mike Johnson	NCTCOG	mjohnson@nctcog.org
Barbara Koslov	Harris County Judge's Office	barbara.koslov@cjo.hctx.net
Peter LeCody	Texas Rail Advocates	peter@texasrailadvocates.org
Brenda Mainwaring	Union Pacific Railroad	brendamainwaring@up.com
Bruce Mann	Port of Houston	bmamm@poha.com
Tyson Moeller	Union Pacific Railroad	tomoeller@up.com
Laura McNichol	Watco Companies	lam@watcocompanies.com
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Paul Treangen	TNW Corp	ptreangen@tnw-rr.com
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Nirav Ved	CAMPO	Nirav.ved@campotexas.org
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Tim Juarez	TxDOT	tim.juarez@txdot.gov
Caroline Mays	TxDOT	caroline.mays@txdot.gov
Ben Utley	TxDOT	benjamin.utley@txdot.gov
Casey Wells	TxDOT	casey.wells@txdot.gov
Mark Werner	TxDOT	mark.werner@txdot.gov
Gil Wilson	TxDOT	gil.wilson@txdot.gov
Luke Bathurst	HDR	lucas.bathurst@hdrinc.com
Eric Frostestad	HDR	eric.frostestad@hdrinc.com
Kevin Keller	HDR	kevin.keller@hdrinc.com

Sheri Davis	NLA	sheri@nancyledbetter.com
Aly Lang	HDR	alysar.lang@hdrinc.com

1. Welcome & Introductions

Mark Werner welcomed the freight rail stakeholders and gave a safety briefing.

Peter Espy welcomed the stakeholders and emphasized the importance of updating the Texas State Rail Plan, because the federal requirement provides a vehicle for TxDOT to help allocate funding. He said that the majority of the states have previously created and updated state rail plans.

Kevin Keller presented an ice breaker and then had everyone around the room introduce themselves.

2. Texas Rail Plan Overview, Purpose and Approach

Kevin explained that the FAST Act requires TxDOT to prepare an updated Texas Rail Plan. He talked about the FRA Guidance for state rail plans and gave a high level description of each chapter. He emphasized that the prioritization of projects is a change from the previous guidance, but said that this meeting will focus on Freight Rail, Chapter 4.

3. Statewide Rail Map Activity

Luke Bathurst showed a map of the Statewide Rail Activity on the projector and then referred everyone to the handout – Appendix D-1 from the Texas Freight Mobility Plan. Some of the stakeholders questioned how the projects got on the list. Luke and Kevin explained that this was the list of previously identified rail projects agreed upon by the Freight Advisory Committee that have both private and public benefits. This list is also a draft list. Input from the stakeholders is essential, and this meeting is to open up the discussion, revisiting these projects to see if they are still relevant and should be kept, or if additional projects should be included.

Class I, short line and port rail projects from the draft list were then presented and discussed.

3.1 Class I Rail Projects

Luke stated that short term is 0-4 years for project activities. All short-term projects were located on the South Orient Railroad. Gil Wilson said that most of the projects on the short term list are funded and in process.

Luke stated that long term projects are greater than 5 years and reviewed the general description for these projects:

- Grade separations (in/around, and east of Houston), wye connections

- New bridge in Beaumont
- Second mainline construction in/around Houston
- DFW metroplex (BNSF)
- Grade separations in/around Dallas area
- Double track on TRE line
- Sealed corridors – primarily dealing with grade separations and crossing improvements north/south of Dallas
- Laredo area
 - New bridge
 - Double track
 - Series of improvements with crossings in Laredo area
- San Antonio
 - 3 projects listed from Freight Mobility Plan, all grade separations on UP
- Others
 - Eagle Pass - numerous
 - Crossings improvements in Hearne and Sherman
 - Wye connection at Odem
 - Vernon grade separation

Luke explained that the projects are on the list because they were quantifiable and an agency put the project forward - there is a potential partnership with both private and public benefit. The question was asked if there was consistency across all plans. Kevin said that it was consistent, but consistency can be hard because of all the factors. He said there are ways to get to consistency: make sure the language is all the same; make sure all of the projects in the Rail Plan show and have the public benefit. Kevin stated that most of the projects on this list have been vetted and reviewed, but it needs to be done again since it is a year later. He emphasized TxDOT wants to make sure the list is inclusive and updated if there have been any changes. He stated that it is very important that there is consistency with the Rail Plan, Freight Mobility Plan, regional plan rail studies, and MPOs' studies. Since there are so many avenues, it is inevitable that you get conflicting data. The job of the Rail Plan project team is to make sure everything is synced and matches and all input is included.

It was stated that the Class I railroads total about 50% of the projects. The Freight Advisory Committee initially reviewed a long list of possible future projects but worked to generate a much shorter list – which is what is currently shown in the most recent version of the Texas Freight Mobility Plan - not much support to expand the list. The focus is to get a more strategic list with less TBDs on anticipated costs.

Regional freight rail studies currently underway with TxDOT, in cooperation with the Class I's, will likely identify additional rail projects with both private and public benefits. These projects could then be included in updated list of projects as part of the Texas Rail Plan.

The group also suggested to reach out to MPOs regarding regional rail projects identified in respective plans.

3.2 Short Line and Port Rail Projects

Eric said that the short line project list came from the Freight Mobility Plan and that they are all identified as long-term (5-20 year). He said the list was grouped by the short lines themselves. He asked if there had been any changes in the last 12-18 months. Eric said he will send a data request to the short lines within a week to make sure the Rail Plan has everything in it that short lines need when applying for grants.

Kevin emphasized that public money needs to be invested the best way. The short lines need to pick the best projects with the best impacts. Kevin said some of the questions to think about for short line projects are:

1. What are the needs/priorities/challenges?
2. What do you think you must have that the state can support you with?
3. Go through the review process and look at the project
 - Is there public benefit, public partner (vetting process)
 - Does it involve an MPO/municipality?

Kevin said that this is a several month long process and the Rail Plan is not going to be published until next year. This stakeholder meeting is the initial action of getting the projects. He stated that Class I's have the experience and resources to provide the information, but the short lines have more of a challenge. The project list is imperative should some funding come that is directed at short lines. Peter Espy stated that TxDOT does not make decisions on what is funded, but can at least open the door and identify the needs.

Kevin asked for responses from the short lines and that he understands that a lot of railroads have the 286K upgrade issue, but at the end of the day individual projects that they can point to is what is needed.

Short lines reportedly had little time to vet short line rail projects as part of Freight Mobility Plan, and need to establish solid vetting process for Texas Rail Plan.

All projects should have public benefit and be implementable.

Kevin asked for responses from ports. He said a lot of plans are being made - Houston is working on its own regional rail study and that needs to be captured. He stated that Eric will work on the port project list and will include private ports.

Comment received on PoCC bulk terminal project and whether vertical projects should be included.

Comment received on feasibility/reality of Pelican Island rail bridge.

4. Rail Goals, Needs and Priorities Activity

Kevin asked the stakeholders for input on goals, needs and priorities and went around the room for input. A summary of comments is provided below.

- Shain Eversley (HGAC) stated an interest on road/railroad interface projects; would like freight modeling to compare alternatives
- Allison Blazosky (AAMPO) asked that staff and stakeholders are provided opportunities to be involved during the planning and project prioritization process. She would appreciate advancement of findings in the Central Texas Grade Crossing study and other projects to study public benefits of rail and rail-highway grade crossing projects.
- Bruce Mann (Port of Houston) noted that the state lacks a program to invest in the rail network and called for improved decision making for transportation investments with the public's money. Invest in projects that have more economic impact. Is SORR improvement the right project for public funds? State should look at funding projects that promote modal conversion; no shippers present, need their input.
- Peter Espy (TxDOT) expressed the importance of our comments today, and that they will be heard as part of the public record. He reiterated that TxDOT cannot lobby for projects. If you want to have a project included, say it now. The key value of this group is the act of participating. TxDOT recognizes a divergence of interests in the room.
- Brenda Mainwaring (UP) stated that there is a clear focus from TxDOT administration on congestion/clear lanes, but a lack of investment in freight rail projects to help achieve congestion relief. Better benefit measurements of improvements to freight rail would clear a path to fund some of these projects. If we can measure freight rail benefits, that would be a step in the right direction.
- Paul Cristina (BNSF) is interested in furthering conversations as part of the Metroplex Freight Mobility Study, the Houston Freight Rail Study, the Border Trade Advisory Committee, and the process of optimizing efficiencies at the border. These rail improvement plans are all important to the state, considering how much it costs to maintain roadway growth. We need to look at how other states fund freight rail; policy points important to mention in state rail plan; wanted minutes from Passenger Stakeholder meeting distributed.
- Peter Le Cody (Texas Rail Advocates) supports a new advocacy effort to secure more of the non-highway transportation funding for rail. We should identify the top 10 rail projects around the state, update yearly/bi-annually; build coalition. The state needs dedicated funding for non-highway projects.
- Paul Treangen (TNW) discussed the economic importance of how short lines provide rural connectivity; 286K issues; the importance of the rail network; and

that short lines need to work with Class 1 partners to improve these measures. He mentioned that TxDOT could support short line grant applications and concepts of funding options modeled by other states (look at other DOTs); He also requested a strengthened rail division within TxDOT to implement the plan. He also noted that there are short line projects missing from the original FAC list. We need to compare the TxDOT list with the original to be sure we have everything.


- Jeff Van Schaick (GWR) mentioned that Texas is in the minority for funding for short lines and TxDOT needs to initiate or help implement a model for this, whether it's grants or tax incentives.
- Laura McNichol (Watco) expressed need for a policy statement for Texas to invest in freight rail infrastructure; it should be spelled act and acted upon. This would be much more valuable than what we're currently doing. She would like to see an overview of what other states are doing with specific amounts; need to understand that Texas is behind compared to other states, other states see rail as an economic development tool. We should lay out the options for all to see: competitive grant programs, tax credits, and how they have value for tax payers. She also emphasized that while the past state plans have narrowed lists of projects, the short lines want all of their projects listed so funding agencies and the legislature can see all that is needed.
- Loretta Brown (TxDOT) gave an update on the TxDOT Freight Advisory Committee initiatives: we're about to immerse ourselves in stakeholder feedback, boil down the "checklist", review the top priorities and make sure we're on the same page with the checklist items, but also have the complete list for backup for policy, hoping to come up with the valid/agreed upon checklist and performance metrics for policy and updates
- Mike Johnson (NCTCOG) noted the need to plan and preserve land near freight infrastructure so we can keep growing, maintaining ROW, and make sure railroads have the ROW. He expressed the need for this state rail plan and the state freight rail plan to be in harmony, updates need to happen together and not conflict with one another.
- Jeff Hathcock (NCTOG) stated that freight funding is critical (and lacking) to short lines operating in the state, capacity constraints in strategic locations in his area
- Maureen Crocker (Gulf Coast Rail District) expressed that TxDOT's project development process needs to be multimodal, it needs to look at synergistic projects and ideas (I-45 project, impacting rail lines with updates to roadway, flurry at the last minute because it wasn't on the TxDOT checklist to engage the railroad division earlier). The state needs to adopt a multimodal development process.

- Nirav Ved (CAMPO) stated that we need to identify priorities and advance projects, such as those identified in the Central Texas Freight Rail Crossing Study.
- Barbara Koslov (Harris County) stated that moving freight is multimodal and we need to make all the roadways work together, interact with freight activities. We need to study more possibilities to take freight off the road and put it on rail, and ask if we are moving freight in the most effective/efficient way.
- Casey Wells (TxDOT) mentioned that the TxDOT Freight and International Trade office will continue to support the rail stakeholders and the rail division. They are ramping up a freight infrastructure design study and a few other studies will be introduced soon.
- Tim Juarez (TxDOT) noted that the Texas Border Master Plan is looking at all 28 ports of entry from a multimodal perspective, with an intermodal connectivity component. A lot of this effort is going to be driven by bi-national stakeholders and reliance on data to support objectives.
- Salvador Gonzalez Ayala (El Paso MPO) had a main concern of ports of entry; rail only crosses border during limited times – need more. Consider previous work on rail bypass into NM.

5. Stakeholder Roles/Responsibilities and Next Steps

Activity

Kevin ended the meeting with the next steps and emphasized that input from the freight stakeholders is very important. He stated that Eric will be sending data requests to short lines this week. He said that there will be an online public meeting to get input from the public and the draft Rail Plan will be ready by the end of April 2019.

 TEXAS DEPARTMENT OF TRANSPORTATION

FREIGHT RAIL STAKEHOLDER COMMITTEE MEETING

Texas State Rail Plan

October 8, 2018

Agenda

Time	Item
9:00 – 9:15	Registration, Welcome Remarks and Safety Briefing
9:15 – 9:30	Introductions
9:30 – 10:00	Texas Rail Plan Overview, Purpose and Approach
10:00 – 10:30	Statewide Rail Map Activity
10:30 – 10:45	Freight Rail Goals, Needs and Priorities Activity
10:45 – 11:00	Stakeholder Roles/Responsibilities and Next Steps

Freight Rail Stakeholder Committee Meeting

October 8, 2018

Safety Briefing and Meeting Purpose

Introduction

- Facilities
- Safety

Purpose of Texas Rail Plan Update


- Federal Railroad Administration

Purpose of Stakeholder Workshop


- Capture Input
- Establish Goals

Freight Rail Stakeholder Committee Meeting

October 8, 2018

 TEXAS DEPARTMENT OF TRANSPORTATION

INTRODUCTIONS

 TEXAS DEPARTMENT OF TRANSPORTATION

ICE BREAKER

Ice Breaker

- What did the US Railroads Establish in 1883?
 1. Diesel Locomotives
 2. Time Zones
 3. Unit trains
 4. Synchronized signalization

Freight Rail Stakeholder Committee Meeting

October 8, 2018

Ice Breaker

- How many railroad ties are maintained by Class 1 Freight Railroads?
 1. 100 million
 2. 200 million
 3. 500 million
 4. 1 billion

Freight Rail Stakeholder Committee Meeting October 8, 2018

FAST Act

- 49 CFR 266.15 - Requirements for State Rail Plan
 - The State Rail Plan shall be based on a comprehensive, coordinated and continuing planning process for all transportation services within the State and shall be developed with an opportunity for participation by persons interested in rail activity in the State and adjacent States where appropriate.
- Section 11315 of the FAST Act (2015) amended the statutory requirements under 49 U. S. C. Chapter 227 pertaining to State Rail Plan requirement making the updates mandatory every (4) years instead of the original (5) years.
- Inclusion within a state rail plan will be considered by the Federal Railroad Administration (FRA) for competitive grant programs.

Freight Rail Stakeholder Committee Meeting October 8, 2018

Other Reasons for Completing State Rail Plan

- Engage in dialogue with stakeholders and general public regarding rail priorities, provide guidance for future activities
- Assess rail needs and develop a list of potential rail improvement projects
- Articulate rail's benefits to Texas and rail's role within the Texas transportation network, communicate with public and decision-makers
- Compile factual information on Texas' rail network

Freight Rail Stakeholder Committee Meeting October 8, 2018

FRA Guidance Format


Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System:
 - 2.1. Description and Inventory
 - 2.2. Trends and Forecasts
 - 2.3. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

Technical Appendix

Regulation of the Rail Plan is prescribed by the FRA, although some flexibility is allowed

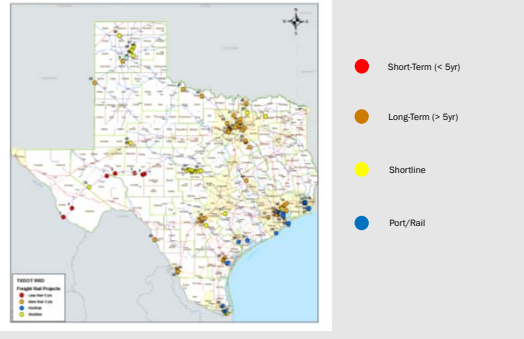
Freight Rail Stakeholder Committee Meeting October 8, 2018

 TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE RAIL MAP ACTIVITY

Freight Rail Stakeholder Committee Meeting October 8, 2018

Statewide Rail Map Activity




Legend:

- Short-Term (< 5yr)
- Long-Term (> 5yr)
- Shortline
- Port/Rail

Freight Rail Stakeholder Committee Meeting October 8, 2018


Short-Term (< 5yr) Rail Projects



Railroad	Location	Project Type
SORR	West Texas	Bridge Reconstruction
SORR	West Texas	Track Rehabilitation
SORR	West Texas	Track Rehabilitation
SORR	West Texas	Track Rehabilitation
SORR	West Texas	Track Rehabilitation
SORR	West Texas	Track Rehabilitation
SORR	West Texas	Track Rehabilitation

Freight Rail Stakeholder Committee Meeting October 8, 2018 13


Long-Term (>5yr) Rail Projects



Railroad	Location	Project Type
BNSF	Amarillo	Grade Separation
UP	Baytown	Grade Separation
BNSF, KCS, UP	Beaumont	New Bridge
UP	Corpus	Wye Connection
BNSF	El Paso	Grade Separation
BNSF, UP	Houston	Grade Separation
BNSF, UP	Houston	Grade Separation
BNSF, UP	Houston	Grade Separation
BNSF, KCS, UP, PTRA	Houston	Second Main
BNSF, KCS, UP	Houston	Second Main
BNSF	Houston	Grade Separation
BNSF	Dallas	Second Main
BNSF	Dallas	Second Main
UP	Denton	Track Relocation
UP	Dallas	Crossing, Crossing, Ped Overpass
UP	Dallas	Grade Separation

Freight Rail Stakeholder Committee Meeting October 8, 2018 14


Long-Term (>5yr) Rail Projects



Railroad	Location	Project Type
BNSF	Dallas	Grade Separation
BNSF, UP, TRE	DFW	Second Main
BNSF, UP, TRE	DFW	New Bridge
UP	Ennis	Grade Separation
UP	Ennis	Crossing Closures, Bridge Improvements
BNSF	Fort Worth	Grade Separation
BNSF, UP	Fort Worth	Scaled Corridor/Safety Improvements
BNSF	Fort Worth	Grade Separation
BNSF, UP	Fort Worth	Grade Separation
UP, KCS	Laredo	Grade Separations
UP, KCS	Laredo	New Bridge
UP	Laredo	Second Main
UP	San Antonio	Grade Separation
UP	San Antonio	Grade Separation
UP	San Antonio	Grade Separation

Freight Rail Stakeholder Committee Meeting October 8, 2018 15


Long-Term (>5yr) Rail Projects



Railroad	Location	Project Type
BNSF	Wichita Falls	Grade Separation
BNSF	Consicana	Crossing Rationalization
BNSF, UP	Eagle Pass	New Main, Sidings
BNSF	Fanewell	Grade Separation
UP	Heame	Crossing Rationalization
UP	Odem	Wye Connection
BNSF	Sherman	Crossing Replacements
BNSF	Vernon	Grade Separation

Freight Rail Stakeholder Committee Meeting October 8, 2018 16


Shortline Rail Projects



Railroad	Location	Project Type
BSR	Big Spring	Wye Interchange
BSR	Big Spring	Rail Replacement
CTXR	Brady to Lometa	Bridge Improvements
CTXR	Brady to Lometa	Bridge Improvements
CTXR	Brady to Lometa	Crossing Improvements
CTXR	Brady to Lometa	New Comm. Systems
CTXR	Brady to Lometa	Track Rehabilitation
CTXR	Brady to Lometa	Track Rehabilitation
BRG	Brownsville	Bridge Repairs
BRG	Brownsville	Crossing Improvements
BRG	Brownsville	New Siding
BRG	Brownsville	Rail/Turnout Upgrade
TNW	Etter	New Track
TNW	Hornwood	New Track
SLTC	Houston	New Track

Freight Rail Stakeholder Committee Meeting October 8, 2018 17


Shortline Rail Projects



Railroad	Location	Project Type
DGND	McKinney	Track/Bridge Improvements
RVSC	Mission	Wye Connection
PNR	Panhandle	Bridge Repairs
PNR	Panhandle	Crossing Replacements
PNR	Panhandle	Rail Replacement
PNR	Panhandle	Rail Relay
PNR	Panhandle	Track Rehabilitation
TXPF	West Texas	Track Rehabilitation
BLR	Greenville	Track Rehabilitation

Freight Rail Stakeholder Committee Meeting October 8, 2018 18

Port/Rail Projects



Port	Project Type
Beaumont	Rail/Rail Separation
Beaumont	On-Port Rail
Beaumont	New Siding
Brownsville	New Siding
Cathoun	New Storage Tracks
Corpus Christi	New Terminal
Corpus Christi	Double Track Extension
Freeport	New Track (Velasco Terminal)
Galveston	On-Dock Rail
Galveston	New Bridge
Hartlingen	New Track
Houston	Second Main
Houston	New Track
Houston	Second Main
Houston	Second Main
Port Arthur	Track Extension
Port Arthur	New Track
Port Arthur	Grade Separation
Victoria	New Bridge

Freight Rail Stakeholder Committee Meeting October 8, 2018 19

TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT NEEDS IDENTIFICATION ACTIVITY

What investments could be made in Texas to improve freight rail access, promote economic development, and enhance the state's competitiveness in national markets and the global marketplace?

1. New or enhanced intermodal facilities
2. New or enhanced industrial track access
3. New or enhanced multimodal connections
4. New or enhanced federal, state, local, and public-private partnership funding options
5. Other options

Freight Rail Stakeholder Committee Meeting October 8, 2018 20

Project Needs Identification Activity

What investments could be made to enhance the efficiency, velocity, capacity and safety on the Texas state rail network?

1. Grade crossing improvements (upgrades to grade crossing signals and surfaces, grade separation, etc.)
2. New or enhanced rail yards and terminals
3. Infrastructure investment (extend or construct new sidings and multiple main tracks, track and bridge upgrades to accommodate 286K cars, wayside signal system upgrades)
4. Investments targeting state of good repair
5. Advanced technology and innovation
6. Other options

Freight Rail Stakeholder Committee Meeting October 8, 2018 21

Project Needs Identification Activity

What are opportunities for improvement on the Texas state rail network?

1. urban terminal areas
2. capacity on principal rail corridors
3. capacity on existing shared-use passenger and freight rail corridors
4. Other

Freight Rail Stakeholder Committee Meeting October 8, 2018 22

Project Needs Identification Activity

Which environmental efforts could yield significant economic benefit to Texas?

1. Transportation technology advances
2. Fuel efficiency improvements
3. Greenhouse gas emission reduction
4. Community enhancements
5. Other

Freight Rail Stakeholder Committee Meeting October 8, 2018 23

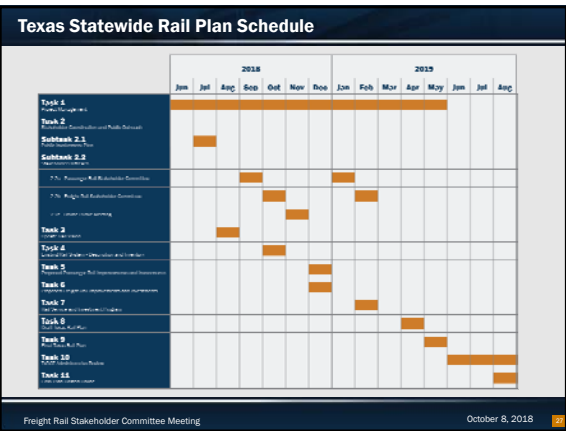
How should Texas prioritize future freight rail service decisions?

1. Increased speed/reliability to existing distributors
2. Increased access to new distributors
3. Improve network
4. Expanded incentive programs
5. Construction of new routes to accommodate economic growth

Freight Rail Stakeholder Committee Meeting October 8, 2018 26

TEXAS DEPARTMENT OF TRANSPORTATION

TEXAS STATEWIDE RAIL PLAN SCHEDULE



TEXAS DEPARTMENT OF TRANSPORTATION

DRAFT GOALS/PRIORITIES ACTIVITY

Draft Goals/Priorities Activity

What will have the most impact on optimizing freight rail operations in Texas?

Freight Rail Stakeholder Committee Meeting October 8, 2018 28

TEXAS DEPARTMENT OF TRANSPORTATION

NEXT STEPS AND WRAP UP

Appendix E-3: Initial Outreach with Railroads

From: [Frostestad, Eric](#)
To: [Klaumann, Anthony](#)
Subject: FW: TNW Corporation - State Rail Plan Data
Date: Tuesday, November 20, 2018 11:18:41 AM
Attachments: [181014 Texas SRP Class III Railroad Data Request TXGN.pdf](#)
[181014 Texas SRP Class III Railroad Data Request TXNW.pdf](#)
[181014 Texas SRP Class III Railroad Data Request TXR.pdf](#)
[ScaNovaCopy18110715220\[1\].pdf](#)

[Eric J. Frostestad](#), PE, ENV SP
D 816.412.1401 M 913.915.2559

hdrinc.com/follow-us

From: Paul Treangen [mailto:ptreangen@tnw-rr.com]
Sent: Wednesday, November 7, 2018 3:11 PM
To: Frostestad, Eric <Eric.Frostestad@hdrinc.com>
Cc: Jeff Davis <jdavis@tnw-rr.com>; Clayton Kendall <ckendall@tnw-rr.com>; Peter Espy <peter.espy@txdot.gov>
Subject: TNW Corporation - State Rail Plan Data

Eric, attached is the requested information for our three Texas short line railroads including, TXNW, TXR, and TXGN. Please confirm receipt.

Please note the Camp Bowie Industrial track project at TXR (noted on the attachment) was originally in the FAC and State Rail Plan and for some reason did not appear on the version HDR handed out at the last rail meeting. Please confirm that it has been put back on the list.

Please advise if you have questions.

Thank you for your efforts in this project!

Best regards,

Paul Treangen

Paul Treangen, CEO
TNW Corporation
5430 LBJ Freeway, Ste 1020
Dallas TX, 75240
972-982-8235

www.tnwcorporation.com

The information contained in this email is confidential and is for the use only of the intended recipient. If you are not the intended recipient, any disclosure, copy, distribution, or other use of this information is prohibited. If you have received this communication in error

Dear Paul Treangen:

The Texas Department of Transportation is presently updating the Texas State Rail Plan. HDR is assisting TxDOT with this process. HDR is tasked with coordination with Texas railroads to update their information and provide input from the railroads in the State Rail Plan as informed by the latest FRA State Rail Plan guidance, by Friday, November 2, 2018.

We have prepared the attached table to support data collection. We are hoping that the TXGN will be able to provide the information identified by yellow highlight in the document, as well as to include any other inputs it wishes to share in the State Rail Plan. We understand that some of the items in the data collection table below may not apply to the **Texas, Gonzales & Northern Railway.**

Please consider this our official request for information. We appreciate your assistance with this, and would be happy to discuss by phone, if you have any questions.

Thanks,

Eric Frostestad
HDR Engineering, Inc.

RAILROAD	Texas, Gonzales & Northern Railway						
Alpha Code / Reporting Mark:	TXGN						
Operator:	Texas Gonzales and Northern Railway Co.						
Parent Company / Owner:	TNW Corporation						
Contact:	Jeff Davis						
Phone:	972-591-2724						
Email:	jdavis@tnw-rr.com						
Company Website:	www.tnwcorporation.com						
SERVICE AREA							
Counties in Texas:	Gonzales						
Principal Stations in Texas:	Harwood, Eagle Ford, Gonzales						
RAIL TRAFFIC							
Principal Commodities:	Agricultural products, Crude, frac sand, scrap						
Annual Car loadings in Texas (for 2016 and/or 2017, if available):	2017 - 2,670 2016 - 2,788						
RAILROAD ROUTE MILES IN TEXAS							
Subdivision or Line Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per day (can be shown as a range)
Harwood – Eagle Ford	6.5	6.5	0	6.5	0	0	1
Eagle Ford - Gonzales	8.5	8.5	0	8.5	0	0	5
Eagle Ford Yard	46	46	0	46	0	0	5-7
Total	57.5	57.5	0	57.5	0	0	12

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	1
Operating Speed:	10
Wayside Signal System:	None
Line Density (2016 and/or 2017, if available):	2016 - 2,497,422.645 GTM 2017 - 2,938,962.602 GTM
Rail Car Weight Limits:	286,000 lbs.
Vertical Clearance and Restrictions:	23'
FRA Excepted Track:	7 miles in Eagle Ford yard
INTERCHANGE POINTS	
Location:	Railroad:
Harwood	UP
FACILITIES	
Type:	Location:
Classification Yards	Yes, Eagle Ford yard
Transload Facility	Yes, MP 10.1 Gonza Lead
Intermodal Facility	No
Mechanical Facility	Yes, Eagle Ford yard
Other	Railcar storage Facility at Eagle Ford yard
BRIDGES	
Number of Bridges on the Railroad in Texas: 10	Number of Bridges in Need of Repair: 2
Number of Bridges in Need of Upgrade to Handle 286K Rail Car Loads: 0	Other Bridge Comments, if applicable: 0
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	Description:
Harwood, TX	Single interchange track causes congestion. Need to add an additional track to allow for interchange of unit trains and manifest traffic. This will improve customer service and economic development opportunities.
Eagle Ford yard	Limited space for transloading opportunities.
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)	
Identification and Brief Description of Project (including location):	Estimated Cost of Project, if known:
Land and Improvements	2013 - \$9,921 Total - \$9,921
Track New	2013 - \$2,695,347, 2014 - \$1,327,770, 2015 - \$1,531,715, 2016 - \$3,459,185 2017 - \$601,781, Total - \$9,615,798
Track Rehab	2013 - \$58,800, 2014 - \$643,398, 2015 - \$174,789, 2017 - \$152,089, Total - \$1,148,553
Bridge Rehab	2015 - \$160,135, Total - \$160,135
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
Identification and Brief Description of Project (including location):	Estimated Costs, if known:
Rail tie replacement and infrastructure improvement	\$149,000
Replace rail switch points	\$105,000
Replace out dated switch stands	\$25,000

Rehab eleven tracks in zone 100 to increase railcar storage to handled loaded/hazmat cars	\$255,000
Install two trackside lubricators	\$11,000
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers, multi-modal transportation enhancements, etc.	
Identification and Brief Description of Project (including location):	Estimated Costs, if known:
Upgrade interchange between TXGN and UP to facilitate unit trains and increased manifest traffic in support of local customers <i>(In State Rail Plan)</i>	\$3,297,186
Upgrade 6,206' of storage tracks in Harwood to reduce interchange congestion	\$196,879
Ballast and surface 46,123' of existing storage yard to facilitate loaded hazmat railcars	\$915,400
OTHER COMMENTS AND INFORMATION (can be provided at railroad's discretion)	
Identification:	Description:

Dear Paul Treangen:

The Texas Department of Transportation is presently updating the Texas State Rail Plan. HDR is assisting TxDOT with this process. HDR is tasked with coordination with Texas railroads to update their information and provide input from the railroads in the State Rail Plan as informed by the latest FRA State Rail Plan guidance, by Friday, November 2, 2018.

We have prepared the attached table to support data collection. We are hoping that the TXNW will be able to provide the information identified by yellow highlight in the document, as well as to include any other inputs it wishes to share in the State Rail Plan. We understand that some of the items in the data collection table below may not apply to the **Texas North Western Railway**.

Please consider this our official request for information. We appreciate your assistance with this, and would be happy to discuss by phone, if you have any questions.

Thanks,

Eric Frostestad
HDR Engineering, Inc.

RAILROAD	Texas North Western Railway						
Alpha Code / Reporting Mark:	TXNW						
Operator:	Texas North Western Railway Co.						
Parent Company / Owner:	TNW Corporation						
Contact:	Jeff Davis						
Phone:	972-591-2724						
Email:	jdavis@tnw-rr.com						
Company Website:	www.tnwcorporation.com						
SERVICE AREA							
Counties in Texas:	Moore						
Principal Stations in Texas:	Etter, Sheerin, Machovic						
RAIL TRAFFIC							
Principal Commodities:	Agricultural products, biproducts of crude, carbon black,						
Annual Carloadings in Texas (for 2016 and/or 2017, if available):	2017	11,411	2016	8,489			
RAILROAD ROUTE MILES IN TEXAS							
Subdivision or Line Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per day (can be shown as a range)
Etter - Sheerin	6.5	6.5	0	6.5	0	0	2-4
Sheerin - Machovic	3.8	3.8	0	3.8	0	0	2
Section 5 rail yard	154	154	0	154	0	0	4

Total	164.3	164.3	0	164.3	0	0	8
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	1						
Operating Speed:	10						
Wayside Signal System:	None						
Line Density (2016 and/or 2017, if available):	2017 - 33,646,592.216 GTM						
Rail Car Weight Limits:	286,000 lbs.						
Vertical Clearance and Restrictions:	23'						
FRA Exempted Track:	71 miles in section 5 railyard						
INTERCHANGE POINTS							
Location:				Railroad:			
Etter				BNSF			
FACILITIES							
Type:				Location:			
Classification Yards				Yes, Section 5 rail yard			
Transload Facility				Yes, Etter			
Intermodal Facility				No			
Mechanical Facility				Yes, Section 5 rail yard			
Other				Railcar storage facility, Section 5 rail yard			
BRIDGES							
Number of Bridges on the Railroad in Texas: 3				Number of Bridges in Need of Repair: 0			
Number of Bridges in Need of Upgrade to Handle 286K Rail Car Loads: 1				Other Bridge Comments, if applicable:			
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS							
Location:				Description:			
Etter, TX				Bottleneck interchange – Expansion required to efficiently interchange unit trains and handle projected volume growth.			
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)							
Identification and Brief Description of Project (including location):				Estimated Cost of Project, if known:			
Land and Improvements				2013 - \$97,565, 2017 - \$178,552 Total - \$276,117			
Track New				2013 - \$6,515,731, 2014 - \$32,195, 2015 - \$4,071,151, 2016 - \$47,497, 2017 - \$1,117,407, 2018 - \$66,524 Total - \$11,850,505			
Track Rehab				2013 - \$1,393,023, 2015 - \$1,896,642, 2016 - \$30,375, 2017 - \$442,648 Total - \$3,763,048			
Bridge Rehab				2017 - \$14,900, Total - \$14,900			

FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)	
Identification and Brief Description of Project (including location):	Estimated Costs, if known:
Rail tie replacement and infrastructure improvement	\$388,000
Install two trackside lubricators	\$11,000
Replace worn out rail switch points	\$98,000
Install turnout to connect scale track back to lead on east end	\$50,000
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers, multi-modal transportation enhancements, etc.	
Identification and Brief Description of Project (including location):	Estimated Costs, if known:
Upgrade interchange between TXNW and BNSF to facilitate unit trains and increased manifest traffic in support of local customers <i>(In State Rail Plan)</i>	\$5,595,467
Rehab eight additional classification tracks in zone 100 to increase railcar classification ability	\$2,500,000
Upgrade bridge planks on 3 bridges along main lead	\$60,000
Upgrade 1 bridge from 236k to 286k	\$120,000
OTHER COMMENTS AND INFORMATION (can be provided at railroad's discretion)	
Identification:	Description:

Dear Paul Treangen:

The Texas Department of Transportation is presently updating the Texas State Rail Plan. HDR is assisting TxDOT with this process. HDR is tasked with coordination with Texas railroads to update their information and provide input from the railroads in the State Rail Plan as informed by the latest FRA State Rail Plan guidance, by Friday, November 2, 2018.

We have prepared the attached table to support data collection. We are hoping that the TXR will be able to provide the information identified by yellow highlight in the document, as well as to include any other inputs it wishes to share in the State Rail Plan. We understand that some of the items in the data collection table below may not apply to the Texas Rock Crusher Railway.

Please consider this our official request for information. We appreciate your assistance with this, and would be happy to discuss by phone, if you have any questions.

Thanks,

Eric Frostestad
HDR Engineering, Inc.

RAILROAD	Texas Rock Crusher Railway						
Alpha Code / Reporting Mark:	TXR						
Operator:	Texas Rockcrusher Railway Co.						
Parent Company / Owner:	TNW Corporation						
Contact:	Jeff Davis						
Phone:	972-591-2724						
Email:	jdavis@tnw-rr.com						
Company Website:	www.tnwcorporation.com						
SERVICE AREA							
Counties in Texas:	Brown						
Principal Stations in Texas:	Brownwood						
RAIL TRAFFIC							
Principal Commodities:	Aggregate, Clay, Asphalt						
Annual Carloadings in Texas (for 2016 and/or 2017, if available):	2017	15,279	2016	17,857			
RAILROAD ROUTE MILES IN TEXAS							
Subdivision or Line Segment and Limits	Length (Miles)	Operated (Miles)	Out of Service (Miles)	Owned (Miles)	Leased (Miles)	Trackage Rights (Miles)	Average Number of Trains per day (can be shown as a range)
Camp / Kohler lead	5	5		5			1-2
Vulcan lead	.9	.9		.9			

Total	5	5		5			1-2
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	FRA-1						
Operating Speed:	10 mph						
Wayside Signal System:	XXXX NA						
Line Density (2016 and/or 2017, if available):	2016 - 2,446,973.024 GTM 2017 - 2,085,967.270 GTM						
Rail Car Weight Limits:	286,000 lbs						
Vertical Clearance and Restrictions:	23'						
FRA Excepted Track:	< 1						
INTERCHANGE POINTS							
Location:				Railroad:			
Brownwood				BNSF			
FACILITIES							
Type:				Location:			
Classification Yards				No			
Transload Facility				Track 201 and Track 304			
Intermodal Facility				No			
Mechanical Facility				Yes			
Other				N/A			
BRIDGES							
Number of Bridges on the Railroad in Texas: 1				Number of Bridges in Need of Repair: 0			
Number of Bridges in Need of Upgrade to Handle 286K Rail Car Loads: 0				Other Bridge Comments, if applicable: XXXX			
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS							
Location:				Description:			
Brownwood, TX				Capacity constraints for interchange and storage of customer railcars			
				Rail does not currently access new Brownwood industrial park.			
FUNDED CAPITAL PROJECTS (infrastructure and other improvements)							
Identification and Brief Description of Project (including location):				Estimated Cost of Project, if known:			
Track Rehab				2015 - \$18,400, 2016 - \$107,309, 2017 - \$28,175, 2018 - \$25,507, Total - \$179,472			
Bridge Rehab				2015 - \$97,582, Total - \$97,582			
FUTURE PLANNED IMPROVEMENTS (infrastructure and other improvements)							
Identification and Brief Description of Project (including location):				Estimated Costs, if known:			

Rail tie replacement and infrastructure improvement	\$275,200
Install one trackside lubricator	\$5,500
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (not yet funded or planned), including rehabilitation or construction of spur tracks for increased or renewed use by rail shippers, multi-modal transportation enhancements, etc.	
Identification and Brief Description of Project (including location):	Estimated Costs, if known:
Add additional tracks at Camp Bowie Industrial Park to provide incremental storage and switching capabilities along with improved rail service. (In State Rail Plan)	\$2,384,422
Upgrade the main lead serving Camp Bowie Industrial Park to heavier rail to accommodate increased car volume	\$3,500,000
Rehab track to handle loaded hazmat cars	\$1,700,000
Rehab six grade crossings at Camp Bowie Industrial Park	\$240,000
OTHER COMMENTS AND INFORMATION (can be provided at railroad's discretion)	
Identification:	Description:

Appendix E-4: Public Meeting December 11, 2018 and Online Public Meeting; December 11, 2018 – March 1, 2019 Collateral Material

[A - Z Site Index](#) | [Contact Us](#) | [Español](#)

Public Meeting - 2019 Texas Rail Plan

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Get Involved](#)
> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

Where:	TxDOT 200 E. Riverside Drive First Floor, Room 1A-1 Austin, TX 78704 (Map)
When:	Tuesday, Dec. 11, 2018 4 p.m. - Presentation 4:30 p.m. - Q&A Session
Purpose:	The purpose of the meeting is to receive public comments on the proposed 2019 Texas Rail Plan. Comments must be received on or before Friday, March 1, 2019, to be a part of the official record.
Description:	The 2019 Texas Rail Plan reflects the latest rail project priorities and fulfills federal funding eligibility requirements. Recent updates include the development of policy concepts, programs, and agency-specific strategies to improve the efficiency of freight movement and maintain on-time passenger service. You may participate via the WebEx online meeting or teleconference. WebEx: Join the WebEx Host Room ID: 737 631 929 Password: MxB5WXC6 Teleconference: Join by phone: 1-855-437-3563 (US toll free)

1-210-606-9485 (US toll)

Special Accommodations:

Persons with disabilities who have special communication or accommodation needs or who plan to attend the hearing may contact the Rail Division, at 118 East Riverside Drive, Austin, Texas 78704-1205, (512) 486-5815. Requests should be made no later than three days prior to the hearing. Every reasonable effort will be made to accommodate the needs.

Public Comment and Survey

The online meeting is available for review and comment.

Complete the online survey or print the survey and mail it to the address below.

Leave an online comment or print a comment form and mail it to:


TxDOT
Rail Division, ATTN: 2018 Texas Rail Plan
P.O. Box 149217 Austin, TX 78714-9217

(512) 486-5033

Email

Updated Dec. 12, 2018

Get Involved

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TXDOT TO HOST PUBLIC MEETING ON 2018 TEXAS RAIL PLAN UPDATES

The Texas Department of Transportation is updating the [Texas Rail Plan](#) and we need your input!

The plan reflects the latest rail project priorities and fulfills federal funding eligibility requirements. Recent updates include the development of policy concepts, programs, and agency-specific strategies to improve the efficiency of freight movement and maintain on-time passenger service.

<i>Date</i>	<i>Time</i>	<i>Location</i>
Tuesday Dec. 11, 2018	Presentation: 4 p.m. Q&A Session: 4:30 p.m.	Webinar online meeting Host Room ID: 737 631 929 Password: MxB5WXC6 Call-in toll-free number: 1-855-437-3563 (US)
Tuesday Dec. 11, 2018	4 – 6 p.m.	In-person meeting 200 E. Riverside Drive, Room 1A-1 Austin, TX 78704
Dec. 11, 2018 – Jan. 8, 2019	----	Online public meeting

The rail system is a critical component of our thriving economy, safely connecting industries, ports, and people without congesting highways. We can maximize the value of rail through collaboration with private and local stakeholders, and the identification and facilitation of important projects.

We look forward to hearing from you on December 11! If you are unable to attend the meeting in-person, you can listen live via an [online webinar](#) or learn more and share your input at an [online public meeting](#).

If you have questions or comments prior to the meeting, please contact the TxDOT Rail Division at RRD_RailPlan@txdot.gov or (512) 486-5815.



NEWS RELEASE

MediaRelations@txdot.gov
512-463-8700

TxDOT TO HOST PUBLIC MEETING ON 2019 TEXAS RAIL PLAN

Plan to reflect latest rail project priorities, fulfill federal funding eligibility requirements

 [Share This](#)

 [Tweet This](#)

Dec. 6, 2018

AUSTIN – Updates to the [Texas Rail Plan](#) will be the highlight of a public meeting hosted by the Texas Department of Transportation on Tuesday, Dec. 11, 2018 from 4 p.m. to 6 p.m. The [meeting](#) will take place at 200 E. Riverside Drive, Room 1.A-1, in Austin, Texas.

“The rail system is a critical component of our thriving economy, safely connecting industries, ports, and people without congesting highways,” said **Peter Espy**, TxDOT Rail Division Director. “The Texas Rail Plan serves as a blueprint for the future development of the state's passenger and freight rail system and addresses existing and future rail service in Texas.”

The Texas Rail Plan enables TxDOT to:

- Take inventory and review usage of all rail lines
- Analyze rail service goals and rail's contribution
- Catalog and assess potential infrastructure projects
- Examine financing issues for projects and services
- Review rail safety improvement projects

TxDOT seeks your input on the Texas Rail Plan. Meeting participants will be able to review the draft [2019 Plan](#), ask questions, and submit comments. Attendees are invited to come-and-go at their convenience. Those unable to attend the meeting in-person can offer input online via a live webinar or at an online public meeting that will be available December 11 – January 8 at www.2019TRP.com.

Date	Time	Location
Tuesday Dec. 11, 2018	Presentation: 4 p.m. Q&A Session: 4:30 p.m.	Webinar online meeting Host Room ID: 737 631 929 Password: MxB5WXC6 Call-in toll-free number: 1-855-437-3563 (US)
Tuesday Dec. 11, 2018	4 – 6 p.m.	In-person meeting 200 E. Riverside Drive, Room 1A-1 Austin, TX 78704
Dec. 11, 2018 – Jan. 8, 2019	----	Online public meeting

If you have questions or comments prior to the meeting, please contact the TxDOT Rail Division at RRD_RailPlan@txdot.gov or (512) 486-5815.

TxDOT Seeking Public Input On Future Of Rail In Texas

Texas Rail Plan to reflect latest rail project priorities, fulfill federal funding eligibility requirements

AUSTIN — The Texas Department of Transportation is seeking public input on an update to the [Texas Rail Plan](#), which includes a list of current and future rail [projects](#) that the public will have the opportunity to learn about and submit comments. The plan also keeps inventory of all rail lines; analyzes rail service goals and contributions to the economy; catalogs and assesses potential infrastructure projects; and examines finance strategies for projects and services.

The public can review and provide input on the plan via the [online meeting](#). There also is a [survey](#) and online [form](#) to submit public comments until Jan. 8, 2019. These options provide an opportunity for the public to comment on all rail-related issues in Texas, both freight and passenger, as well as existing and future projects and programs.

The rail system is a critical component of our thriving economy, safely connecting industries, ports and people. Per federal requirements, states must have a state rail plan that is updated every four years to establish policy, priorities and implementation strategies for freight and passenger rail in the state.

For media inquiries contact MediaRelations@txdot.gov or call (512) 463-8700.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at TxDOT.gov. "Like" us on [Facebook](#) and follow us on [Twitter](#).

<https://www.txdot.gov/inside-txdot/media-center/statewide-news/019-20180.html#>

TxDOT wants your opinion on the future of rail in Texas
KVUE: 12/21/18



TxDOT wants your input on Texas' rail plan



TxDOT leaders want to know what you think about future rail projects in Texas.

Published: 8:40 AM CST December 21, 2018



TxDOT wants your input on Texas' rail plan



- Public Input Needed
- Texas Rail Plan
- Now- January 8, 2019
- Link to survey at kvue.com

TxDOT leaders want to know what you think about future rail projects in Texas.

Published: 8:40 AM CST December 21, 2018

<https://www.kvue.com/video/news/local/txdot-wants-your-input-on-texas-rail-plan/269-8381871>

TxDOT Seeks Public Input on Texas Rail Plan

KSST Radio: 12/21/18

AUSTIN — The Texas Department of Transportation is seeking public input on an update to the Texas Rail Plan, which includes a list of current and future rail projects that the public will have the opportunity to learn about and submit comments. The plan also keeps inventory of all rail lines; analyzes rail service goals and contributions to the economy; catalogs and assesses potential infrastructure projects; and examines finance strategies for projects and services.

The public can review and provide input on the plan via the online meeting. There also is a survey and online form to submit public comments until Jan. 8, 2019. These options provide an opportunity for the public to comment on all rail-related issues in Texas, both freight and passenger, as well as existing and future projects and programs.

The rail system is a critical component of our thriving economy, safely connecting industries, ports and people. Per federal requirements, states must have a state rail plan that is updated every four years to establish policy, priorities and implementation strategies for freight and passenger rail in the state.

<http://www.ksstradio.com/2018/12/txdot-seeks-public-input-on-texas-rail-plan/>

Texas DOT solicits public feedback on updated rail plan

Rail News Leader - Progressive Railroading: 12/27/18

The Texas Department of Transportation (TxDOT) is seeking public input on an update to the state rail plan.

The updated plan includes a list of current and future rail projects, which public members can learn about and comment on, TxDOT officials said in a press release. The plan also provides an inventory of all rail lines; analyzes rail service goals and contributions to the economy; catalogs and assesses potential infrastructure projects; and examines finance strategies for projects and services.

"The rail system is a critical component of our thriving economy, safely connecting industries, ports and people," TxDOT officials said. "Per federal requirements, states must have a state rail plan that is updated every four years to establish policy, priorities and implementation strategies for freight and passenger rail in the state."

Members of the public can review and provide input on the plan via an online meeting. TxDOT also is providing a survey and online comment form that must be submitted by Jan. 8.

https://www.progressiverailroading.com/rail_industry_trends/news/Texas-DOT-solicits-public-feedback-on-updated-rail-plan--56387

Texas Department of Transportation Seeking Public Input on Future of Rail in Texas

Woodlands Online | Published 12/20/2018

AUSTIN, Texas — The Texas Department of Transportation is seeking public input on an update to the Texas Rail Plan, which includes a list of current and future rail projects that the public will have the

opportunity to learn about and submit comments. The plan also keeps inventory of all rail lines; analyzes rail service goals and contributions to the economy; catalogs and assesses potential infrastructure projects; and examines finance strategies for projects and services.

The public can review and provide input on the plan via the online meeting. There also is a survey and online form to submit public comments until Jan. 8, 2019. These options provide an opportunity for the public to comment on all rail-related issues in Texas, both freight and passenger, as well as existing and future projects and programs.

The rail system is a critical component of our thriving economy, safely connecting industries, ports and people. Per federal requirements, states must have a state rail plan that is updated every four years to establish policy, priorities and implementation strategies for freight and passenger rail in the state.

<https://www.woodlandsonline.com/npps/story.cfm?nppage=61769>

Social Media Content

FACEBOOK POSTS (TxDOT)

<p>11/30/2018 12 p.m.</p>	<p>We want to hear from YOU! On Tuesday, Dec. 11, 2018 at 4 p.m. TxDOT is hosting an online meeting for anyone who wants to comment on existing and future passenger and freight rail service in Texas. You can also attend the meeting in-person at 200 E. Riverside Drive, room 1A-1, Austin, TX 78704. More info on the 2018 Texas Rail Plan update meeting can be found at https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/rail/121118.html.</p>
<p>12/6/2018 11 a.m.</p>	<p>LEARN MORE ABOUT THE TEXAS RAIL PLAN! Who does it impact? What are the requirements and guidance? When will there be public meetings? Visit the Texas Rail Plan project webpage https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html to answer these questions and learn more about how to get involved and share input.</p>
<p>12/11/2018 4 p.m.</p>	<p>Happening NOW! Join us at our public meeting to learn about the 2019 Texas Rail Plan update and see how TxDOT is addressing existing and future passenger and freight rail service in Texas and share your feedback. Join online here https://bit.ly/2zzjCDN OR in-person at 200 E. Riverside Drive, room 1A-1, Austin, TX 78704. Learn more about the plan: https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html.</p>
<p>12/14/2018 11 a.m.</p>	<p>Missed the 2019 Texas Rail Plan meeting? Don't fret. Check out the online meeting at www.2019TRP.com now through Jan. 8, 2019 to learn more about the goals and objectives of the Texas Rail Plan. From safety and security to reliability and efficiency, we need your input to properly develop this plan and shape the future of rail in Texas.</p>
<p>1/3/2019 12 p.m.</p>	<p>Don't wait until it's too late. The last day to submit comments for the 2019 Texas Rail Plan is Jan. 8, 2019. Visit the online public meeting at www.2019TRP.com to learn about the existing system, see the goals of the plan, and learn about next steps. Your input is needed to develop this plan and shape the future of rail in Texas.</p>

TWITTER POSTS (@TxDOT)

<p>11/30/2018 12 p.m.</p>	<p>We want to hear from YOU! #TxDOT is hosting a public mtg on 12/11/18 at 4pm for the #TXRailPlan. Share your ideas on existing/future rail service in TX. More: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/rail/121118.html</p>
---------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



12/6/2018 11 a.m.	Learn more about the #TXRailPlan at upcoming #TxDOT public mtg & share your input. Join us in-person or online & get involved today! https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html
12/11/2018 4 p.m.	Happening NOW! #TxDOT public meeting on 2019 #TXRailPlan. Learn how TxDOT is addressing existing/future rail service in TX. Join online OR in-person & share input: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/rail/121118.html
12/14/2018 11 a.m.	Missed the #TXRailPlan mtg? Don't fret. Check out the online mtg www.2019TRP.com now through 1/8/19 to learn more about the goals & objectives of the plan & share your input.
1/3/2019 12 p.m.	Don't wait until it's too late. The last day to submit comments for #TXRailPlan is 1/8/19! Visit #TxDOT online public mtg www.2019TRP.com to learn about the existing system, see the goals of the plan & learn about next steps.



SIGN-IN SHEET

2019 Texas Rail Plan: Public Meeting

TxDOT, 200 E. Riverside Dr., First Floor, Room 1A-1, Austin, TX 78704
 Tuesday, Dec. 11, 2018, 4 - 6 p.m.

	NAME (please print)	MAILING ADDRESS	PHONE NUMBER	EMAIL ADDRESS (optional)
1	Eliz. Grindstaff		979.446.5839	egrindstaff@texascentral.com
2	BRUCE ASHTON		210-348-7649	UB3ASHTON@SIBLGLOBAL.NET
3	KYLE WORKMAN		979-216-5960 5258	KYLE@TEXANSOLANSTHSL.COM
4	ROGER BEALL		512 436 5154	roger.beall@txdot.gov
5	Spencer Wood		512-416- 5253 5258	Spencer.Wood@txdot.gov
6	Desi Porter			
7	Ed Emmett		281 573 6880	
8				
9				
10				
11				



SIGN-IN SHEET

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TxDOT, 200 E. Riverside Dr., First Floor, Room 1A-1, Austin, TX 78704
 Tuesday, Dec. 11, 2018, 4 - 6 p.m.

Staff

	NAME (please print)	Company MAILING-ADDRESS	PHONE NUMBER	EMAIL ADDRESS (optional)
1	Kelli Reyna	HDR		Kelli.reyna@hdrinc.com
2	Mark Werner	TxDOT		mark.werner@txdot.gov
3	Kevin Keller	HDR		Kevin.Keller@hdrinc.com
4	Sheri Davis	NLA	806-236-4228	Sheri.nancyledbetter.com
5	Julie Jeroma	TxDOT	5124162032	julia.jeroma@txdot.gov
6	Spencer Ward	TxDOT	5124165253	spencer.ward@txdot.gov
7	Mark Cross	TxDOT	512-475-0942	mark.cross@txdot.gov
8	Chad Colson	TRDOT		
9	Peter Espy	TxDOT		
10	Luke Bathurst	HDR		
11				



WELCOME!

Why Am I Here?



Learn about the 2019 Texas Rail Plan



Provide input and establish goals



WHO IS TxDOT Rail Division?

- **Established** 2009
- **Implements** rail-related policies
- **Analyzes** rail infrastructure and operations
- **Plans & coordinates** rail projects
- **Oversees** rail-highway safety & inspection
- **State liaison** to Federal Railroad Administration
- **Manages** state-owned railroad (SORR)





WHAT IS THE Texas Rail Plan?

- **Defines** what the system is today
- **Determines** needs for the future
- **Integrates** with other TxDOT plans
- **Includes** stakeholder input — *TxDOT wants to hear from you!*

TxDOT RAIL PLAN HISTORY

- **2010** First Rail Plan
- **2016** Last update



Why Update the TRP?

Federal Government requires States to develop, maintain, and update rail plans (49 CFR 266.15)

Requirements for State Rail Plans:

- Based on a comprehensive, coordinated and continuing planning process for all transportation services within the State
- Developed with an opportunity for participation by persons interested in rail activity in the State and adjacent States where appropriate

Section 11315 of the FAST Act (2015) amended the statutory requirements under 49 U. S. C. Chapter 227 pertaining to State Rail Plan requirement making the updates mandatory every (4) years instead of the original (5) years.

Inclusion within a state rail plan will be considered by the Federal Railroad Administration (FRA) for competitive grant programs.

Additional Reasons for Update

- Gain guidance for future rail priorities from dialogue with stakeholders and general public
- Develop a list of potential rail improvement projects from stakeholder input
- Communicate rail's benefits and role in Texas with public and decision-makers
- Compile factual information on Texas' rail network





Texas Rail Plan GOALS & OBJECTIVES



SAFETY: Reduce rail-related fatalities and serious injuries, especially at at-grade rail crossings



ASSET MANAGEMENT: Achieve a state of good repair of the rail assets, especially those assets owned by TxDOT



MOBILITY & RELIABILITY: Reduce congestion and improve rail system efficiency, capacity, and performance, including rail freight and passenger travel time reliability



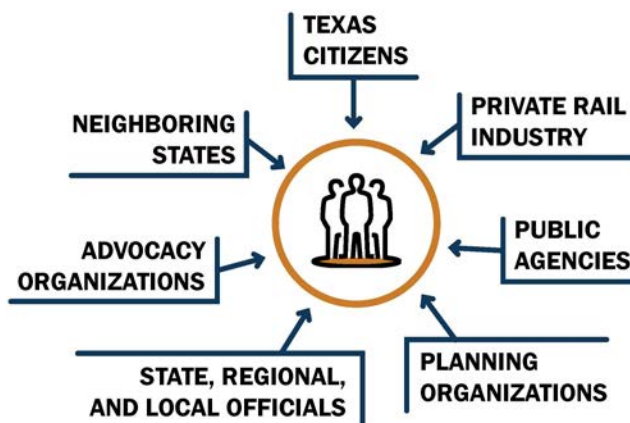
MULTIMODAL CONNECTIVITY: Provide freight and passenger choice by improving the rail system and providing intermodal and multimodal connectivity



ECONOMIC COMPETITIVENESS: Strengthen Texas' position as a trade and logistics hub and support both existing industries and the attraction of new industries



Texas Rail Plan STAKEHOLDERS





Definitions

TRP: *Texas Rail Plan*

FRA: *Federal Railroad Administration*

Class I/Class III/Shortline: *different "sizes" of freight railroads*

Intermodal: *the transportation of freight in an intermodal container or vehicle, using multiple modes of transportation*

Intercity/Commuter Rail: *Designations for passenger rail systems*

MPO: *Metropolitan Planning Organization*

Amtrak: *National Railroad Passenger Corporation*



Rail Transportation

- Freight Rail
- Passenger Rail

Freight Systems

- Air
- Waterway
- Freight
- Highway
- Port



FRA Guidance FORMAT

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System:
 - 2.1. Description and Inventory
 - 2.2. Trends and Forecasts
 - 2.3. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

Technical Appendix





Statewide Proposed PASSENGER RAIL PROJECTS



Metropolitan

- Dallas/Fort Worth
 - DART
 - Trinity Metro
- DCTA
- TRE

Austin/San Antonio

- Cap Metro
- VIA

Houston/Gulf Coast

- METRO
- HGAC
- GCRD

El Paso

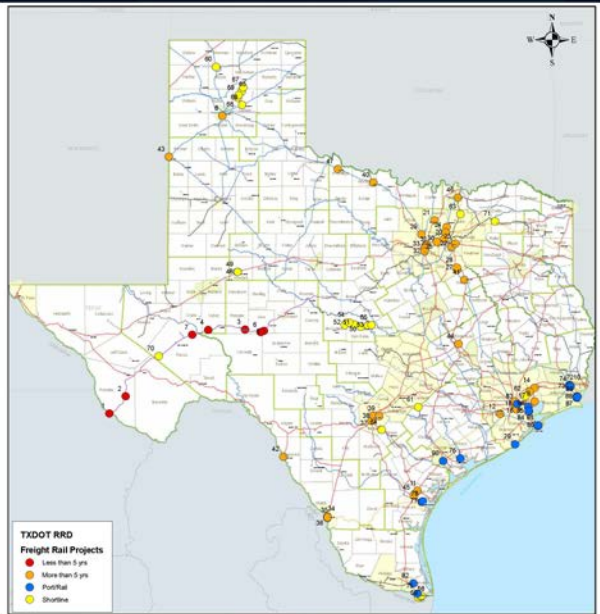
- Sun Metro

Intercity

- Amtrak
- Texas Central
- TOPRS



Statewide Proposed FREIGHT RAIL PROJECTS



- TXDOT RRD
Freight Rail Projects**
- Less than 5 yrs
 - More than 5 yrs
 - Port/Rail
 - Shortline





Texas Rail Plan SCHEDULE



How Can I Stay Informed and Get Involved?



Participate in a commenting opportunity



Visit www.txdot.gov
Search "Texas Rail Plan"



Contact Rail Division
512.486.5815 or
RRD_RailPlan@txdot.gov



Mail Texas Rail Plan
c/o TxDOT Rail Division
125 E. 11th Street
Austin, TX 78701



TEXAS DEPARTMENT OF TRANSPORTATION





2019 TEXAS RAIL PLAN PUBLIC MEETING


December 11, 2018

WELCOME!

Why Am I Here?



Learn about the 2019 Texas Rail Plan



Provide input and establish goals

2019 Texas Rail Plan December 11, 2018 2

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2019 Texas Rail Plan December 11, 2018 3

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2019 Texas Rail Plan December 11, 2018 4

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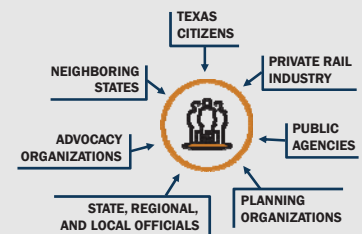
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-  **ASSET MANAGEMENT:** Achieve a state of good repair of the rail assets, especially those assets owned by TxDOT
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-  **MULTIMODAL CONNECTIVITY:** Provide freight and passenger choice by improving the rail system and providing intermodal and multimodal connectivity
-  **ECONOMIC COMPETITIVENESS:** Strengthen Texas' position as a trade and logistics hub and support both existing industries and the attraction of new industries

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Rail Transportation

- Freight Rail
- Passenger Rail

Freight Systems

- Air
- Waterway
- Freight
- Highway
- Port








2019 Texas Rail Plan December 11, 2018 9

FRA Guidance FORMAT

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
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 - i. Description and Inventory
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 - iii. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

Technical Appendix

2019 Texas Rail Plan December 11, 2018 10

TEXAS DEPARTMENT OF TRANSPORTATION




STATEWIDE PROPOSED RAIL PROJECTS

2019 Texas Rail Plan

2019 Texas Rail Plan December 11, 2018

Statewide Proposed & Existing PASSENGER RAIL PROJECTS



Metropolitan

- Dallas/Fort Worth
 - DART
 - Trinity Metro
 - DCTA
 - TRE
- Austin/San Antonio
 - Cap Metro
 - VIA
- Houston/Gulf Coast
 - METRO
 - HGAC
 - GGRD
- El Paso
 - Sun Metro

Intercity

- Amtrak
- Texas Central

2019 Texas Rail Plan December 11, 2018 12

Statewide Proposed FREIGHT RAIL PROJECTS

2019 Texas Rail Plan December 11, 2018 13

TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT NEEDS IDENTIFICATION

2019 Texas Rail Plan

What could be done in Texas to improve freight rail access, promote economic development, and enhance the state's competitiveness in national markets and the global marketplace?

1. New or enhanced intermodal facilities
2. New or enhanced industrial track access
3. New or enhanced multimodal connections
4. New or enhanced federal, state, local, and public-private partnership funding options
5. Other options

2019 Texas Rail Plan December 11, 2018 15

What could be done in Texas to improve passenger rail access and promote travel mobility and economic development?

1. New or enhanced passenger rail facilities
2. New or enhanced multimodal connections
3. New or enhanced federal, state, local, and public-private partnership funding options
4. New station locations
5. Other options

2019 Texas Rail Plan December 11, 2018 16

What could be done to enhance the efficiency, velocity, capacity and safety on the Texas state rail network?

1. Grade crossing improvements
(upgrades to grade crossing signals and surfaces, grade separation, etc.)
2. New or enhanced stations, rail yards and terminals
3. Infrastructure investment
(extend or construct new sidings and multiple main tracks, track and bridge upgrades, wayside signal system upgrades)
4. Investments targeting state of good repair
5. Advanced technology and innovation
6. Other options

2019 Texas Rail Plan December 11, 2018 17

What opportunities do you see for improvement on the Texas state rail network?

1. Urban terminal areas
2. Capacity on principal rail corridors
3. Capacity on existing shared-use passenger and freight rail corridors
4. Other

2019 Texas Rail Plan December 11, 2018 18

What do you feel could be done by the rail industry that would yield significant environmental and economic benefit to Texas?

1. Transportation technology advances
2. Fuel efficiency improvements
3. Greenhouse gas emission reduction
4. Community enhancements
5. Other

2019 Texas Rail Plan December 11, 2018 19

How should future freight rail service decisions in Texas be prioritized?

1. Increased speed/reliability to existing distributors
2. Increased access to new distributors
3. Improve network
4. Improve safety and help in congestion reduction
5. Construction of new routes to accommodate economic growth

2019 Texas Rail Plan December 11, 2018 20

What are the most important aspects of a passenger rail service to you?

1. Travel speed/time
2. Travel reliability
3. Amenities and comfort (including technology)
4. Frequency of service
5. Other

2019 Texas Rail Plan December 11, 2018 21

What should be the goal of passenger rail service in Texas?

1. Opportunities for intra-state trips that stop in more communities and travel at conventional speeds
2. Opportunities for intra-state trips with fewer stops and higher speeds
3. Opportunities for longer trips, interstate
4. Opportunities for commuting to and from work
5. Connections to other modes (airports, transit hubs)
6. Other

2019 Texas Rail Plan December 11, 2018 22

How should passenger rail be prioritized in the future to provide more transportation options?

1. More frequencies on existing routes
2. Same frequencies but improved amenities/on time performance
3. More stations on existing routes
4. New routes, even if frequencies on existing routes must be reduced
5. New routes, with frequencies on existing routes maintained
6. Same frequencies but improved station services
7. More transit connections


2019 Texas Rail Plan December 11, 2018 23

What are the most important aspects of a passenger station to you?

1. Enclosed, climate-controlled waiting room
2. Restroom/water fountain availability
3. Staffed ticket office
4. Checked baggage service/luggage storage
5. Good transit connections (bus, airport, rail)
6. Bicycle racks
7. Food service option
8. Wi-Fi
9. Other

2019 Texas Rail Plan December 11, 2018 24

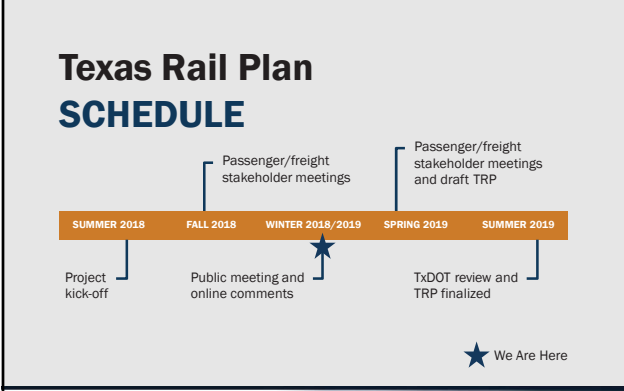
TEXAS DEPARTMENT OF TRANSPORTATION



SCHEDULE

2019 Texas Rail Plan

Texas Rail Plan SCHEDULE



Project Kick-off

Public meeting and online comments

Passenger/freight stakeholder meetings

Passenger/freight stakeholder meetings and draft TRP

TxDOT review and TRP finalized

★ We Are Here

2019 Texas Rail Plan

December 11, 2018 26

How Can I Stay Informed and Get Involved?

Participate in a commenting opportunity

Visit www.txdot.gov
Search "Texas Rail Plan"

Contact Rail Division
512.486.5815 or
RRD_RailPlan@txdot.gov

Mail Texas Rail Plan
c/o TxDOT Rail Division
125 E. 11th Street
Austin, TX 78701

2019 Texas Rail Plan

December 11, 2018 27

TEXAS DEPARTMENT OF TRANSPORTATION



THANK YOU FOR ATTENDING!

2019 Texas Rail Plan



TEXAS RAIL PLAN SURVEY

1. What could be done in Texas to improve freight rail access, promote economic development, and enhance the state's competitiveness in national markets and the global marketplace?

- New or enhanced intermodal facilities
- New or enhanced industrial track access
- New or enhanced multimodal connections
- New or enhanced federal, state, local, and public-private partnership funding options
- Other (please specify)

2. What could be done in Texas to improve passenger rail access and promote travel mobility and economic development?

- New or enhanced passenger rail facilities
- New or enhanced multimodal connections
- New or enhanced federal, state, local, and public-private partnership funding options
- New station locations
- Other (please specify)

3. What could be done to enhance the efficiency, velocity, capacity and safety on the Texas state rail network?

- Grade crossing improvements (upgrades to grade crossing signals and surfaces, grade separation, etc.)
- New or enhanced stations, rail yards and terminals
- Infrastructure investment (extend or construct new sidings and multiple main tracks, track and bridge upgrades, wayside signal system upgrades)
- Investments targeting state of good repair
- Advanced technology and innovation
- Other (please specify)

4. What opportunities do you see for improvement on the Texas state rail network?

- Urban terminal areas
- Capacity on principal rail corridors
- Capacity on existing shared-use passenger and freight rail corridors
- Other (please specify)

5. What do you feel could be done by the rail industry that would yield significant environmental and economic benefit to Texas?

- Transportation technology advances
- Fuel efficiency improvements
- Greenhouse gas emission reduction
- Community enhancements
- Other (please specify)

6. How should future freight rail service decisions in Texas be prioritized?

- Increased speed/reliability to existing distributors
- Increased access to new distributors
- Improve network
- Improve safety and help in congestion reduction
- Construction of new routes to accommodate economic growth

7. What are the most important aspects of a passenger rail service to you?

- Travel speed/time
- Travel reliability
- Amenities and comfort (including technology)
- Frequency of service
- Other (please specify)

8. What should be the goal of passenger rail service in Texas?

- Opportunities for intra-state trips that stop in more communities and travel at conventional speeds
- Opportunities for intra-state trips with fewer stops and higher speeds
- Opportunities for longer trips, interstate
- Opportunities for commuting to and from work
- Connections to other modes (airports, transit hubs)
- Other (please specify)

9. How should passenger rail be prioritized in the future to provide more transportation options?

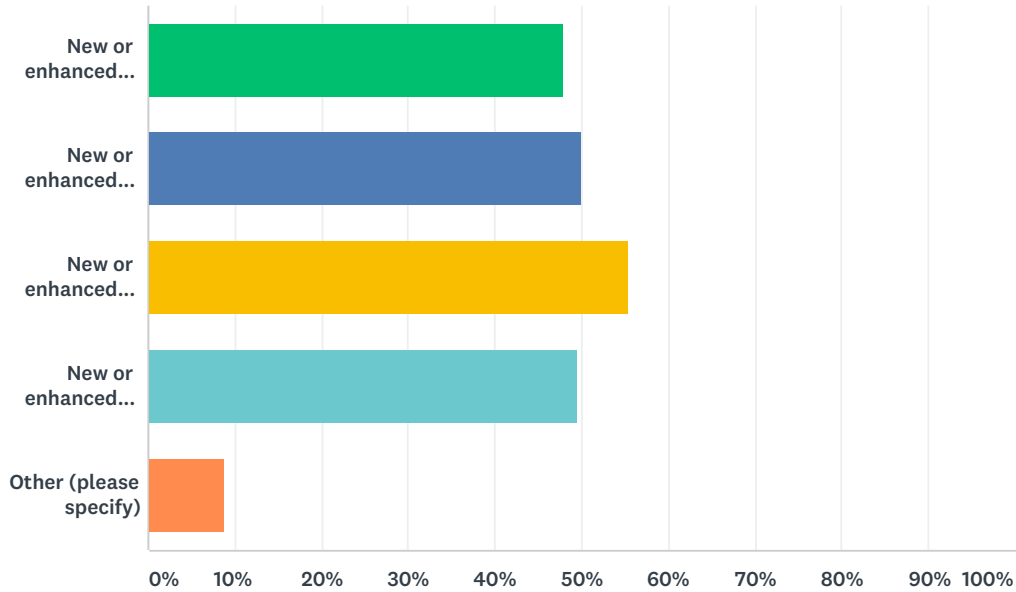
- More frequencies on existing routes
- Same frequencies but improved amenities/on time performance
- More stations on existing routes
- New routes, even if frequencies on existing routes must be reduced
- New routes, with frequencies on existing routes maintained
- Same frequencies but improved station services
- More transit connections

10. What are the most important aspects of a passenger station to you?

- Enclosed, climate-controlled waiting room
- Restroom/water fountain availability
- Staffed ticket office
- Checked baggage service/luggage storage
- Good transit connections (bus, airport, rail)
- Bicycle racks
- Food service option
- Wi-Fi
- Other (please specify)

Q1 What could be done in Texas to improve freight rail access, promote economic development, and enhance the state’s competitiveness in national markets and the global marketplace?

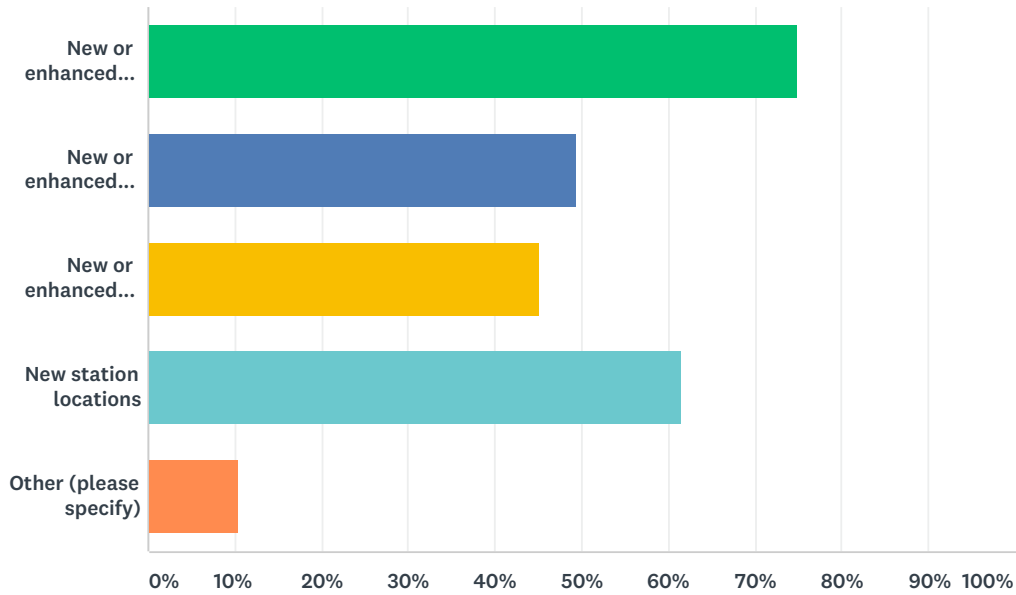
Answered: 3,560 Skipped: 104



ANSWER CHOICES	RESPONSES	
New or enhanced intermodal facilities	47.84%	1,703
New or enhanced industrial track access	50.03%	1,781
New or enhanced multimodal connections	55.34%	1,970
New or enhanced federal, state, local, and public-private partnership funding options	49.66%	1,768
Other (please specify)	8.74%	311
Total Respondents: 3,560		

Q2 What could be done in Texas to improve passenger rail access and promote travel mobility and economic development?

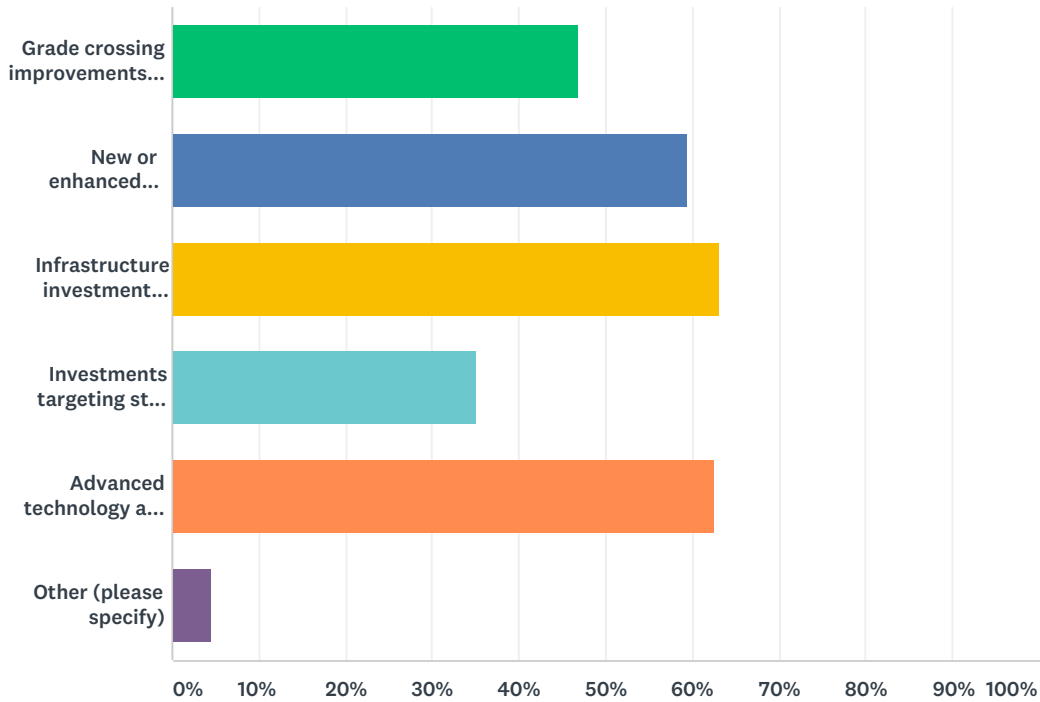
Answered: 3,639 Skipped: 25



ANSWER CHOICES	RESPONSES	
New or enhanced passenger rail facilities	74.86%	2,724
New or enhanced multimodal connections	49.30%	1,794
New or enhanced federal, state, local, and public-private partnership funding options	45.20%	1,645
New station locations	61.42%	2,235
Other (please specify)	10.47%	381
Total Respondents: 3,639		

Q3 What could be done to enhance the efficiency, velocity, capacity and safety on the Texas state rail network?

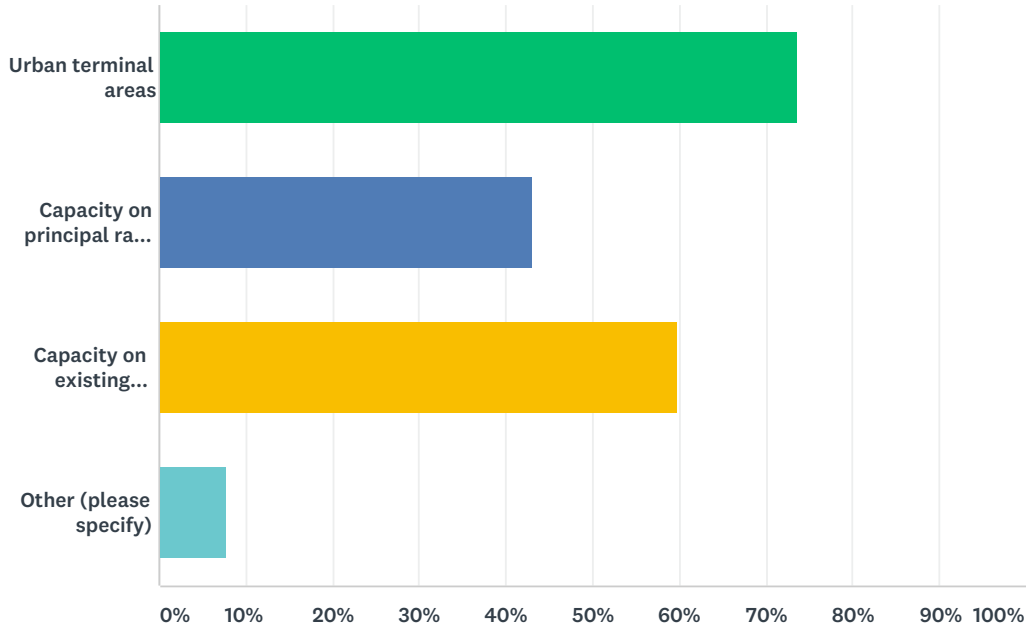
Answered: 3,623 Skipped: 41



ANSWER CHOICES	RESPONSES
Grade crossing improvements (upgrades to grade crossing signals and surfaces, grade separation, etc.)	46.81% 1,696
New or enhanced stations, rail yards and terminals	59.37% 2,151
Infrastructure investment (extend or construct new sidings and multiple main tracks, track and bridge upgrades, wayside signal system upgrades)	63.18% 2,289
Investments targeting state of good repair	35.14% 1,273
Advanced technology and innovation	62.63% 2,269
Other (please specify)	4.66% 169
Total Respondents: 3,623	

Q4 What opportunities do you see for improvement on the Texas state rail network?

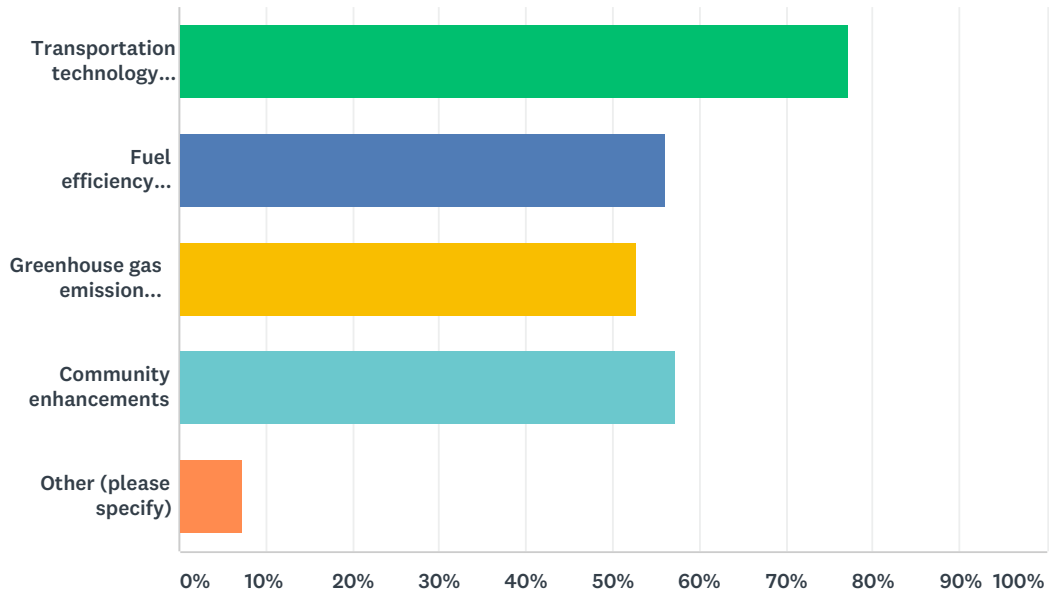
Answered: 3,622 Skipped: 42



ANSWER CHOICES	RESPONSES	
Urban terminal areas	73.72%	2,670
Capacity on principal rail corridors	43.10%	1,561
Capacity on existing shared-use passenger and freight rail corridors	59.75%	2,164
Other (please specify)	7.81%	283
Total Respondents: 3,622		

Q5 What do you feel could be done by the rail industry that would yield significant environmental and economic benefit to Texas?

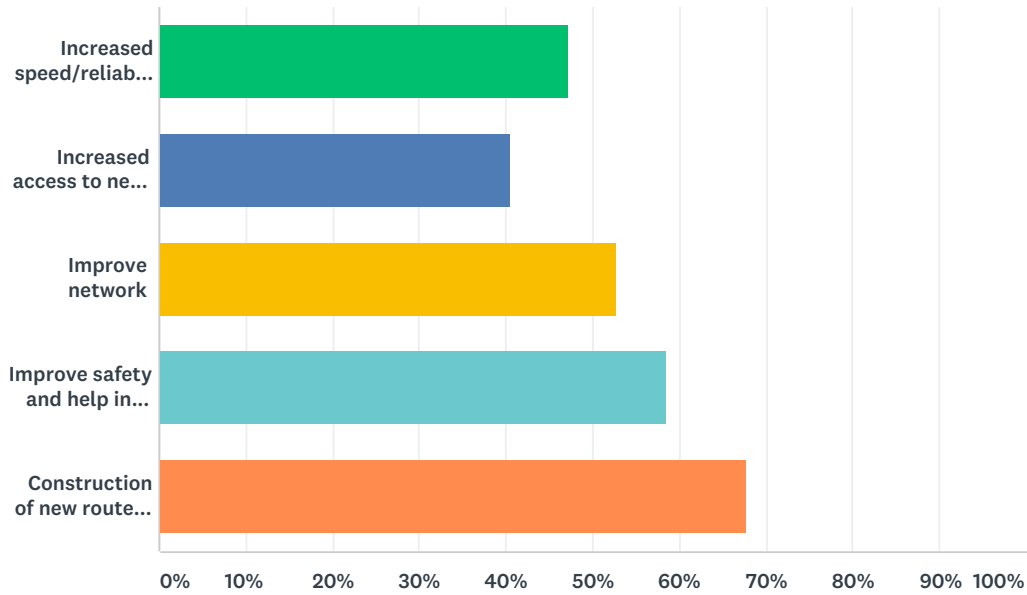
Answered: 3,626 Skipped: 38



ANSWER CHOICES	RESPONSES	
Transportation technology advances	77.19%	2,799
Fuel efficiency improvements	55.98%	2,030
Greenhouse gas emission reduction	52.70%	1,911
Community enhancements	57.28%	2,077
Other (please specify)	7.39%	268
Total Respondents: 3,626		

Q6 How should future freight rail service decisions in Texas be prioritized?

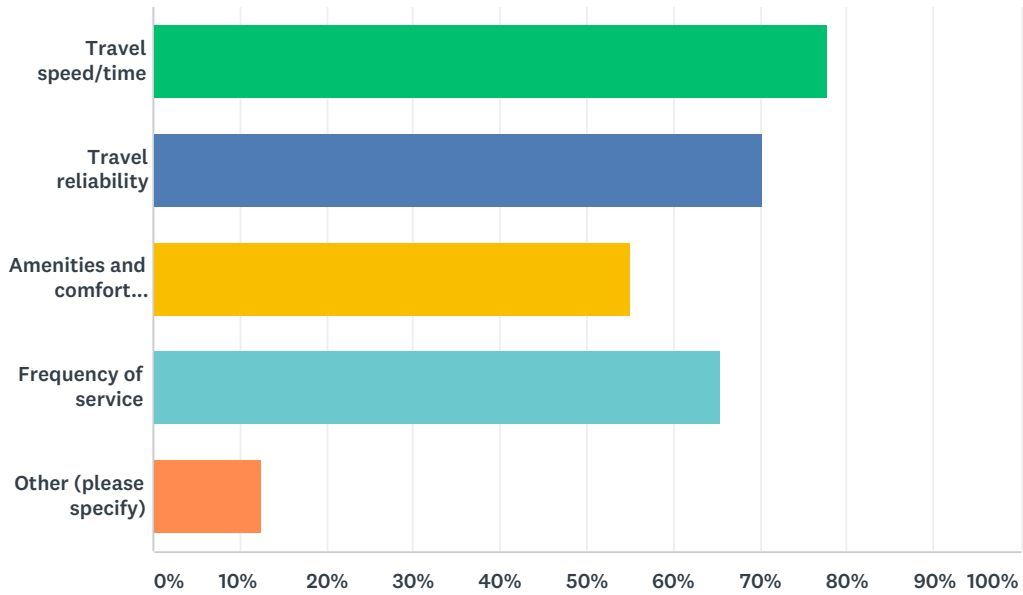
Answered: 3,590 Skipped: 74



ANSWER CHOICES	RESPONSES	
Increased speed/reliability to existing distributors	47.38%	1,701
Increased access to new distributors	40.61%	1,458
Improve network	52.67%	1,891
Improve safety and help in congestion reduction	58.58%	2,103
Construction of new routes to accommodate economic growth	67.72%	2,431
Total Respondents: 3,590		

Q7 What are the most important aspects of a passenger rail service to you?

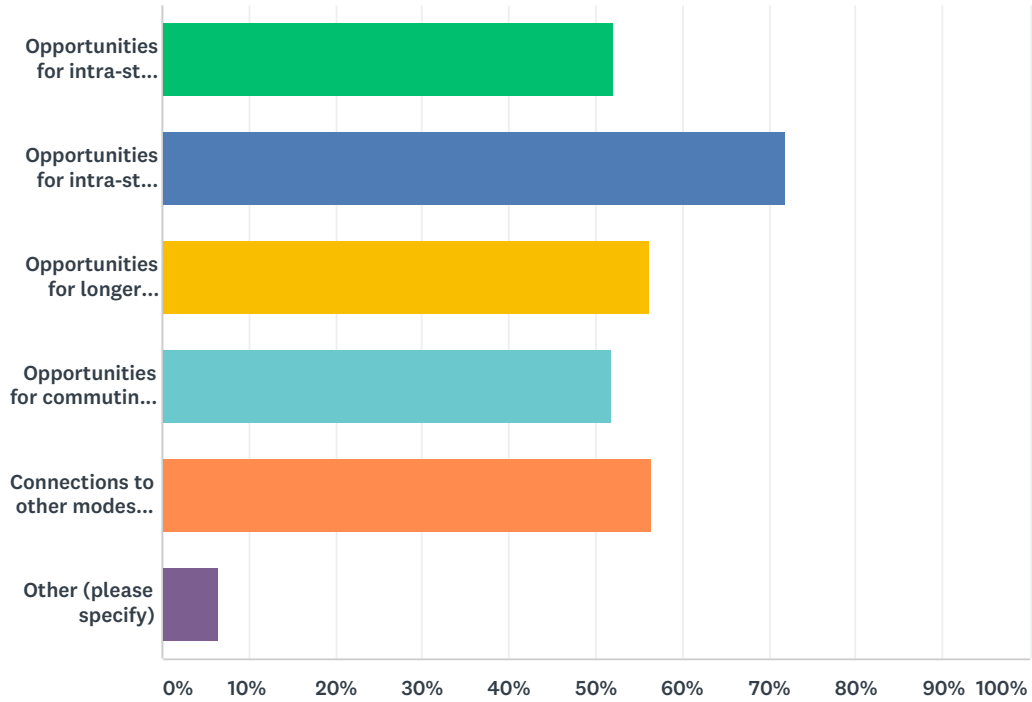
Answered: 3,648 Skipped: 16



ANSWER CHOICES	RESPONSES	
Travel speed/time	77.77%	2,837
Travel reliability	70.34%	2,566
Amenities and comfort (including technology)	55.10%	2,010
Frequency of service	65.41%	2,386
Other (please specify)	12.47%	455
Total Respondents: 3,648		

Q8 What should be the goal of passenger rail service in Texas?

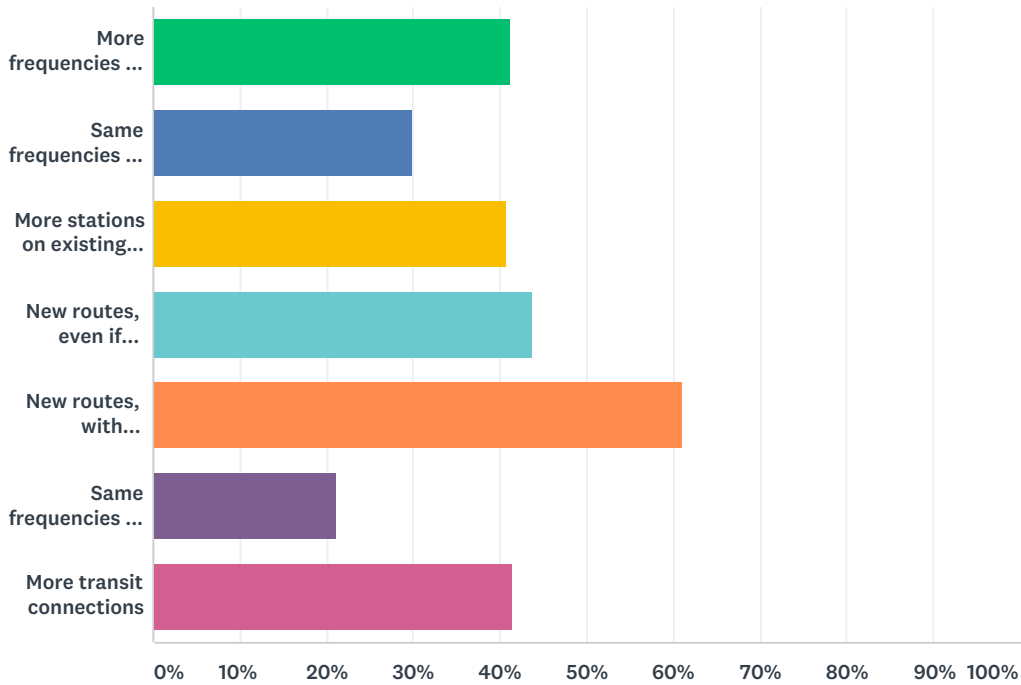
Answered: 3,648 Skipped: 16



ANSWER CHOICES	RESPONSES	
Opportunities for intra-state trips that stop in more communities and travel at conventional speeds	52.06%	1,899
Opportunities for intra-state trips with fewer stops and higher speeds	71.88%	2,622
Opportunities for longer trips, interstate	56.20%	2,050
Opportunities for commuting to and from work	51.84%	1,891
Connections to other modes (airports, transit hubs)	56.47%	2,060
Other (please specify)	6.44%	235
Total Respondents: 3,648		

Q9 How should passenger rail be prioritized in the future to provide more transportation options?

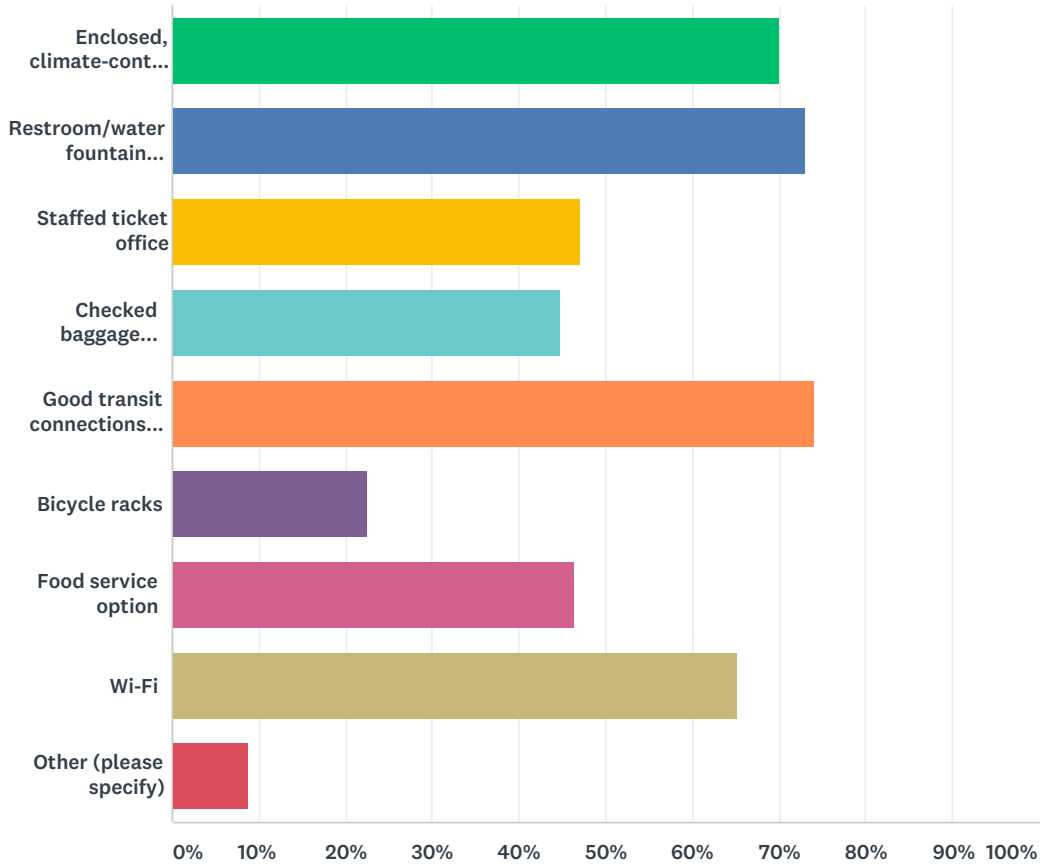
Answered: 3,605 Skipped: 59



ANSWER CHOICES	RESPONSES	
More frequencies on existing routes	41.19%	1,485
Same frequencies but improved amenities/on time performance	30.01%	1,082
More stations on existing routes	40.69%	1,467
New routes, even if frequencies on existing routes must be reduced	43.63%	1,573
New routes, with frequencies on existing routes maintained	61.17%	2,205
Same frequencies but improved station services	21.19%	764
More transit connections	41.44%	1,494
Total Respondents: 3,605		

Q10 What are the most important aspects of a passenger station to you?

Answered: 3,645 Skipped: 19



ANSWER CHOICES	RESPONSES	
Enclosed, climate-controlled waiting room	70.15%	2,557
Restroom/water fountain availability	73.11%	2,665
Staffed ticket office	47.00%	1,713
Checked baggage service/luggage storage	44.72%	1,630
Good transit connections (bus, airport, rail)	74.02%	2,698
Bicycle racks	22.61%	824
Food service option	46.36%	1,690
Wi-Fi	65.32%	2,381
Other (please specify)	8.81%	321
Total Respondents: 3,645		

From: [Julie Jerome](#)
To: [Reyna, Kelli](#); [Chad Coburn](#)
Cc: [Jefferson Grimes](#)
Subject: Extended deadline language
Date: Thursday, December 20, 2018 4:07:37 PM

We recommend you use this language to reflect the extended deadline for <http://www.2019trp.com/>

As a result of public input, we are extending our deadline for comments on the 2019 Texas Rail Plan Update to Friday, March 1, 2019.

Chad, we recommend you create a ticket to add this language to the Rail Division page.

If there is any way I can help with this, please let me know. Thank you.

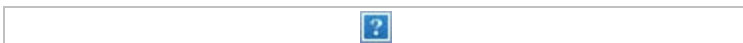
Thank you.

Julie Jerome
Public Involvement Specialist
Transportation Planning and Programming Division
TPP | Public Involvement Section (PI Team)

Texas Department of Transportation
Mailing Address: 125 E. 11th Street, Austin, TX 78701
Physical Address: 200 E. Riverside Dr., Austin, TX 78704
Tel (512) 416-2032 | Mobile (512) 550-7842 | Fax (512) 416-3099

[TxDOT Website](#)

Mission of the Public Involvement Section/TPP: To foster a culture where TxDOT makes decisions that are transparent and that consider and value public input.



From: [Keller, Kevin](#)
To: [Mark Werner](#)
Cc: [Chad Coburn](#); [Julie Jerome](#); [Reyna, Kelli](#); [Bathurst, Lucas](#)
Subject: Re: TxDOT Internet E-Mail
Date: Monday, December 3, 2018 2:15:01 PM

Please copy luke, kelli and myself.

Kevin

Sent via the Samsung Galaxy S8, an AT&T 4G LTE smartphone

----- Original message -----

From: Mark Werner <Mark.Werner@txdot.gov>
Date: 12/3/18 3:11 PM (GMT-05:00)
To: "Keller, Kevin" <Kevin.Keller@hdrinc.com>
Cc: Chad Coburn <Chad.Coburn@txdot.gov>, Julie Jerome <Julia.Jerome@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

Our first comment on the Rail Plan.

Kevin, who would you like me to forward these to?

-----Original Message-----

From: bobschomp@aol.com [<mailto:bobschomp@aol.com>]
Sent: Monday, December 03, 2018 2:07 PM
To: RRD_RailPlan; Mark Werner; Chad Coburn
Subject: TxDOT Internet E-Mail

Name: Mr. Robert Schomp<bobschomp@aol.com>
Address:
1230 Abrams Rd. Apt. 177
Dallas, TX 75214

Phone:
(817) 578-5937

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: I have family in Chicago, and I prefer the Texas Eagle as my carrier of choice. I also use the Eagle when I go to Mineola, to see family there. It is cheaper than driving and much more relaxing. I also have family in California, and have taken the Eagle and the Sunset Limited. A daily schedule for the Sunset would make travel plans easier. Thanks.

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

From: Mark Werner
To: [Reyna, Kelli](#)
Cc: [Keller, Kevin](#); [Chad Coburn](#)
Subject: FW: Texas Rail Plan
Date: Wednesday, December 12, 2018 11:33:42 AM
Attachments: [TEXASPASSENGERTRAIN.odt](#)

Comment from the National Association of Railroad Passengers.

-----Original Message-----

From: dan pugh [<mailto:southtexas1@att.net>]
Sent: Monday, December 10, 2018 3:51 PM
To: Mark Werner
Subject: Texas Rail Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mark -

Thank you for calling about the TxDOT public hearing. Best wishes and I really would like to be there. It's just not possible.

Our NARP thoughts are attached, as we discussed.

Best regards,

- Dan

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

TEXAS INTERCITY PASSENGER TRAIN PLAN

The strongest potential passenger train arteries in Texas lie in both directions around the “Texas Triangle.” The tips of the triangle are Dallas / Fort Worth, Houston, and San Antonio. Here is how it can be accomplished with some additional extensions that allow almost all of the Standard Metropolitan Statistical Areas in the Lone Star State to be served. The triangle itself would have at least two trains each day each direction.

Dallas / Fort Worth to Houston

1. The call is for a minimum of two daily passenger trains each way without specifying “high speed” or “regular speed.” Hopefully, both would stop in Bryan / College Station. One of the trains (“Cannon Ball Express”) would continue north to Abilene, Lubbock, Amarillo, Denver, and beyond. The other (“Super Chief”) would continue north to St. Louis, Cincinnati and the east coast. An equipment change from “high speed rail” in Dallas / Fort Worth is not out of the question.

Dallas / Fort Worth to San Antonio

2. Extend the daily Texas Eagle south to Corpus Christi and the Lower Rio Grande Valley (Harlingen is closest city).

3. Extend the daily Heartland Flyer south to Austin, San Antonio, and Laredo.

Houston to San Antonio

4. The highest priority is to make the Sunset Limited daily, adding stop in Flatonia.

5. For second frequency, extend daily Crescent west to Beaumont, Houston, and San Antonio (in the interim convey sleeper and coach to the Sunset Limited in New Orleans).

Extensions of existing trains easily would fit with a policy of maintaining seven-to-eight-hour minimum head-ways. All routes would be over 750 miles in length.

We support Amtrak and Texas Central trains. Local light rail routes and buses within larger metropolitan areas are also very important and must connect. Space doesn't allow them to be listed here.

From: Mark Werner
To: [Reyna, Kelli](#)
Cc: [Keller, Kevin](#); [Chad Coburn](#)
Subject: FW: TEXAS RAIL PLAN
Date: Wednesday, December 12, 2018 11:10:43 AM
Attachments: [TXDOTComments 2018.docx](#)

Hi Kelli,

I believe this is the same gentleman who was at the meeting last night and the same comments.

-----Original Message-----

From: Bruce Ashton [<mailto:sanarprail@gmail.com>]
Sent: Wednesday, December 12, 2018 10:45 AM
To: Mark Werner
Cc: RRD_RailPlan
Subject: TEXAS RAIL PLAN

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I want to thank you for having yesterday's public meeting on Texas rail plan. I am hoping more Texas Rail Passenger Association members will soon be submitting their comment.

Attached is a file of my comments from yesterday.

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

**COMMENT FOR TEXDOT RAIL PLAN
AUSTIN, TEXAS - December 11, 2018**

Here in Texas all Amtrak trains run on host railroads whose primary business is to haul freight. If we develop plans that enable these freight trains to move smoothly throughout the state we also find that Amtrak trains will also have improved operations.

Two main obstacles that need to be addressed for both freight and passenger service are: (1) adding a second railroad bridge over the Sabine River at Beaumont and (2) the high incidents at grade crossings across the state.

It is time for TXDOT to take the lead in advancing the construction of a second bridge in Beaumont to relieve this bottleneck that now hinders UP, BNSF and KCS movements as well as Amtrak trains. The growing petrochemical complexes in Southeast Texas need better rail service.

TXDOT needs to increase funding to improve the safety of our Texas grade crossings. Too little is being done and we are seeing an increasing number of collisions incurred by both freight and passenger trains with automotive vehicles. Lives are at stake here.

From a passenger rail perspective there are four areas that TXDOT needs to have in their basic rail plan:

1. Daily Amtrak Sunset Limited service including full dining and sleeping cars for the San Antonio to New Orleans segment. The addition of a new stop at Flatonia should also be incorporated. (Population growth in Texas counties served by the Sunset has increased 34% from 2000 to 2016, yet our passenger rail service has been virtually frozen in time.)
2. New daily service between Meridian, MS and the Dallas-Ft. Worth area. (This will provide a direct link from Texas to the northeast.)
3. Twice daily Heartland Flyer between Ft. Worth and Oklahoma City. (The Texas-Oklahoma Rail plan needs to be advanced to the next stage of implementation.)
4. Promote the development of sound plans and funding options for commuter rail service between San Antonio and Austin. (It should be recognized there currently is no single authority to undertake and fund this project.)

Respectively submitted,

Bruce Ashton
San Antonio, TX
Rail Passenger Association – Texas Council Member

From: John Mc Kenzie
To: [RRD_RailPlan](#)
Subject: attn:Mark Werner
Date: Wednesday, December 12, 2018 6:33:28 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Werner,

I want to strongly encourage you to support passenger rail in the Texas rail plan. Passenger trains can provide great relief to our already congested highways. The state could double the size of its highways and it will not solve the terrible highway congestion. Texas needs more passenger trains. People will ride the train if it is available. Thank you for your consideration.

Sincerely,

John Mc Kenzie

From: Jim Kenney
To: [RRD_RailPlan](#); [Jim Kenney](#)
Subject: Texas Rail Plan
Date: Wednesday, December 12, 2018 11:36:13 AM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a serious user of Amtrak service from/to Texas, east-west, north-south. It offers the opportunity to have a stress-free affordable travel experience with the potential to meet enjoyable travel companions. Traveling north-south is not a problem because of the daily service offered by the Texas Eagle from San Antonio to Chicago, however, east-west service is a totally different animal with only three-day a week service. It makes for difficult planning at the end of whatever direction you are traveling and usually means you are faced with an extra, unneeded day to be able to utilize Amtrak. Its difficult to comprehend how the 7th largest city in the United States only has three-day a week east-west train service. Doesn't take much imagination to realize the loss of tourist revenue to San Antonio. Think of someone who wants to vacation in San Antonio, but only has a total of a week to do so. Somehow they have to construct their visit around the three-days Amtrak has train service, which will mean the loss of at least one, and possibly two-days of vacation. For such a big state with so much to offer the residents, or tourist, I think its a shame there isn't a more far-reaching attitude toward Amtrak service to the communities that benefit from it. Surely, Texas can do a better job, or perhaps they need new blood to appreciate what has been surrendered without a fight.

San Antonio is blessed with a beautiful old train station that could be turned into a multi-transportation hub that would keep over the road busses out of the downtown area, and permit local transportation to have a central hub protected from adverse weather. A waste of so many things that could benefit not only tourist, but the residents of San Antonio.

Have a nice day!

James W. Kenney
2714 Roundleaf Court
San Antonio, TX 78231
210-861-3759

From: Mark Werner
To: [Reyna, Kelli](#)
Cc: [Keller, Kevin](#); [Julie Jerome](#); [Chad Coburn](#)
Subject: FW: Comments on Texas Rail Plan
Date: Thursday, December 13, 2018 9:15:50 AM

[And another one.](#)

From: RRD_RailPlan
Sent: Thursday, December 13, 2018 9:13 AM
To: Mark Werner
Subject: FW: Comments on Texas Rail Plan

[Another e-mail from the RailPlan box.](#)

From: woof100@aol.com [mailto:woof100@aol.com]
Sent: Thursday, December 13, 2018 8:46 AM
To: RRD_RailPlan
Subject: Comments on Texas Rail Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please consider these comments as you prepare the next Texas Rail Plan:

As the Texas economy grows and we attract more people to our state, it is becoming more important to consider rail passenger service as a viable means of transportation. This is particularly true because of the increased congestion on our interstate and other major highways. Although Texas has lagged behind other states such as California, New York, Virginia and North Carolina (which we also compete with economically) it is not too late for us to develop a much-needed rail service plan.

The Texas Central high-speed rail proposal, between Dallas and Houston, which will require little, or no, public funding is a must. If the DFW and Houston areas are to continue their economic growth, new rail service between those two points is necessary since it is difficult to imagine much expansion of current highway and air service. Amtrak should also be encouraged to start service between DFW and Houston.

Proposed Amtrak service between Meridian, MS and El Paso should be a part of the rail plan as well as extension of Amtrak's Heartland Flyer (currently Ft. Worth-Oklahoma City) to connect with existing Amtrak routes in the midwest. More frequent Amtrak service, or alternate railroad service between San Antonio, Austin and Houston and DFW will be needed as highways serving those areas become more congested.

In conclusion, it is only a matter of time before our highways and air service routes reach their maximum capacity. You can only put so many vehicles on

our highways and so many planes in the sky at a time. Other states have recognized this problem and are far ahead of us in providing rail passenger service as an effective means of transportation. We simply can't afford to wait until we reach a transportation crisis in the near future and when the cost of providing necessary rail service will be more expensive as time goes on.

Gaynelle and Miles Schulze
9121 Pinewood Drive
Dallas, TX 75243



From: Mark Werner
To: [Reyna, Kelli](#)
Cc: [Keller, Kevin](#); [Julie Jerome](#); [Chad Coburn](#)
Subject: FW: TxDOT Internet E-Mail
Date: Thursday, December 13, 2018 9:26:20 AM

He says he mailed this to me recently but I haven't received it.

-----Original Message-----

From: AUSINFO
Sent: Thursday, December 13, 2018 9:24 AM
To: Mark Werner
Subject: FW: TxDOT Internet E-Mail

-----Original Message-----

From: roanderson44@hotmail.com [<mailto:roanderson44@hotmail.com>]
Sent: Wednesday, December 12, 2018 5:10 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Mr. Robert Anderson<roanderson44@hotmail.com>

Address:
5709 Eagle Cliff
Austin, TX 78731-3333

Phone:
(512) 795-9585

Requested Contact Method: Email

Reason for Contact: Rail
Complaint: No

Nearest Major City: Austin

Comment: Dear Mr. Mark Werner:

Here are the Texas Rail Passenger Service requests I mailed to you recently:

Daily Service on the Sunset Limited;

Additional frequencies on the Heartland Flyer; and

Rail Passenger Service from the DFW area to Meridian, Ms.

Contact by TxDOT with local governments and visitors bureaus in cities currently served by Amtrak.

[A Texas Department of Transportation (TxDOT) message]<<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

5709 Eagle Cliff
Austin, Texas 78731-3333
December 11, 2018

Mr. Mark Werner
Rail Division
Texas Department of Transportation
110 East Riverside Drive
Austin, Texas 78704

Re: Texas Rail Plan

Dear Mr. Werner:

Having been a member of the National Association of Railroad Passengers (now Rail Passengers Association) since 1970, here are my requests for improving rail passenger service in Texas:

- 1) Daily service of the *Sunset Limited*. With three of Texas' six largest cities on the route, daily service would present the opportunity to increase patronage in each of these cities as well as other cities along the route;
- 2) Two sets of equipment for the *Heartland Flyer* – northbound from Fort Worth to Oklahoma City in the morning as well as the current afternoon run, and southbound from Oklahoma City to Fort Worth in the afternoon as well as the current morning southbound run. This would also present the opportunity to increase patronage in all cities served along the route.
- 3) Rail passenger service from the Fort Worth/Dallas area to Meridian, Mississippi to connect with Amtrak's *Crescent*, providing a more direct service to Atlanta, Washington and New York.

Also, if it is possible under the Texas Rail Plan, get in contact with local governments, chambers of commerce and/or convention/visitors bureaus in the cities along the routes of the current passenger trains serving Texas. One of the items included in the December *Texas Highways* under the Experimental Gift Guide is "A Train Trip Across Texas".

These are just a few items which I hope will be included in the Texas Rail Plan. Please give them consideration.

Sincerely



Robert E. Anderson

Robert E. Anderson
5709 Eagle Cliff
Austin, TX 78731-3333

Attn: Mark Werner

RECEIVED
Texas Department of Transportation
DEC 13 2018
Rail Division

Rail Division

Texas Department of Transportation

110 East Riverside

Austin, Texas 78704

78704-120210



From: Roger Clark
To: [RRD_RailPlan](#)
Subject: Texas Rail Plan
Date: Saturday, December 15, 2018 11:14:03 AM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please support daily passenger service on Amtrak's Sunset Limited.

Roger Clark

From: Louis Bangma
To: [RRD_RailPlan](#)
Subject: State Rail Plan
Date: Friday, December 14, 2018 4:29:17 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gentlemen;

My comments on passenger rail needs in Texas.


I support the following be implemented to provide for a realistic passenger rail option for travel in Texas.

1. The Texas Central high speed passenger rail service between North Texas and Houston -
2. The need for TxDOT to push forward on phase II of the Texas-Oklahoma Passenger Rail Initiative
3. Frequent corridor service between Houston-Austin-San Antonio and between San Antonio and Austin.
4. Expand Amtrak service from the DFW area to Meridian, MS for a direct connection to the East Coast with the Crescent.
5. Daily service on the Sunset Limited
6. A second and third frequency on the Heartland Flyer between Fort Worth and Oklahoma City
7. Improved regional commuter rail service for Dallas-Fort Worth, Austin, San Antonio and Houston
8. More double tracking to allow for faster trains in Texas
9. Improve at-grade rail crossings to decrease accidents
10. Dedicate state funding for passenger rail expansion
11. Eliminate the rail bottleneck at the Neches River Bridge in Beaumont
12. Expand Amtrak Thruway bus service to more cities that could connect to the Texas Eagle and Sunset Limited
13. Trailblazer signs to identify the location of passenger rail stations just like TxDOT has airport signs at highway exits

Louis K. Bangma Secretary/Treasurer Louisiana Association of Railroad Passengers
Member of the Rail Passengers Association
Member of TXARP

Date: December 14, 2018

To: Mark Werner
TXDOT Rail Division

From: Dennis Dunkins, Sr. 

Subject: Texas Passenger Rail Information

I want to strongly emphasize the need to create a strong and positive relationship with the freight railroads that have tracks that we will want to share in providing better rail passenger service from city to city in Texas. We cannot operate on the freight rail's tracks without positive cooperation between the freight companies and our desire to add new service for the passenger customer.

TXDOT should look at allocating in the vicinity some \$300 million immediately to offer service:

- Heartland Flyer through Fort Worth to Houston
- Direct service from Dallas to Austin daily (1 train)
- Direct service from Dallas to Houston daily (2 trains)
- Direct service from Fort Worth to Dallas to Shreveport and on to Meridian, MS to connect with the Crescent to the east coast daily
- Daily service for the Sunset Limited
- 3 day per week service from DFW to Amarillo to Denver
- A task force developed from TXDOT to visit with cities for potential passenger service to upgrade or build a 21st century passenger terminal

All of these recommendation will require providing additional sidings on lines that will provide new service. Again, think about the freight railroad and their needs. Thank you for entertaining these ideas for improved passenger rail service in the great state of Texas. We cannot continue to WASTE precious fuel with so many cars on our highways and creating a soon to be pollution nightmare that is going to increase the number of sickness throughout this state. WE NEED VISION. Be bless.

From: Mark Werner
To: [Keller, Kevin](#); [Reyna, Kelli](#)
Cc: [Chad Coburn](#)
Subject: FW: TxDOT Internet E-Mail
Date: Friday, December 28, 2018 8:12:13 AM

This is directed at TCR but we should probably note it as a passenger rail comment.

From: Robert Travis
Sent: Friday, December 28, 2018 8:05 AM
To: Mark Werner; Julie Puckett
Cc: Scott Carter
Subject: Fwd: TxDOT Internet E-Mail

Texas central railway comment from DAL district asktxdot now

Sent from my iPhone

Begin forwarded message:

From: Scott Carter <Scott.Carter@txdot.gov>
Date: December 27, 2018 at 5:56:39 PM CST
To: Robert Travis <Robert.Travis@txdot.gov>
Cc: Susie Williams <Susie.Williams@txdot.gov>
Subject: Fwd: TxDOT Internet E-Mail

I am unsure of who to send this to, so if you can help me, I would appreciate it.

Scott Carter

Sent from my iPhone

Begin forwarded message:

From: Susie Williams <Susie.Williams@txdot.gov>
Date: December 27, 2018 at 9:05:27 AM CST
To: Scott Carter <Scott.Carter@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

Can you forward this to the correct people please?

-----Original Message-----

From: ruthvyork@cs.com [<mailto:ruthvyork@cs.com>]
Sent: Thursday, December 27, 2018 12:52 AM
To: DALINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Ruth York<ruthvyork@cs.com>
Requested Contact Method: Email

Reason for Contact: Rail
Complaint: No

Nearest Major City: Dallas

Comment: The high-speed rail project being pitched in Texas, dubbed Texas Central Rail, would connect Houston and Dallas. It appears the group doesn't plan to use taxpayer funds, but it also appears their projections are unrealistic. If taxpayers might possibly wind up "on the hook" for a failed project, I object!

Texas, resist 'sexy', unrealistic plans!



From: John Mc Kenzie
To: [RRD_RailPlan](#)
Subject: Houston & south Texas
Date: Sunday, December 30, 2018 11:56:47 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The rail plan has some very good points about it but I think Houston should be included as well as south Texas. The traffic is terrible between Houston and the Rio Grande Valley. I remember when the area had a passenger train until April 1966. The train which ran from Houston to Brownsville was usually full but the Missouri Pacific wanted out of the passenger business. The people down here want rail passenger service. It would provide a great relief to the highway congestion. I do know that people will ride the train if there is one to ride. Also, service from south Texas to San Antonio would be very welcome and well patronized. Thank you for your consideration.

Sincerely,

John Mc Kenzie

From: John Worsham
To: [RRD_RailPlan](#)
Cc: [BRUCE ASHTON](#)
Subject: Rail in our Future?
Date: Sunday, December 30, 2018 4:56:08 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

If we continue to be so short-sighted about supporting passenger rail of all types, we will be overwhelmed with overcrowded roadways and horribly expensive linear property. Our state needs leadership which recognizes the efficiency and speed of rail, and we need Amtrak access NOW to South Texas and Mexico, to Denver and beyond, and to the East Coast, both through New Orleans to Florida and through Texarkana across the Upper South.

In particular, we need better rail service from Laredo to San Antonio, Austin, Waco, Temple and Ft. Worth--Dallas. Today's officials should have been required to drive I-35 on the 27th of December. The reality of our insufficient infrastructure would be apparent -- and more people are coming!

Please be courageous and thoughtful about the needs of the future; more roads will not meet our needs.

John W. Worsham, Ph.D., San Antonio, Texas, 78212

From: Charles Curtis
To: [RRD_RailPlan](#)
Subject: High speed rail
Date: Thursday, December 27, 2018 10:38:20 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Do not spend taxpayer money on this. Do not back bonds with govt credit.

From: Mark Werner
To: [Reyna, Kelli](#); [Keller, Kevin](#)
Cc: [Chad Coburn](#)
Subject: FW: Comments concern Texas Rail Plan
Date: Friday, January 4, 2019 12:48:03 PM
Attachments: [image001.jpg](#)

Rail Plan comment. Seems like daily service on the Sunset Limited is a common theme.

From: america burtner [mailto:america1945@gmail.com]
Sent: Friday, January 04, 2019 11:45 AM
To: RRD_RailPlan
Subject: Comments concern Texas Rail Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

simeon J. Burtner/5725 El Nido Ct./El Paso, Texas 79905-4615/1-915-471-9302.

My wife and I are senior citizens and travel on the Sunset/Texas Eagle two to three times a year to visit family and friends. The one thing that we notice is that the train stations are downtown whether we arrive in Austin, San Antonio, Tucson, Los Angeles, or Chicago. Yes, the bus does the same thing but the trains ARE SO MUCH MORE COMFORTABLE. The bus stops for restaurant and personal needs, the train does't.

As to schedules, it would be convenient for seniors to have a daily train departing/arriving in El Paso to plan trips and rail connections. Scheduling around a three train a week schedule requires adding or loosing a day to make the connection on the Sunset.

Thank you for your attention to this matter.



Virus-free. www.avg.com



From: WBruceAshton
To: [RRD_RailPlan](#)
Subject: Texas Rail Plan 2019
Date: Tuesday, January 8, 2019 1:05:01 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We need to add Marfa, TX as new stop for Amtrak's Sunset Limited. Tourism is major factor for this community.

Sent from my iPhone

From: Mark Werner
To: [Reyna, Kelli](#); [Keller, Kevin](#)
Cc: [Chad Coburn](#); [Julie Jerome](#)
Subject: FW: 2019 Rail Plan: Request for Marfa, Texas Stop
Date: Monday, January 14, 2019 7:01:14 AM

From: stephen boelter [mailto:sboelter@gmail.com]
Sent: Friday, January 11, 2019 5:56 PM
To: RRD_RailPlan
Cc: Ashton Bruce
Subject: 2019 Rail Plan: Request for Marfa, Texas Stop

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: TXDOT Rail Division

I would like to submit a request on behalf of the city and citizens to include a stop in Marfa, Texas on your existing Sunset Limited and Texas Eagle lines.

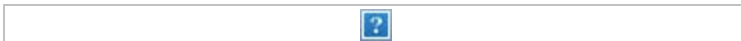
A few examples of the benefits for this request would be:

- Family visits to and from other locations on the lines.
- Attending events throughout the year such as Marfa Lights Festival, Film Festivals, Music Festivals, Art exhibitions, etc.
- Travel to and from flights out of El Paso Airport.
- Minimize vehicle traffic on the highways.

I am a long time member of the RPA and a resident of Marfa who amongst other citizens and the city are extremely interested to be considered for this stop. As an avid railway passenger with Amtrak in California and Texas this stop will not only benefit the local citizens, it will also benefit the neighboring towns such as Ft. Davis, Presidio, Valentine and visitors from all over the country and international interests too.

Please consider this request as a high interest from the city and citizens of Marfa, neighboring towns and visitors from all over the world . If there is any information available how to make this request a success please forward me any links or applications, etc. I look forward to working together to make this happen.

Thank you kindly,
Stephen Boelter
sboelter@gmail.com
RPA Member 162774



From: RRD_RailPlan
To: [Reyna, Kelli](#); [Keller, Kevin](#)
Subject: FW: SB977
Date: Wednesday, January 23, 2019 7:43:32 AM

fyi

From: Doris Grainger [mailto:djgrainger2@outlook.com]
Sent: Tuesday, January 22, 2019 8:44 PM
To: RRD_RailPlan
Subject: SB977

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello TXDOT Rail Plan,

This email is regarding The Texas Rail Plan. I am opposed to the high speed rail proposal that Texas Central Railway, LLC is pushing. Any inclusion of Texas Central Railway, LLC's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. They should not be included in any plans by the state of Texas.

Thank you.

*Best Regards,
Doris Grainger*

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From: RRD_RailPlan
To: [Keller, Kevin](#); [Reyna, Kelli](#)
Subject: FW: High Speed Rail Coments
Date: Monday, January 28, 2019 11:41:54 AM

fyi

From: Gary Brye [mailto:gary@garystractorservice.com]
Sent: Monday, January 28, 2019 11:04 AM
To: RRD_RailPlan
Cc: Gary Brye Tractor
Subject: High Speed Rail Coments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

January 25, 2019

Subject: I'm A Resident Strongly Against A High Speed Rail System in Texas

Dear TXDOT:

As a resident of Texas, and residing near the Harris County/Waller County line, it was brought to my attention years ago that a private entity, Texas Central, was in the process of trying to obtain permission to build a high speed rail system from Houston to Dallas. Although I believe this type of transportation system is completely unnecessary for residents of Texas, I would like to explain some of my own individualized concerns while alluding to why this is unnecessary for Texas as a whole.

One of the first tasks I did when I heard about this project was to determine how close this proposed rail system would be to my property. It appears by all intents and purposes that the "current" projected path comes within 1500 feet of our small neighborhood's property line. The next thing I did was to consult a Relator to determine what potential impact this rail system would have on my ability to sell my property. What I found out was alarming. I was informed that this rail system is already being disclosed to potential buyers, and that it would potentially cause a decrease in my resale value of at least 40%. This is compounded by the fact that the Harris County Appraisal District increased my appraised value by almost 60% in 2016. As a result, with the rail system only in the "evaluation" stage, I've been hit with a "resale" property devaluation, while at the same time a property appraisal increase. It makes one wonder whether the Harris County Appraisal District was trying to get ahead, given the possibility that the rail system might come to fruition.

I have since attended numerous meetings where representatives from Texas Central were present and listened to their presentations. Although I'm not a statistician, I had, and still have, some severe concerns about what I was hearing from their representative(s). Here are just a few examples of the information, or "misinformation" being disseminated by representatives of Texas Central:

1. There will be no public funds expended for the construction or maintenance of the rail system.
2. The impact will be negligible to the surrounding lands and neighborhoods.
 - a. Noise levels will be less than lawnmowers or weed-eaters.
3. The rail system will be elevated, erected on a dirt berm, throughout our geographical area.
4. This will have no effect on existing motor vehicle traffic AND no effect on Emergency Police, Fire, Emergency Medical Assistance.
5. Texas Central has given estimates of 3,000,000 to 5,000,000 riders per year.

If I was to believe that no public funds would be expended for the construction or maintenance of the rail system, I still have significant concerns that public funds WILL have to be expended to deal with the aftermath if the rail system goes bankrupt. Nowhere have I heard that any type of non-completion or remediation “after the fact” insurance was to be obtained by Texas Central which would protect Texas taxpayers from having to bail out Texas Central if and when the rail line fails.

Representatives from Texas Central have told us that the impact from this high speed rail would be negligible to surrounding lands and neighborhoods. I have already stated the impact it has had on my property resale value, even before the rail system has broken ground. I can only presume it will get worse. Furthermore, having been told that the high speed rail would emit a noise level commensurate to a lawn mower or weed-eater, I cannot even begin to imagine that a train, traveling way in excess of 100 mph., would only emit a sound equivalent to a lawnmower. No one from Texas Central has even eluded to the possibility of erecting a “sound barrier” along the route to protect the nearby residents. Even the recently completed Grand Parkway toll road that has a speed limit of 70 mph. has a sound barrier wall along and nearby adjacent residents. Furthermore, at all the meetings I have attended, not once were the representatives able to tell us what the decibel level would be for those living in the vicinity of the train. I would imagine that would be a very easy calculation for their engineers to complete, but still we, the public, have not received any definitive answer.

Their representatives have stated that there will be no negative impact with the elevated dirt berm rail system concerning our ability to obtain emergency police, fire, and medical services. Yet, they tell us that they can’t include bridges in their plans at every roadway crossing because it would be cost prohibited. In my over thirty years working in the public safety field, I can tell you that when you block off roadways, especially major arterial roadways, the response time suffers. Furthermore, living at the Harris County/Waller County boarder, any such blockage will definitely cause an increase in response time.

In listening at the meetings, I have heard Texas Central representatives state they expect their ridership to range from 3,000,000 to 5,000,000 people per year. Those numbers depended on which meeting I was at. I’ve heard them say that they expect two to three trains per hour to travel each direction. Once again, not being a statistician, those figures indicate a ridership of approximately 8,600 to 13,700 per day. Texas is a very individualized transportation state with no densely populated areas that have to rely on a mass transit type system. As such there is very limited use of the public transportation system already in existence. Most people want to travel on their own. How do they expect that level of ridership?

In closing, we don’t need another public transportation system in Texas; especially rural Texas. I sincerely hope that you consider the property rights of not only your constituents, but all Texas residents in general. Please don’t let this ill-conceived proposed Texas Central high speed rail system to move forward. I don’t know of one in the United States that has ever

come close to breaking even, much less turn a profit. In the future, I sure don't want our taxpayers having to bail out this private venture.

Sincerely

Gary Brye
29107 Hay Meadow Ct.
Waller, Texas 77484



From: Dennis Geesaman
To: [RRD_RailPlan](#)
Subject: Texas Rail Plan Update input
Date: Monday, January 7, 2019 10:46:14 AM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a city council member in Flatonia, located about half way between Houston and San Antonio, and along I-10 and the UP, and Amtrak "Sunset Limited" railroad line. Here is infrastructure and opportunity already present and barely being used.

General background. Funding for rail passenger service has been generally out of favor (mostly based on public preference) recently, and in reality since before the formation of Amtrak, while roads and air travel have seen many forms of government funding and support through fees, taxes and bonds and related agencies such as the FAA, TXDoT, and law enforcement. As interstate/road traffic and airline traffic requires huge investments to keep up with rapid growth there are opportunities present with passenger rail that would actually require relatively little if any additional state or federal funding.

Flatonia example. Amtrak's "Sunset Limited" currently passes through Flatonia three days a week eastbound and three days a week westbound without stopping. There is currently no stop between San Antonio and Houston. Amtrak has formally stated to UP it would like to establish a stop in Flatonia as a halfway point, but met resistance from UP mainly in the form of operational requirements that Amtrak engineers feel are too costly and unnecessary. The passenger catch area for a Flatonia could reach well into San Antonio and Houston suburbs, depending on direction of travel, and Victoria and Austin/Brenham to the south and north.

TXDoT Rail Division. Possible involvement for improvement/solutions:

- 1) Get involved and help negotiate stops at strategic locations useful to the traveling public. Flatonia could be a asset to encourage and improve passenger rail travel, while on the other hand inertia has kept Sanderson, TX, as an Amtrak stop with under one hundred passenger transactions per year.
- 2) Get involved and help negotiate frequency of service. Daily service both east and west on the Sunset Limited would make it a viable leisure and business option (currently an issue between Amtrak and UP).
3. Encourage/help improve current Amtrak stations, to make them more attractive and user friendly, especially in big cities such as Houston and San Antonio. This could involve some funding, or partnering with Amtrak to negotiate the best option.

Thank You for your time and efforts,
Dennis Geesaman

Flatonia City Council

ph: 361-772-5335



February 15, 2019

Texas Rail Plan
c/o TxDOT Rail Division
125 E. 11th Street
Austin, TX 78701

To Whom It May Concern:

The Gulf Coast Rail District (GCRD) was created in 2007. At the time, The TxDOT Houston Region Freight Study reported that 2,200 freight trains moved through the Houston region each week. Freight volumes were forecasted to nearly double by 2025. Commodities with significant growth opportunities for the railroads are either originating in or destined to Houston.

- Energy and byproducts
- Drilling materials
- Chemicals
- Mexico imports and exports

As 2019 approaches, the Class I railroads expect the Houston freight rail network to carry more trains and longer trains. The railroads plan to operate trains exceeding current lengths of 8,000 feet or less, reaching to 12,000 feet. This will be a significant change and is anticipated to have noticeable impacts on local mobility in the densely developed Houston region.

The Gulf Coast Rail District and local leaders believe that the Houston region needs a freight rail network that is unconstrained in terms of current and forecasted capacity, permits expansion to support economic growth, provides a fluid level of service to the customer base, and promotes the safe movement of commodities *with minimal impact on the community*.

A focused investment in rail infrastructure can benefit freight railroads' operations and the multimodal regional transportation network. The GCRD has adopted a policy to prioritize freight rail improvements as follows.

- Create sealed freight rail corridors with combinations of grade separations and road closures.
- When needed, add capacity in sealed freight rail corridors.

Near-term, the Gulf Coast Rail District believes it is necessary to grade separate the rail crossings where growth in freight rail traffic will have the most impact on roadway safety and mobility. This is most important where longer trains will be operating, posing roadway mobility and safety challenges with extended blockages and delays. The State Rail Plan should include a commitment to grade separations on local roadways where the costs associated with economic growth are experienced by Texans.

The 2007 TxDOT Houston Region Freight Study estimated that over the next twenty years, given growth rates for both vehicle and train traffic, the total public cost of delay at the roadway-rail crossings in the Houston region would be more than \$2.6 billion. With longer trains operating and strong population growth, the cost of that delay to the Houston region will only increase. It is incumbent on the State Rail Plan should address this problem.

The more freight that moves by rail the less freight there will be on regional roadways. In addition to grade separations that will enhance safety and mobility for both roadway users and the freight railroads, the Texas Rail Plan should also foster a modal shift to reduce strain on the state's roadway network. Modal shift should apply to both freight and commuter traffic.

With 3 million more persons expected in the Houston region within the next 20 years, rail can also provide an alternative for passenger transport. The Gulf Coast Rail District has studied several corridors for commuter rail operations. One of those corridors, along US 290, could be extended to Austin for provision of intercity passenger rail service. In previous TxDOT studies, the Houston-Austin passenger rail corridor was considered a high ridership priority. GCRD encourages continued inclusion of the corridor in the Texas State Rail Plan.

Sincerely,



Bert Keller
Chairman

**Before the
Texas Department of Transportation**

Texas Rail Plan 2019 Update

**Comments of
Delta Troy Interests, Ltd.**

Christina Papandreou, Managing Member
DT-GP, LLC
General Partner for:
Delta Troy Interests, Ltd.
3939 Hartsdale
Houston, TX 77063

Karyn A. Booth
David E. Benz
Thompson Hine LLP
Suite 700
1919 M Street, N.W.
Washington, DC 20036
202.331.8800
202.331.8330 (fax)

Attorneys for Delta Troy Interests, Ltd.

February 26, 2019

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**Before the
Texas Department of Transportation**

Texas Rail Plan 2019 Update

**Comments of
Delta Troy Interests, Ltd.**

Delta Troy Interests, Ltd. (“Delta Troy”) hereby submits these Comments to the Texas Department of Transportation (“TxDOT”) in response to the development of the Texas Rail Plan 2019.¹ In these Comments, Delta Troy explains that the Texas Rail Plan should acknowledge the importance of private property rights, reflect a desire to minimize impacts on existing and planned land uses, reiterate its commitment to safe and investor-driven transportation, and be very cautious about the use of eminent domain for proposals of uncertain viability. Delta Troy also describes its deep concerns with the specific passenger rail proposal being advanced by the Texas Central Railway (“TCR”) and its affiliated entities to develop an unprecedented multi-billion dollar high-speed rail system between Dallas and Houston. Given the grave problems with the TCR proposal, TxDOT should not express approval of it and, in fact, should recommend rejection of the TCR project as currently proposed.

¹ TxDOT requested comments from the public in a meeting held on December 11, 2018 and also via its website at <https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html>.

I. Identity and Interest of Delta Troy.

Delta Troy owns approximately 993 acres of land (the “Property”) in the extraterritorial jurisdiction of the City of Houston in northwestern Harris County, Texas. The Property was purchased by C.N. Papadopoulos in 1982 and conveyed to Delta Troy in 2002. The Property adjoins the north and south sides of U.S. Highway 290, a major highway between Houston and the City of Austin. It is currently leased for farming. However, as development has extended westward along the U.S. 290 corridor toward the Property, it became apparent several years ago that the highest and best use of the Property is a mixed-use development incorporating a variety of commercial and residential uses. Recognizing this, for many years Delta Troy has been proceeding with plans for the Georgetown Oaks master planned community on the Property.² Segment HC-4 of the proposed TCR project would occur directly on and through the Georgetown Oaks community site.

II. Georgetown Oaks.

In 2006, Delta Troy engaged a land planning consultant to begin preparing development plans for the site it owns in northwestern Harris County, and Delta Troy has expended years of effort to move the project forward. See, e.g., Exhibit A (Delta Troy Comments to FRA) at p. 4. The Georgetown Oaks community is to have a mixture of residential and non-residential uses. See, e.g., Exhibit A at p. 4. The residential land uses include traditional single family, multifamily, and townhome parcels, while the non-residential uses include commercial tracts, an industrial/corporate campus, a church site, and an elementary school.

Delta Troy has successfully obtained numerous governmental approvals for the Georgetown Oaks project over the last decade. In 2007, a General Plan for Georgetown Oaks

² The “Georgetown Oaks” name has only been utilized since 2016 but, as described in Section II of these Comments, the planning and preparations have been continuing since 2006.

was submitted and approved by the City of Houston Planning Commission. See Exhibit A at p. 4. The General Plan shows specific platted streets, drainage areas, land use patterns, and related aspects of the Community. These elements must comply with Chapter 42, the land development ordinance of the City of Houston. Although Georgetown Oaks is not within the city limits of Houston, it is within the Extra-Territorial Jurisdiction of Houston, meaning that land development must comply with Chapter 42.³

In 2011, Delta Troy was able to secure the enactment of legislation forming Harris County Municipal Utility District No. 524, which encompasses the Georgetown Oaks site and will facilitate its development by allowing the issuance of bonds to finance the construction of roads, utilities, and other infrastructure. Creation of this Municipal Utility District (“MUD”) required passage of legislation through the Texas General Assembly.⁴ MUD 524 was established for the Georgetown Oaks site as a result of House Bill 709 and Senate Bill 475, which were signed by the Governor on June 17, 2011.⁵ A MUD is a political subdivision of the State of Texas that is authorized to provide water, sewage, drainage, and other utility-related services within the defined MUD boundaries.

Delta Troy has continued to work toward development of the Georgetown Oaks site over the past few years, with further refinements and details added to the project. Most recently, the updated Georgetown Oaks plan was filed with the Houston Planning Commission in October 2016, with approval granted in May 2017.⁶ The approval did not include any conditions

³ See, e.g., <http://www.houstontx.gov/planning/Annexation/annexation.html>.

⁴ See Exhibit A at page 5.

⁵ See Exhibit A at page 5. See also <http://www.capitol.state.tx.us/BillLookup/History.aspx?LegSess=82R&Bill=HB709> and <http://www.capitol.state.tx.us/BillLookup/Actions.aspx?LegSess=82R&Bill=SB475>.

⁶ See Exhibit A at page 5.

regarding the proposed TCR rail project; in fact, the “Platting Approval Conditions” do not even mention the TCR proposal.

A wide variety of other planning efforts have occurred. For example, officials from Delta Troy have discussed the need for frontage roads along U.S. 290 with TxDOT for many years.⁷ Delta Troy has also met with the Gulf Coast Freight Rail District (“GCFRD”) regarding rail station planning for a possible commuter rail line on the nearby Union Pacific Railroad rail line. The GCFRD added a possible station location at “Waller East” in response to the interest expressed by Delta Troy.⁸

Plans for the development of the Georgetown Oaks community have been publicly available for several years. The General Plans were publicly filed with the City of Houston Planning Commission, and that same Commission issued approvals for the General Plans. The establishment of MUD 524 required legislation, the Governor’s signature, and statutory revisions under Texas law. As a result of all these efforts, Delta Troy has been ready and able to proceed with the implementation of its development plans for the Property for several years, but it has been unable to do so due to the significant uncertainty associated with TCR’s proposed rail line.

As a landowner who would be directly and severely impacted by the TCR rail proposal, Delta Troy is keenly interested in development of the 2019 Texas Rail Plan, including the policy goals and objectives of TxDOT as it envisions the future of Texas rail transportation.

III. General Policy and Goal Recommendations.

Texas has a long history of successful freight rail transportation, and rail-transported freight exceeded four hundred million tons in 2013.⁹ Given this long and successful history,

⁷ See, e.g., Exhibit A at page 5.

⁸ See, e.g., <http://www.gcfrd.org/docs/Presentation.Stakeholder1.pdf> (pages 8 and 11).

⁹ 2016 Texas Rail Plan, Executive Summary at 4.

TxDOT should be prudent to not deviate from its commitment to a safe, investor-driven rail system that minimizes impacts to the land. To ensure that this commitment is maintained, there are several policies and goals that should be emphasized in the 2019 Rail Plan, as described below.

A. The State Rail Policy Should Include the Goal of Respecting Landowners' Rights and Pre-Existing Planning Efforts.

Rail transportation is not an end in itself, nor does its usefulness exist in a vacuum. Instead, rail transportation is merely a tool utilized to facilitate the movement of goods and people and, ultimately, to enable the Texas economy to remain strong and competitive so that all Texans can benefit from their hard work and the economic opportunities available here. The strength of the Texas economy depends greatly on the rights of landowners to hold, develop, and use their land. To the extent these landowner rights are abrogated, the economy suffers and Texans' opportunities are constrained. Texans will not plan for the future, make investments, and foster a competitive economy if they cannot be sure of their plans for the future and their rights to land that they own. Rail projects can bring great benefits as tools to support economic growth, but they can also stifle and prevent that very growth if they disrupt and upend landowners' plans for their own land. This disruption becomes extreme when expansive, new-build rail projects of significant size (like that proposed by TCR) are envisioned.

The need to respect landowners' current and planned use of their land is even more pronounced when those landowners have expended the time and effort to integrate their land uses and plans in local planning documents and otherwise obtained government approvals for moving forward, as Delta Troy has done for well over a decade with its Georgetown Oaks project. In other words, new rail projects should follow existing community planning documents. If a land development project has already been included in existing local or regional

planning, then a subsequent rail proposal should not be permitted to interfere, interrupt, or destroy those existing plans and project developments. TxDOT has already recognized the value of adhering to planning documents for transportation purposes.¹⁰

For all these reasons, TxDOT should include in its Vision Statement a commitment to respecting the rights of landowners and existing local and regional planning efforts.

B. TxDOT Should Not Provide Financing to Rail Projects.

Human history has repeatedly shown that private enterprise is the most successful basis for a strong economy, and the state of Texas has long recognized this fact in its rail transportation policy. The 2016 Rail Plan acknowledged that “[t]he private sector drives 99 percent of the investment in rail in the state of Texas” and “[t]he state of Texas does not have a constant and reliable source of funding for rail improvements.”¹¹ TxDOT should retain and emphasize its commitment to this privately-funded rail system. The current rail vision states that “Texas facilitates investor-driven projects,”¹² and TxDOT should not deviate from this vision in the future. TxDOT should not be in the business of choosing winners in the Texas economy, and should not provide financial assistance to rail projects proposed by private entities.

C. Proven Viability Should be Required Before Any Rail Project Proponent is Able to Use Eminent Domain.

The power to forcibly seize citizens’ land is one of the most extreme powers of government. Even more extreme is when the government allows private entities to benefit from the authority of eminent domain. Freight rail transportation has a long and successful history in

¹⁰ See Texas Transportation Plan 2040, Texas DOT (Feb. 2015) at p. 3-2 and 3-3 (goals and objectives for transportation in Texas include “link transportation planning with land use”, “coordinate project planning and delivery with all planning partners and stakeholders”, and “improve operations within existing right-of-way”).

¹¹ 2016 Texas Rail Plan, Executive Summary at 1.

¹² 2016 Texas Rail Plan, Executive Summary at 7.

Texas and, as a consequence, railroads can utilize the power of eminent domain in Texas under certain circumstances. However, this eminent domain is sparingly used. Most freight rail corridors in Texas largely pre-date the heavy population growth that has occurred here since the early 20th century, and only occasional minor rail construction occurs to augment these existing freight corridors. Given the valuable role of freight railroads in the Texas economy, this occasional use of eminent domain for relatively minor rail projects is a compromise between the rights of landowners and the value of freight rail service as provided through longitudinal rail corridors.

TxDOT should be vigilant to maintain and support this carefully balanced compromise. The successful history of Texas freight rail and its judicious use of eminent domain should not be the basis for dramatically sweeping property seizures for expansive new-build passenger rail projects of hundreds of miles in length and ultimately dubious viability. Current intercity passenger rail in Texas provides an infinitesimal percentage of all intercity trips. In the entire state, intercity passenger rail ridership was only 409,000 in 2014¹³ – or a little more than 1,000 persons per day – and this includes interstate travelers leaving from or arriving in Texas.

Given the extreme paucity of current intercity passenger rail in Texas, TxDOT should only facilitate new-build passenger rail projects if they have substantiated funding sources and ridership projections.¹⁴ In short, new-build passenger rail projects should prove their viability before the power of eminent domain is made available to them.

Although actual eminent domain proceedings occur in court pursuant to established procedures, TxDOT may be asked or have the opportunity to describe what it means to be a

¹³ 2016 Texas Rail Plan, Executive Summary at 6.

¹⁴ A requirement of substantiated funding comports with Texas' already-established transportation goals. See Texas Transportation Plan 2040, Texas DOT (Feb. 2015) at p. 3-3 (one goal is to “evaluate the feasibility of innovative financing solutions”).

“railroad” in Texas and, consequently, TxDOT could indirectly affect whether entities claiming to be railroads have the right to use eminent domain. TxDOT should exercise extreme caution when making any such determination so that non-viable “railroads” are not given the authority to condemn others’ property.

D. New-Build Rail Projects of Significant Size Should Follow Existing Highway and Rail Corridors to Minimize Impacts.

New-build rail projects have the potential to cause widespread negative impacts for existing and planned property uses. These negative impacts can be severe and extreme for projects of significant size, such as a new-build rail line of 100 miles or more. As part of the Texas Transportation Plan 2040, TxDOT has already recognized the potential for severe negative impacts from transportation projects, and has established goals which support maximization of existing transportation corridors. For example, Texas’ transportation goals and objectives include:

- improve operations within existing right-of-way
- leverage resources wisely to maximize the value of investments and minimize negative impacts
- implement a project development process that recognizes quality-of-life concerns for all system users and future generations of Texans
- link transportation planning with land use
- coordinate project planning and delivery with all planning partners and stakeholders
- minimize impacts to natural, cultural, and historic resources and promote sustainability in project design and delivery

See Texas Transportation Plan 2040, Texas DOT (Feb. 2015) at p. 3-2 to 3-3.

Over 28 million people live in Texas, and the state, though large, has a finite amount of space available. Texas is already crossed and bisected by dozens of existing rail, interstate highway, and divided highway corridors. All other things being equal, use of these existing corridors is preferable for expansive new-build rail projects rather than disrupting existing and planned land uses elsewhere in the state. Hence, the goals and policies of TxDOT should be that any new-build rail projects of significant size should follow existing highway and rail corridors to minimize impacts on landowners, communities, and the usefulness of the land.

If existing highway and rail corridors absolutely cannot be used, then any new-build rail project should be part of an intelligent, comprehensive planning effort so that the new rail line does not hinder mobility or preclude full use of adjacent highways and roads.¹⁵ For example, if a new-build rail line is to cross a major highway via an overhead rail bridge in a growing area, the railroad bridge should be designed to accommodate highway frontage roads or widening. See Section V below.

E. TxDOT Should Reiterate Its Commitment to Safety.

Transportation is of dubious value if it is not safely provided. When transportation is not safe, any benefits of that transportation would be obviated by the risks, injuries, and property damage that result from accidents. Through prior planning documents, TxDOT has long made clear the importance of safe transportation in the lifeblood of Texas.¹⁶ With any sort of land-based transportation, including rail, safety is compromised by high speeds and sharp curves. TxDOT should reiterate its commitment to safety, and acknowledge that safety risks increase with high speeds, sharp curves, and new technology.

¹⁵ See, e.g., Texas Transportation Plan 2040, Texas DOT (Feb. 2015) at p. 3-3 (one of the TxDOT goals and objectives is to “support multimodal and intermodal planning, project development, and investments”).

¹⁶ See, e.g., Texas Transportation Plan 2040, Texas DOT (Feb. 2015) at p. 3-2.

IV. TxDOT Should Recognize the Serious Problems With the Current TCR Proposal.

As TxDOT is aware, TCR has recently been promoting a new-build high-speed rail passenger line between Dallas and Houston. This rail line would feature Japanese technology, be completely separated from the existing rail network, and would, according to TCR, transport millions of passengers every year. There is nothing inherently wrong with passenger rail, high-speed rail, or high-speed rail between Dallas and Houston. However, the current TCR proposal is seriously flawed in many respects, and TxDOT should not countenance the further pursuit of this deeply problematic proposal as currently configured.

A. History Has Shown that TCR's Representations are Questionable at Best.

TCR has been promoting its proposed rail line for several years, but the facts and details surrounding the proposal have changed over the years. TCR previously stated that its project would be 100% privately-funded: as part of the ongoing environmental review process, TCR asserted that “[a]s this is a privately developed project, **we are not seeking public funding.**”¹⁷ The 2016 Rail Plan repeated this assertion, stating that the TCR proposal was “entirely privately funded.”¹⁸ Similarly, the Congressional Research Service found that TCR asserted in October 2016 that “[t]his project is not backed by public funds.”¹⁹ However, the TCR website now admits that “**the project will explore....federal loan programs,**”²⁰ and commentators have begun addressing TCR’s “fuzzy” definition of private funding.²¹

¹⁷ See Federal Railroad Administration, Draft Environmental Impact Statement, Appendix F, TCRR Constructability Report, Chapter 8, page 34 (emphasis added) (December 2017).

¹⁸ 2016 Texas Rail Plan, at page 3-16.

¹⁹ See Congressional Research Service, The High-Speed Intercity Passenger Rail (HSIPR) Grant Program: Overview, R44654 at page 13 (Oct. 18, 2016).

²⁰ <https://www.texascentral.com/rumors-vs-reality/project-financing/> (emphasis added).

²¹ Nicholson, Eric, “Texas Central Railway’s Fuzzy Definition of ‘Privately Financed,’” DALLAS OBSERVER (Aug. 11, 2015), available at: <http://www.dallasobserver.com/news/texas-central-railways-fuzzy-definition-of-privately-financed-7479867>.

The timeline for rail development and operation has continued to lag behind TCR's statements. In the 2016 Rail Plan, TxDOT noted that "[c]onstruction is expected to commence in 2017."²² Despite this plan, however, construction has not yet begun. Financing has also been a problem for TCR. A few years ago, TCR informed the federal Surface Transportation Board ("STB") that the proposal was estimated to cost "over \$10 billion," with rail service to start in 2021.²³ However, the cost estimate was later estimated at \$16.5 billion +/- \$1.5 billion, with the rail service not anticipated to begin until late 2023.²⁴ Just a few weeks ago, a news article in Texas used a cost figure of \$20 billion and an in-service date of 2024.²⁵

The cost escalation and delay problems that have plagued the TCR proposal indicate that TxDOT and all Texas officials should be very cautious regarding TCR's assertions and the entire project. California's experience with high-speed rail is instructive on this point, and shows that TCR's problems are typical of expansive new high-speed rail projects. When originally proposed in 2008, Phase 1 of the CHSR project (San Francisco to Los Angeles) was to be complete by 2021 and cost \$33 billion.²⁶ Later, completion was pushed to 2033 and the

²² 2016 Texas Rail Plan, at page 3-17.

²³ See STB Docket No. 36025, Texas Central Railroad and Infrastructure, Inc. et al. – Authority to Construct and Operate – Petition for Exemption From 49 U.S.C. § 10901 and Subtitle IV, Petition for Exemption (filed April 19, 2016) at page 4.

²⁴ See Federal Railroad Administration, Draft Environmental Impact Statement, Appendix F, TCRR Constructability Report, Appendix A8 (December 2017) (revealing a price of \$16.5 billion +/- \$1.5 billion, and "revenue service" starting at the very end of 2023).

²⁵ Maresh, Michael, "Harris takes aim at high-speed rail project" PALESTINE HERALD-PRESS (Palestine, TX) (Feb. 8, 2019).

²⁶ California High-Speed Train, 2008 Business Plan (Nov. 2008), at pages 19-21; available at: http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2008_FullRpt.pdf. See also Gutierrez, Melody, "California high-speed rail project facing more delays, higher costs" (March 9, 2018), available at: <https://www.sfgate.com/politics/article/California-high-speed-rail-project-facing-more-12741787.php>.

estimated cost more than doubled to \$77 billion.²⁷ State and federal audits of the CHSR project occurred.²⁸ Finally, California Governor Gavin Newsom recently stated that the state would not finish the project, but instead will focus on a much smaller segment.²⁹

B. TCR Has Not Adequately Addressed Safety Issues.

Safety is a crucial component of any transportation project, and no one needs to remind Texans that water drainage and flooding are safety issues. Hurricane Harvey and its devastating effects on southeastern Texas occurred at the same time as environmental review of the TCR proposal, yet the TCR Draft Environmental Impact Statement makes no mention of the hurricane or the regulatory changes being considered in its aftermath. Construction of a new-build rail line of over 200 miles, much of which would be built on a landscaped berm, would dramatically affect water drainage in the Houston area, yet TCR has not adequately addressed flooding, drainage, and water flow issues.³⁰

TCR is currently advocating for a specific alignment of its proposed rail line, and this alignment would include what is known as segment HC-4 in extreme northwestern Harris County.³¹ Unfortunately, safety questions surround segment HC-4, and one of several other possible alignments should have been chosen for the southern part of the TCR route. These safety issues were described at length in an expert report submitted to the Federal Railroad

²⁷ California High-Speed Rail Authority, Draft Revised 2018 Business Plan, at page 33; available at: http://www.hsr.ca.gov/docs/about/business_plans/Draft_Revised_2018_Business_Plan.pdf.

²⁸ Vartabedian, Ralph, "Legislature approves first state audit of bullet train project since 2012" LOS ANGELES TIMES (Jan. 30, 2018). Ronayne, Kathleen, "High-speed rail project faces federal audit" Associated Press, THE MERCURY NEWS (San Jose, CA) (April 13, 2018).

²⁹ Shephardson, David, California will not complete \$77 billion high-speed rail project: governor" REUTERS (Feb. 12, 2019), available at <https://www.reuters.com/article/california-governor-rail/california-will-not-complete-77-bln-high-speed-rail-project-governor-idUSL1N2071FE>.

³⁰ See, e.g., Exhibit A at pages 21-26.

³¹ See, e.g., Federal Railroad Administration, Draft Environmental Impact Statement, Executive Summary at page ES-32 (December 2017).

Administration in 2018.³² Briefly put, segment HC-4 includes sharp curves that would increase the risk of heat-induced track buckling and otherwise compromise the safety of TCR operations. As described by the experts in Exhibit B to these Comments, horizontal curves cause increased wear and tear on equipment, stress on the track and rolling stock, and elevate overall risk, especially when considering high speed rail operations.³³ The experts also described the interplay between curves and high temperatures, stating that curves exacerbate the possibility that high ambient temperatures will cause tracks to buckle. The experts summarized their point succinctly, finding that “there is a higher risk of track buckling [due to heat] on curves than on tangent [i.e., straight] track.”³⁴

As described in pages 15-18 of Exhibit A, segment HC-4 does not follow pre-existing rail or highway corridors – which is the main reason that it bisects Delta Troy’s property and which is one of the reasons for the sharp curves. Alignments near I-45 or the BNSF Railway Company corridor should be explored as alternatives to HC-4, and they would allow TCR to avoid the sharp curves inherent in HC-4.³⁵ Briefly put, TCR could avoid the numerous complications with the HC-4 segment by routing the southernmost part of its proposed rail line – the entry into Houston – along I-45, the Hardy Toll Road, and/or the BNSF corridor. The FRA has recognized that changes to the proposed route, especially the proposed Houston station location, may be warranted. In particular, the FRA stated that:

³² See, e.g., Exhibit B (Supplemental Comments to FRA).

³³ Exhibit B, RLBA Expert Report at pages 3-4.

³⁴ Exhibit B, RLBA Expert Report at pages 5-6.

³⁵ Exhibit B, RLBA Expert Report at pages 8-12.

- it “has not identified a preferred alternative for the Houston Terminal Station at this time”³⁶
- “opportunities may exist for TCRR to negotiate with BNSF and UPRR to locate the HSR track adjacent to or within the ROW of the host railroad for short distances in order to minimize potential adverse impacts in certain areas”³⁷
- “portions of the IH-45 Corridor should be retained for further investigation in the event that constraints arise along the Utility Corridor”³⁸

Delta Troy has already addressed the problematic Houston station location at length,³⁹ as have other industry observers.⁴⁰ In the event the TCR proposal moves forward, TxDOT should take whatever steps are appropriate to alter the entry into Houston and avoid use of segment HC-4 in light of the impact to landowners and the demonstrated safety concerns with that segment of the proposed route.

C. TCR Has Not Explained its Funding, Substantiated its Ridership Projections, or Shown that its Proposal is Viable.

Irreversible harm to communities, wildlife, and the land itself would ensue if TCR were to begin constructing its proposed rail line but failed to finish it or abandoned it at some point after completion, as the California experience confirms more and more each day. The proposal is not a minor rail construction addition by an established railroad with a long history of

³⁶ Federal Railroad Administration, Draft Environmental Impact Statement, Executive Summary at page ES-32 (December 2017).

³⁷ Federal Railroad Administration, Draft Environmental Impact Statement, at page 2-21 (December 2017).

³⁸ Federal Railroad Administration, Draft Environmental Impact Statement, at page 2-21 (December 2017).

³⁹ See, e.g., Exhibit A at pages 27-28.

⁴⁰ See, e.g., Alan, David Peter, “Whither (wither) high-speed rail,” RAILWAY AGE (Feb. 21, 2019), available at: <https://www.railwayage.com/passenger/whither-wither-high-speed-rail/#>.

successful service. In contrast, it is an epic, “significant and...first of its kind”⁴¹ rail project proposed by an entity that has no current rail operations, no track record, and no ongoing revenue source. TCR proposes to build an entirely-new multi-billion dollar passenger rail project in a state with an extensive and deeply-ingrained “decentralized pattern of development and a limited transit network.”⁴² Given the decentralized land development in Texas, possible passenger rail corridors in Texas are not rated as highly as those in the northeastern United States or California.⁴³ Texas would first need to fundamentally change its land development patterns, focusing on transit-oriented development, and develop comprehensive local transit networks before a multi-billion dollar intercity passenger rail system would have a chance of success.⁴⁴

Crucially, the TCR proposal is a privately-backed speculative endeavor, meaning that it has not been subject to the normal openness and free accessibility of information that occurs in government projects like the California High-Speed Rail system.⁴⁵ TCR has admitted that its motives with the rail proposal largely center around real estate development near the station locations, and not transportation.⁴⁶ In a refreshingly candid remark, TCR’s real-estate partner responded to criticism about the rail proposal being merely a real estate venture being pushed by

⁴¹ STB Docket No. 36025, Texas Central Railroad and Infrastructure, Inc. et al. – Authority to Construct and Operate – Petition for Exemption From 49 U.S.C. § 10901 and Subtitle IV, Petition for Exemption, Verified Statement of Timothy B. Keith, CEO of Texas Central Partners, LLC, page 5 (filed April 19, 2016).

⁴² 2016 Texas Rail Plan, at page 3-14.

⁴³ 2016 Texas Rail Plan, at page 3-14.

⁴⁴ Cf. 2016 Texas Rail Plan, at page 3-14 (“Continued expansion of transit networks combined with Transit Oriented Development could lay the foundation for the success of high-speed rail.”).

⁴⁵ The California rail proposal was also subject to a statewide referendum in 2008.

⁴⁶ See, e.g., Exhibit C attached hereto (TCR press release, Feb. 6, 2015) (“an independent development company” is the driving force behind the proposal, and TCR is planning development of areas “surrounding” the Dallas station location with Matthews Southwest, a “private real-estate development company”).

speculators looking to make money by saying that “I hope they do, because I’m one of them! I hope they’re right about that.”⁴⁷

Coupled with the absence of meaningful intercity rail in Texas today, TCR’s lack of history means that TxDOT and all Texas officials should require TCR to substantiate its funding and ridership projections before providing any encouragement to TCR. The uncertainty surrounding this proposal is already causing harms to landowners such as Delta Troy, and Texas officials should carefully evaluate the assertions and claims supporting the TCR proposal before the consequences of this epic, unprecedented project cause harms which are irreversible. Texas officials should engage in a thorough vetting of the proposal to prevent substantial and irreversible harms to landowners, citizens, the economy, governance, wildlife, and the land itself in Texas.

D. TxDOT Should Express No Approval of the Current TCR Proposal.

As described in these Comments and the attached Exhibits, there are numerous severe problems with the current TCR proposal and its “preferred alternative” alignment. With the ill-advised segment HC-4, the proposal does not follow existing transportation (highway or rail) corridors to the extent possible.⁴⁸ The proposal has ignored pre-existing regional and local planning efforts, thereby threatening to obviate years of work by landowners like Delta Troy and officials at various levels of government.⁴⁹ Many concerns have been raised by Texas citizens and government officials across the state, and the TCR proposal has resulted in voluminous litigation and opposition at the state and local level. Dozens of lawsuits have occurred or are occurring in Texas, including a Petition and Application for Injunctive Relief filed by TCR

⁴⁷ See Exhibit D attached hereto (article from D MAGAZINE, “Developer Says Bullet-Train Project Will ‘Change the Way People Think About the Center of Dallas’”) (April 26, 2017).

⁴⁸ See, e.g., Exhibit A at pages 15-18.

⁴⁹ See, e.g., Exhibit A at pages 6-14.

against Delta Troy in an attempt to gain forced access to Delta Troy's property.⁵⁰ Opposition has come from not just landowners,⁵¹ but also local government officials,⁵² state legislators,⁵³ sheriffs,⁵⁴ and U.S. Congressman Kevin Brady.⁵⁵ As currently proposed, the TCR project fails to maximize the use of existing transportation corridors between Dallas and Houston. These include not only several existing rail corridors, but also interstate highway I-45 and other major roadway corridors. For all these reasons, TxDOT should not express approval of the proposal but, instead, should take efforts to require significant changes to the proposal before it is permitted to proceed.

Despite the fatal flaws in the TCR proposal, TCR has nonetheless sought eminent domain authority from the Texas courts in an effort to forcibly enter onto private property for this unviable and unapproved project. At least one Texas state court has properly acknowledged that

⁵⁰ See Texas Central Railroad & Infrastructure, Inc. v. Delta Troy Interests, Ltd., Cause No. 201654130, 234th Judicial District Court, Harris County, Texas, Petition and Application for Injunctive Relief (filed Aug. 15, 2016).

⁵¹ See, e.g., Thompson, Roxanne, "Landowners Give Emotional Testimony Against High-Speed Rail Plans," GROESBECK JOURNAL (Feb. 7, 2018), available at: <https://www.groesbeckjournal.com/area-news/landowners-give-emotional-testimony-against-high-speed-rail-plans-2876> ("No one spoke in favor of the railway, only against it, bringing up a wide variety of concerns and objections to the project.").

⁵² See, e.g., Farkas, Tony, "County vocal in opposition to rail project," THE MADISONVILLE METEOR (Feb. 6, 2018), available at: <http://www.madisonvillemeteor.com/stories/county-vocal-in-opposition-to-rail-project,29519>. (Madison Co. official Thomas Collard said "the county passed a resolution several years ago against the project, and will stand behind it to the end.").

⁵³ See, e.g., Begley, Dug, "Texas lawmakers move to stymie high-speed rail project," THE HOUSTON CHRONICLE (Feb. 21, 2017), available at: <https://www.chron.com/news/houston-texas/texas/article/Lawmakers-rain-down-anti-rail-bills-10948520.php>.

⁵⁴ See, e.g., Carroll, John, "Central Texas sheriff joins fight against high-speed rail project," KWTX (Feb. 23, 2018), available at: <http://www.kwtx.com/content/news/Central-Texas-sheriff-joins-fight-against-high-speed-rail-project-472377883.html>.

⁵⁵ See, e.g., filings made by Rep. Brady in STB Docket No. 36025, Texas Central Railroad and Infrastructure, Inc., et al. – Petition for Exemption, on May 13, 2016 and May 29, 2018. See also Clark, Caitlin, "All aboard? No, say many area residents at hearing about high-speed rail," THE EAGLE (Bryan, Texas) (Feb. 7, 2018) available at: http://www.theeagle.com/news/local/all-aboard-no-say-many-area-residents-at-hearing-about/article_c27cbe57-b7a6-5138-b1d0-ae3cb51bae76.html (referring to continuing opposition of Rep. Brady).

TCR-affiliated entities are not railroads and are not entitled to exercise the grave power of eminent domain.⁵⁶ Another court has similarly refused TCR’s motion for summary judgment on this issue in a decision covering three related cases.⁵⁷ To the extent TxDOT has any input on the status of TCR as a “railroad,” TxDOT should find that TCR and its affiliated entities do not qualify as railroads under Texas law given that they own no track, conduct no operations, have not received approval from the STB for their proposal,⁵⁸ have encountered widespread opposition from Texas government officials, and have not substantiated the viability, funding, or ridership estimates of the proposal.

Delta Troy is not opposed to high-speed rail. However, Delta Troy is opposed to poorly-conceived, poorly-planned high-speed rail proposals with unsubstantiated funding, unverified ridership forecasts, and a failure to avoid impacts to existing and planned land uses. TCR has called itself a “railroad” in order to gain eminent domain power, but, until significant changes are made in the proposal and until it is shown to be viable, TxDOT should decline to support this controversial proposal to forcibly take the land of Texas landowners for a sweeping, poorly-designed rail proposal of questionable feasibility.

⁵⁶ Miles v. Texas Central Railroad & Infrastructure, Inc. et al., Cause No. 16-037CV, Parcel TX-LE-066.320 (87th District Court) (Leon County, TX, Feb. 7, 2019). Delta Troy is not aware of the judge signing the relevant order in the Miles case, but the court coordinator’s correspondence to the attorneys is attached as Exhibit E hereto. The correspondence states that the judge found that the subject TCR entities “are not a railroad or interurban electric railway company.”

⁵⁷ See, e.g., Texas Central Railroad & Infrastructure, Inc. and Integrated Texas Logistics, Inc. v. Caldwell, Cause No. 18-C-3883 (County Court at Law No. 1, Ellis County) (Jan. 28, 2019).

⁵⁸ The STB previously found that the TCR proposal was outside its jurisdiction. See STB Docket No. 36025, Texas Central Railroad and Infrastructure, Inc. et al. – Authority to Construct and Operate – Petition for Exemption From 49 U.S.C. § 10901 and Subtitle IV (served July 18, 2016). In a Petition to Reopen filed on May 4, 2018, TCR asked the STB to revisit the jurisdictional status of its proposal, but no decision has yet been issued.

V. If Segment HC-4 is Built, Modifications are Necessary.

As described at length in Section IV of these Comments, there are serious flaws with both the TCR rail proposal and also with the proposed alignment segment HC-4 in northwestern Harris County. For the reasons previously explained, the TCR project should not be permitted to move forward without use of an alignment other than HC-4, additional major changes, and proof of viability. Nonetheless, if the TCR proposal does move forward with segment HC-4 or another similar alignment in Harris County, several critical modifications are warranted.

These modifications are necessary because TxDOT's mission is more than just rail development, and more than just mobility – TxDOT must also promote economic development and the competitiveness of the Texas economy. A new rail line is of no real value if it causes congestion on adjacent roads, prevents the use or expansion of highways, and hinders valuable land development. As currently proposed, the TCR rail line would cross U.S. Route 290 in northwestern Harris County via an overhead rail bridge at a location where Route 290 currently does not have frontage roads.⁵⁹ Of course, northwestern Harris County is a growing area, with land development and automotive traffic increasing each year. Frontage roads are already needed in the area due to rush hour congestion, and, at some point soon, they will almost certainly be built along U.S. 290. Consequently, TxDOT should require TCR to build its bridge over U.S. 290 with sufficient length and clearance to enable the future construction of frontage roads. To allow construction of a railroad bridge without consideration for future frontage roads would reflect unenlightened and shortsighted planning that would hamper the Harris County economy for decades to come. TxDOT could even require TCR to build the frontage roads as part of its bridge construction project.

⁵⁹ This crossing is in the midst of segment HC-4.

These frontage roads will be crucial because the proposed rail line would cause untold harms to northwestern Harris County by:

- closing and re-routing certain area roads
- forcing duplication of utilities on both sides of the rail line
- harming property values
- preventing higher value use of adjacent land
- impairing access to and from U.S. Route 290
- dividing the Waller ISD school district

See, e.g., Exhibit A at Exhibit 15. Due to the many harms accompanying the proposed TCR rail line in northwestern Harris County, TxDOT should take all necessary steps to ensure that landowners continue to have full access to their properties, including but not limited to requiring TCR to work with the landowners and build or plan for frontage roads along U.S. Route 290. This is not a new issue. Delta Troy discussed property access and related concerns with a TxDOT representative over six years ago. See, e.g., Exhibit A at Exhibit 15 (footnote 3). Finally, TCR would avoid many of these problems simply by constructing the HC-4 segment in an underground tunnel, and TxDOT should encourage consideration of the tunnel option if HC-4 or a similar northwestern Harris County alignment moves forward.

VI. Conclusion.

As described above, TxDOT should use the 2019 Rail Plan to acknowledge the importance of private property rights, describe the need to minimize impacts on existing and planned land uses, reiterate a commitment to safe and investor-driven transportation, and be very cautious about the use of eminent domain for proposals of uncertain viability. TxDOT should also recommend rejection of the TCR project as currently proposed.

Delta Troy appreciates the opportunity to submit these Comments regarding development of the 2019 Rail Plan. If TxDOT has any questions, Delta Troy would be more than willing to provide further information on the issues discussed herein.



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February 26, 2019

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					Freight Rail	General Comment	Other	General Comment	TxDOT Response		
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General						General Comment	
12/11/2018 16:45:00	Stephen Spies	stephen.spies@tdot.gov	3500 Jackson Ave.	Austin	TX	TXDOT			1		1	Extend Capital Metro Commuter Rail		Provide new multimodal connection to Austin Airport													See Comment Response No. 2
12/12/2018 10:53:58	Susan Pantell	sepatell@gmail.com	1018 Camino La Costa, #1008	Austin	TX	N/A		1	1		1			Encourage private investment													See Comment Response No. 1
12/12/2018 12:31:16	Roger Durham	durhamr@gmail.com	9920 Ridgeheaven Drive	Dallas	TX	Rail Passengers Association (RPA)		1	1	1	1	Double track TRE	Extend platform lengths to avoid double stops. Extend service on Heartland Flyer to Kansas. Provide daily service on Sunset Limited.	Expansion of passenger rail service is limited to Class I railroad track capacity. Improve at-grade crossings.												See Comment Response No. 2	
12/12/2018 12:40:05	Grand Prairie	Tony96@yahoo.com	309 ne 31	Grand Prairie	TX			1	1					Improve Amtrak routes												See Comment Response No. 2	
12/12/2018 13:35:12	Jessica Harris	jebrharris@yahoo.com	2804 39th St	Lubbock	TX	member RPA		1			1			Passenger rail is good for mobility and the environment.												See Comment Response No. 2	
12/12/2018 14:33:48	Bruce McLaren	malcolmburce40@gmail.com	100 NORTHSTAR DR	San Angelo	TX	National Association of Rail Passengers (NARP)		1						Additional parking at San Antonio Station												See Comment Response No. 2	
12/12/2018 15:34:51	Orion Reynolds	orionreynolds@gmail.com	6408 SCOTSLUFF CT	Arlington	TX			1	1		1			Expand service on Heartland Flyer and Texas Eagle	Advance high speed rail construction											See Comment Response No. 2	
12/12/2018 15:47:48	David Blomstrom	DAVIDBLOMSTROM@AOL.COM	3106 River Fern Drive	Richmond	TX			1			1			Continue service on Sunset Limited to Florida												See Comment Response No. 2	
12/12/2018 16:21:42	Austin	stjanveid@gmail.com	630 W 3rd St, Apt 2138	Austin	TX			1			1			Rides Texas Eagle between Austin and Fort Worth	Rail is a good alternative to travel on congested highways											See Comment Response No. 1	
12/12/2018 20:13:11	David N. Currey	tcassandoulisiana@gmail.com	8322 Church Light Lane	Houston	TX	Rail Passengers Association		1	1	1	1			Provide better Amtrak connections and destinations	Rail improves connectivity											See Comment Response No. 2	
12/12/2018 20:33:15	James Caldwell	jcaldwell@yahoo.com	po box 10609	Corpus Christi	TX	3419 annunciation LLC		1			1		Need new rail service from the Rio Grande Valley to multiple destinations	Need new routes from Dallas westbound to connect with Amtrak routes to El Paso and New Mexico												See Comment Response No. 2	
12/13/2018 18:08:00	Kirk Farris	kirkfarris@abogobal.net	1654 BONNIE BRAE	Houston	TX	Art & Environmental Architecture, Inc.					1															See Comment Response No. 1	
12/13/2018 18:27:57	Edward S. Collins	ted@meaux.net	402 Kingston Dr	Grand Prairie	TX			1			1			Provide Amtrak connection from Dallas-Fort Worth (DFW) to Meridian MS to the East Coast via the Crescent. Increase service frequency on Heartland Flyer and provide daily service on Sunset Limited												See Comment Response No. 2	
12/14/2018 7:19:16	William G. Wullenjohn, Sr.	wullenjohnsr@stnrr.com	2816 Collingwood Drive	Round Rock	TX			1	1		1		High speed rail between Round Rock and San Antonio. Improve at-grade crossings. Expand Thruway bus service to connect to Texas Eagle and Sunset Limited.	Provide Amtrak connection from DFW to Meridian MS to the East Coast via the Crescent. Increase service frequency on Heartland Flyer and provide daily service on Sunset Limited	Continue planning initiatives for the Texas-Oklahoma Passenger Rail study									See Comment Response No. 2			
12/14/2018 9:06:20	Ignacio Martinez	pmart3@hotmail.com	1085 Willis Way	San Marcos	TX	Ignacio					1															See Comment Response No. 1	
12/14/2018 9:33:28	Morey Mast	jommast@reagan.com	8775 CR136	Bangs	TX	Retired			1		1															See Comment Response No. 1	
12/14/2018 11:23:55	David Gray	d_b_gray@abogobal.net	9432 VIEWSIDE DRIVE	Dallas	TX				1	1	1			Rail is affordable, comfortable and environmentally friendly. Continue planning initiatives for the Texas-Oklahoma Passenger Rail study												See Comment Response No. 2	
12/14/2018 11:54:30	Caroline Evening	eveningstorm@hotmail.com	124 Holiday Loop	New Braunfels	TX			1	1		1			Faster commuter trains between major cities to improve mobility	Rail is faster (no highway congestion), comfortable and environmentally friendly										See Comment Response No. 2		
12/14/2018 12:56:52	A.J. Roquevert	ajroquevert3@gmail.com	2904 Hagen Drive	Plano	TX	Rail Passenger Association		1	1		1			Expand Amtrak service from New Orleans to DFW to Denver												See Comment Response No. 2	
12/15/2018 11:05:32	Peter LeCody	peter@texasrailadvocates.org	800 Jaguar Lane	Dallas	TX	Texas Rail Advocates					1			Continue planning initiatives for the Texas-Oklahoma Passenger Rail study												See Comment Response No. 2	
12/15/2018 11:15:11 AM and 12/15/2018 2:29:10 PM	Peter LeCody	peter@texasrailadvocates.org	800 Jaguar Lane	Dallas	TX	Texas Rail Advocates					1			TXDOT should preserve right-of-way (ROW) for both new highways and dual railroad tracks to support future passenger and freight rail traffic		1										See Comment Response No. 3	
12/20/2018 16:32:11	Clay Barnett	barnettc@co-grays.on.zx.us	100 W. Houston St.	Sherman	TX	Sherman-Denison MPO								Increase siding length of Denison Industrial Lead to increase capacity		1										See Comment Response No. 3	
12/21/2018 1:20:06	Mark S. Bucol	markbucol@att.net	24 Williamsburg Road	Saint Louis	MO	D&M Transportation Consultants Inc.					1		Need passenger rail service along I-35 between DFW and San Antonio													See Comment Response No. 1	
12/22/2018 17:39:29	Neil Walter	nwaltert@gmail.com	125 County Road 302	Oglesby	TX						1			Need more passenger rail service to relieve highway congestion												See Comment Response No. 1	
12/23/2018 21:56:56	Willie Allen	WAE240@gmail.com	6240 Antrone#112	Houston	TX									Double track freight rail routes to increase freight capacity		1										See Comment Response No. 3	
12/26/2018 16:15:39	Pete Bibby	pete@petebw.com	7119 Hill Forest Dr	Dallas	TX									Opposed to HSR due to eminent domain for land acquisition and tax payer subsidy in the future												See Comment Response No. 4	
12/27/2018 12:12:12	James Llamas	JamesLlamas@gmail.com	2000 Bagby St, APT 7425	Houston	TX																	1	Problem with TxDOT project website links			Thank you for your comment	
12/27/2018 12:49:42	Bobby Harris	Hotmail.harris@gmail.com	603 Texas St	Surfside Beach	TX	Zachary					1		Need more passenger rail service for economic reasons													See Comment Response No. 1	
12/29/2018 0:44:51	Victoria Martin	vmartin88@gmail.com	1191 County Road 676	Dayton	TX	Na								Trains back up and cause delays at the US 90 at-grade crossing in Dayton		1										See Comment Response No. 3	
12/29/2018 9:58:19	Cox R. Order	cox@glade.net	P.O. Box 988, 374 Lcr 504	Mexia	TX									Need more information on land acquisition and opposed to tax payer subsidy in the future		1										See Comment Response No. 4	

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					Freight Rail	General Comment	Other	General Comment	TxDOT Response					
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General						General Comment				
12/29/2018 15:20:14	Peter Wang	pwang01@gmail.com	7711 Silent Star Ct	Houston	TX	private citizen	We desperately need high-speed, frequent passenger rail between Houston, Dallas, Austin, and San Antonio. Maybe even Oklahoma City. The roadways are too dangerous, crowded, slow, and polluting. Commuting workers take a huge fatigue and productivity hit. My key customers are Pioneer Natural Resources and Kosmos Energy in the DFW area. I live in Houston.		1				1	Need more passenger rail service to relieve highway congestion, to improve safety, and for environmental reasons														See Comment Response No. 1		
12/29/2018 6:38:16 PM and 12/29/2018 7:34:29 PM	Charles Gillett	C.gillett@verizon.net	2704 Lemmington Ln	Plano	TX	Self	New highway projects must include a 120mph rail corridor allocation more less down the center of the highway system. Second comment: The solution to congestion is to get parking done right. In the most draconian extreme, if there is no parking, people will not come and congestion will not exist. That statement is for emphasis only. It is not realistic. But, why should cities subsidize public transit while also subsidizing massive parking garages at the same destination for just \$2 more than a transit regional day pass? Subsidized parking must pay for itself. Cost of constructing parking spaces varies from \$4,000 to \$40,000 for just one car space. Having a guaranteed parking space at the end of a commute makes a miserable commute more tolerable. Public transit must plan to minimize need for parking.						1		Accommodate joint rail and highway ROW when planning new roadway projects. Parking should not be subsidized and should be part of any transit system														See Comment Response No. 1	
12/30/2018 13:51:52	Bob	bhuder2@gmail.com	2003 Glenhaven St	Arlington	TX	previous Amtrak "Station Host" volunteer																				1	No comment at all			
12/30/2018 14:02:19	Penelope Tabitha Vinson	penelopevinson@outlook.com	11900 Barryknoll Ln, No 4311	Houston	TX		Penelope																			1	No comment at all			
12/30/2018 15:20:01	Michael Kent Irwin	mcirwin@hotmail.com	151 WAXWOOD LN	San Antonio	TX		I have ridden trains all over Europe and our country is missing out on a huge mode of transportation. Airport congestion can be reduced if there is a rail option for people.						1	Need more passenger rail service to relieve airport congestion														See Comment Response No. 1		
12/30/2018 17:11:02	Michael Robinson	mikeelca@msn.com	PO Box 830451	San Antonio	TX	Rail Passenger Association	Traffic is killing us / more highways are not the final solution. Inter-city rail between Austin and San Antonio would be a positive first step. Multiple daily round trips. Florida has Brightline and Amtrak, we hopefully will see the Texas Central Railroad in the next few years. Meanwhile we could encourage policy makers for a daily Sunset Limited and the Dallas / Meridian connector line that would link us to east coast routes. Thank you!	1	1			1	1	Need passenger rail service between Austin and San Antonio	Provide Amtrak connection between Dallas and Meridian, MS to the East Coast via the Crescent. Provide daily service on Sunset Limited													See Comment Response No. 2		
12/30/2018 17:42:25	David Randall	bdksu1@yahoo.com	PO Box 522	Kaufman	TX		There is a need for increased frequency of the Hartland Flyer to 3 round trips a day from OKC to FWD. Also for another Amtrak service from FWD to Hattisburg MS to connect with the Crescent to New York. Thank you for your consideration.	1						Provide Amtrak connection between FWD to Hattisburg, MS to the East Coast via the Crescent. Increase service frequency on the Hartland Flyer														See Comment Response No. 2		
12/30/2018 23:25:11	Steven Kays	bsask@smail.com	4225 Voncille St	Haltom City	TX		Freight rail is both useful and necessary, but equal priority should be given to State and Local road systems. The rest of the world are not peasants for the rail barons to rule over. Freight rail tracks should be added to existing right of ways to increase capacity. Passenger rail on the other hand is an inflexible and archaic concept, affording no way to reach every destination once desire without the further procurement of alternate means of transportation. Passenger rail should be phased out in Texas as its uses are miniscule and its costs are astronomical.												1	Opposes passenger rail due to set routelimited destinations, lack of transportation connections, and high cost	1	Double track freight rail routes for freight capacity						See Comment Response No. 3		
12/31/2018 9:03:28	David Armstrong	david@axrail.com	5543 Edmondson Pike#227	Nashville	TN	AXIS Track Report	What is the target release date for this publication? Thanks																		1	Question regarding Rail Plan completion and release date				
12/31/2018 20:36:24	George W Jenista	navy7700@gmail.com	8200 Steamboat Court	Fort Worth	TX		Inter/intra-city passenger rail service routes could be implemented with a public/private investment consortium. Example: DFW-Shreveport/Bossier City Louisiana. Invite investment from Shreveport's largest tourist attractions, the commercial gaming industry. Future connection via LANS route to AMTRAK's eastern network.	1							Need public-private participation for passenger rail investment													See Comment Response No. 2		
12/31/2018 22:04:04	Dr. Robert Stella	resdmd@gmail.com	3933 Loop Drive	Temple	TX	Rail Passenger Association	I'll be short. We use Amtrak to and from Dallas for better. No parking or driving 35. Wish there was more than one train per day. Let's use some highway money to help rail. Would love to see daily connections with the Sunset Limited for better connections with Los Angeles and Houston and New Orleans. Shame on anyone downplaying the first legitimate truly high speed rail project between Dallas and Houston. We are in Texas. I want us to be first-a leader. These people are trying to do this project with no public funds, they should be aided not hamstringing. Told you I would be brief. But I do care what you do in Texas relative to passenger rail.	1	1			1		Provide daily service on Sunset Limited.	Passenger rail is convenient; would like to see HSR succeed													See Comment Response No. 2		
1/1/2019 10:21:51	Barbara Blevins	Bigdogdandb@gmail.com	1410 9th street	Shallowater	TX		Can they install the directional horns so that I don't have to listen to them during the night?																			1	Concerned with noise from train horns			
1/2/2019 10:27:56	Richard Bauman	mb4mm@sboglob.al.net	706 5th St	Sealy	TX	RPA	Passenger rail throughout the state will alleviate congestion on our crowded highway system. Freight trains seem to wait a long time for other freights to pass (in Bellville close to where I live). I've traveled on AMTRAK from Houston both east and west and north. Bus service north to catch the train in Longview is the only daily service out of Houston, fourth largest city in US. Going to California, I have to consider which of the three days AMTRAK travels west. The Sunset Limited should be daily to serve the needs of Houstonians. Freight traffic on the same line caused one trip to be delayed in Texas by 5 hours west of San Antonio. Consider more and longer passing sidings to move both freight and passenger trains through our great state. That should be priority ONE! Then consider daily service from the Dallas-Ft. Worth area east through Shreveport, LA on to Meridian where connections can be made on to Washington, D.C. I understand that freight companies would bear much of the cost to construct passing sidings, but Texas DOT could allocate 10% of your budget to make sure this happens. Thanks for reading this.	1				1		Need more passenger rail service to relieve highway congestion	Provide Amtrak connection from DFW to Meridian MS to the East Coast via the Crescent. Provide daily service on Sunset Limited							1	Double track freight rail routes for freight and passenger capacity and provide longer passing sidings						See Comment Response No. 2	
1/2/2019 10:37:13	Drew	drewtiley@gmail.com	5413 Kiam St. Unit A	Houston	TX	none	Texas must increase its passenger rail network so that there is a feasible alternative to driving or flying. Texas cities are spaced far enough apart that high speed rail would be a perfect solution to our intercity transportation problems. The technology exists today and is used all over the world. It's incredibly safe compared to driving and could reduce the ever growing number of fatalities that occur on our highways. TXDOT can continue to maintain existing roadways but should pursue intercity high speed rail aggressively. The high speed rail should copy the successful European model with central stations at major cities with some minor stations along the routes. We should also copy the security that is used in Europe - mainly that there isn't much. Trains do not pose the same threats that airplanes do. A train cannot be hijacked and turned into a weapon. In the event of an incident on board the train could be immediately stopped and met by authorities. The threat of an incident on a train is the same as if you went to a shopping mall or sports game. Our new high speed rail stations should be TSA/hasse free.		1				1	1	Need more passenger / high speed rail service to relieve highway and airport congestion, and for safety reasons	Safety and security are very important, yet need to minimize federal oversight														See Comment Response No. 1
1/2/2019 15:20:32	Trent Salch	Trent_salch@yahoo.com	3106 Lawrence St.	Houston	TX		Don't build it. It will fail financially. It's going to cost hundreds of hard working Texans their livelihood by confiscating their land. It will cost thousands of other Texans their homes. It will ruin the property values of any home or business within 1000 yards along the route. No one I have talked to wants this. Just stop already.																			1	Assumed HSR Opposition comment. Opposed to HSR due to economic feasibility, land acquisition and lowering property values	See Comment Response No. 5		
1/2/2019 15:44:30	Donovan Maretti	donovanmaretti@att.net	13331 Corzatti Dr	Houston	TX		After months of research, the state of Texas does not need or want a High Speed Rail Between Dallas and Houston. This venture by Texas Central does not have the ridership needed to support a 15-18 billion dollar rail. I have attended all of the FRA meetings between Houston and Dallas and there were less than 200 supporters and over 1000 people against this. TXDOT should not spend one dime on supporting this failed venture as passed this last legislation. TXDOT should protect the people it serves by refusing the false marketing narrative being presented by Texas Central. We need intercity commuter rail and not intercity rail. The congestion is in Houston and Dallas city limits and not in between the cities. TXDOT's own facts supports that the growth projected between the cities by Texas Central is not true. Their projections are wrong.						1	Need commuter rail service to relieve highway congestion	Opposed to HSR - ridership projections and overall growth in corridor are wrong															See Comment Response No. 4
1/2/2019 22:35:59	Joe Osterman	JoeOsterman@msn.com	5106 w Jerad	Houston	TX	Texas Business Travel Association texasbiz.org	The Houston metro area is set up for rail, and I would like to help it become a success. Please include me in a future meeting. Sincerely, Joel 281.785.0915						1		Houston metro area needs passenger rail											1	Question regarding next public meeting and wants to stay engaged in Rail Plan	See Comment Response No. 1		
1/3/2019 3:58:23	Andrew Sharp	andrew_sharp@att.net	Suite 3, Charter House, 26 Claremont Road	Surbiton	TX	state is required for USA, Canada, and Mexico residents	IARO	Add Visitors to the State: When I come, I want means of transport, and the rail system, particularly in the DFW area, is valuable to me.					1		Visitors to the state, especially in DFW area, need alternative forms of transportation													See Comment Response No. 1		
1/3/2019 9:29:28	Archie Losey	DLux9@yahoo.com	2639 Heritage Colony Dr	Webster	TX		As a resident of Texas, I would like to go on record to state that I am in favor of the plan set forth by Texas Central to implement a high-speed, passenger rail line that would connect Houston to Dallas, and eventually to other destinations in Texas, such as San Antonio and Austin.						1		Supports HSR between Dallas and Houston with future routes to other destinations													See Comment Response No. 1		
1/3/2019 14:34:44	Manny Gonzalez	manny789@gmail.com	5400 Memorial Dr Apt 405	Houston	TX		I still can't see from the map what the proposed projects are. Also, the moving background image on your website landing page makes me dizzy. Bad user experience.																		1	Problem with TxDOT project website links and maps	Thank you for your comment			
1/3/2019 20:18:08	Eugene Marck	wtravei@gmail.com	345 Argyle Ave	San Antonio	TX	Rail Passenger Association	San Antonio-Austin commuter train! We need it badly. I-35 is overloaded. Let's get the Lone Star Rail Project going again!						1	Need commuter rail between Austin and San Antonio	Need more passenger rail service to relieve highway congestion on I-35													See Comment Response No. 1		
1/3/2019 23:24:34	Zak Sakoglu	Zakakoglu@gmail.com		Dallas	TX		I support the bullet train project between Dallas and Houston, and similar future projects between large TX cities. We need to invest in this kind of reliable, fast, clean energy based infrastructure. It can be powered by all electric, from clean energy sources such as solar or wind.						1		Supports HSR between Dallas and Houston with future routes to other destinations, it is reliable, fast and energy efficient													See Comment Response No. 1		
1/4/2019 8:44:12	Charlotte Medina	bthornc@comcast.net	10110 Sageburrow Dr	Houston	TX		My husband and I travel frequently on Amtrak. Train is our favorite mode of transportation. Traveling by train reminds us of days of old and educates us as to how we have benefited and perfected rail travel in the 21st century. I do feel, however, it is important to keep the original "charm" of rail service intact. We have recently experienced changes on Amtrak in an effort to, not efficiently enhance the train experience but to coddly cut costs in an effort to run Amtrak at a profit. To eliminate the "charm" Amtrak has offered over the years to rail customers is to destroy the original intention of rail service offered by Amtrak. Amtrak service is not just about getting from one destination to another. It is a "journey" from one destination to another - seeing new terrain, spending quality time with loved ones, meeting new people and developing our humanity, enjoying meals together and interacting & getting to know the train staff. To eliminate these "creature" comforts is to convert Amtrak from passenger emphasis to freight emphasis. I can achieve this by selecting plane as a my mode of transportation. charlotte	1				1			Do not destroy the charm of using Amtrak by cutting costs and minimizing passenger experience/amenities														See Comment Response No. 2	
1/4/2019 9:18:44	Deanne Prusak	deanne.prusak@eni.com	20701 Haymeadow Court	Waller	TX	Eri Petroleum	I agree we need to enhance our current rail situation, but I don't think we should be adding more tracks, such as the ill-fated HSR project, which will take land away from Texans and destroy the landscape. We don't need to disrupt people's way of life. Just enhance what is already there.						1		Need to enhance existing passenger rail	Opposed to HSR due to land acquisition and quality of life												See Comment Response No. 1 and 4		
1/4/2019 9:55:17	Clemente Mena	clemente.mena@dcsl.gov	1701 South Padre Island Drive	Corpus Christi	TX	TxDOT	Its hard to read the map and confusing. Map needs a Legend identifying the different rail lines and their usage type. Being able to zoom in would be a nice feature.																		1	Problem with TxDOT project website maps	Thank you for your comment			
1/4/2019 16:25:00	Dean Smith	dean.smith@delek.us.com	425 McMurrey Dr.	Tyler	TX	DELEK US HOLDINGS	When and where will the next public meeting and/or web conference call take place? If you have a distribution list for updates, please include me.																		1	Would like to know when next public meeting is and include me on TxDOT project distribution list				
1/5/2019 8:33:17	Ed Cowser	ecowser@gmail.com	PO Box 3407	Fredericksburg	TX		Inter-city Rail Transit is key to enabling commerce efficiently across the State of Texas. Texas is the fastest growing state in the US and needs to get ahead of the looming transportation gridlock with policy, plans and projects in the major transportation corridors and rail transit is a key component of the solution.					1	1	Rail is a key solution to minimizing gridlock														See Comment Response No. 1		
1/5/2019 12:36:39	Hunter Warren	hunter.warren@gmail.com	317 Lexington Ave.	San Antonio	TX		Please bring more passenger rail to Texas, including greatly increasing Amtrak service. We should prioritize it over freight where possible. There's no more extra land for more freeways. We need 21st century transportation options. High-speed rail between the major cities would be amazing, reducing congestion and creating economic opportunity.	1	1			1		Rail would reduce congestion and promote economic development	Increase service frequency (no routes specified)													See Comment Response No. 2		
1/5/2019 13:58:17	Josiah Brown	Brownjosiah09@gmail.com	2607 Zorro Bend	Cedar Park	TX		I would like the high speed rail to be owned by the government so that the residents of Houston and Austin can pay into taxes and get to ride for free						1		Fund the project though taxes in exchange for free passenger fares													Thank you for your comment		
1/7/2019 9:07:56	Desi Porter	Desiburnsporter@gmail.com	24779 Beulah Lane	Montgomery	TX		TxDOT should not include Texas Central's HSR project in the state rail plan, as that would be in violation of SB 977 that prohibits promotion of provider HSR.																		1	Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4			

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response						
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment	
1/7/2019 9:11:56	Julie Villaescusa	Umabearmont@otmail.com	1314 Dart St	Houston	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 9:12:13	Anne Watzek	Awatzek@yahoo.com	26379 magnolia road	Hockley	TX											1									Opposed to HSR as it may not be feasible and may become a financial/tax burden	See Comment Response No. 4	
1/7/2019 9:12:40	Roy Johnson	k1ody@aol.com	7273 cr 313.	Plantersville	TX	Johnson										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 9:14:12	Nathan	nabitsw6@hotmail.com	4210 quartz creek ct	College Station	TX											1									Project inclusion within State Rail Plan is in violation of SB 977. Project would take property and have visual impacts	See Comment Response No. 4	
1/7/2019 9:31:33	Peggy D and Diane Epps	eppefarm3@gmail.com	567 Epps Road	Palmer	TX	Texans Against High Speed Rail										1									Opposed to HSR due to taking of residential property including a family cemetery	See Comment Response No. 4	
1/7/2019 9:32:00	Alan W Johnson	Awj155@aol.com	17503 Rustington Drive	Spring	TX	Texas land owner										1									Opposed to HSR due to land/ROW acquisition and may become a financial/tax burden. Would not relieve congestion on I-45	See Comment Response No. 4	
1/7/2019 9:32:15	Cliff	thomasaggies@yahoo.com	137 winding path	Boerne	TX	Land Owner										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 9:37:26		cgunn32@hotmail.com														1									Assumed HSR Opposition Comment - Opposed due to economic reasons	See Comment Response No. 5	
1/7/2019 9:40:31	Paula Kuhn	studio10interiors@gmail.com	30655 Waller Spring Creek Road	Waller	TX	Land Owner										1									Opposed to HSR due to land/ROW acquisition, flooding and economic reasons	See Comment Response No. 4	
1/7/2019 9:48:05	Stephanie Cervar	scevantas149@gmail.com	280 Murphy RD	Waller	TX											1									No high speed rail!!!	See Comment Response No. 4	
1/7/2019 9:54:10	Gerald C Hill	texmvp03@aol.net	11970 Pecan Trail	Plantersville	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 9:57:01	Jason Walker	J_walk95@hotmail.com	1703 Burning tree road	Kingwood	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 9:57:18	Jan Grepareas	ggcjeg@aol.com	25820 Century Oaks Blvd	Hockley	TX	Landowner										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:00:20	Becky Morris	Bemorris62@aol.com	1464 County Road 123	Bedias	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:05:29	Daniel	danny@comerstonurveying.net	208 Cottonwood Rd	Palmer	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:14:33	Nicholas Scholz	Nbscholz@gmail.com	9701 CR 232	Richards	TX	N/A										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:22:15	Yvonne Lefkwich	plefkwich@lyfca.com	1414 W Hwy 84	Meria	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:34:16	Jim Kirgan Jr	jkirgan1963@yahoo.com	121 Co Rd 867 N	Teague	TX	Rancher										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:43:55	Steven Coscio	Stevencoscio@yahoo.com	3 ford ridge way	Missouri City	TX													1							Assumed HSR opposition comment. Opposes passenger rail in general, no demand for it and may become a financial/tax burden	See Comment Response No. 5	
1/7/2019 10:44:16	John Nivens	jr555ah@verizon.net	11449 Mistys Run	Fort Worth	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:47:13	Jim	Sollockhomes@aol.com	Box 98	Iola	TX	Property owner										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 10:47:44	Judge Joe Fauth III	Joe.fauth@grimescountytx.gov	PO Box 160	Anderson	TX	Grimes County Texas										1									Assumed HSR Opposition Comment - Opposed due to potential financial loss and would not relieve congestion	See Comment Response No. 5	
1/7/2019 11:02:14	Clint Morris	cdmorris88@gmail.com	1464 CR 123	Bedias	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 11:11:29	Clark Osborne	Clark@madisonvillecemeteries.com	4500 Hwy 21 West	Madisonville	TX	Madisonville Cemetery Assoc.										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 11:23:46	Kelley Cruzan	Kwcruzan@gmail.com	2520 Wilson Rd	Palmer	TX	Individual										1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 11:24:47	Howard James Robinson	hrobinson@swbell.net	17709 Equestrian Dr	Waller	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 11:26:25	Elizabeth Robinson	Wersames@hotmail.com	260 Long Branch Circle	Ennis	TX											1									Opposed to HSR due to land/ROW acquisition and eminent domain to take property, quality of life, financial/tax burden	See Comment Response No. 4	
1/7/2019 11:38:39	Charles Stigall	ccs47@sboglobal.net	po box 1344	Sealy	TX						1															As long as no new ROWs are taken, then improve all you want, but the citizens have given up enough land for highways, pipelines, power lines, etc without giving up more land for new rail lines. Texas has been carved up enough already, it's time to stop!	See Comment Response No. 5
1/7/2019 12:54:23	Archie Christensen	Apetechristensen@sboglobal.net	1702 Trustworthy Ct.	Leander	TX											1									Project inclusion within State Rail Plan is in violation of SB 977. Rail service does not work in low density areas	See Comment Response No. 4	
1/7/2019 13:12:29	Toni Joyner	tmj2007@yahoo.com	6357 FM 978	Normangee	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 14:08:24	Scott Walker	Saw409@aol.com	15814 Heartwood Way	Cypress	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 14:10:01	Carma Sullivan	sullivanjm51@aol.com	803 Sullivan Rd	Ennis	TX											1									Project inclusion within State Rail Plan is in violation of SB 977. Considers the project wasteful	See Comment Response No. 4	
1/7/2019 14:11:58	Gayle Scott	gscott@aircanopy.net		Palmer	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 14:14:58	Debra lavender	tropicaldick@min.com	Po box3	Marquez	TX											1									No high speed rail between Houston and Dallas. Just say NO.	See Comment Response No. 4	
1/7/2019 14:18:17	Amely Comly	ameycomly@aol.com	30061 roundup dr	Waller	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 14:48:20	Amanda Porter	porter.nicole.amanda@gmail.com	21011 Narrow Gate Dr	Houston	TX											1									Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 15:00:05	Frank	fcomly@aol.com	30061 Roundup Drive	Waller	TX											1									Project inclusion within State Rail Plan is in violation of SB 977. Considers the project bad for Texans and taxpayers	See Comment Response No. 4	

Texas State Rail Plan
Public Meeting Held On December 11, 2018
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Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response							
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment		
1/7/2019 15:17:43	Kristi Akers	kwaakers@windstream.net	10977 CR 112	Iola	TX		LIKE COMMENT, SHARE! PUBLIC COMMENT OPPORTUNITY! 2019 Texas Rail Plan http://2019txrp.com Visit this website and click on "Comment" in the upper right corner. Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 15:34:56	Dora Lane	dora.lane62@gmail.com	16626 Pine Lane	Plantersville	TX	Home owner in Grimes County	No need for this HSR project. No E.D. for private company. Not Needed & Not Wanted.									1										Opposed to HSR due to eminent domain by a private company; project not wanted or needed	See Comment Response No. 4	
1/7/2019 15:57:35	Vickie Canon	vickie.canon@yahoo.com	527 Epps Rd	Palmer	TX		Please be aware that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. Thank you.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 15:58:02	LouAnn Bates	Labates0721@gmail.com	2653 Deep Valley Trail	Carrollton	TX	Texasns against HSR	I don't want the bullet train to consume family farm land that has been in my family for over 100 years.									1										Opposed to HSR due to property acquisition of family farm	See Comment Response No. 4	
1/7/2019 16:19:27	Joseph Willingham	Greenknightlores1@yahoo.com	3737 Remington dr.	Carrollton	TX		I am completely and utterly against the high speed rail road train that is being proposed from Dallas to Houston. It would require that you purchase large amounts of land from men and women who do not wish to sell. Thus you would have to initiate eminent domain, which is only legalized theft. The state of Texas has already refused this, now you are trying to go over the state's head by going to federal government. You are not even planning to build such a train along the referred routes by the designers, but rather along routes that make no sense. I am completely against this and against eminent domain. I also know that this train will not work and will not be beneficial to Texas or Texans. Just like the train in California, it will fail. You will tear up good farm land, cattle grazing areas, country, and even cities that do not need something as old school as a bullet train, especially when a plane will cost the same amount and be less time to travel and less destructive. It will also cause emergency vehicles to be delayed in time response. You will also have to destroy churches and grave sites which should not be touched. If you are going to build such a train then build it alongside or over top of an already existing track, but do not try to create a new one via stealing people's hard earned land. I vote no to the high speed bullet train.										1										Opposed to HSR due to land/ROW acquisition and eminent domain to take property, quality of life, emergency response times, financial/tax burden	See Comment Response No. 4
1/7/2019 16:24:21	Michael Graham	graham.mike.f@gmail.com	28720 Mustang Drive	Waller	TX		The Houston-Dallas high speed rail fasico needs to be stopped and any TXDOT planning/resources should not be involved in it. Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 16:51:36	Sherry Lynn	Slynn76626@yahoo.com	P O Box 314	Blooming Grove	TX		Stop the train!									1										Assumed HSR opposition	See Comment Response No. 5	
1/7/2019 17:32:37	Samantha Want	Ssmerr096@yahoo.com	359 Ridgewood Dr.	Magnolia	TX		I would like for it to be noted that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan, violates SB 977, the Texas law that prohibits promotion of high speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 17:43:14	Glenn Mannina	amannina@sboglobal.net	P.O. Box 69	Dobbin	TX		First, Why is TXDOT involved with Promoting or Supporting in ANY MANNER the D-H Texas Central Uneconomic HSR as I would like to Remind TXDOT that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. This Project has NOT Proven a Public Need, is Uneconomic, sets up a Monopoly for the Japanese in Texas, is extremely Harmful to the Environment and Texas Native Habitat, and is funded currently and entirely by the Japanese Government and plans to leave Taxpayers holding the bag when it goes Bankrupt and the US Taxpayer Funded RR Loan is Defaulted on! TXDOT should be "Called on the Carpet" for breaking State Law in this case by being involved in Planning inclusive of the HSR which is Supporting and Promoting the HSR in clear Violation of State Law!									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to not being feasibility, environmental concerns, financial/tax burden	See Comment Response No. 4	
1/7/2019 19:47:21	Annitta Dobbs	jems2505@yahoo.com	822 LCR 828	Donie	TX	Affected landowner	I m a landowner who will lose my family land in its entirety if it is approved. I do not believe this is the right thing to do as the metro areas are not properly equipped at this time to provide any different transportation than flying. I have been offered 1 deal and when it was not accepted, I was placed on an eminent domain list. 1st. I cannot replace what they will be taking from me MY HEREDITY. 2nd. I have 2 separate properties and I will be consumed by her and other will be affected by the noise and other things she her would bring to our county life. NO HSR THROUGH OUR LITTLE PIECE OF HEAVEN!!!!!!																			Opposed to HSR due to land/ROW acquisition and eminent domain to take property, quality of life	See Comment Response No. 4	
1/7/2019 20:06:18	CJ Gorn	Old.amog@gmail.com	526 Moseley Rd	Ennis	TX	Texas taxpayer	LIKE COMMENT, SHARE! PUBLIC COMMENT OPPORTUNITY! Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 20:56:23	Aaron Henshall	Alyeah@sboglobal.net	26650 royal oak dr.	Waller	TX		Any inclusion about texas central railroad violates sb 977.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/7/2019 20:59:10	Holly	Hireland@sboglobal.net					I do not support the rail											1								Does not support passenger rail (no specific type identified)	See Comment Response No. 5	
1/7/2019 21:24:09	Ginger Brown	Kiesling@aol.com	1707 cr 155	Bedias	TX	Private resident	This will destroy Grimes county. Please do real research. The numbers are not realistic. This will all fall on taxpayers of Grimes county and Texas. It will not help traffic in Houston or Dallas. Not the right train for Texas. They plan to close re route 140 county roads. The county will have to maintain them after the train fails. Do you do diligence.									1										Opposed to HSR due to financial losses, tax burden, will not relieve congestion, road closures	See Comment Response No. 5	
1/7/2019 22:24:50	Marilyn Satar	mrsatar@yahoo.com	21225 KICKAPOO RD	WALLER	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/8/2019 0:38:31	Tina Regier	tdregier@yahoo.com	PO BOX 156	Palmer	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. I am against the Houston-Dallas HSR project, it will be a huge burden to the state of Texas.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden	See Comment Response No. 4	
1/8/2019 2:02:25	Scott Salzman	50haevent@gmail.com	10113 Loving Trail Dr	Frisco	TX		Attention: any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977. I opposed the HSR project since I believe this project will eventually leave Texans and the public in general holding the bag. Plus I believe the sound pollution will severely affect land owners, to say nothing of the problems caused by carving up parcels of land and eminent domain issues.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden, environmental concerns, property acquisition/eminent domain	See Comment Response No. 4	
1/8/2019 4:36:03	Jason	jbus34@gmail.com	5476	Anderson	TX																	1			No Comment at all			
1/8/2019 7:42:56	Tim Wikander	t_wikander@hotmail.com	9001 Driftwood Park Drive	Houston	TX		Inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects!									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/8/2019 7:56:58	Paul Head	paulthead@gmail.com	2896 CR 238	Bedias	TX		I am opposed to the Texas Central's plan to build the high speed rail. My family, land and way of life will be affected by it.									1										Opposed to HSR due to land acquisition and quality of life	See Comment Response No. 4	
1/8/2019 8:25:29	Reese Turner	b4reese@yahoo.com	Bellville, Texas	Bellville	TX		Reese Politicians love new rail projects - they always have; land grabs, big contracts, lots of ways to make money. Rail loses money. Look at the California boondoggle! Go with special high speed bus lanes on the interstates.												1							Opposed to rail as it is not viable and may become a tax burden; suggest HOV dedicated lanes on interstate	See Comment Response No. 5	
1/8/2019 8:43:17	Mark Stolanski	mark.stolanski@gmail.com	PO Box 816	Sealy	TX	Former Mayor of Sealy and former USMC ground transportation officer	Even when enlarged, the graphic is hard to read. Content is blurry. I am also concerned that the content of the graphic might not be accurate. Why doesn't the graphic include the Freight Shuttle System (FSS)? This has not gotten the publicity it needs. Yesterday (1/7/2019) was the first I heard of this plan and project. I would have very much like to have been on it from the start.														1			Problem with TXDOT project website maps; and the need for earlier outreach for the state rail plan project	Thank you for your comment			
1/8/2019 8:47:43	Yvonne Ogradowicz	Yogrodowicz@yahoo.com	6660 Millstone Dr.	Navasota	Texas	Tahar	LIKE COMMENT, SHARE! PUBLIC COMMENT OPPORTUNITY! Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/8/2019 9:27:39	Dana Bevel	ddbivel64@gmail.com	9616 High Star Lane	Bedias	TX	Texasns Against High Speed Rail	Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. This proposed project is bad for Texas and has continued to be falsely advertised to the project as something beneficial and private, neither of which is true.									1										Project inclusion within State Rail Plan is in violation of SB 977. Does not concur with project benefits	See Comment Response No. 4	
1/8/2019 14:00:22	Craig Hablinski	chablinski@sb.com	1302 foxwood rd	Houston	TX		Please remember that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977 that prohibits promotion of private high speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/8/2019 21:00:21	Cand Barousse	c.barousse@aol.com	18735 grand harbor point	Montgomery	TX		I am against Texas Central's proposed high-speed rail project. Furthermore, any inclusion of it in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/8/2019 23:44:42	George Chen	Georgechen888@yahoo.com	13505 Durango Ranch Rd.	Plantersville	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan is a direct violation of SB977. The Texas law that prohibits promotion of private high speed rail projects. This is a horrible project for Texas as it will not ever be economically feasible and will ruin precious rural farmland and our way of life. I support the NO BUILD option.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to economic feasibility, property acquisition, quality of life	See Comment Response No. 4	
1/8/2019 23:59:15	Rosy Chen	Rosychen888@gmail.com	19602 Forest Fern Dr.	Humble	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan is a direct violation of SB977. The Texas law that prohibits promotion of private high speed rail projects. This is a bad plan for Texas. It will have to be heavily subsidized with tax money. It will never make a profit.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden	See Comment Response No. 4	
1/9/2019 0:02:34	Dorothy Parungo	dparungo@gmail.com	12230 Camden Meadow Dr.	Tomball	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan is a direct violation of SB977, the Texas law that prohibits promotion of private high speed rail projects. This is a horrible project for Texas as it will not ever be economically feasible and will ruin precious rural farmland and our way of life. I support the NO BUILD option.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to economic feasibility, property acquisition, quality of life	See Comment Response No. 4	
1/9/2019 0:03:09	Jensen Chen	Jensen.chen@iname.com	12558 Fern Creek Trail	Humble	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan is a direct violation of SB977. The Texas law that prohibits promotion of private high speed rail projects. This law was passed as our Texas Legislators are trying to protect our state from this disastrous project.									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/9/2019 5:14:40	Kathy Miller	Kmillier77447@yahoo.com	30825 Hegar Rc	Hockley	TX		TXDOT, let me remind you that inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. Your survey is very biased by leading the public only toward supporting high-speed rail. High speed rail is purely a land grab by a privately-owned company with greedy investors. HSR will ultimately cost our tax-payers more money we don't have.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden	See Comment Response No. 4	
1/9/2019 8:29:35	Becky Scasta	scastamom1@sboglobal.net	2862 Old Boyce Rd.	Waxahachie	TX		Please remember that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977. Thank you, Becky Scasta									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4	
1/9/2019 10:11:39	Kyle Kutach	kkutach@hotmail.com	3745 FM 1446	Waxahachie	TX		The Texas Central Rail High Speed Rail project should not be approved and allowed to continue. In addition to damaging and bisecting valuable residential, farm and ranch property, it is also in violation of SB 977.									1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HDR due to property acquisition	See Comment Response No. 4	

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response					
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment
1/6/2019 11:36:26	Sandy	Snady4tu@att.net	14222 Durango Ranch road	Plantersville	TX		Hello everyone. Go to facebook Texans against High Speed Rail page and click on a link to TXDOT 2019 Texas Rail Plan. Fill out a comment for TXDOT 2019 rail plan. Takes 5 minutes to fill out at the comment section you can add: Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan is a direct violation of SB977. The Texas law that prohibits promotion of private high speed rail projects. This is a horrible project for Texas as it will not ever be economically feasible and will run precious rural farmland and our way of life. I support the NO BUILD option!								1										See Comment Response No. 4	
1/9/2019 12:02:15	Al & Doris landolt	doris.landolt@gmail.com	13886 Durango Ranch Road	Plantersville	TX		This project will directly affect in a negative way. It is not economically feasible and will ruin our land and way of life. The Texas Central HSR project in the 2019 Rail plan is a direct violation of SB977. This Texas law prohibits promotion of any private high speed rail projects.								1										See Comment Response No. 4	
1/10/2019 14:56:17	Tiffany A McClure	mclure1018@gmail.com	3927 Strawther Rd	North Zulch	TX		TXDOT please remember any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:04:41	Sheila Winn	sheilawinn@gmail.com	638 Icr 404	Groesbeck	TX		any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:05:18	Heather Miseldine	dmiseldine@aol.com	13752 Durango Ranch Road	Plantersville	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects								1										See Comment Response No. 4	
1/10/2019 15:05:19	Craig Smith	csmith110@stb.com	27214 Hegar Rd	Hockley	TX		Please be reminded that any inclusion of Texas Central's HSR project violates HB 977 that prohibits promotion of high speed rail projects								1										See Comment Response No. 4	
1/10/2019 15:10:31	Marilyn	marilynrk1229@gmail.com	2912 High Pointe	McKinney	TX		The high speed rail system will just raise taxes and be more of a detriment than an asset.								1										See Comment Response No. 4	
1/10/2019 15:11:32	Kathy A Mazzaferro	kathy.mazzaferro@gmail.com	2267 County Road 316	Navasota	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:11:36	Elizabeth Wilson	liz.wilson54@yahoo.com	28165 Denn Road	Montgomery	TX		Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:12:03	Gary S. Bruah	gbrush@sbglobal.net	4814 SPRUCE STREET	Bellaire	TX	Self	I urge you to reject the proposed HSR Plan. As the State of California has painfully learned, the ultimate cost of so-called "High Speed Rail" is multiple billions of dollars over initial estimates. In addition, Texas already has a highly developed inter-city Interstate Highway System along with frequent, efficient, multi-carrier Jet service to all major and secondary Texas Cities. In short, HSR would be an unnecessary, overpriced, unsecure, and underutilized system benefitting only its promoters, consultants, and various hangers-on to this dubious enterprise.								1										See Comment Response No. 4	
1/10/2019 15:14:14	Christina King	christinadurbin@king@gmail.com	15111, Wildwood Circle	Magnolia	TX	Cardinal Health	Hello, any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:14:34	Clay Coffman	c4coff@sbglobal.net	15306 Ledgewood Park	Cypress	TX		This private business is in direct opposition with a State of Texas private property ownership laws. My native Texas family has owned and toiled on our family land for 35 years and now it is threatened by a business owned by a foreign entity. A train to without a purchased location, known ridership, cost to build or cost to ride. That's not a business. That is a liberal dream. cc cc Please do not lose track of the fact that Texans respect property lines and fences.								1										See Comment Response No. 4	
1/10/2019 15:15:28	Kelly	hellyseely41@gmail.com	16444 W. CR 344	Marquez	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects!!								1										See Comment Response No. 4	
1/10/2019 15:16:00	Judge Byron Ryder	byron_ryder@cc.is.on.texas	P.O. Box 429	Centerville	TX	Leon County Government	Leon County is totally against the HSR Project. It will not benefit our county at all. It will take people's land and also take revenue that is generated along I-45 traffic out of people's pocket. I-45 is a tax generator for the cities and counties along it.								1										See Comment Response No. 4	
1/10/2019 15:16:08	Michelle Ready	mrlux@sbglobal.com	318 Lakeside Place	Avinger	TX		I am opposed to high speed rail because of the issue of private property being taken by eminent domain when it is NOT for public safety. And it will benefit a private "for profit" entity. It will also violate Texas law.								1										See Comment Response No. 4	
1/10/2019 15:17:28	Christie Parker	cparkercmc@yahoo.com	5115 Baywood Dr	Pasadena	TX		Any inclusion of TCRs HSR project to the rail plan violates SB977 and not one penny of my tax dollars should be used for this private/foreign project. This has already been signed into law and including this in any TX rail plan breaks current laws. Please exclude immediately and carefully consider any future collaboration and how it relates to current laws.								1										See Comment Response No. 4	
1/10/2019 15:17:44	Bob Beakley	bbeakley@gmail.com	1115 Sullivan Rd.	Ernis	TX	Beakley Farms	Bob, My comment is that I hope TXDOT remembers that the Texas Congress last year past laws which made it illegal to use any state money on high speed rail in Texas.								1										See Comment Response No. 4	
1/10/2019 15:18:02	Laurie Guim	LAIURIE.JOS6@GMAIL.COM	4847 FM 984	ENNIS	TX		Please do not allow this boondoggle train to come to Texas - it is an utter failure elsewhere in the US, it is a LAND GRAB and will decimate our area. Remember that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:20:07	Gregory Sidora	Gsidora@cebridge.net	3011 Willowbend Rd	Montgomery	TX		SB977 prevents TXDOT from promoting at privately funded projects according to my sources.								1										See Comment Response No. 5	
1/10/2019 15:20:15	Keith Carter	krc@mail.utexas.edu	10506 Berthound Dr.	Austin	TX	None	This is a boondoggle and should not be built. It uses eminent domain to steal people's land for private profits and at the very least should be voted on statewide.								1										See Comment Response No. 5	
1/10/2019 15:23:11	Denise Miller	hockeymom@gmail.com	271 Murphy Rd	Waller	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:23:28	Tim and Kathy Cooper	Kathycooper@me.com	185 County road 1161	Fairfield	TX		any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:25:16	Cheryl Collum	dcollum@outlook.com	PO Box 753	Anderson	TX	NIA	Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:26:54	Melinda Sidora	Gmsidora@gmail.com	3011 Willowbend Rd	Montgomery	TX		SB977 should prevent TXDOT from promoting any privately funded project. I have to assume any projects mentioned here will be at taxpayer's expense.								1										See Comment Response No. 5	
1/10/2019 15:27:50	Tracey Sadler	TraceySadler@hotmail.com	704 County Road 263A	Cameron	TX		Texans love their passenger vehicle travel a lot. So much so that over the last 100 years no plan to connect the big 3 cities has ever succeeded. Short jaunts have failed because no one road the rails. Why not look at improving and increasing the availability and affordability of air travel between the 3 cities? Then you wouldn't have to buy land.								1											See Comment Response No. 5
1/10/2019 15:30:19	David Krieger	krieger@gmail.com	11518 Bogan Flats Dr.	Houston	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 3:32:27 PM and 1/10/2019 3:37:50 PM	Doug Taylor	DOUGTAYLOR@ALLSTATE.COM	500 MOSELEY RD	ENNIS	TX	TAYMAR RANCH	I AM AGAINST THIS TRAIN, I WILL BE LANDLOCKED AND THE IMPACT TO NATURAL HABITAT IS ENORMOUS. Second Comment: INCLUSION OF TEXAS CENTRAL VIOLATES TEXAS SB 977. I OPPOSE ANY SUCH TRAIN								1										See Comment Response No. 4	
1/10/2019 15:34:33	Teresa Honeycutt	RICHARDNHONEYCUTT@YAHOO.COM	PO Box 223	Flynn	TX	Texans Against High Speed Rail	Remember, no money can be allocated for high speed rail.								1										See Comment Response No. 4	
1/10/2019 15:35:46	Nancy Anderson	nander@exede.net	6936 NW County Road 1320	Barry	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:36:32	Richard A. Gilliam	gilliam_richard@att.net	3714 Pipers Meadow St	San Antonio	TX	n/a	I would like to remind TXDOT that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:41:50	Marilyn Satzar	marilynsatzar@gmail.com	21225 Kickapoo Rd	Waller	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:43:09	Christine Senter	christinesenter2013@gmail.com	2342 Potest Road	Normangee	TX	Senter Ranch	TXDOT, How can you include Texas Central's HSR project in the 2019 Texas Rail Plan when it violates SB 977, a Texas law that prohibits promotion of private high-speed rail projects? This project violates legal and economic rules, and is not supported by this family, Christine Senter.								1										See Comment Response No. 4	
1/10/2019 15:43:12	Tommy Satzar	tommy@nspc.co	P. O. Box 608	Hockley	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1										See Comment Response No. 4	
1/10/2019 15:48:54	Cathy Levin	8434hut@att.net	12506 Raven South Dr.	Cypress	TX		This project will spoil rural Texas and jeopardize thousands of people in Harris County as the proposed plan will run through low-lying floodprone areas. Mass transit is desperately needed to get around Houston - NOT desperately needed to get to Dallas. Most people will have to travel to the station, leave a vehicle, pay \$400 for a family of four (roughly by estimates given), and then have to drive home. I can save the 2 hours driving to and from the station and over \$350 by driving the whole way. How would this ever draw enough people at that price to be profitable.								1											See Comment Response No. 4
1/10/2019 15:49:51	Nelson M. James	nelsonjames743@yahoo.com	2114 LCR 882	Jewett	TX		The HSR Which to me is legal. Will come right through the middle of my 50 acres. We will lose everything we have worked so hard to achieve. Why do the HSR think they have that right. They are not part of the railroads. They are not going to relieve Traffic. They are dependent on Japanese investors. This has nothing to do with helping Texas. This will end up being Texas Tax payer funded. Because when Japan pulls out because of No money. No profit. Guess who is stuck with the bill. Texas Tax payers. Please get this HSR already shut down. Let the ppl in these 13 counties get back to normal life. Please.								1											See Comment Response No. 4
1/10/2019 15:53:54	Judy McRight	mcrighthut@aol.com	910 Rutherford Rd.	Waxahachie	TX		It will never make money and the tax payers will end up paying for it. We do not want it or need it.								1										See Comment Response No. 5	

**Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019**

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response					
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment
1/10/2019 15:55:15	Donald Bowers	dbow@usa.net	718 US Hwy 82E Ste 121	Sherman	TX		I am opposed to any form of High Speed Rail Service which would require the use of Imminent Domain. Please be aware that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to eminent domain						See Comment Response No. 4
1/10/2019 15:55:49	Fonda	fdgoode@sboglobe.net	31389 Strathmore Rd	Waller	TX		Do not include any of Texas Central's HSR project in the 2019 Texas Rail Plan. To do so would violate SB 977. We do not want HSR in Waller county, nor in the state of Texas.								1					Project inclusion within State Rail Plan is in violation of SB 977.						See Comment Response No. 4
1/10/2019 15:57:24	Kathy Taylor	merche@man.com	904 N Baylor Ave	Breckenridge	TX	TSCRA	Stop taking private land for the already wealthy. No one needs to be in such a hurry to require the rail.								1					Assumed HSR opposition comment - Opposes HSR due to property acquisition						See Comment Response No. 5
1/10/2019 15:58:43	Donovan Marek	donovanmarek@att.net	13331 Corzatti Dr	Houston	TX		I have spent the last three years looking at the Texas Central project and asking them the hard questions which they never give you a direct answer for. I have read the 5,647 page DES and have seen how riddled it is with mistakes and outright lies. This is a real estate venture that is bad for Texas. They claim to be a taxpayer but even their data is incorrect. They state that the state will make money off of ticket sales but if you call the Texas State Comptroller's office you quickly see that there are no sales taxes on ticket sales. This company also claims to have eminent domain authority yet no government entity has granted them this authority. The fact that TxDot even mentions them is shameful as it gives credence to their cause. I am a US Veteran who served in both the Iraq and Afghanistan campaigns and have been personally threatened by Texas Central to either sell them my land or lose it through eminent domain. This should be illegal and they should be jailed or fined for this. If I walked in a bank and threatened them with my hand in my pocket giving lip service that it was a gun, I would be thrown in jail. Why does the state, FRA and federal government not stand up for us average citizens especially against a foreign backed private entity. This is shameful. I stood up for my country and I expect TXDOT to stand up for my little piece of "country". We should not promote high speed rail in Texas without thoroughly vetting the project for true ridership calculations or financial feasibility. We have seen what has happened in California, this project will be no different.								1					Considers the project unfeasible; opposed due to property acquisition/eminent domain for private profit						See Comment Response No. 4
1/10/2019 16:02:42	Frank M Sheridan	frshierf1944@yahoo.com	7911 CR 497	Marquez	TX		Any inclusion of the 2019 Rail Plan violates SB 977.								1					Project inclusion within State Rail Plan is in violation of SB 977.						See Comment Response No. 5
1/10/2019 16:07:40	Joseph West	jwest@bosqueservices.com	701 County Road 4100	Meridian	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. I will join any suit filed to stop the use of TxDOT funds for a totally absurd project that costs all taxpayers far in excess of the benefit it would provide for a few, and will urge my Representatives to not support future TxDOT budgets that include funding for such projects.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden						See Comment Response No. 4
1/10/2019 16:09:49	Larry Tidwell	captinbeyond@gmail.com	6035 crosby cedar bayou	Baytown	TX		I oppose the taking of private property for something that is not proven to be needed. There is no public outcry for a rail service. The routes are being served by air and autos now. It is just plain wrong to just take folks property to let a private company try and make money off it. This is wrong just wrong.								1					Considers the project unfeasible; opposed due to property acquisition/eminent domain for private profit						See Comment Response No. 5
1/10/2019 16:11:45	Elizabeth	Silverkees@aol.com	PO Box 793	Anderson	TX		No high speed rail. VIOLATES SB 977 - the law that prohibits promotion of private railways.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 16:12:29	Dwight Carlson	dwhightcarlson@hotmail.com	16442 Red Crest DR	Houston	TX	Retired	Everyone owns a car and planes fly safely everywhere. Why have a train? When it comes unraveled it will make the biggest mess ever. The last thing we need to interrupt freeway traffic is another long term complex building project that will create endless delays and too much noise!											1		Opposed to trains due to derailments, traffic delays and noise impacts during construction						See Comment Response No. 5
1/10/2019 16:14:58	Michele Schrand	mschrand@cobraspc.com	22032 FM 1954	Holiday	TX	Ellis Co. landowner	I own a house and farmland on Sullivan Rd. Ennis TX. The Texas Central High Speed Rail will close access down my road and take land and homes from the Sullivan family who settled in this area 100+ yrs. ago. Texas High Speed Railway should not be promoted by the State as it is a privately owned for-profit venture seeking to use eminent domain.								1					Opposes HSR due to property acquisition/eminent domain for private profit						See Comment Response No. 4
1/10/2019 16:15:11	Pete Bibby	pete@petebw.com	7119 Hill Forest Dr	Dallas	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977. Do not promote this PRIVATE project.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 16:15:35	Calvin Mathis	Tropicalcwm@gmail.com	po box 3	Marquez	TX		I am against any federal, state, or local funds to support HSR projects. This should be a private enterprise project with no bailouts. No eminent domain.								1					Opposes HSR due to property acquisition/eminent domain, financial/tax burden						See Comment Response No. 4
1/10/2019 16:22:11	James Jones	jjones@tvpst.com	1701 FM 3237	Wimberley	TX	Citizen	I oppose the high speed rail project as it is in violation of SB977								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 16:38:39	Brandy Graham	graham.mike.f@gmail.com	28720 Mustang Drive	Waller	TX		TXDOT - Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. TXDOT must not expend any time or resources for this financial fiasco								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 16:45:36	Jennifer Altred	jennifer.lalred@gmail.com	12121 E Canyon Trace	Houston	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects! My property would directly be affected by this silly project which will do NOTHING to ease traffic congestion in Houston or Dallas. I am also EXTREMELY concerned about the effect of all that extra construction on flooding concerns in Houston, not to mention we are still dealing with Highway 290 construction. My property value will decrease significantly because my view will be of train speeding by 50 feet in the air. Also concerned about the effects of the vibration on my family, my pets, and my home, including the foundation of my home. I am also concerned about the environmental impact of such a project on wildlife in the area, especially the not named hawks that are prevalent here and Bald Eagles that visit here. Texas Central proposes using eminent domain to obtain the property needed-some properties along this route would be split in half and some properties have been in families for generations. Not sure how a private company can do this?????								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to flooding, property value, environmental impacts, eminent domain						See Comment Response No. 4
1/10/2019 16:51:35	T E McKissack	mckissacktom@yahoo.com	1060 C R 3255	Clarksville	TX		Who the heck is going to be able to afford to ride the dang thing. 1 in 10k? maybe 1 in 100k people? What is your guess?????								1					Assumed HSR opposition comment - Questions HSR ridership and cost of service						See Comment Response No. 5
1/10/2019 16:54:06	Larry Slaughter	larrytoddslaughter@gmail.com	101 FM 2777	Mexia	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 16:56:49	Paula Kuhn	studio10interiors@gmail.com	30655 Waller Spring Creek Rd.	Waller	TX		STOP this train. Say "NO BUILD" as only option. Save Our Texas Heritage, Save Our Land.								1					Assumed HSR opposition comment - Opposed to HSR due to quality of life, property acquisition						See Comment Response No. 5
1/10/2019 17:03:06	D Fessenden	dfessend@consolidated.net	5697 Whipporwill Rd	Conroe	TX		Please remember that any inclusion of the High Speed Rail project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:06:44	Louis Mize	louismize@hotmail.com	5721 CR 475	Normangee	TX	Private Citizen	Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:07:56	D Fessenden	dfessend@consolidated.net	5697 Whipporwill Rd	Conroe	TX		To allow the use of eminent domain for the High Speed Rail project is unethical, immoral, & should be illegal. If common sense & common decency prevail, this project will never be completed. Remember the Super Collider!!!								1					Opposes HSR due to property acquisition/eminent domain						See Comment Response No. 4
1/10/2019 17:13:55	Colvin Walker	colvinwalker@gmail.com	7143 FM 2289	Normangee	TX	Madison County Landowner against High-Speed Rail	The proposed TX HSR route directly crosses my property, adversely affecting it's value and use. To TXDOT: "any inclusion of TX Central's HSR Project in the 2019 TX Rail Plan violates SB 977, the Texas Law that prohibits promotion of private High-Speed Rail projects. No HSR for me!								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to property acquisition, value and use						See Comment Response No. 4
1/10/2019 17:17:46	Matthew Hotz	matt.hotz65@gmail.com	23550 Deep Cliff Dr.	Katy	TX		This TXDOT meeting should be canceled immediately. It is illegal per SB 977, the Texas law that prohibits promotion of private high-speed rail projects. Cease and Desist.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:19:57	Gordon Sumner	gsm42@yahoo.com	9315 nw cr 1420 BLOOMING GROVE	Navarro	TX	self	As a reminder TxDot, any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:21:32	Tim Ditter	timditter@gmail.com	1106 Oak St	Burnet	TX		Bad idea. Texas should not be involved in private enterprises and I personally feel eminent domain should not be used for this purpose! We have highways and planes making the need connections. Texas should not get involved because I see tax payers ending up subsidizing this in the future much like Denton rail! Another waste of money.								1					Assumed HSR opposition comment - Opposed to HSR due to eminent domain, financial/tax burden. Have highways and planes for travel						See Comment Response No. 5
1/10/2019 17:21:32	Debbie Toman	debbietoman@att.net	26271 Hegar road	Hockley	TX	Tx citizen	I would like to remind TxDOT that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:28:23	Cynthia Gage	cmsgage@gmail.com	318 Stonewall Drive	Streelman	TX		Any inclusion of the Texas Central's HSR project in the 2019 Texas Rail Plan violates SB977.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:34:08	Thomas Szymczak	tszczak@gmail.com	1854 Hwy 90 N	Anderson	TX		Thomas I am strongly opposed to High Speed Rail. Would totally destroy rural Texas.								1					Opposes HSR due to quality of life in rural area						See Comment Response No. 4
1/10/2019 17:34:18	Robert & Elizabeth Jesurun	elizabeth.jesurun@bryansid.org	12420 Hwy. 30	Anderson	TX	Jesurun's Pine Tree Plantation	Elizabeth: 1. My family will be hurt by this project as it will block off rural County roads in our area delaying 911 response times & destroy family homesteads. 2. This project also violates Senate Bill 977 stating that private entities ARE NOT ALLOWED TO BE PROMOTED BY THE STATE!! I DO NOT want to see or expect to see this private project being included in TxDOT's 2019 Texas State Railway Plan! 3. The 5th Amendment, Eminent Domain, does not apply to private companies! 4. This is a just money pit waiting to fail! (See California) No train in the USA turns a profit & this one certainly won't either! It would be a violation of State Law & we both vote in EVERY election! TEXANS ARE AGAINST THIS private HSR project!								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to emergency response times, property acquisition/value, eminent domain						See Comment Response No. 4
1/10/2019 17:35:16	Jo Winn	rwinn@earthlink.net	7 Bentley Park Ct	Houston	TX	Independently	SB 977 stay off individual land owners land. We do not want you on our land. Not legal!								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to property acquisition/eminent domain						See Comment Response No. 5
1/10/2019 17:37:30	Marilyn Jo Harper	mharper42@hotmail.com	4819 Droddy St	Houston	TX		I am here to remind TxDOT that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. I oppose this railroad plan.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4
1/10/2019 17:37:44	Barbara Szymczak	bszczak@yahoo.com	1854 Hwy 90 N	Anderson	TX		Barbara Inclusion of Texas Central HSR totally violates SB 977. I vigorously high speed rail.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					Freight Rail	General Comment	Other	General Comment	TxDOT Response		
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General						General Comment	
1/10/2019 17:38:55	Mark Roehen	mroehen@att.net	2610 EAST EAGLE DRIVE	Rosenberg	TX		I am writing to remind TxDOT that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 17:46:16	Rhonda Jordan	Rjordan0103@gmail.com	26047 Magnolia Rd	Hockley	TX		Dear Sirs, please let me remind you that Senate Bill 977 prohibits promotion of any high-speed rail project. For validation as to why please research California's HSR. NO HSR in Texas.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 17:49:34	James Alexander	jvalfshnut@yahoo.com	Po box 0173	Madisonville	TX		TxDOT please note, any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. Best regards, James Alexander								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 17:50:23	Van Carter	4barcavan@gmail.com	520 Cooke road	Ennis	TX	Individual land owner	TxDOT - any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. I fully expect the law to be followed.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 17:54:50	Brian Rodgers	brodg@rocketmail.com	4101 CR 239	Jarrell	TX		I do not want 'high speed rail' in Texas. I do not want gov money spent on high speed rail. I do not want land to be taken by eminent domain for high speed rail.								1					Opposes HSR due to property acquisition/eminent domain							See Comment Response No. 4
1/10/2019 18:13:50	Albert	mammynpappy@eagan.com	112 Dunn St	Red Oak	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977. Stop trying to steal property from Texas landowners through eminent domain, which isn't even applicable to your private endeavor.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to property acquisition/eminent domain							See Comment Response No. 4
1/10/2019 18:22:34	Dan Agan	danagan@aol.com	PO Box 739	Anderson	TX		Be aware that any inclusion of Texas Central's theft-of-private-property rail project in the 2019 Rail Plan violates SB 977, which prohibits the promotion of private high-speed rail projects. A public entity like TxDOT should NEVER promote a private business.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:23:37	Stefani Slaught	stefslaughter@gmail.com	101 FM 2777	Mexia	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:25:17	Peter Farver	farveph@subum.edu	PO Box 940852	Houston	TX	Private Citizen	Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan may violate SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:28:33	C Nobles	mmnobles@earthlink.net	28336 hegar rd	Hockley	TX		Maps are too small to appreciate the information they show...															1	Problem with TxDOT project website maps				Thank you for your comment
1/10/2019 18:31:38	Douglas Schultz	dschultz004@comcast.net	19827 Rose Dawn Lane	Spring	TX		Please remember that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:35:54	Doretta Finch	dfinch@sunbox.com	23642 CR 125	Bedias	TX		Taking property from United States citizens which provides their homes and livelihood for private investment is non-American. TCR refers to this property as "rural and flat." This rural and flat extension of land is homes to some that has been in the families for generations providing food for the families of the American people. Others have worked numerous jobs at one time to buy their dream place on this flat, rural country so they too can work the land and raise food for their fellow Americans. This rural and flat land is paradise to many American citizens to whom America is turning their back so Japan banks and Japanese debt providers can privately invest in a high speed rail on American "rural and flat" land. How is this American?								1					Opposes HSR due to property acquisition/eminent domain, quality of life							See Comment Response No. 4
1/10/2019 18:47:03	Elbert Eugene H	elberthamison@gmail.com	621 OLD POTATO ROAD	Paige	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:49:48	Christine Smith	kc57j@earthlink.net	26895 Riley Road	Waller	TX	NA	I am opposed to an high speed rail projects. Inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:52:07	3518 alcom bend	gabridges@msn.com	3518 alcom bend drive	Sugar Land	TX		Inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. Please comply with law and exclude HSR.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 18:58:00	George V Raum	georaum@hotmail.com	12148 County Road 179	Singleton	TX		stay out of country stay and expand in the city and suburbs								1					Assumed HSR opposition comment - Opposed to expansion in rural area							See Comment Response No. 5
1/10/2019 7:02:14 PM and 1/10/2019 7:03:45 PM	Carola Lowe	Chronicrs@outlook.com	15822 Aberdeen Trails Dr	Houston	TX	Cypress Fairbanks ISO	I don't want a high speed rail anywhere near my home. This will make me have to move from my home I love. I can't deal with the noise the train will bring nor my property value declining. I will lost money on my house. Are you willing to pay for the difference? Why not an underground tunnel like they have from England to France? Second Comment: I need to remind you that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. DO NOT BUILD A HSR please								1					Opposes HSR due to property acquisition, low property values, noise impacts							See Comment Response No. 4
1/10/2019 19:03:23	Paul Wilkinson	pwilkinson@advantcedheartcare.com	4515 Mockingbird Lane	Dallas	TX	Private Citizen	This project is a sham. They profess to be a private organization then try and claim eminent domain. Ridership numbers are inflated and not even close to reality. This is Texas, people will drive. They secretly know they'll rely on a tax-funded bail out and they're lying about it. They're destroying lives and property in our rural communities. Threats and lies are no way to do business. This is a boondoggle and all Texans will pay if it goes through.								1					Opposes HSR due to property acquisition/eminent domain, quality of life							See Comment Response No. 5
1/10/2019 19:06:49	Bruce McDonald	bmcDonald832@gmail.com	2771 COUNTY ROAD 498	Navasota	TX		your violating sb 977 by promoting private high speed rail. I am against high speed rail.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 19:15:19	John Orr	john@ykcwb.com	8306 FM 1300 RD	Louise	TX		This is nothing but a land grab by a few to make a bunch of money. This will NOT be safer and less congested. I vote against this for Texas land rights!!!								1					Assumed HSR opposition comment - Opposes HSR due to questionable safety benefits and congestion relief							See Comment Response No. 5
1/10/2019 19:27:08	James Boswell	djrbos@gmail.com	P. O. Box 273	Montgomery	TX		First, in my opinion the 2019 TRP should emphasize the movement of people from suburban areas to inner city/downtown workplaces. My second point: any inclusion of any aspect of the Texas Central HSR project in the 2019 TRP violates SB 977. That bill specifically prohibits promotion of private high speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977.							See Comment Response No. 4
1/10/2019 20:16:09	Shawn Earl	Shawn.earl@gmail.com	18414 Hounds Lake Dr	New Caney	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977. Please stop promoting Texas Central's high speed rail project. It is only going to end up benefiting a few and will end up costing Texas taxpayers a lot of money when Texas Central defaults on their loans.								1					Project inclusion within State Rail Plan is in violation of SB 977.							See Comment Response No. 4
1/10/2019 20:19:31	N Mason	nlewis600@sbcglobal.net	13122 Sycamore Heights	Houston	TX		No HSR. It failed in CA, now people want to build it here. Texans cannot afford to bail this out in the long run. Stop spending my money.								1					Opposes HSR due to financial/tax burden							See Comment Response No. 4
1/10/2019 20:28:23	Janet Coaton	coaton_janet@yahoo.com	18410 Cypress Meade Lane	Cypress	TX	Concerned citizen	Could this create further problems on 290 we've had enough all these years with the road work? What about flooding of the tunnels under the train tracks? How will this affect hunting?								1					Assumed HSR opposition comment - Opposes HSR due to construction impacts, flooding, recreational impacts							See Comment Response No. 5
1/10/2019 20:30:31	Brian Thompson	brianthompsonke@gmail.com	5976 cr344	Navasota	TX		Txdot Any inclusion violates SB 977								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 5
1/10/2019 20:32:06	C.B. Herrington	c.b.herrington@gmail.com	1344 Old Hickory Rd.	Tyler	TX	-Retired-	TxDOT should NOT be using taxpayer funds to study, assist or promote the Texas Central project, as per SB977 (effective 9-1-2017).								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 20:36:44	Bill Hughesb	bhughescattle@yahoo.com	11499 Hwy. 79 West	Jewett	TX	TAHSR	The High Speed Rail project is a problem for all Texas landowners and every American tax payer. Please educate yourself on this project before making "ANY" decision. You will discover that this is a burden for all Texans and will not serve the purpose stated by the people promoting the train.								1					Opposes HSR due to financial/tax burden							See Comment Response No. 4
1/10/2019 20:52:26	Hollie Griffith	Hgriff65@yahoo.com	9398 cr 393	Jewett	TX		any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 21:19:40	Ramona Raines	ramona1150@yahoo.com	1104 Edney	Fort Worth	TX	Family Life	Ramona We the people MOVE away from the city to enjoy a life that you do not have. WE do not wish to hear noisy trains ruining our lives, harming the peace of our farm land... threatening fees to our crops, and frankly RUINING OUR PEACE... NO TRAINS for the country. Leave it to the planes and buses. Thank YOU!								1					Assumed HSR opposition comment - Opposes HSR due to noise impacts, quality of life, farm land impacts, fines							See Comment Response No. 5
1/10/2019 21:47:55	Brian Phillips	barnstam@yahoo.com	2958 Canis Circle	Garland	TX		According to SB 977, it is prohibited to promote high-speed rail projects according to Texas law. So why is TxDOT promoting this?								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 22:11:32	Bob Gage	bobgage212@gmail.com	41230 KELLEY RD	Hempstead	TX		TxDOT, remember that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that PROHIBITS PROMOTION of private high-speed rail projects. So...quit promoting TCR's HSR project!!! NOW!								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 22:32:01	Carolyn Lumma	calummas@holma.com	544 East Pin Oak Lane	Centerville	TX	personal opinion	Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 22:37:00	James Williams	jwilliams@sbcglobal.net	678 County Road 183	Stephenville	TX	Cattle Raisers	Passenger rail will not be funded by tax dollars!!								1					Assumed HSR opposition comment - Opposes HSR due to financial/tax burden							See Comment Response No. 5
1/10/2019 22:57:02	Kathy Marrack	kathy@marrack.net	5106 Briar Bend Drive	Houston	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/10/2019 23:02:56	Justin Duncum	jduncum@hotmail.com	16485 Triple Ridge	College Station	TX		As landowners effected directly by this project, I want to remind that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. We are opposed to this railroad splitting our land and destroying our values and home.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to property subdivision, acquisition, value							See Comment Response No. 4
1/11/2019 00:11	Anthony Klonaris	apk@hughes.net	26451 hunters ridge road	Hockley	TX	none	I oppose this rail project and would like to point out any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977							See Comment Response No. 4
1/11/2019 04:41:11	Brent	Doulos16@aol.com	8335 State Highway 198	Mabank	TX		Nothing about the project will benefit me and I do not want to pay for anything I will not use. Let the public vote on it.								1					Assumed HSR opposition comment - Opposes HSR due to financial/tax burden							See Comment Response No. 5

Texas State Rail Plan
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Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response					
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment
1/11/2019 5:38:34	Fred Baccus	fbaccus@suddenlink.net	3561 private road 4070	Jewett	TX	private rancher									1										Assumed HSR opposition comment - Opposes HSR due to property value, property access	See Comment Response No. 5
1/11/2019 5:44:49	Rosemary Slade	Rsladectr@gmail.com	31254 Strathmore Rd.	Waller	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 5
1/11/2019 6:21:53	Jerry and Angela	adawn6172@gmail.com	P.O. Box 753	Madisonville	TX	ADF-BLF Dev. LP									1										Assumed HSR opposition comment - Government should not engage in private business	See Comment Response No. 5
1/11/2019 7:05:42	Stefanie Jordan	Sjordan66@sbcglobal.net		Houston	TX										1										Opposes HSR due to property acquisition/eminent domain, financial/tax burden	See Comment Response No. 4
1/11/2019 7:16:21	Brian Andersen	bbandy@hughes.net	2241 FM 984	Ennis	TX	Andersen Acres									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/11/2019 7:24:44	Darren Eagle	me@deagle.net	6706 Churchill Way	Dallas	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/11/2019 7:44:16	Donna Westcott	ladywestcott@aol.com	1942 Parnevik Pl	Corroe	TX										1										Opposes HSR due to property acquisition/eminent domain, project purpose/feasibility	See Comment Response No. 4
1/11/2019 7:52:44	Gregory Galow	gggalow@gmail.com	PO Box 216	Flynn	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/11/2019 8:26:11	George Brooks	edwarddive@live.com	10143 W FM744	Barry	TX										1										Opposes HSR due to project purpose/feasibility	See Comment Response No. 4
1/11/2019 8:37:16	Amber Greenwood	mergmw@hotmail.com	7106 Coldstream Dr	Pasadena	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/9/2019 0:02:34	Dorothy Parungo	dparungo@gmail.com	12230 Camden Meadow Dr.	Tomball	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to economic feasibility, property acquisition, quality of life	See Comment Response No. 4
1/9/2019 0:03:09	Jensen Chan	Jensen.chan@gmail.com	12558 Fern Creek Trail	Humble	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/9/2019 5:14:40	Kathy Miller	KMiller77447@yahoo.com	30825 Hegar Rr	Hockley	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden	See Comment Response No. 4
1/9/2019 8:29:35	Becky Scasta	scastamom1@sbcglobal.net	2862 Old Boyce Rd.	Waxahachie	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/9/2019 10:11:39	Kyle Kutsch	kkutsch@hotmail.com	3745 FM 1446	Waxahachie	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to property acquisition	See Comment Response No. 4
1/9/2019 11:36:26	Sandy	Sndy15u@aol.net	14222 Durango Ranch road	Plantersville	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to economic feasibility, quality of life	See Comment Response No. 4
1/9/2019 12:02:15	Al & Doris landolt	doris.landolt@gmail.com	13886 Durango Ranch Rd	Plantersville	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 11:56:17	Hilary A McClure	mcclure1018@gmail.com	3927 Strawher Rd	North Zulch	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:04:41	Sheila Winn	shelawinn@gmail.com	638 1st 404	Groesbeck	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:05:18	Heather Meadine	dmseldine@aol.com	13752 Durango Ranch Road	Plantersville	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:05:19	Ernie Smith	csmith110@sb.com	29244 Hegar Rd	Hockley	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:10:31	Marilyn	marlynk1229@gmail.com	2912 High Pointe	McKinney	TX										1										Opposed to HSR due to financial/tax burden	See Comment Response No. 4
1/10/2019 15:11:32	Kathy A Mazzaferro	kathymazzaferro@gmail.com	2267 County Road 316	Navasota	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:11:36	Elizabeth Wilson	twilson04@yahoo.com	28165 Denn Road	Montgomery	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:12:03	Gary S. Brush	gbrush@sbcglobal.net	4814 SPRUCE STREET	Bellare	TX	Self									1										Opposed to HSR due to financial losses/tax burden; have highways and air to relieve congestion	See Comment Response No. 4
1/10/2019 15:14:14	Christina King	christinadurbin@gmail.com	15111, Wildwood Circle	Magnolia	TX	Cardinal Health									1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:14:34	Clay Coffman	c4cfc@sbcglobal.net	15306 LedgeWood Park	Cypress	TX										1										Assumed HSR opposition comment - Considers the project unfeasible; Opposed due to property acquisition	See Comment Response No. 4
1/10/2019 15:15:28	Kelly	kellyseely41@gmail.com	16444 W. CR 344	Marquez	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 4
1/10/2019 15:16:00	Judge Byron Ryder	byron.ryder@co.leon.tx.us	P.O. Box 429	Centerville	TX	Leon County Government									1										Opposed to HSR due to financial loss to Leon County/interstate 45 businesses and property acquisition	See Comment Response No. 4
1/10/2019 15:16:08	Michelle Ready	mhwuzfuz@gmail.com	318 Lakeside Place	Avinger	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to property acquisition/eminent domain	See Comment Response No. 4
1/10/2019 15:17:28	Christie Parker	Cparkercmc@yahoo.com	5115 Baywood Dr	Pasadena	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden	See Comment Response No. 4
1/10/2019 15:17:44	Bob Beakley	bbeakley@gmail.com	1115 Sullivan Rd.	Ennis	TX	Beakley Farms									1										Using state funds for HSR is against the law	See Comment Response No. 4
1/10/2019 15:18:02	Laurie Guinn	Laurie.J056@GMAIL.COM	4847 FM 984	ENNIS	TX										1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to financial/tax burden	See Comment Response No. 4
1/10/2019 15:20:07	Gregory Sidora	Gsidora@cebridge.com	3011 Willowbend Rd	Montgomery	TX										1										Project inclusion within State Rail Plan is in violation of SB 977	See Comment Response No. 5

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response													
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment								
1/11/2019 22:15:26	George Finch	Finchbranch1@yahoo.com	23642 CR 125	Bedias	TX		We are against the High Speed Rail project. Any inclusion of the HSR project violates SB 977.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4								
1/12/2019 4:04:27	Patsy Perry	patsykay@att.net	6518 Werner St	Houston	TX		I oppose high speed rail in Texas for many reasons. I would like to share just a few. High Speed Rail will not work in Texas because we don't have now, nor will we have anytime in the near future, the ridership numbers to support it. Unlike the FEW instances where it has worked in other countries with much denser populated areas, and where people who don't own or operate vehicles, living in countries with little or no highway infrastructure, that is not the case in Texas or the USA. The ridership numbers being touted by the proponents of HSR are inflated and unrealistic, and contradict real expectations. HSR has been touted as the answer to our transportation woes. However, the technology they are "buying" from the Japanese will be antiquated and outdated by the time this boondoggle is built. It does not legitimately offer a competing mode of transportation with the airlines, and ticket cost projections make it unaffordable for most Texans. California's attempt at HSR has been a disaster. We have no reason to expect anything else in Texas. In short, HSR is nothing but a taxpayer money grabbing scheme, and a land grabbing scheme that will ultimately put Texas land owner's at risk, and our title deeds in the hands of a foreign government. Proponents of HSR have not demonstrated a valid need for this type of unsafe and unproven mode of transportation in our country. There are zero safety regulations in place, and it would run thru residential neighborhoods where schools, universities, hospitals, and nursing homes are located. It has clearly and rightfully been tagged a boondoggle based on clear and true economic facts. It will not relieve our traffic congestion, but due to rerouting and termination of many roads, would compound the problem. For these and many other reasons, I am very much opposed to it in Texas.												1					Opposed to HSR due to questionable project feasibility/ridership, financial/tax burden, property acquisition/residential impacts, safety concerns, traffic impacts						See Comment Response No. 4				
1/12/2019 5:56:15		maryhtexas@att.net	105 Holly St.	Waxahachie	TX		High Speed Rail is 50 year old technology. MagLev is the future. The rural communities, land owners, school districts, property values, county & city tax base, community culture, etc., would suffer grievous economic losses. If built Viaduct should be employed 100% to lessen the negative impact. Promoting the Texas Central HSR is that not in violation of SB 977 that prohibits promotion of private HSR projects?													1						Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/land value, financial/tax burden, quality of life. Need to elevate the entire alignment to minimize impacts						See Comment Response No. 4		
1/12/2019 7:05:36	Walter Jett	bjbranch@consolidated.net	2507 Kimberly Dawn Dr	Corroe	TX		Texas law prohibits granting high speed railroad from receiving right of way through our farms and ranches													1						Opposed to HSR due to property acquisition/eminent domain						See Comment Response No. 4		
1/12/2019 8:00:12	Ronny Caldwell	roaldwell@chisholm.com	5640 FM878	Palmer	TX	CHISHOLM REAL ESTATE	My comment is on High Speed Rail in particular Texas Central Railway. All private held for profit projects should meet the financial viability test. A proven guarantee that no Texas will have to pay for it at any time. Per SB 977 Texas Law prohibits TXDOT from using any tax payer funds in any way to support a Private HSR project. ALSO, TCR E public promotes they are a Rail Road and have limited domain. The court system will determine if they are. They are not operating a rail so how could they be a Rail Road Company? ABOVE ALL TXDOT must protect all Texans from any private project that cannot prove without any doubt they will never be a Texas taxpayer burden.														1						Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/eminent domain, decrease in land value, financial/tax burden						See Comment Response No. 4	
1/12/2019 8:08:37	Anthony Pasket	anthony.pasket@gmail.com	14984 Highway 30	Anderson	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 8:16:01	Laura Pasket	laura.pasket@gmail.com	14984 Highway 30	Anderson	TX		Remember that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan VIOLATES SB 977, the Texas law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 8:19:29	Darryl Pasket	harvestza@embarras.com	7280 County Road 214	Anderson	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan VIOLATES SB 977, the Texas law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 8:23:29	Shelly Pasket	spasket@tamu.edu	7280 County Road 214	Anderson	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan VIOLATES SB 977, the Texas Law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 8:26:47	Dale	dwalkoviak@embarras.com		Anderson	TX		Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 9:34:10	Vicki Leathers	bethrusell4020@yahoo.com	4020 Fox Meadow lane	Pasadena	TX		I watched this video and it is very concerning that no comment was made regarding the property owners who will be impacted the most if this project goes forward. I feel like the land owners have been forgotten and this is a money thing. I don't see any long term riders to justify this project, mainly curiosity seekers at first.														1						Assumed HSR opposition comment - Opposed due to financial/tax burden, property acquisition, ridership forecasts						See Comment Response No. 5	
1/12/2019 13:15:48	Jeff Smith	jeff.walkerrealty@bigblue.net	2202 Highland Circle	Corsicana	TX		I have been to several Texas Central Meetings. I ask how they came to the conclusion that the demand is great enough to substantiate the economic feasibility of the project. They always say that it is "proprietary" deductions. Correct me where I am wrong, but I believe that only approximately 3.2 million traveled back and forth from DFW to Houston last year by way of air. Texas Central needs 11 million riders to breakeven. There is no way this demand could be met for several years if it were built. No company is going to run at a significant loss for that long. Then in has to stop the State and Federal Gov't again to bail out a bad idea. It just doesn't make sense. The only thing that makes sense is that the proprietary reason for this is only for the development of the two end stations which would not make up any difference in the HUGE gap.															1						Opposed to HSR due to ridership forecasts/economic feasibility, property acquisition/land value, financial/tax burden, quality of life						See Comment Response No. 4
1/12/2019 14:09:51	Walter	wbarfield2004@yahoo.com	11173 Running Fox Trail	Austin	TX		At the very least passenger rail service along the I-35 corridor should be a more viable option for destinations between San Antonio and Dallas. Existing Amtrak Service is a good start and can provide a pleasant journey, but rail travel times between at least Austin and San Antonio, as well as Austin and Fort Worth are too long and often not reliable when compared to travel on the increasingly congested, unpleasant, and unreliable interstate highway. Passenger rail service (including commuter rail options) needs to be made a state priority in order to improve the inter urban travel safety, mobility, and choices available to Texans. Incremental improvements to rail sidings, passing tracks, double tracks and rail traffic control could all make rail travel a more viable alternative to the automobile and thereby help reduce congestion and improve air quality. Improvements to passenger facilities and customer services both on and off the trains would help make rail travel a more attractive option. An integral part of any viable rail plan must consider the importance the of the transition between other travel modes, whether they may be automobile, transit or pedestrian. A clear and unambiguous commitment by the State to improved passenger rail service (particularly in urban areas) would in turn aid municipalities plan, zone and encourage development in those areas that might tend reduce the need and ever increasing expense of an automobile.	1					Additional rail sidings, passing tracks, double tracks and signal control would make passenger rail more attractive						Passenger rail should be a state priority to increase safety, mobility and transportation options. It reduces congestion on interstate highways, improves air quality, and encourages development.											See Comment Response No. 2				
1/12/2019 14:17:57	Patricia Andersen	lonestar5@highnet.net	2241 FM 984	Erwin	TX	Lonsome Dove Equine Protection	I am President of a 501C3 nonprofit equine rescue and have been for several years. Our property has rehabilitated many horses and some donkeys and continues to do so at this time. We planned to do this up to and during retirement but this rail would come right through our property. This would force us off the property which would seriously compromise or stop our rescue. I am totally against this rail project. Please do not build it. And I am against a foreign company owning Texas land and concerned about safety. If history is an indication of the success of this project, it will end up costing taxpayers.													1						Assumed HSR opposition comment - Opposed due to business impacts to a non-profit, financial/tax burden, property acquisition, safety concerns						See Comment Response No. 5		
1/12/2019 14:38:09	John Daigle	brownco13@gmail.com	P.O. Box 8	Blanket	TX		High Speed Rail is not the answer in Texas. It will fail miserably. TXDOT should not be spending time, money or effort in looking into this boondoggle. Senate Bill 977 prevents Texas from spending funds on construction, maintenance or operation of a private rail. Stop this madness. It will not work.														1						Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to questionable feasibility, financial/tax burden						See Comment Response No. 4	
1/12/2019 17:52:10	Barry Wiener	Barrygrewiener@aol.com	1134 Jasons Bend Drive	Sugar Land	TX	Harris Health System	Please exclude Dallas to Houston har immediately on any rail plans as this violates current state law so 977.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 17:55:48	Chris rhymes	Corrymes@sbogloball.net		Deer Park	TX		No Dallas to Houston HSR on tx dot rail plans as it is in violation of current laws													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 17:58:00	Jimmy parker	Cparkercmc@yahoo.com	5115 Baywood	Pasadena	TX		TCRs high speed rail project on Tx dot rail plan violates sb 977. It should be removed immediately and Tx dot should follow the law. Stop doing surveys on our tax dollars for this project as well													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/12/2019 21:01:44	Carol Garnett	Carolindar@aol.com	6860 FM 2445	Navasota	TX		Including Texas Central's HSR in the 2019 Texas Rail Plan violates SB 977, the law which prohibits promotion of private high speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/13/2019 16:14:47	George Brooks	edwarddive@live.com	10143 W FM744	Barry	TX	Retired from Navy	I see no reason why AVERAGE Texans will benefit from High Speed Rail service Dallas/Houston. Look at the mess for a similar project ongoing in California.													1						Opposed to HSR due to unknown benefits, economic feasibility						See Comment Response No. 4		
1/13/2019 16:53:40	Randa Calhoun	randacalhoun@gmail.com	23638 County Road 125	Bedias	TX		Just a reminder to any inclusion of Texas Central's high speed rail project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/14/2019 12:24:40	Dolores Roberto	dolo1guam@yahoo.com	514 moseley rd	Erwin	TX	ranch/land owner	TXDOT - any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977 the Texas law that prohibits promotion of private high-speed rail projects. Please DONOT include this project in 2019 rail plans - Thank you.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/14/2019 12:25:21	craig	craig@hellhunter.com	1041 davis rd	Erwin	TX		This project is a terrible idea, and terrible for the citizens of Texas. We do not need a high speed rail, and definitely do not want to destroy my ranch to convenience urban commuters. Why are their livelihoods more important than mine? Also the Texas Rail plan violates SB977, and is against current law. This train WILL NOT come through my land!!!!!!! You have my word on that..													1							Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/land value, financial/tax burden, quality of life						See Comment Response No. 4	
1/14/2019 13:13:00	Gary Dossett	garydossett@juno.com	PO Box 6	Madisonville	TX		Any inclusion of Texas Central HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/14/2019 13:17:37	Paula Rogers Dossett	pakdos1@yahoo.com	107 Magnolia Lane	Corroe	TX		Any inclusion of Texas Central HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.													1						Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4		
1/14/2019 13:33:38	Karen S Hale	khale@embarras.com	12110 Hale Lane	Plantersville	TX	City of Plantersville	I am against this HSR project and I am against TXDOT using any public money to assist it in any way. Inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. This project will not be financially viable.													1						Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to questionable feasibility, financial/tax burden						See Comment Response No. 4		
1/14/2019 14:33:45	Sheryl Moreno	smoreno@wildblue.net	21106 Binford Rd	Waller	TX		Any inclusion of Texas Central's HSP project in the 2019 Texas Rail Plan violates SB 977, the Texas law prohibiting promotion of high-speed rail project.													1						Project inclusion within State Rail Plan is in violation of SB 977.						See Comment Response No. 4		
1/14/2019 14:36:41	Darrell Bushman	dbushman@suddenlink.net	3708 Spring Drive	Huntsville	TX	Retired, Rancher	As I understand the law on this issue, any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. I was an engineer in my career and performed economic calculations on many multi-billion dollar projects. I do not see how this proposed rail project can generate enough cash flow to justify the many billions of dollars necessary to build it. I believe it is just a land grab by the foreign owners to obtain farm and ranch land for use to feed their own country. If it is not clear, I am strongly opposed to this work. And I stand to lose some or all of my property in Grimes County that we have been ranching for the last 40 years.														1						Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to questionable feasibility, financial/tax burden, property acquisition						See Comment Response No. 4	

Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019

Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail					General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response								
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes	Amtrak	High Speed Rail (HSR)	Commuter		Intercity	All Types/General	General Comment	Freight Rail	General Comment		Other	General Comment						
1/14/2019 19:57:59	J. Peiffer	jpeiff@hotmail.com	16318 Bontura	Cypress	TX		Please recall that any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977.						See Comment Response No. 4						
1/15/2019 8:04:30	Barbara Furber	barbie@thefurbers.com	11007 Crawford Circle-home	Montgomery	TX		I LOVE Trains! I don't want public funds or the use of eminent domain to prop up private rail investments. It violates Texas law, specifically SB977.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/eminent domain						See Comment Response No. 5						
1/15/2019 9:36:45	Chad Guidry	chadguidry@gmail.com	20014 CR 120	Iola	TX	N/A	Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
1/15/2019 10:38:29	Walter Truett	waltandindy68@gmail.com	4322 Rock Bend Dr.	College Station	TX		RE: Texas Central proposed high speed rail project. Please be reminded that any inclusion of Texas Central's high speed rail project in the 2019 Texas Rail Plan violates SB 977 the Texas law that prohibits promotion of private high speed rail projects. As a land owner whose property is included in the proposed HSR route I strongly oppose the HSR project. I do not wish to sell my property or have it taken from me. I believe that this proposed HSR is not needed or wanted by the majority of Texans and would become an economic disaster to the state.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/eminent domain, financial/tax burden						See Comment Response No. 4						
1/15/2019 12:55:36	Jerrold Harrison	jerroldharrison@yahoo.com	117 Rhinestone Cv	Liberty Hill	TX		As a native Texan and a Texas land owner, I can say that HSR will not benefit Texans or landowners. I have seen my friends, family, and neighbors have their land stolen from them for other transportation projects, such as toll roads and light rail. Not to mention, any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/eminent domain, questionable benefits						See Comment Response No. 4						
1/15/2019 14:01	Mr & Mrs Hank Patton	Mackyhank@earthlink.net	1185 Greystone Dr.	New Braunfels	TX		SB 977 prevents any high speed rail projects in Texas. TEXDOT needs to follow the law.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
1/15/2019 14:34	Cade Ritter	rittercade@gmail.com	1621 E 6th Street, #1217	Austin	TX		Please fast-track passenger rail development across Texas. As our metro areas absorb more and more new people, we need a transit system capable of carrying the massive numbers of travelers that already pass between our major cities every day. Pursuing a high-speed rail project along I-35 would save millions in lost capital, prevent deaths along the most dangerous corridor in Texas, and stimulate intense development along the rail line. The US is ready for rail. Be a leader. Be Texan. Signed, a Texan, born and raised.		1			1	Need to advance passenger rail throughout Texas	Favors HSR to improve safety, economic development												See Comment Response No. 1						
1/15/2019 21:23	Trey Duhon	tduhon@wallpaper.com	826 Austin St	Hempstead	TX	Waller County	HSR should not be incorporated into this plan, or any plan, unless it is demonstrated to be economically feasible. This means that the current proposed HSR project between Houston and Dallas by Texas Central Railway should not be any part of the 2019 Texas Rail Plan								1					Opposed to HSR due to questionable economic feasibility						See Comment Response No. 4						
1/17/2019 11:49	Tiffany Giffilan	tiffg78@gmail.com	PO Box 677	Corsicana	TX		Reminder to TxDOT: any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
1/17/2019 11:51	Jim Giffilan Jr.	jimg241@swbell.net	PO Box 677	Corsicana	TX		Reminder to TxDOT: Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high speed rail projects								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
1/17/2019 15:47	Mark Duncum	mark@doublecreekcapital.com	2201 S. FM 51, Suite 600	Decatur	TX		Please do not include Texas Central's HSR project in your 2019 Texas Rail Plan because that would violate Texas SB 977. Further, it is a project that is not feasible, will damage that rural geographic corridor financially and environmentally, and will not result in the profitability or amenities that Texas Central Railway claims.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to questionable financial feasibility and benefits, environmental impacts						See Comment Response No. 4						
1/18/2019 12:28	Tressie Truett	tressiesale@hotmail.com	3902 Latrine Lane	College Station	TX		Inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. WE DO NOT WANT THIS PROJECT!								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
1/18/2019 18:17	John W Adams	jadams@mba1976.fhs.edu	3538 Zulch Rd	North Zulch	TX		John Calif. has shown that High Speed rail is not a viable project. I am doing every thing legal to stop the Texas High Speed rail project. There is not reason for a Japanese funded project (managed by a former CIA manager stationed in Japan) to be supported by Texas or Texans								1					Opposed to HSR due to questionable economic feasibility						See Comment Response No. 4						
1/20/2019 18:07	Tommy Thompson	tuffdawg1234@gmail.com	12341 Shale Drive	Keller	TX		Build the rail line high above the median of 45 or do not build it at all. Many years from now, people will look at how our Texas government has aggressively taken the agricultural land for transportation and call it ridiculous. My 2.								1					Assumed HSR opposition comment - Opposed due to property impacts with at-grade alignment, property acquisition, feasibility						See Comment Response No. 5						
1/28/2019 11:01:57 AM and 1/28/2019	Gary Bye	gary@garysteador.com	29107 Hay Meadow Ct.	Waller	TX		January 25, 2019 Subject: I'm A Resident Strongly Against A High Speed Rail System in Texas Dear TxDOT: As a resident of Texas, and residing near the Harris County/Waller County line, it was brought to my attention years ago that a private entity, Texas Central, was in the process of trying to obtain permission to build a high speed rail system from Houston to Dallas. Although I believe this type of transportation system is completely unnecessary for residents of Texas, I would like to explain some of my own individualized concerns while alluding to why this is unnecessary for Texas as a whole. One of the first tasks I did when I heard about this project was to determine how close this proposed rail system would be to my property. It appears by all intents and purposes that the current project path comes within 1500 feet of our small neighborhood's property line. The next thing I did was to consult a Realtor to determine what potential impact this rail system would have on my ability to sell my property. What I found out was alarming. I was informed that this rail system is already being disclosed to potential buyers, and that it would potentially cause a decrease in my resale value of at least 40%. This is compounded by the fact that the Harris County Appraisal District increased my appraised value by almost 60% in 2016. As a result, with the rail system only in the "evaluation" stage, I've been hit with a "resale" property devaluation, while at the same time a property appraisal increase. It makes one wonder whether the Harris County Appraisal District was trying to get ahead, given the possibility that the rail system might come to fruition. I have since attended numerous meetings where representatives from Texas Central were present and listened to their presentations. Although I'm not a statistician, I had, and still have, some severe concerns about what I was hearing from their representative(s). Here are just a few examples of the information, or "misinformation" being disseminated by representatives of Texas Central: 1. There will be no public funds expended for the construction or maintenance of the rail system. 2. The impact will be negligible to the surrounding lands and neighborhoods. 3. Noise levels will be less than lawnmowers or weed-eaters. 4. The rail system will be elevated, erected on a dirt berm, throughout our geographical area. 5. This will have no effect on existing motor vehicle traffic AND no effect on Emergency Police, Fire, Emergency Medical Assistance. 6. Texas Central has given estimates of 3,000,000 to 5,000,000 riders per year. 7. If I was to believe that no public funds would be expended for the construction or maintenance of the rail system, I still have significant concerns that public funds WILL have to be expended to deal with the aftermath if the rail system goes bankrupt. Nowhere have I heard that any type of non-completion or remediation "after the fact" insurance was to be obtained by Texas Central which would protect Texas taxpayers from having to bail out Texas Central if and when the rail line fails. Representatives from Texas Central have told us that the impact from this high speed rail would be negligible to surrounding lands and neighborhoods. I have already stated the impact it has had on my property resale value, even before the rail system has broken ground. I can only presume it will get worse. Furthermore, having been told that the high speed rail would emit a noise level commensurate to a lawn mower or weed-eater, I cannot even begin to imagine that a train, traveling way in excess of 100 mph, would only emit a sound equivalent to a lawnmower. No one from Texas Central has even alluded to the possibility of erecting a "sound barrier" along the route to protect the nearby residents. Even the recently completed Grand Parkway toll road that has a speed limit of 70 mph, has a sound barrier wall along and nearby adjacent residents. Furthermore, at all the meetings I have attended, not once were they able to tell us what the decibel level would be for those living in the vicinity of the train. I would imagine that would be a very easy calculation for their engineers to complete, but still we, the public, have not received any definitive answer. Their representatives have stated that there will be no negative impact with the elevated dirt berm rail system concerning our ability to obtain emergency police, fire, and medical services. Yet, they tell us that they can't include bridges in their plans as every roadway crossing because it would be cost prohibitive. In my over thirty years working in the public safety field, I can tell you that when you block off roadways, especially major arterial roadways, the response time suffers. Furthermore, living at the Harris County/Waller County border, any such blockage will definitely cause an increase in response time. In listening at the meetings, I have heard Texas Central representatives state they expect their ridership to range from 3,000,000 to 5,000,000 people per year. Those numbers depend on which meeting I was at. I've heard them say that they expect two to three trains per hour to travel each direction. Once again, not being a statistician, those figures indicate a ridership of approximately 8,600 to 13,700 per day. Texas is a very individualized transportation state with no densely populated areas that have to rely on a mass transit type system. As such there is very limited use of the public transportation system already in existence. Most people want to travel on their own. How do they expect that level of ridership? In closing, we don't need another public transportation system in Texas, especially rural Texas. I sincerely hope that you consider the property rights of not only your constituents, but all Texas residents in general. Please don't let this ill-conceived proposed Texas Central high speed rail system to move forward. I don't know of one in the United States that has ever come close to breaking even, much less turn a profit. In the future, I sure don't want our taxpayers having to bail out this private venture. Sincerely, Gary Bye, 29107 Hay Meadow Ct., Waller, Texas 77484														1					Opposed to HSR due to property acquisition, land value/eminent domain, noise impacts, questionable financial feasibility and ridership estimates, financial/tax burden						See Comment Response No. 4
1/28/2019 11:46	Gene Whitesides	Gene.whitesides@yahoo.com	8491 FM 978	Normangee	Texas		Any inclusion of Texas Central Railway's or subsidiary thereof High Speed Rail project in 2019 in the Texas Rail Plan is a violation of SB 977 which prohibits promotion of a private High Speed Rail project.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
1/30/2019 12:09	William Wilson	ww4323@comcast.net	5417 Floyd St	Houston	TX	RPA	The proposed Texas Central Railway high speed train between Houston and Dallas is only a first step. I encourage TxDOT to support ALL intercity rail initiatives. Work with AMTRAK to provide DAILY service to Houston.	1	1											Daily service to Houston on Amtrak						See Comment Response No. 2						
2/3/2019 10:46	Marilyn Boyer	Boyers42002@yahoo.com	10165 FM 2930	Blooming Grove	Texas		You need to stop the high speed rail. The project violates Texas law and is an attempt to rape or state. They have been defeated in Texas courts 43 times. Wake up! We cannot let this harassment continue. This project is a lose lose situation.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to questionable financial feasibility and benefits						See Comment Response No. 4						
2/5/2019 15:10	Doris Grainger	dd.grainger2@yahoo.com	16406 Saint Heller St	Jersey Village	TX		Please do not allow Texas Central Railway, LLC to have state support for tax funding or eminent domain privileges. This private company is highly dishonest and the high speed rail is not supported by the majority of Texans. We realize the cost and inefficiency of their proposals, with great monetary rewards for their inner organization. They have submitted false environmental studies to the FRA, and have skewed their statistics in their own favor. They are also a private entity and according to SB 977, the Texas law prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977. Opposed due to property acquisition/eminent domain, questionable benefits, environmental impacts						See Comment Response No. 4						
2/10/2019 11:59	Brianna Convery	Bjouncey11@hotmail.com	7723 pebble run ct	Houston	TX		Just to be clear any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 4						
2/10/2019 18:12	Rosemary Slade	Rsladectr@gmail.com	31254 Strathmore Rd.	Waller	TX		This violates SB 977. I am against this project.								1					Project inclusion within State Rail Plan is in violation of SB 977						See Comment Response No. 5						
2/17/2019 21:18	Bill Hughes	bhughescattle@yahoo.com	11499 Hwy. 79 West	Jewett	TX	TAHSR	The High Speed Rail project is a problem for all Texas landowners and every American tax payer. Please educate yourself on this project before making "ANY" decision. You will discover that this is a burden for all Texans and will not serve the purpose stated by the people promoting the train.								1					Opposed to HSR due to property acquisition/eminent domain, financial/tax burden, questionable benefits						See Comment Response No. 4						
2/27/2019 11:24	Klaude Chin	klmond21@sbogob.al.net	8326 Lamond Ln	Houston	TX		I have wanted to see inter-city and inter-state rail transit for a long time. We are now on the precipice of having that wish become a reality with Houston Metro's MetroNext Plan and Texas Central's High Speed Rail Project. Texas deserves more transit options than what we've been given. Houston has been fought both rail from politicians and other entities who don't want to see light rail or bus rapid transit in Houston. Now we are having the same push back from landowners who don't want high speed rail built. A small minority of private landowners should not be able to hold the majority of those who live in the cities of Houston, Dallas, and College Station. I would love to see a Grand Central Terminal in both Dallas and Houston. I would love to see transit hubs that would house highspeed trains, light rail, bus rapid transit, commuter trains, local buses, cabs, retail, restaurants, movie theaters, etc. Please let's make Rail a priority in addition to highways and roadways. It's Texas' time now and we cannot let comprehensive rail systems pass us by anymore. Thank you		1			1	1	Favors all type of passenger transportation options from HSR to light rail with connections to multimodal hubs and amenities												See Comment Response No. 1						

**Texas State Rail Plan
Public Meeting Held On December 11, 2018
Public Comments Received December 11, 2018 through March 1, 2019**

Commenter Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response														
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/General		General Comment	Freight Rail	General Comment	Other	General Comment									
2/28/2019 17:45	Lavon Thomas	lavonbthomas@comcast.net	15422 Mauna Loa Ln	Jersey Village	TX		Passenger rail does not work in Texas. It is a waste of time & tax dollars. FRA has studied it & it will not ever pay off. California system failed & wasted millions of tax dollars. Don't waste our taxpayer money on passenger trains. Don't loan or guarantee loans to private companies for high speed rail. Any inclusion of Texas Central's HSR project in the 2019 Texas Rail Plan violates SB877, the Texas law that prohibits promotion of high-speed rail projects.								1										Project inclusion within State Rail Plan is in violation of SB 977. Opposed to HSR due to questionable financial feasibility, financial/tax burden	See Comment Response No. 4									
3/1/2019 11:33	Chase Kronzer	ckronzer@houstons.org	701 Avenida de las Americas	Houston	TX	Greater Houston Partnership	Efforts to invest in rail should result in serving the greater needs of the state of Texas and ensure a mechanism to leverage private dollars that would support multi-modal activities.				1															Private investment in rail would support multimodal activities	See Comment Response No. 1								
12/3/2018	Robert Schomp	bobschomp@aol.com	1230 Abrams Rd., Apt 177	Dallas	TX		I have family in Chicago, and I prefer the Texas Eagle as my carrier of choice. I also use the Eagle when I go to Mineola, to see family there. It is cheaper than driving and much more relaxing. I also have family in California, and have taken the Eagle and the Sunset Limited. A daily schedule for the Sunset would make travel plans easier. Thanks.	1																			Provide daily service on Sunset Limited	See Comment Response No. 2							
12/13/2018	Dan Pugh	southtexas1@att.net			TX	National Association of Rail Passengers (NARP)	TEXAS INTERCITY PASSENGER TRAIN PLAN: The strongest potential passenger train arteries in Texas lie in both directions around the "Texas Triangle." The tips of the triangle are Dallas / Fort Worth, Houston, and San Antonio. Here is how it can be accomplished with some additional extensions that allow almost all of the Standard Metropolitan Statistical Areas in the Lone Star State to be served. The triangle itself would have at least two trains each day each direction. <u>Dallas / Fort Worth to Houston</u> 1. The call is for a minimum of two daily passenger trains each way without specifying "high speed" or "regular speed." Hopefully, both would stop in Bryan / College Station. One of the trains ("Cannon Ball Express") would continue north to Abilene, Lubbock, Amarillo, Denver, and beyond. The other ("Super Chief") would continue north to St. Louis, Cincinnati and the east coast. An equipment change from "high speed rail" in Dallas / Fort Worth is not out of the question. <u>Dallas / Fort Worth to San Antonio</u> 2. Extend the daily Texas Eagle south to Corpus Christi and the Lower Rio Grande Valley (Harlingen is closest city). 3. Extend the daily Heartland Flyer south to Austin, San Antonio, and Laredo <u>Houston to San Antonio</u> 4. The highest priority is to make the Sunset Limited daily, adding stop in Ft. Worth. 5. For second frequency, extend daily Crescent west to Beaumont, Houston, and San Antonio (in the interim convey sleeper and coach to the Sunset Limited in New Orleans). Extensions of existing trains easily would fit with a policy of maintaining seven-to-eight-hour minimum head-ways. All routes would be over 750 miles in length. We support Amtrak and Texas Central trains. Local light rail routes and buses within larger metropolitan areas are also very important and must connect. Space doesn't allow them to be listed here.	1	1		1	1																To accomplish the "Texas Triangle" improvements may include: Extend Texas Eagle to Harlingen. Extend Heartland Flyer to Laredo. Provide daily service on Sunset Limited with a new station in Ft. Worth. Extend the Crescent route west of New Orleans to Beaumont, Houston and San Antonio.	Need multimodal connections to intercity passenger rail including light rail and buses	See Comment Response No. 2					
12/11/2018 and 1/8/2019	Bruce Ashton	sanarp@aol.com		San Antonio	TX	Rail Passengers Association - Texas Council Member	Here in Texas all Amtrak trains run on host railroads whose primary business is to haul freight. If we develop plans that enable these freight trains to move smooth throughout the state we also find that Amtrak trains will also have improved operations. Two main obstacles that need to be addressed for both freight and passenger service are: (1) adding a second railroad bridge over the Sabine River at Beaumont and (2) the high incidents at grade crossings across the state. It is time for TXDOT to take the lead in advancing the construction of a second bridge in Beaumont to relieve this bottleneck that now hinders UP, BNSF and KCS movements as well as Amtrak trains. The growing petrochemical complex in Southeast Texas needs better rail service. TXDOT needs to increase funding to improve the safety of our Texas grade crossings. Too little is being done and we are seeing an increasing number of collisions incurred by both freight and passenger trains with automotive vehicles. Lives are at stake here. From a passenger rail perspective there are four areas that TXDOT needs to have in their basic rail plan: 1. Daily Amtrak Sunset Limited service including full dining and sleeping cars for the San Antonio to New Orleans segment. The addition of a new stop at Ft. Worth should also be incorporated. (Population growth in Texas counties served by the Sunset has increased 34% from 2000 to 2016, yet our passenger rail service has been virtually frozen in time.) 2. New daily service between Meridian, MS and the Dallas-Ft. Worth area. (This will provide a direct link from Texas to the northeast.) 3. Twice daily Heartland Flyer between Ft. Worth and Oklahoma City. (The Texas-Oklahoma Rail Plan needs to be advanced to the next stage of implementation.) 4. Promote the development of sound plans and funding options for commuter rail services between San Antonio and Austin. (It should be recognized there currently is no single authority to undertake and fund this project.) Respectfully submitted: Bruce Ashton, San Antonio, TX, Rail Passenger Association - Texas Council Member. Second Comment: We need to add Marfa, TX as new stop for Amtrak's Sunset Limited. Tourism is a major factor for this community.	1		1																		See Freight Rail General Comments	Provide daily service on Sunset Limited with new stations in Ft. Worth and Marfa. New daily service between DFW and Meridian, MS. Twice daily service on Heartland Flyer between Ft. Worth and Oklahoma City.	Continue planning initiatives for the Texas-Oklahoma Passenger Rail study. Promote and identify funding options for commuter rail between San Antonio and Austin.	Freight rail infrastructure improvements will improve passenger rail service. New second freight rail bridge over the Sabine River at Beaumont. Implement grade crossing improvements at high incident locations	See Comment Response No. 2 and 3			
12/12/2018 and 12/30/2018	John McKenzie	jomcke49@yahoo.com			TX		Dear Mr. Werner, I want to strongly encourage you to support passenger rail in the Texas rail plan. Passenger trains can provide great relief to our already congested highways. The state could double the size of its highways and it will not solve the terrible highway congestion. Texas needs more passenger trains. People will ride the train if it is available. Thank you for your consideration. Sincerely, John McKenzie Second Comment: The rail plan has some very good points about it but I think Houston should be included as well as south Texas. The traffic is terrible between Houston and the Rio Grande Valley. I remember when the area had a passenger train until April 1966. The train which ran from Houston to Brownsville was usually full but the Missouri Pacific wanted out of the passenger business. The people down here want rail passenger service. It would provide a great relief to the highway congestion. I do know that people will ride the train if there is one to ride. Also, service from south Texas to San Antonio would be very welcome and well patronized. Thank you for your consideration. Sincerely, John McKenzie												1									Need passenger rail service from Houston to Brownsville and from San Antonio to south Texas	Passenger trains are a way to reduce highway congestion	See Comment Response No. 1					
12/12/2018	James Kerney	cyfer@me.com	2714 Roundleaf Court	San Antonio	TX		I am a serious user of Amtrak service from/to Texas, east-west, north-south. It offers the opportunity to have a stress-free affordable travel experience with the potential to meet enjoyable travel companions. Traveling north-south is not a problem because of the daily service offered by the Texas Eagle from San Antonio to Chicago. However, east-west service is a totally different animal with only three-day a week service. It makes for difficult planning at the time of whatever direction you are traveling and usually means you are faced with an extra, unneeded day to be able to utilize Amtrak. Its difficult to comprehend how the 7th largest city in the United States only has three-day a week east-west train service. Doesn't take much imagination to realize the loss of tourist revenue to San Antonio. Think of someone who wants to vacation in San Antonio, but only has a total of a week to do so. Somehow they have to construct their visit around the three-days Amtrak has train service, which will mean the loss of at least one, and possibly two-days of vacation. For such a big state with so much to offer the residents, or tourist, I think its a shame there isn't a more far-reaching attitude toward Amtrak service to the communities that benefit from it. Surely, Texas can do a better job, or perhaps they need new blood to appreciate what has been surrendered without a fight. An Antonio is blessed with a beautiful old train station that could be turned into a multi-transportation hub that would keep out of the downtown area, and permit local transportation to have a central hub protected from adverse weather. A waste of so many things that could benefit not only tourist, but the residents of San Antonio. Have a nice day! James W. Kerney	1																					Provide daily service on Sunset Limited. Convert the San Antonio station into a multimodal transportation hub	Provide additional Amtrak service for convenience and tourism	See Comment Response No. 2				
12/13/2018	Gaynelle and Miles Schutze	wood100@aol.com	9121 Pinewood Drive	Dallas	TX		Please consider these comments as you prepare the next Texas Rail Plan: As the Texas economy grows and we attract more people to our state, it is becoming more important to consider rail passenger service as a viable means of transportation. This is particularly true because of the increased congestion on our interstate and other major highways. Although Texas has lagged behind other states such as California, New York, Virginia and North Carolina (which we also compete with economically) it is not too late for us to develop a much-needed rail service plan. The Texas Central high-speed rail proposal, between Dallas and Houston, which will require little, or no, public funding is a must. If the DFW and Houston areas are to continue their economic growth, new rail service between those two points is necessary since it is difficult to imagine much expansion of current highway and air service. Amtrak should also be encouraged to start service between DFW and Houston. Proposed Amtrak service between Meridian, MS and El Paso should be a part of the rail plan as well as extension of Amtrak's Heartland Flyer (currently Ft. Worth-Oklahoma City) to connect with existing Amtrak routes in the Midwest. More frequent Amtrak service, or alternate railroad service between San Antonio, Austin and Houston and DFW will be needed as highways serve those areas become more congested. In conclusion, it is only a matter of time before our highways and air service routes reach their maximum capacity. You can only put so many vehicles on our highways and so many planes in the sky at a time. Other states have recognized this problem and are far ahead of us in providing rail passenger service as an effective means of transportation. We simply can't afford to wait until we reach a transportation crisis in the near future and when the cost of providing necessary rail service will be more expensive as time goes on. Gaynelle and Miles Schutze	1	1																				Need passenger rail service due to increased highway congestion. Supports HSR due to private funding initiative, a way to reduce congestion	See Comment Response No. 2					
12/11/2018 and 12/12/2018	Robert Anderson	roanderson44@hotmail.com	5709 Eagle Cliff	Austin	TX	NARP now Rail Passengers Association (RPA)	Dear Mr. Werner, Having been a member of the National Association of Railroad Passengers (now Rail Passenger Association) since 1970, here are my requests for improving rail passenger service in Texas: 1) Daily service of the Sunset Limited. With three of Texas' six largest cities on the route, daily service would present the opportunity to increase patronage in each of these cities as well as other cities along the route. 2) Two sets of equipment for the Heartland Flyer - northbound from Fort Worth to Oklahoma City in the morning as well as the current afternoon run, and southbound from Oklahoma City to Fort Worth in the afternoon as well as the current morning southbound run. This would also present the opportunity to increase patronage in all cities served along the route. 3) Rail passenger service from the Fort Worth/Dallas area to Meridian, Mississippi to connect with Amtrak's Crescent, providing a more direct service to Atlanta, Washington and New York. Also, if it is possible under the Texas Rail Plan, get in contact with local governments, chambers of commerce and/or convention/visitors bureaus in the cities along the routes of the current passenger trains serving Texas. One of the items included in the December Texas Highways under the Experimental Gift Guide is "A Train Trip Across Texas". These are just a few items which I hope will be included in the Texas Rail Plan. Please give them consideration. Sincerely, Robert E. Anderson Dear Mr. Mark Werner: Here are the Texas Rail Passenger Service requests I mailed to you recently: Daily Service on the Sunset Limited; Additional frequencies on the Heartland Flyer; and Rail Passenger Service from the DFW area to Meridian, Ms. Contact by TxDOT with local governments and visitors bureaus in cities currently served by Amtrak.	1																						Provide daily service on Sunset Limited. Additional rail cars/equipment on the Heartland Flyer route. Provide Amtrak connection from DFW to Meridian MS to the East Coast via the Crescent.	Suggests additional outreach by TXDOT with local government and visitors bureaus in cities that are served by Amtrak	See Comment Response No. 2			
12/15/2018	Roger Clark	rogerclark68802@gmail.com			TX		Please support daily passenger service on Amtrak's Sunset Limited.	1																				Provide daily service on Sunset Limited.	See Comment Response No. 2						
12/14/2018	Louis Bangma	l.bangma@att.net			TX	Rail Passengers Association (RPA), Louisiana Association of Railroad Passengers	Gentlemen: My comments on passenger rail needs in Texas. I support the following to be implemented to provide for a realistic passenger rail option for travel in Texas. 1. The Texas Central high speed passenger rail service between North Texas and Houston. 2. The need for TXDOT to push forward on phase II of the Texas-Oklahoma Passenger Rail Initiative 3. Frequent corridor service between Houston-Austin-San Antonio and between San Antonio and Austin. 4. Expand Amtrak service from the DFW area to Meridian, MS for a direct connection to the East Coast with the Crescent. 5. Daily service on the Sunset Limited. 6. A second and third frequency on the Heartland Flyer between Fort Worth and Oklahoma City 7. Improved regional commuter rail service for Dallas-Fort Worth, Austin, San Antonio and Houston 8. More double tracking to allow for faster trains in Texas 9. Improve at-grade rail crossings to decrease accidents 10. Dedicate state funding for passenger rail expansion 11. Eliminate the rail bottleneck at the Neches River Bridge in Beaumont 12. Expand Amtrak Thruway bus service to more cities that could connect to the Texas Eagle and Sunset Limited 13. Trailblazer signs to identify the location of passenger rail stations just like TXDOT has airport signs at highway exits Louis K. Bangma Secretary/Treasurer Louisiana Association of Railroad Passengers, Member of the Rail Passengers Association, Member of TXARP	1	1	1	1	1																		Provide frequent passenger service between Houston, Austin and San Antonio. Provide Amtrak connection from DFW to Meridian MS to the East Coast via the Crescent. Increase frequency of service on Heartland Flyer. Expand Thruway Bus service. Provide daily service on Sunset Limited.	Continue planning initiatives for the Texas-Oklahoma Passenger Rail study. TXDOT should evaluate enhanced passenger terminals	New second freight rail bridge over the Neches River at Beaumont. Implement grade crossing improvements to improve safety	See Comment Response No. 2 and 3		
12/14/2018	Dennis Dunkin				TX		I want to strongly emphasize the need to create a strong and positive relationship with the freight railroads that have tracks that we want to share in providing better rail passenger service from city to city in Texas. We cannot operate on the freight rail's tracks without positive cooperation between the freight companies and our desire to add new service to the passenger customer. TXDOT should look at allocating in the vicinity of some \$300 million immediately to offer service: - Heartland Flyer through Fort Worth to Houston - Direct service from Dallas to Austin daily (1 train) - Direct service from Dallas to Houston daily (2 trains) - Direct service from Fort Worth to Dallas to Shreveport and on to Meridian, MS to connect with the Crescent to the east coast daily - Daily service for the Sunset Limited - 3 day per week service from DFW to Amarillo to Denver - A task force developed from TXDOT to visit with cities for potential passenger service to upgrade or build a 21 century passenger terminal All of these recommendations will require providing additional sidings on lines that will provide new service. Again, think about the freight railroad and their needs. Thank you for entertaining these ideas for improved passenger rail service in the great state of Texas. We cannot continue to WASTE precious fuel with so many cars on our highways and create a soon to be pollution nightmare that is going to increase the number of sickness throughout the state. WE NEED VISION. Be bliss.	1		1	1	1																	Provide frequent passenger service between several city pairs	Expand service on Heartland Flyer from Fort Worth to Houston. Provide Amtrak connection from DFW to Meridian MS to the East Coast via the Crescent. Provide daily service on Sunset Limited	Continue planning initiatives for the Texas-Oklahoma Passenger Rail study. TXDOT should evaluate enhanced passenger terminals	Freight rail infrastructure improvements will be needed for passenger rail service including new sidings - New second freight rail bridge over the Sabine River at Beaumont. Implement grade crossing improvements at high incident locations	See Comment Response No. 2 and 3		
12/27/2018	Ruth York	ruthyork@cs.com			TX		The high-speed rail project being pitched in Texas, dubbed Texas Central Rail, would connect Houston and Dallas. It appears the group doesn't plan to use taxpayer funds, but it also appears their projections are unrealistic. If taxpayers might possibly wind up "on the hook" for a failed project, I object! Texas, resist "sexy," unrealistic plans!																						1					Opposed to HSR due to questionable financial feasibility, financial/tax burden	See Comment Response No. 4
12/30/2018	John W. Worsham, Ph.D.	dr.wjw@att.net		San Antonio	TX		If we continue to be so short-sighted about supporting passenger rail of all types, we will be overwhelmed with overcrowded roadways and horribly expensive linear property. Our state needs leadership which recognizes the efficiency and speed of rail, and we need Amtrak access NOW to South Texas and Mexico, to Denver and beyond, and to the East Coast, both through New Orleans to Florida and through Texasiana across the Upper South. In particular, we need better rail service from Laredo to San Antonio, Austin, Waco, Temple and Ft. Worth-Dallas. Today's officials should have been required to drive I-35 on the 27th of December. The reality of our insufficient infrastructure would be apparent -- and more people are coming! Please be courageous and thoughtful about the needs of the future; more roads will not meet our needs. John W. Worsham, Ph.D., San Antonio, Texas, 78212	1	1		1	1																	Need better rail service to several destinations	Provide Amtrak connection from south Texas and Mexico several other destinations noted	Need passenger rail service due to increased highway congestion	See Comment Response No. 2			

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Commentor Information							Comment	Overall Supports Passenger Rail (type)					Suggested Enhancement for Passenger Rail		General Comment	Overall Opposes Passenger Rail (type)					TxDOT Response						
Date / Timestamp	Name	Email Address	Address	City	State	Organization		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/ General	New or enhanced passenger rail facilities	Additional Service or Infrastructure on Amtrak Routes		Amtrak	High Speed Rail (HSR)	Commuter	Intercity	All Types/ General		General Comment	Freight Rail	General Comment	Other	General Comment	
12/27/2018	Charles Curtis	charlescurtis3@icloud.com			TX		Do not spend taxpayer money on this. Do not back bonds with govt credit.													Opposed to HSR due to financial/tax burden					See Comment Response No. 5		
1/4/2019	Simeon J. Butner and America Butner	america1945@gmail.com	5725 El Nido Ct.	El Paso	TX		My wife and I are senior citizens and travel on the Sunset/Texas Eagle two to three times a year to visit family and friends. The one thing that we notice is that the train stations are downtown whether we arrive in Austin, San Antonio, Tucson, Los Angeles, or Chicago. Yes, the bus does the same thing but the trains ARE SO MUCH MORE COMFORTABLE. The bus stops for restaurant and personal needs, the train doesn't. As to schedules, it would be convenient for seniors to have a daily train departing/arriving in El Paso to plan trips and rail connections. Scheduling around a three train a week schedule requires adding or losing a day to make the connection on the Sunset. Thank you for your attention to this matter.	1												Provide daily service on Sunset Limited from El Paso					See Comment Response No. 2		
1/11/2019	Stephen Boelter	sboelter@gmail.com				RPA Member	To: TXDOT Rail Division I would like to submit a request on behalf of the city and citizens to include a stop in Marfa, Texas on your existing Sunset Limited and Texas Eagle lines. A few examples of the benefits for this request would be: - Family visits to and from other locations on the lines. - Attending events throughout the year such as Marfa Lights Festival, Film Festivals, Music Festivals, Art exhibitions, etc. - Travel to and from flights out of El Paso Airport. - Minimize vehicle traffic on the highways. I am a long time member of the RPA and a resident of Marfa who amongst other citizens and the city are extremely interested to be considered for this stop. As an avid railway passenger with Amtrak in California and Texas this stop will not only benefit the local citizens, it will also benefit the neighboring towns such as Ft. Davis, Presidio, Valentine and visitors from all over the country and international interests too. Please consider this request as a high interest from the city and citizens of Marfa, neighboring towns and visitors from all over the world. If there is any information available how to make this request a success please forward me any links or applications, etc. I look forward to working together to make this happen. Thank you kindly, Stephen Boelter, sboelter@gmail.com, RPA Member 162774	1													Provide a new station in Marfa as part of the Texas Eagle/Sunset Limited route.					See Comment Response No. 2	
1/22/2019	Doris Grainger	dgrainger2@outlook.com					Hello TXDOT Rail Plan. This email is regarding the Texas Rail Plan. I am opposed to the high speed rail proposal that Texas Central Railway, LLC is pushing. Any inclusion of Texas Central Railway, LLC's HSR project in the 2019 Texas Rail Plan violates SB 977, the Texas law that prohibits promotion of private high-speed rail projects. They should not be included in any plan by the state of Texas. Thank you. Best Regards, Doris Grainger								1					Project inclusion within State Rail Plan is in violation of SB 977.					See Comment Response No. 4		
1/7/2019	Dennis Geesaman	dennis@gosessero.com		Flatonia	TX	Flatonia City Council	I am a city council member in Flatonia, located about half way between Houston and San Antonio, and along I-10 and the UP, and Amtrak "Sunset Limited" railroad line. Here is infrastructure and opportunity already present and barely being used. General background: Funding for rail passenger service has been generally out of favor (mostly based on public preference) recently, and in reality since before the formation of Amtrak, while roads and air travel have seen many forms of government funding and support through fees, taxes and bonds and related agencies such as the FAA, TXDOT, and law enforcement. As interstate/road traffic and airline traffic requires huge investments to keep up with rapid growth there are opportunities present with passenger rail that would actually require relatively little if any additional state or federal funding. Flatonia example: Amtrak's "Sunset Limited" currently passes through Flatonia three days a week eastbound and three days a week westbound without stopping. There is currently no stop between San Antonio and Houston. Amtrak has formally stated to UP it would like to establish a stop in Flatonia as a halfway point, but met resistance from UP mainly in the form of operational requirements that Amtrak engineers feel are too costly and unnecessary. The passenger catch area for a Flatonia could reach well into San Antonio and Houston suburbs, depending on direction of travel, and Victoria and Austin/Berham to the south and north. TXDOT Rail Division. Possible involvement for improvement/solutions: 1) Get involved and help negotiate stops at strategic locations useful to the traveling public. Flatonia could be a asset to encourage and improve passenger rail travel, while on the other hand inertia has kept San Antonio, TX, as an Amtrak stop with under one hundred passenger transactions per year. 2) Get involved and help negotiate frequency of service. Daily service both east and west on the Sunset Limited would make it a viable leisure and business option (currently an issue between Amtrak and UP). 3. Encourage/help improve current Amtrak stations, to make them more attractive and userfriendly, especially in big cities such as Houston and San Antonio. This could involve some funding, or partnering with Amtrak to negotiate the best option. Thank You for your time and efforts, Dennis Geesaman	1												Provide a new station in Flatonia with daily service on the Sunset Limited. Upgrade Amtrak stations to make them more attractive and user friendly. I.e. Houston and San Antonio	Funding for passenger rail service should be in line with funding for highways and airports.					See Comment Response No. 2	
2/15/2019	Bert Keller		6922 Katy Road	Houston	TX	Gulf Coast Rail District, Houston TX	To Whom It May Concern: The Gulf Coast Rail District (GCRD) was created in 2007. At the time, The TXDOT Houston Region Freight Study reported that 2,200 freight trains moved through the Houston region each week. Freight volumes were forecasted to nearly double by 2025. Commodities with significant growth opportunities for the railroads are either originating in or destined to Houston. Energy and byproducts; Drilling materials; Chemicals; Mexico imports and exports. As 2019 approaches, the Class I railroads expect the Houston freight rail network to carry more trains and longer trains. The railroads plan to operate trains exceeding current lengths of 8,000 feet or less, reaching to 12,000 feet. This will be a significant change and is anticipated to have notable impacts on local mobility in the densely developed Houston region. The Gulf Coast Rail District and local leaders believe that the Houston region needs a freight rail network that is unconstrained in terms of current and forecasted capacity, permits expansion to support economic growth, provides a fluid level of service to the customer base, and promotes the safe movement of commodities with minimal impact on the community. A focused investment in rail infrastructure can benefit freight railroads' operations and the multimodal regional transportation network. The GCRD has adopted a policy to prioritize freight rail improvements as follows. Create sealed freight rail corridors with combinations of grade separations and road closures; When needed, add capacity in sealed freight rail corridors. Near-term, the Gulf Coast Rail District believes it is necessary to grade separate the rail crossings where growth in freight rail traffic will have the most impact on roadway safety and mobility. This is most important where longer trains will be operating, posing roadway mobility and safety challenges with extended blockages and delays. The State Rail Plan should include a commitment to grade separations on local roadways where the costs associated with economic growth are experienced by Texans. The 2007 TXDOT Houston Region Freight Study estimated that over the next twenty years, given growth rates for both vehicle and train traffic, the total public cost of delay at the roadway-rail crossings in the Houston region would be more than \$2.6 billion. With longer trains operating and strong population growth, the cost of that delay to the Houston region will only increase. It is incumbent on the State Rail Plan should address this problem. The more freight that moves by rail the less freight there will be on regional roadways. In addition to grade separations that will enhance safety and mobility for both roadway users and the freight railroads, the Texas Rail Plan should also foster a modal shift to reduce strain on the state's roadway network. Modal shift should apply to both freight and commuter traffic. With 3 million more persons expected in the Houston region within the next 20 years, rail can also provide an alternative for passenger transport. The Gulf Coast Rail District has studied several corridors for commuter rail operations. One of those corridors, along US 290, could be extended to Austin for provision of intercity passenger rail service. In previous TXDOT studies, the Houston-Austin passenger rail corridor was considered a high ridership priority. GCRD encourages continued inclusion of the corridor in the Texas State Rail Plan. Sincerely, Bert Keller, Chairman						1	1								Intercity passenger rail service between Houston and Austin, along the US 290 corridor, should continue to be evaluated due to high ridership potential from prior studies	Infrastructure investments required to address future freight growth include sealed corridors, grade separations and road closures, additional track capacity, all necessary to improve mobility and safety				See Comment Response No. 1 and 3
2/26/2019	Delta Troy Interests, Ltd.		3939 Hartsdale	Houston	TX	Delta Troy developer for Georgetown Oaks community	Comments of Delta Troy Interests, Ltd. - 23 page report submitted by Attorneys for Delta Troy Interests, Ltd. Comments abbreviated herein: I. Identify and Interest of Delta Troy; Delta Troy owns approximately 993 acres of land in Harris County, TX along US Highway 90. Delta Troy has been proceeding with plans for the Georgetown Oaks master planned community on the property. Segment HC-4 of the proposed TCR (high-speed rail) project would go through the Georgetown Oaks community site. II. Georgetown Oaks; Delta Troy has been developing the Georgetown Oaks project for years including obtaining government approvals. The Georgetown Oaks site is part of the Harris County Municipal Utility District No. 524, which was created by legislation. Planning efforts have included coordinating with TXDOT on the addition of frontage roads along US 290 and commuter rail station area planning with the Gulf Coast Freight Rail District. However with the uncertainty of the TCR, Delta Troy has not been able to proceed with development plans. III. General Policy and Goal Recommendations: There are several policies and goals that should be emphasized in the 2019 Rail Plan. A. The State Rail Policy Should Include the Goal of Respecting Landowners' Rights and Pre-Existing Planning Efforts. B. TXDOT Should Not Provide Financing to Rail Projects. C. Proven Viability Should Be Required Before Any Rail Project Proposal is Able to Use Eminent Domain. D. New-Build Rail Projects of Significant Size Should Follow Existing Highway and Rail Corridors to Minimize Impacts. E. TXDOT Should Reiterate its Commitment to Safety. F. TXDOT Should Recognize the Serious Problem with the Current TCR Proposal. A. History Has Shown That TCR's Representations are Questionable at Best. B. TCR Has Not Adequately Addressed Safety Issues. C. TCR Has Not Explicated its Funding, Substantiated its Ridership Projections, or Shown that its Proposal is Viable. D. TXDOT Should Express No Approval of the Current TCR Proposal. IV. If Segment HC-4 is Built, Modifications are Necessary. VI. Conclusion										1					Opposed to HSR due to extensive prior planning approvals, property acquisition/eminent domain, questionable financial feasibility and ridership estimates, safety concerns, flooding, financial/tax burden					See Comment Response No. 4
								36	23	13	12	53			0	257	0	0	5	0	10	12					
																						2.95%		3.5%			

Passenger rail - general

Comment Response No. 1: Thank you for your interest in the Texas Rail Plan. Passenger rail transportation and connectivity is an important part of the Texas Rail Plan. Recent efforts to expand intercity and regional services are discussed in Chapter 3. We

Passenger rail - Amtrak or other service provider upgrades

Comment Response No. 2: Thank you for your interest in the Texas Rail Plan. During the development of the Texas Rail Plan, TXDOT worked with Amtrak and other passenger rail service providers to identify their future service expansion plans and proposed rail and infrastructure improvements. The passenger and commuter rail network serving the state has the potential to be expanded in the future to provide additional services within Texas and the region. Recent efforts to develop new and expanded passenger rail services are discussed in Chapter 3. We invite you to review that chapter and also see a list of potential future investments in Chapter 5. Please visit the Texas Rail Plan project website at <https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html> to review the Draft Texas Rail Plan and to provide further input.

Freight rail - general

Comment Response No. 3: Thank you for your interest in the Texas Rail Plan. Freight rail efficiency, capacity and safety are primary Goals and Objectives of the Texas Rail Plan. Recent efforts to implement freight rail infrastructure improvements is discussed in Chapter 4. We invite you to review that chapter and also see a list of potential future investments in Chapter 5. Please visit the Texas Rail Plan project website at <https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html> to review the Draft Texas Rail Plan and to provide further input.

High Speed Rail - opposition / violation of SB 977

Comment Response No. 4: Thank you for your interest in the Texas Rail Plan, and for your comment in reference to the high-speed rail project proposed by Texas Central Partners. TXDOT is preparing the Texas Rail Plan following the requirements and guidance developed by the Federal Railroad Administration for State Rail Plan preparation, as established by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Under these requirements, TXDOT must describe all passenger rail proposals under consideration, including new services, whether publicly or privately funded, and whether they are improvements or new additions to the existing rail network in the State. During the 2017 legislative session, Texas Senate Bill 312, Section 201.6013, was also enacted requiring the Long Term Plan for Statewide Passenger Rail to include a description of existing and proposed passenger rail systems. To fulfill Federal requirements, the proposed Texas Bullet Train project is discussed in Chapter 3 of the Texas Rail Plan. Men the Texas Bullet Train in the Texas Rail Plan does not constitute endorsement or support by TXDOT of the proposed project, and is not in violation of Texas Senate Bill 977 (9/1/2017), which states that no state money can be used for the cost of planning, facility construction or maintenance, or security for, promotion of, or operation of, high-speed rail operated by a private entity. Please visit the Texas Rail Plan project website at <https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html> to review the Draft Texas Rail Plan and to provide further input.

High Speed Rail - opposition (assumed comment & violation of SB 977)

Comment Response No. 5: Thank you for your interest in the Texas Rail Plan. While your comment did not specifically reference high-speed rail (HSR), it appears that the content of your comment is in reference to the HSR project proposed by Texas Central Partners. TXDOT is preparing the Texas Rail Plan following the requirements and guidance developed by the Federal Railroad Administration for State Rail Plan preparation, as established by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Under these requirements, TXDOT must describe all passenger rail proposals under consideration, including new services, whether publicly or privately funded, and whether they are improvements or new additions to the existing rail network in the State. During the 2017 legislative session, Texas Senate Bill 312, Section 201.6013, was also enacted requiring the Long Term Plan for Statewide Passenger Rail to include a description of existing and proposed passenger rail systems. To fulfill Federal requirements, the proposed Texas Bullet Train project is discussed in Chapter 3 of the Texas Rail Plan. Mention of the Texas Bullet Train in the Texas Rail Plan does not constitute endorsement or support by TXDOT of the proposed project, and is not in violation of Texas Senate Bill 977 (9/1/2017), which states that no state money can be used for the cost of planning, facility construction or maintenance, or security for, promotion of, or operation of, high-speed rail operated by a private entity. Please visit the Texas Rail Plan project website at <https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html> to review the Draft Texas Rail Plan and to provide further input.

Appendix E-5: Passenger Rail Stakeholder Meeting No. 2;
April 30, 2019 Collateral Material



SAVE THE DATE

Texas Rail Plan Stakeholder Meeting

Passenger Rail Stakeholder Meeting #2

Date: Tuesday, April 30, 2019

Time: 9:30 – 11 a.m.

Freight Rail Stakeholder Meeting #2

Date: Tuesday, April 30, 2019

Time: 12:30 – 2 p.m.

Location:

NEW WEBINAR ADDRESS*: <https://zoom.us/j/809762805>

Call-in toll-free number: (866) 583-7984

Conference code: 95 13 369

★ Both meetings will use the same webinar link and conference call number.

The Texas Department of Transportation invites you to attend a stakeholder meeting for an update on the 2019 Texas Rail Plan. Beginning in fall 2018, we actively engaged private and public partners throughout the planning process and received hundreds of public comments. Now, we need your input before the Texas Rail Plan is finalized.

By attending this webinar, you will have the opportunity to discuss the list of future projects to be included in this plan and share your comments. If you cannot attend the webinar, you are welcome to forward the webinar link to another organization representative in your place. Your continued insight and guidance is needed as we work to finalize the Texas Rail Plan.

For questions about the stakeholder meeting, please contact Sheri Davis at 806-236-4278 or sheri@nancyledbetter.com.

Thank you and we look forward to your participation on April 30!



2019 Texas Rail Plan Update Passenger Rail Stakeholder Meeting

April 30, 2019, 9:30 – 11:00 a.m.
 TxDOT Riverside Office, Austin, Texas
 On-line Meeting Webinar

Stakeholder Meeting Overview

TxDOT hosted a second round of stakeholder meetings to present a list of future passenger rail projects to be included in the Texas Rail Plan (TRP). The purpose of the meeting was to obtain stakeholder comments and additional input on the projects prior to finalizing the draft version of the TRP. For the convenience of stakeholders, TxDOT hosted an online webinar rather than an in-person meeting. Passenger Rail Stakeholders were emailed a Save The Date meeting notice on April 12, 2019, which was followed by a reminder that was emailed on April 29, 2019. The PowerPoint presentation for the webinar is attached to this meeting record in Appendix A; slides are referenced within the discussion below.

Attendees

Stakeholder	Organization	Email
Christina Anderson	I-20 Corridor Council	cca@andersonpartners.org
Richard Anderson	I-20 Corridor Council	rma@andersonpartners.org
Peter LeCody	Texas Rail Advocates	peter@texasrailadvocates.org
Todd Stennis	Amtrak	StenniT@amtrak.com
Tyson Moeller	Union Pacific	tomoeller@up.com
Kevin Moore (?)	Union Pacific	
Allie Blazosky	Alamo Area MPO	blazosky@alamoareampo.org
Jeff Hathcock	NCTCOG	jhathcock@nctcog.org
Mike Johnson	NCTCOG	MJohnson@nctcog.org
Collin Moffett	NCTCOG	cmoffett@nctcog.org
Shannon Stevenson	NCTCOG	sstevenson@nctcog.org
Jing Xu	NCTCOG	jxu@nctcog.org
Liz Grindstaff	Texas Central Rail	Tkelly@texascentral.com
Staff / Team		
Chad Coburn	TxDOT	chad.coburn@txdot.gov
Peter Espy	TxDOT	peter.espy@txdot.gov
Mark Werner	TxDOT	mark.werner@txdot.gov
Luke Bathurst	HDR	Lucas.bathurst@hdrinc.com
Kevin Keller	HDR	kevin.keller@hdrinc.com
Jara Sturdivant-Wilson	HDR	jara.sturdivant-wilson@hdrinc.com
Kerry Neely	NLA	kerry@nancyledbetter.com

1. Welcome & Introductions

Mark Werner welcomed the group to the second round of stakeholder meetings and covered the meeting agenda (slide 2). Mark had everyone introduce themselves. Mark then discussed the meeting's goals and objectives, as well as the goals and objectives for the Texas Rail Plan (slides 3 and 4). Both the passenger rail and freight rail stakeholder meetings are being conducted today, and a draft version of the plan should be out in June.

2. Public Comments Received

Mark Werner outlined the types of comments received regarding the Texas Rail Plan following the public meeting which was held on December 11, 2018. (Note: the public comment period began on December 11, 2018 and was extended through March 1, 2019). There have been approximately 340 comments received to date, with almost all comments regarding passenger rail and positive in nature. There were 260 comments opposing the high-speed rail proposed by Texas Central Railway (TCR), with many commenters specifically citing SB 977 ¹. There's also ~~SB 912~~ SB 312, which requires the high-speed rail component to be included within the plan. Mark said they expect many more comments when the draft plan comes out for public review and comment (slide 6).

Note ¹ for Clarification: In May 2017, the Texas State Legislature enacted Senate Bill No. 977 (SB 977), which amended Chapter 199 of the Transportation Code to prohibit the appropriation or use of state funds for the planning, construction, operation, maintenance, or security of any high-speed rail service (above 110 mph) operated by a private entity, except as required by federal law or other state law, including the National Environmental Policy Act of 1969. Many commenters noted that TxDOT's inclusion of the high speed rail project within the Texas Rail Plan is in violation of SB 977.

3. FRA Guidance

Kevin Keller presented the Federal Railroad Administration's required format of the table of contents for the rail plan (slide 7). He noted Chapters 1 and 2 have previously been discussed, and input has been received on Chapters 3 and 4. Chapter 5, the State's Rail Service and Investment Program, is what today's meeting and presentation are for - another chance for stakeholders to provide comments on missing projects; to ensure that projects are correctly categorized; and to identify projects that have been completed and that need to be removed. More importantly, if there are missing projects not mentioned in the following slides, please let us know so we can capture as many short- and long-term projects as possible for the program of projects in Chapter 5.

4. Short-Term Investment Plan

Kevin outlined the two components of service for the TRP: passenger and commuter rail service, and freight rail service. This group will focus on the passenger and commuter rail service, while another group will be looking at freight rail service in another stakeholder workshop this afternoon.

Kevin reminded attendees that short-term projects include those that could be implemented or built in the next three to four years (2019-2022) – projects that typically have a schedule, scope, budget, and in most cases funding has been identified. Long-term projects have a 20-year horizon (2023-2039).

Kevin said they have identified two short-term intercity passenger rail projects: the Heartland Flyer Amtrak service that is jointly funded by the Oklahoma DOT (ODOT) and TxDOT, and the Texas Central Railway project (slide 9).

On the commuter rail side, which includes improvements to existing services, there's Trinity Railway Express (TRE) and Austin Capital Metro (Cap Metro) (slide 9). Improvements to TRE include positive train control (PTC) installation, double track capacity expansion for Stemmons Freeway and Union Station, and four bridge rehab or replacement projects. Cap Metro improvements include positive train control installation; additional passing sidings and platform extensions for the Red Line; fleet upgrades; two station upgrades; the new McKalla Place Station and the Kramer Station relocation, plus some other projects.

Planned services for commuter rail fit within the four-year short-term time period. This is where Dallas Area Rapid Transit's (DART) Cotton Belt Corridor fits in (slide 11).

5. Long-Term Investment Plan

Kevin identified the 20-year intercity passenger rail project as continued funding of the Heartland Flyer Amtrak service with TxDOT and the Oklahoma DOT (slide 12).

For improvements to existing commuter rail services, TRE will continue its double track capacity expansion program, Denton County Transportation Authority (DCTA) will have commuter rail extension programs both northward to Pilot Point and southward to Carrollton, and a new A-Train in North Central Texas in College Station. TEXRail will have a southwest extension to Summer Creek and a double track capacity expansion. Capital Metro will have double track capacity expansion, a new Leander maintenance facility and fleet/trainset acquisition over the long-term (slide 13).

Kevin next discussed the proposed long-term commuter rail projects, including both new routes and service improvements for commuter rail. There's a lot of long-term planning going on by the MPOs and transit agencies regarding commuter rail expansion projects. Even in the Houston-Galveston area, because of the Houston Port Mobility study, a lot of long-term highway expansion is proposed including grade-separation projects (slide 14).

6. Statewide Proposed and Existing Passenger Rail Projects

Kevin next presented a map of proposed and existing passenger rail projects across the state. It served as a graphic summary of metropolitan and intercity passenger rail projects (slide 15).

7. Texas Rail Plan Schedule

After the stakeholder meetings today, Kevin explained the next step in the process was to have all six chapters and appendices of the draft Texas Rail Plan online for review in June. This is another chance to see the plan and provide online comments. Another face-to-face meeting is not anticipated, but comments can still be submitted in multiple ways. Kevin noted that after we have seen those comments, TxDOT will conduct an administrative review and the final version of the Texas Rail Plan will be posted online sometime in August (slide 17).

8. Stakeholder Open Discussion

Kevin then asked the group for their input on any critical project, project element, or additional information missing.

Judge Anderson spoke up regarding the Interstate 20 (I-20) Corridor not appearing as a project in the short-term plan. The corridor, which was backed by an Amtrak study in 2015 and a TxDOT capacity study in 2017, would establish two frequencies per day between Fort Worth and Atlanta. It's been determined to be financially feasible and more viable than the Heartland Flyer.

Kevin responded that the TxDOT Administration and Commission has directed that only actionable items with a funding source and a realistic chance to be started in the short term be included in the short-term plan. The I-20 Corridor project is described in Chapter 3 of the rail plan, but it is not ready to be included the short-term plan.

A general funding discussion ensued regarding the Heartland Flyer funding, TxDOT's estimated \$30 million portion of the I-20 Corridor project, legislative line-items, Rainy Day fund and TxDOT funding.

Judge Anderson stated there is momentum in North Louisiana and Mississippi for the I-20 Corridor project. With the help of Senator Kay Bailey Hutchinson's office, a \$750,000 study established the feasibility and economic viability of the route across the three states. Texas has taken a leadership role in the project and it should be identified on the long-term project list.

Kevin pointed out the host railroad company has not indicated their willingness to participate. Judge Anderson said the state needs to step up their commitment to establish the infrastructure or the project will be at an impasse. The state could approve funds contingent upon an agreement between Amtrak and the host railroads. Requests from the legislature and Amtrak are needed.

Todd Stennis joined in on the conversation regarding state's responsibility in taking a lead in requesting a service and identifying projects in the rail plan.

Kevin said they will discuss with TxDOT Administration and Commission whether to move the project into the long-range plan. Todd Stennis said Louisiana and Mississippi have not requested the I-20 service at this point because their attention is currently on the Gulf Coast between New Orleans and Mobile, but it is on their radar. Judge Anderson restated his desire for the \$84 million project to be listed in the long-term plan as well as inclusion in Chapter 3.

Tyson Moeller with Union Pacific stated there has to be significant discussions about the 2015 and 2017 I-20 passenger corridor studies and its investment and capacity requirements.

Kevin said discussions with Amtrak and the host railroad must occur regarding necessary improvements. Judge Anderson agreed.

Additional discussion occurred regarding where the I-20 Corridor project should appear in the plan. Peter LeCody joined the conversation to ask if it would take a directive from the legislature

to advance passenger rail services in the form of an interim charge to TxDOT to advance corridor and inter-city services. It would also include identifying sources of funding.

Todd Stennis asked about the structure of TxDOT's rail plan and talked about how other states traditionally handle their plan by identifying what they want to do and identifying the funding to start the necessary studies. He suggested identifying which step in the process a project is on, and identifying the next step to advance a project, as well as the necessary funding.

Kevin said this occurs in Chapter 3, but the TxDOT Commission has directed unless it is an actionable project with real funding identified, it should not appear in the investment plan in Chapter 5. The state can amend or supplement the plan anytime there is a need. It does not have to wait four years to update the plan or to move forward on a project if funding becomes available.

Todd Stennis asked if there is a prioritized list of routes for intercity passenger rail service. Judge Anderson replied the Heartland Flyer and Texas Central Railway for the short term (slide 9) and Heartland Flyer for the long term (slide 12). Unless the state prioritizes a project, it won't get on the funding table. It's the chicken and the egg approach. The order should be identifying the priority corridors first and then look at the funding for it. Todd agreed and said that's what Mississippi and Louisiana are doing.

Kevin added he has worked on Mississippi and Louisiana plans, and two of the prioritizations are funding/timing of funding and host railroad agreements. Todd responded that host railroad agreements come after projects are selected to move forward. Amtrak will sit down with the host railroad and work out the capacity modeling as funding becomes available. A revenue and ridership study has already been completed for Forth Worth to Meridian, but would likely have to be updated. The final cost of an infrastructure improvement would begin with joint capacity modeling with the host railroad. This would happen later in the process after the priority corridors have been identified.

Peter LeCody summarized the legislature will be the source to give TxDOT the directive to move forward and behind-the-scene efforts are underway. He asked if the Texas-Oklahoma passenger rail study was included in Chapter 3 and was told Yes. He asked if the Austin-San Antonio corridor was listed as a prime rail corridor since the Lone Star project is no longer viable. Kevin responded it is listed in Chapter 3. One participant asked if daily service on Amtrak's Sunset route was listed and was told Yes.

Kevin re-emphasized they will talk to Peter Espy and the Administration to try to include the I-20 passenger rail corridor in the long-range plan.

Peter LeCody said the Texas Transportation Institute came up with a ranking in 2009-2010 of passenger rail corridors to develop around the state and wanted to know if that would be included in the plan. He was told No because of the prioritization process and the fact the ranking is very old at this point. Peter asked if TxDOT should initiate a new prioritization study to identify potential corridors. Kevin said they would have to talk to the Administration about that and Peter said he whole heartedly urged them doing so.

Peter asked if the DCTA service going into Carrollton include an eventual one-seat service leading into downtown Dallas from Denton County. Kevin thought so, but he will have to confirm it. Peter wanted to echo Judge Anderson's comments regarding the extreme importance of the Dallas-Fort Worth to Meridian to Atlanta extension of Amtrak into the national system.

Peter asked if adding a second or third frequency to the Heartland Flyer is discussed in the plan. Kevin answered they do not know if there was going to be funding for the Heartland Flyer and will not know until after the session. Also, that is an annual negotiation between Oklahoma and Texas, so that is always an iffy proposition. Peter asked if TxDOT should be looking at a longer-term plan for this instead of a year-to-year for possible funding sources. Kevin responded absolutely, if the legislature had an appetite for it, but he was not sure they were.

Todd Stennis chimed in that Heartland Flyer is an existing service, so shouldn't the plan include improving or expanding it since there are current discussions about taking it north to Newton as well as putting more than one frequency on that route. Kevin answered Yes; they are identified in Chapter 3. Chapter 5 identifies the continued funding for the Heartland Flyer in both the short-term and a long-term project lists.

Kevin asked everyone to submit any additional comments on the website or in writing. Comments received will appear in Chapter 6 of the plan regarding outreach and coordination. Any and all comments are welcomed.

One meeting participant asked if they will be able to see Chapter 3 as a draft or the final version. Kevin responded Chapter 3 and the complete draft version of the Texas Rail Plan will appear online at the rail plan portal on the TxDOT website in June. Stakeholders will be able to see the draft version at that time and an announcement will come out when it is posted on the website for review.

Judge Anderson expressed his thanks and appreciation for today's stakeholder meeting and the improvements TxDOT has made in regards to solicitation of public input. Transportation is a major concern for the state. Transportation, water, education. Affording the public and interested stakeholders the opportunity to offer input on this is very helpful to the democratic process.

9. Additional Stakeholder Input / Meeting Follow-up

Following the passenger rail stakeholder meeting, some attendees provided additional comments regarding the short-term and long-term project lists and/or back-up material pertaining to specific projects, project elements, or additional information that is currently missing. See Appendix B attached.

- a. Texas Eagle Marketing and Performance Organization (TEMPO) and I-20 Corridor Council members provided public comments to TxDOT generally regarding: 1) the prior work that has been completed for the I-20 Corridor passenger rail project between Dallas/Fort Worth and Meridian, Atlanta, and ultimately to the East Coast; 2) coordination with neighboring states Louisiana and Mississippi on the planning efforts associated with the I-20 Corridor; 3) request for increased daily service on Amtrak routes serving these destinations; and 4) overall letters of support for the I-20 Corridor

passenger rail and its inclusion within the Texas Rail Plan. Correspondence was received from: Larry Clemens, TEMPO representative (page B-1 to B-2); Judge Richard Anderson (page B-3 to B-5); Lorenz Walker, Mayor of Bossier City, LA (page B-6 to B-7); Nick Bruno, PhD, President University of Louisiana, Monroe, LA (page B-8 to B-9); John Wright, member of TEMPO (page B-10); and Monyene Carnes (page B-11 to B-13).

- b. Karl Ziebarth, Director, Texas Rail Advocates, provided comments regarding support for the proposed extension of daily service from Dallas to Meridian MS.; to provide daily service on the Amtrak's Sunset Limited; and consideration of a private sector operator to provide daily round trip service between Oklahoma City and Fort Worth (page B-14 to B-16).
- c. Katherine Parker, the new Executive Director for the Gulf Coast Rail Division (GCRD) provided a list of recommended passenger rail and freight rail projects that should be included within the Texas Rail Plan; the majority of which are already included in the plan (page B-17 to B-18).

Appendix A

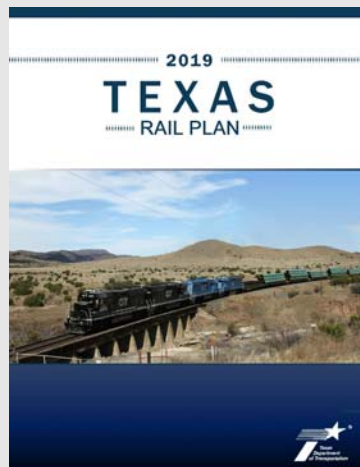
WebEx Passenger Rail PowerPoint Presentation



2019 TEXAS RAIL PLAN UPDATE

Passenger Rail Stakeholder Meeting #2

April 30, 2019



April 30, 2019

1

Meeting Agenda

- **Welcome** & Introductions
- **Safety** Briefing
- **Public Comments** from Public Meeting Outreach Period
- **Future Projects** to be Included in the TRP
- **Update** on TRP Schedule & Final Report
- **Concluding** Remarks

Meeting Goals & Objectives

- **Define** what the system is today
- **Determine** what it needs to be in the future
- **Integrate** with other TxDOT plans
- **Opportunity** for stakeholder input
– *TxDOT wants to hear from you!*

Texas Rail Plan GOALS & OBJECTIVES



SAFETY: Reduce rail-related fatalities and serious injuries, especially at at-grade rail crossings



ASSET MANAGEMENT: Achieve a state of good repair of the rail assets, especially those assets owned by TxDOT



MOBILITY & RELIABILITY: Reduce congestion and improve rail system efficiency, capacity, and performance, including rail freight and passenger travel time reliability



MULTIMODAL CONNECTIVITY: Provide freight and passenger choice by improving the rail system and providing intermodal and multimodal connectivity



ECONOMIC COMPETITIVENESS: Strengthen Texas' position as a trade and logistics hub and support both existing industries and the attraction of new industries

Stakeholder/Public Meetings TO DATE



Comment Types

- Majority of comments received are on **Passenger Rail**
- Approx. **340 Comments** received to date
- Request for increased contact with local governments, chambers of commerce and/or convention/visitors bureaus in the cities along the routes of the current passenger trains serving Texas

Comments On:

- TCR (260 comments oppose high speed rail)
- New Stations
- New Routes
- Increased Frequency

FRA Guidance FORMAT

Organization of the Rail Plan is prescribed by the FRA, although some flexibility is allowed.

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
 2. The State's Existing Rail System:
 - i. Description and Inventory
 - ii. Trends and Forecasts
 - iii. Rail Service Needs and Opportunities
 3. Proposed Passenger Rail Improvements and Investments
 4. Proposed Freight Rail Improvements and Investments
 5. The State's Rail Service and Investment Program
 6. Coordination and Review
- Technical Appendix



PASSENGER & COMMUTER RAIL SERVICE INVESTMENT PLAN

2019 Texas Rail Plan

Short-Term Investment Plan

2019-2022

Intercity Passenger Rail

- Continued Funding with ODOT of Amtrak State-Supported Heartland Flyer Service
- Texas Central Railway

Short-Term Investment Plan

2019-2022

Commuter Rail – Existing Services

TRE:

- Positive Train Control Installation
- Double Track Capacity Expansion
 - Stemmons Freeway
 - Union Station
- Bridge Rehabilitation/Replacement Programs (*4 projects*)

Cap Metro:

- Positive Train Control Installation
- Additional Red Line Passing Sidings
- Red Line Platform Extensions (*8 projects*)
- Railcar Upgrades
- Station Upgrades (*2 projects*)
- New McKalla Place Station
- Kramer Station Relocation
- Various Additional Projects

Short-Term Investment Plan

2019-2022

Commuter Rail – Planned Services

DART:

- Cotton Belt Corridor

Long-Term Investment Plan

2023-2039

Intercity Passenger Rail

- Continued Funding with ODOT of Amtrak State-Supported Heartland Flyer Service

Long-Term Investment Plan

2023-2039

Commuter Rail – Existing Services

TRE:

- Double Track Capacity Expansion

DCTA:

- A-Train Northward Extension to Pilot Point
- New A-Train North Central Texas College Station
- A-Train Southward Extension to Downtown Carrollton

TEXRail:

- Southwest Extension to Summer Creek
- Double Track Capacity Expansion

Capital Metro:

- Double Track Capacity Expansion
- New Leander Maintenance Facility
- Additional Trainset Acquisitions

Long-Term Investment Plan

2023-2039

Commuter Rail – Proposed New Routes and Services

DART:

- Cotton Belt East Extension

DCTA/NCTCOG:

- Frisco Line

NCTCOG:

- Cleburne Line

DART/NCTCOG:

- Green Line South

NCTCOG:

- Mansfield Line
- McKinney Line
- Midlothian Line
- Scyene Line
- Waxahachie Line

Cap Metro:

- Green Line Rail Corridor

H-GAC:

- US 290 Rail Corridor
- US 90A/Southwest Rail Corridor
- Galveston Rail Corridor

HCRD:

- McAllen Commuter Rail

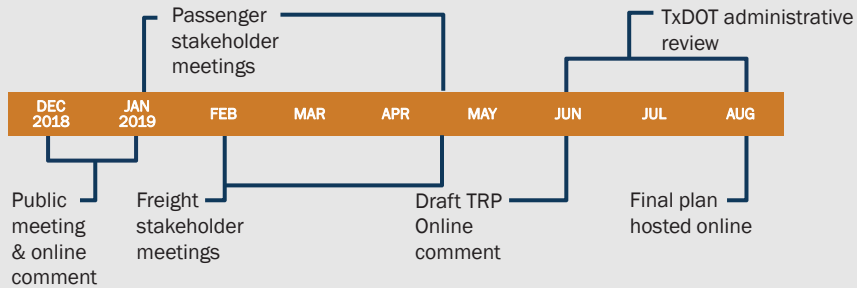
Statewide Proposed & Existing PASSENGER RAIL PROJECTS



SCHEDULE

2019 Texas Rail Plan

Texas Rail Plan SCHEDULE



How Can I Stay Informed and Get Involved?



Participate in a commenting opportunity



Visit www.txdot.gov
Search "Texas Rail Plan"



Contact Rail Division
512.486.5815 or
RRD_RailPlan@txdot.gov



Mail Texas Rail Plan
c/o TxDOT Rail Division
125 E. 11th Street
Austin, TX 78701



**THANK YOU FOR
ATTENDING!**

2019 Texas Rail Plan

G
V
T
U

Appendix B

Passenger Rail Stakeholder
Follow-up Comments and Supplemental Information

Texas Department of Transportation

for public comment regarding the Texas Rail Plan 2019 Update
in support of the proposed I-20 Corridor long-distance passenger rail connection

To: Texas Department of Transportation
From: TEMPO and I-20 Corridor Council members, and other stakeholders
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 20, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following and supporting the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers

and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Texas to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include our neighboring states along this important route, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials and others to support these efforts to make this rail connection a reality within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Regards,



Larry Clemens

Judge Richard Anderson

P.O. Box 550
211 W. Austin Street
Marshall, Texas 75670
Phone: (903) 938-8373
Facsimile: (903) 938-3748

Memo

To: Mr. Peter Espy, Executive Director
From: Richard Anderson
Re: State Rail Plan Conference Call, April 30, 2019
CC: File
Date: May 20, 2019

Director, during a conference call this past Tuesday, April 30, for the passenger rail segment of the FRA Rail Plan, discussion turned to the planning portion for short term and long-term rail projects. The group moderator stated that for short term projects, being those less than four (4) years, the funding would have to be readily available for the project to be included within this classification. Otherwise stated, the clear suggestion was that unless the funds had been appropriated for a specific expenditure, then this project would not “qualify” as a short-term project.

This is squarely at odds with the **FRA’s State Rail Plan Guidance** document, a copy of which I enclose for your convenience. I have highlighted the various salient portions in order to expedite your review thereof. I have spoken with several of the committee members, who have each indicated that they had not seen this document before. As an aside, it would have been beneficial had the consultants shared this document with the committee members at the initial meeting.

By way of background, as an attorney, I have applied the laws, as a judge, interpreted them, and as a Senator, have written laws. Against this experience, it is exceptionally clear that the Guidance document is a **planning** document. Thus, existing networks and capacities are to be inventoried, projections for improvements and the need therefore are to be established, networks are to be coordinated [such as interstate routes or corridors], and schedules and project costs and resources for the 20% state/local match to meet the 80% Federal portion under PRIAA are to be set forth. There is nothing in the Guidelines or the statute that requires the dollars be “on hand” before a project is scheduled either as a short term or long-term project. In a word, the Guidelines is not an “implementation or scheduling” document. Any interpretation to the contrary is simply not the law, and flies in the face of the Rail Plan as a **planning** document.

Specifically, this brings us to the topic of the Interstate 20 Corridor and the work of the Corridor Council. As you will recall, this interstate route connecting Dallas/Fort Worth to Atlanta, and ultimately New York City has had two studies completed, the feasibility study completed by Amtrak in 2015 and the capacity study completed in December of 2017. The Corridor Council obtained the funding for the studies, and TXDOT assisted with the latter study. When I suggested that the funds be utilized for a study, not just from Fort Worth to Shreveport, but to Meridian, Mississippi, we were able to effectively render this a “multi-state” study. The FRA was very pleased with these actions, and we thank TXDOT for its role in assisting with these studies.

As it turns out, this is precisely the outcome envisioned by the Guidance document, where it recites on page 14 that:

“The **FRA encourages** all States to participate in the development of **multi-state rail plans**, as appropriate, in addition to the required State rail plan. However, **it is also necessary to coordinate State rail planning among neighboring states** for facilities and services **that cross, or someday may cross**, State boundaries. This need persists whether or not larger-scale regional multi-state planning processes have been established.”

In other words, the essential planning for the I 20 route has been completed and paid for, and the Guidance document contemplates that this should be included within the short term projects, subject to obtaining the required local match either from private activity bonds or state appropriation to meet the PRIAA requirements. Obviously, it will be necessary to obtain agreements with the three host carriers, but that will be included within the planning document. This is envisioned with the section entitled “**Federal Involvement**” appearing on page 15 which sets forth the **Federal government’s role** of “...**offering funding for completion of State rail plans... and coordinate State rail plans with national and multi-state rail planning efforts.**”

I have reviewed the presentation for the Freight Rail portion of the Rail Plan, which appears to be much more comprehensive than the Passenger Rail segment. With the very limited portion of the Study devoted to Passenger Rail, this effectively ignores what has been accomplished to date on the I-20 corridor with respect to both planning and the implementation to date. We were told that “Section Three” covers our project, but we have not seen this section or its language.

We were advised that we would see the draft prior to its submission to the FRA, but I wanted to bring this matter to your attention earlier as we want the planning document to conform with the letter and intent of the FRA Guidelines. Please include a copy of this correspondence within the comments from the stakeholders, as envisioned in the Guidelines.

Thank you again for your support of passenger rail, and your interest in the development of an effective and meaningful Rail Plan, and we look forward to hearing from post your review of the foregoing. Best regards,



Office of the Mayor

BOSSIER CITY, LOUISIANA

LORENZ "LO" WALKER
MAYOR

620 BENTON ROAD
POST OFFICE BOX 5337
BOSSIER CITY, LA 71171-5337
(318) 741-8501

To: Mark Werner, Texas Department of Transportation
From: Lorenz Walker, Mayor of Bossier City
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 15, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Council obtained several years ago for studies of this route. We are grateful for the role of the Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

As an elected official and resident of Louisiana, I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Sincerely,




Lorenz Walker
Mayor, Bossier City



Office of the President

University Library 632 | 700 University Avenue | Monroe, LA 71209
P 318.342.1010 | F 318.342.1019

To: Texas Department of Transportation
From: Nick J. Bruno, Ph.D. 
President
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 20, 2019

Please accept the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

#TAKEFLIGHT

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

Once more, you have my strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Mark Werner

From: John Wright <urbanoflash@mygrande.net>
Sent: Wednesday, May 22, 2019 11:29 AM
To: Mark Werner
Subject: I-20 Corridor

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Werner,

I am writing in support of I-20 Corridor Council's Proposed Plan to make connection from Fort Worth to Atlanta and connecting to the East Coast. This Plan will re-establish this southern transcontinental crossing that was eliminated almost fifty years ago.....it just makes sense. It is with appreciation that I write of TXDOT who has made a great effort toward this Planned connection and I look forward to its fruition.

John R. Wright, Architect
Member of TEMPO

Monyene Carnes

707 Park Street

McGregor, Texas 76657

To: Texas Department of Transportation
From: TEMPO and I-20 Corridor Council members, and other stakeholders
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 21, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following and supporting the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Texas to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include our neighboring states along this important route, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials and others to support these efforts to make this rail connection a reality within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Yours,

A handwritten signature in cursive script that reads "Monyene Carnes".

Monyene Carnes

254-709-0690

Mark Werner

From: krz8618@aol.com
Sent: Thursday, May 23, 2019 4:59 PM
To: Mark Werner
Subject: Comment on Texas Rail Plan 2019

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Texas Department of Transportation
From: Karl Ziebarth, Director, Texas Rail Advocates
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 23, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

My comments covers two areas. One is the proposed extension of daily service from Dallas to Meridian MS via Marshall and Shreveport, which would connect with existing AMTRAK service at Meridian. This has been developed and supported by the I-20 Corridor Council, with a \$740,000 federal grant funding which the Corridor Council obtained several years ago for studies of this route. The other is to restore daily service on the Sunset Limited route from Los Angeles to New Orleans, serving 3 major Texas cities: El Paso, San Antonio, and Houston.

The first proposal would link Fort Worth/Dallas and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and would cover Amtrak operating costs. The addition of the sidings contemplated by the capacity study reflects the conviction that there should not be any substantial reduction in the flow of freight traffic over this route. I believe this would be accomplished without any annual operating subsidies by the states.

The Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities. It will make a major contribution to the development of tourism and recreational alternatives for a depressed region.

I appreciate your "reaching across the state line" to include our neighboring states along this important route, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and there are many individuals and volunteer groups, led by the I-20 Corridor Council, who will work with our elected officials to make this rail connection a reality within a reasonable period of time.

With respect to the Sunset Limited route, the matter is simple: AMTRAK, in an ill-considered and illogical move, decided a number of years ago that they would somehow save money by reducing service to tri-weekly on this vital route which links major population centers across Texas. Yes, they cut some direct operating costs – but they destroyed the revenue base, which means that the **NET** cost (revenues minus expenses) worsened significantly. Their foolish decision **increased** AMTRAK operating losses. What is needed to implement this improvement would be a small commitment to create the extra train sets needed for the service; this is a one-time capital cost. Crews would be balanced, to offset the obvious increase in equipment maintenance expense.

Once more, I want to register my strong support for the proposed I-20 Corridor long-distance passenger rail connection and express my thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Thank you.
Karl Ziebarth, Dallas
Director, Texas Rail Advocates
214+522-9565
krz8618@aol.com

Mark Werner

From: krz8618@aol.com
Sent: Friday, May 24, 2019 11:15 AM
To: Mark Werner
Subject: Additional Comment on Texas State Rail Plan 2019

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Texas Department of Transportation
From: Karl Ziebarth, Director Texas Rail Advocates
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 24, 2019

The undersigned wishes to register the following additional public comment to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department. I filed two comments yesterday; this covers a third critical item which should be included in the Plan.

An important local service is provided by the Heartland Flyer, which runs a daily roundtrip from Oklahoma City to Ft. Worth and return, connecting with the Texas Eagle at Ft. Worth. As you know this is a State-sponsored train, funded solely by the States of Texas and Oklahoma. For legal reasons, ONLY AMTRAK can provide this service. The two State DoTs put out an EOI a couple of years ago; the responses received indicated that 3rd party operators would charge ~ \$4.5 million annually to provide this service. AMTRAK is charging ~ \$6.5 million. There is a desperate need for a matching pair of trains from Ft. Worth to Oklahoma City in the morning, returning in the evening. IF private sector operators were permitted to bid on this service, I am reasonably confident that any of them could run a complementary pair of trains on this route for roughly the same cost as AMTRAK, but could gain dramatically higher revenues, thus reducing the **net cost** to the two States. Some additional equipment would be needed, it is readily available.

Please include this comment in your final plan.

Thank you.

Karl Ziebarth, Dallas
Director, Texas Rail Advocates
214+522-9565
krz8618@aol.com

TX 2019 State Rail Plan Update
Proposed GCRD recommendations

Freight Rail Service Investment Plan-Long Term 2023-2039

Class I Railroad Improvements

HGAC/Port of Houston/Gulf Coast Rail District

- Second Main Line construction in Houston

HGAC/GCRD

- Houston Subdivision Second Main Line Construction; Dawes to Dayton

Class III Railroad Improvements

TSLRRA/SJTC

- New interchange Tracks with UP and BNSF in Houston

Freight Rail/Port Projects-Houston

- New Single Track, At Grade crossings and Signalization (SH 146 & Old SH 146)
- Second Rail Track (SH 225 to Red Bluff Road) to Future Bayport Container Terminal
- SH 146 and Red Bluff Area; Double Track and Run Around Track to Future Container Terminal Development

Highway-Rail Crossing projects

TXDOT

- Royal Lakes Blvd Grade Separation (BNSF) in Houston

HGAC/GCRD

- FM 565 Grade Separation in Chambers County
- FM 1405 Grade Separation in Chambers County
- West Belt Grade Separation (Phase 2) in Houston
- **Griggs/Long/Mykawa**

Passenger Rail Service Investment Plan-Short-Term Investment 2019-2022

Intercity Passenger Rail

- *Texas Central Railway*
- **GCRD**
 - **Houston – Austin**

Passenger Rail Service Investment Plan-Long-Term Investment 2023-2039

Commuter Rail-Proposed New Routes and Services---HGAC/GCRD

- US 290 Rail Corridor
- US 90A/Southwest Rail Corridor
- Galveston Rail Corridor

Rail Vision Statement: The Gulf Coast Rail District concurs with the statement by the Texas Rail Advocates that a rail plan vision that identifies current and future needs of the system and considers and defines public policies that will encourage and enable ongoing investments to the system to support future needs would be appropriate and beneficial.

DRAFT

Appendix E-6: Freight Rail Stakeholder Meeting No. 2;
April 30, 2019 Collateral Material



SAVE THE DATE

Texas Rail Plan Stakeholder Meeting

Passenger Rail Stakeholder Meeting #2

Date: Tuesday, April 30, 2019

Time: 9:30 – 11 a.m.

Freight Rail Stakeholder Meeting #2

Date: Tuesday, April 30, 2019

Time: 12:30 – 2 p.m.

Location:

NEW WEBINAR ADDRESS*: <https://zoom.us/j/809762805>

Call-in toll-free number: (866) 583-7984

Conference code: 95 13 369

★ Both meetings will use the same webinar link and conference call number.

The Texas Department of Transportation invites you to attend a stakeholder meeting for an update on the 2019 Texas Rail Plan. Beginning in fall 2018, we actively engaged private and public partners throughout the planning process and received hundreds of public comments. Now, we need your input before the Texas Rail Plan is finalized.

By attending this webinar, you will have the opportunity to discuss the list of future projects to be included in this plan and share your comments. If you cannot attend the webinar, you are welcome to forward the webinar link to another organization representative in your place. Your continued insight and guidance is needed as we work to finalize the Texas Rail Plan.

For questions about the stakeholder meeting, please contact Sheri Davis at 806-236-4278 or sheri@nancyledbetter.com.

Thank you and we look forward to your participation on April 30!



2019 Texas Rail Plan Update Freight Rail Stakeholder Meeting

April 30, 2019, 12:30 – 2:00 p.m.
TxDOT Riverside Office, Austin, Texas
On-line Meeting Webinar

Stakeholder Meeting Overview

TxDOT hosted a second round of stakeholder meetings to present a list of future freight rail projects to be included in the Texas Rail Plan (TRP). The purpose of the meeting was to obtain stakeholder comments and additional input on the projects prior to finalizing the draft version of the TRP. For the convenience of stakeholders, TxDOT hosted an online webinar rather than an in-person meeting. Freight Rail Stakeholders were emailed a Save The Date meeting notice on April 12, 2019, which was followed by a reminder that was emailed on April 29, 2019. The PowerPoint presentation for the webinar is attached to this meeting record in Appendix A; slides are referenced within the discussion below.

Attendees

Stakeholders	Organization	Email
Peter LeCody	Texas Rail Advocates	peter@texasrailadvocates.org
Tyson Moeller	Union Pacific	tomoeller@up.com
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1. Welcome & Introductions

Mark Werner welcomed the group to the second round of stakeholder meetings and covered the meeting agenda (slide 2). He had everyone introduce themselves. Mark then discussed the meeting's goals and objectives, as well as the goals and objectives for the Texas Rail Plan (slides 3 and 4). The passenger rail stakeholder meeting was held this morning and the freight rail stakeholder meeting is now underway.

2. Public Comments Received

Mark outlined the types of comments received regarding the Texas Rail Plan following the public meeting which was held on December 11, 2018. (Note: the public comment period began on December 11, 2018 and was extended through March 1, 2019). There were approximately 340 comments received, with 260 of those opposed to the high-speed rail project proposed by Texas Central Railway (TCR). The rest of the comments dealt with passenger rail, mostly regarding new stations, new routes and increased frequency for Amtrak. There were only three comments regarded improvements on the freight rail network (slide 6).

3. FRA Guidance

Kevin Keller presented the Federal Railroad Administration's format outline of the table of contents for the rail plan (slide 7). At the first stakeholder's meeting, Chapters 1 and 2 were discussed in addition to some of Chapter 4 which deals with proposed freight rail improvements and investments.

Today's call is about Chapter 5 - the State's Rail Service and Investment Program. It is another opportunity for stakeholders to provide comments on missing projects; to ensure that projects are correctly categorized; and to identify projects that have been completed and that need to be removed. Kevin noted that the group will cover the currently known projects and solicited input on other outstanding projects.

The FRA guidance identifies two types of projects in the rail plan: short-term projects to be completed and operational within three to four years (2019-2022), and long-term projects with a 20-year horizon (2023-2039). The plan should include as much detail as possible on the short-term projects in terms of scope, schedule and funding. Longer-term projects should be included if they are going to be constructed and operational in the next 20 years.

4. Short-Term Investment Plan

Kevin said the group will look at the short- and long-term freight rail service improvements as well as the nature of the freight rail project such as a border crossings, port or mobility projects.

Kevin covered Class I investment improvements to 2022 for BNSF, KCS and UP (slide 9). These include upgrades to 286k rail, new intermodal facility expansion and capacity projects as well as ongoing capital projects. Kevin asked for any input on projects that are missing or incomplete.

Kevin next identified port projects, which he concluded are actually rail projects in disguise (slide 10). As ports increase their size and capacity, the rail component experiences similar growth

with a need for expansion and upgrades. The ports all along the Texas Gulf Coast have expansion plans which include freight rail projects. The short lines and the Class I lines have parallel projects that are a part of the freight rail/port projects listed. Kevin reiterated that if there are any details that are missing, please speak up. As an example, the AI Speight Yard Expansion project is a simple title for a whole lot of small yard improvement projects.

In regards to freight rail/border crossing projects, TxDOT is currently doing a study on developing a border master plan which includes the transportation interconnectivity on both sides of the border and how rail plays a part in it. The short-term plan lists the South Orient Railroad rehabilitation project and Presidio-Ojinaga International Bridge Reconstruction project. There is also a new Customs and Border Patrol Inspection Station at Presidio (slide 11). There are also more rail projects proposed along the border between UP, BNSF and KCS. Kevin said he would love to get details on those projects to ensure they are included in the appropriate sections of the rail plan.

Kevin next spoke about rail crossing projects, which are very important to TxDOT (slide 12). There is Section 130 funds to cover rail crossing projects. The funds are not guaranteed amounts every year but are allocated by formula from the FRA. These rail crossing projects are listed in both the short-term project list as well as the long-term projects to ensure they are covered. There are also other projects listed on the slide and state-owned lines that will appear on the short-term and long-term projects for TxDOT.

5. Long-Term Investment Plan

Kevin then turned to the long-term investments in the plan with a 20-year horizon. He outlined the Class I improvements and TxDOT's projects, including those along the border. He covered joint projects with MPO partners around the state including El Paso, Corpus Christi, North Central Texas Council of Governments, and Houston-Galveston Area Council (slides 13 and 14). Kevin speculated that there are other unknown projects in the works and said they tried to keep the projects consistent with those in the Texas Freight Mobility Plan, although other projects can appear in the Texas Rail Plan.

Laura McNichol spoke up to say the Austin Western Railroad double tracking of the Central Corridor project in Austin is currently listed under the Class I railroad improvements (slide 14). This is a short line railroad and should be moved under the Class III improvement projects.

Kevin then listed the long-term intermodal and terminal projects (slide 15).

Kevin covered the Class III/shortline rail projects (slide 16) and thanked everyone for their help in developing the list. There was discussion regarding some projects being both Class I and Class III and whether Texas Shortline Railroad Association (TSLRRA) needs to appear before each Class III railroad improvement project (slide 16). In returning to the Class III/shortline list of projects, Kevin thanked the group again for their input and emphasized the goal of including all the Class III projects in the plan (slides 17 to 19).

Freight rail/border crossing projects were touched on; they appear on both the short-term and long-term lists, respectively (slide 11 and slide 20).

Kevin presented long-term port projects; port connectivity is one of the fastest growing sections of freight rail infrastructure improvements (slides 21 and 22).

Kevin then turned to rail crossing projects and said TxDOT's Section 130 program is one of the best funded in the country. He asked everyone look over the list on the presentation to make sure nothing is missing, and everything is correct (slides 23 to 25).

With regard to state-owned rail lines, Kevin described the two state-owned lines and their long-term investment projects. NETEX has a line rehabilitation project and reconstruction of abandoned corridor project. The South Orient Railroad has a number of long-term planned projects to continue to develop the line (slide 26).

6. Statewide Proposed and Existing Passenger Rail Projects

Kevin presented a map showing where the proposed freight projects are located in the state and pointed out many of the projects are located along the Gulf Coast (slide 27).

7. Texas Rail Plan Schedule

Kevin then presented the Texas Rail Plan schedule. A draft plan should be completed and online by June for stakeholder review. TxDOT will be doing their administrative review at the same time. The plan should be finalized in August (slide 27).

Kevin encouraged everyone to submit their comments early, although they can also be submitted after the complete draft comes out. The FRA requires rail plans to be updated every four years, but TxDOT can amend or supplement the plan as needed if additional projects come up. He explained how feedback can be sent.

Kevin then opened the floor up for comments.

8. Stakeholder Open Discussion

Laura McNichol commented on a couple of new projects that have cropped up. On the Timber Rock Railroad, the bridge crossing the Sabine River must be repaired due to flooding. It is about a \$1.5 million project. She asked for a brief conference call to discuss the short line railroad projects portion of the plan.

Eduardo Calvo joined in regarding the El Paso MPO's I-10 project. He said he would get with the TxDOT district to provide clarification and the latest information on the major expansion project that might include adding capacity and frontage roads to a portion of I-10. It is an important project locally and the MPO would like to see if it can be moved up from a long-term project to a short-term one. Mark Werner asked if the project impacts the UP subdivision; Eduardo confirmed it does with some of the concepts.

Eduardo continued his remarks by discussing a north/south rail bypass to move the infrastructure to the west of El Paso and Ciudad Juarez going into New Mexico. The project has been sponsored by the state of New Mexico. He asked if it should be considered for inclusion in the Texas Rail Plan. Kevin said they are aware of the project, but it was not included in the

Texas plan because it is located in New Mexico. After further discussion, the project does impact Texas crossings and will be mentioned in the plan.

Kevin inquired about a series of grade separation projects on the Juarez side of El Paso that would have been implemented five to 10 years ago. Salvador Gonzalez-Ayala said the MPO meets regularly with their counterparts on the Mexican side of the border. It was noted that BNSF invested in a couple of grade separations, but two crossings are not enough. The rail yard in Juarez is too small and has very limited capacity, which causes major congestion in the town. Because of this, trains can only operate 11-12 hours a day in Juarez and there is very high social friction. There was talk about two more grade separations, but it was determined it would not be effective and was too costly, so the Mexican government and city of Juarez are pushing to move the operations out of Juarez and into New Mexico.

Eduardo added the bypass is a very temporary solution to allow northbound trains to operate and he believes are now allowed to operate up to 18 hours per day. Even if they were allowed 24-hour operations, the Mexican capacity is tremendously limited. If there is any real thought about expanded service for the region, the bypass is definitely needed.

Tyson Moeller spoke up regarding the amount of time and effort from a rail perspective to do a bypass since UP has continued to work with TxDOT to build capacity at the border in El Paso.

Eduardo added the high-level feasibility study looked at alternative alignments and crossing points at the international border. UP and BNSF participated in the study, but it did not delve into engineering and operational issues.

Kevin assured the group there would be a robust description of the bypass in the plan and told Tyson that he and Mark Werner would have a separate conversation with him to ensure they capture UP's network. He will also contact Paul Cristina with BNSF and Kevin McIntosh with Kansas City Southern. Kevin McIntosh joined the group late and suggested they have a follow up conversation to cover a project that needs to be added.

Peter LeCody spoke up about 10 freight rail exception items by the Texas Commission for the 2015 legislative session. They didn't get any movement in the session. The projects included the South Orient, second bridge across the Neches River in Beaumont and Houston West Belt. Kevin has that list for inclusion.

Kevin thanked the group for their participation so far and encouraged additional comments. He then adjourned the freight rail stakeholder meeting.

9. Additional Stakeholder Input / Meeting Follow-up

Following the freight rail stakeholder meeting, some attendees provided additional comments regarding the short-term and long-term project lists and/or back-up material pertaining to specific projects, project elements, or additional information that is currently missing. See Appendix B attached.

- a. Tyson Moeller with UP provided comments via email on May 6, 2019. UP's comments consisted of several suggested changes to both the short-term and long-term project lists. A follow-up call between TxDOT and UP was held on May 7, 2019 to review the May 6th comments (page B-1 to B-3). UP also provided information on: 1) recent capital investments that they have undertaken in Texas between 2013 and 2018; 2) UP's infrastructure investments in the Southern Region for the period 2009-2016; and 3) UP's rail activity between the US and Mexico (page B-4 to B-7).
- b. Kevin McIntosh with KCS provided information regarding two KCS rail capacity expansion projects in Kendleton and Wylie. A follow-up call between TxDOT and KCS was held on May 7, 2019 to review the infrastructure improvements associated with these capacity expansion projects. Estimated costs for the projects were provided by KCS via email on May 9, 2019 (page B-8).
- c. Mark Werner provided additional information regarding the Dayton Wye project which consists of the US Highway 90 grade separation west of Dayton sponsored by H-GAC. Correspondence indicates that a portion of the project (\$46 million) has been approved by the H-GAC and another \$60 million is potentially obligated towards the project by the state's Transportation and Freight Committee. In addition to relieving highway congestion and providing Class I rail capacity, the proposed grade-separation will benefit the Gulf Island Logistics Park located near-by (page B-9 to B-16).
- d. Katherine Parker, the new Executive Director for the Gulf Coast Rail Division (GCRD) provided a list of recommended passenger rail and freight rail projects that should be included within the Texas Rail Plan; the majority of which are already included in the plan (page B-17 to B-18).

Appendix A

WebEx Freight Rail PowerPoint Presentation



2019 TEXAS RAIL PLAN UPDATE

Freight Rail Stakeholder Meeting #2

April 30, 2019



Meeting Agenda

- **Welcome** & Introductions
- **Safety** Briefing
- **Public Comments** from Public Meeting Outreach Period
- **Future Projects** to be Included in the TRP
- **Update** on TRP Schedule & Final Report
- **Concluding** Remarks

Meeting Goals & Objectives

- **Define** what the system is today
- **Determine** what it needs to be in the future
- **Integrate** with other TxDOT plans
- **Opportunity** for stakeholder input
– *TxDOT wants to hear from you!*

Texas Rail Plan GOALS & OBJECTIVES



SAFETY: Reduce rail-related fatalities and serious injuries, especially at at-grade rail crossings



ASSET MANAGEMENT: Achieve a state of good repair of the rail assets, especially those assets owned by TxDOT



MOBILITY & RELIABILITY: Reduce congestion and improve rail system efficiency, capacity, and performance, including rail freight and passenger travel time reliability



MULTIMODAL CONNECTIVITY: Provide freight and passenger choice by improving the rail system and providing intermodal and multimodal connectivity



ECONOMIC COMPETITIVENESS: Strengthen Texas' position as a trade and logistics hub and support both existing industries and the attraction of new industries

Stakeholder/Public Meetings TO DATE



Comment Types

- Majority of comments received are on **Passenger Rail**
- Approx. **340 Comments** received to date
- Request for increased contact with local governments, chambers of commerce and/or convention/visitors bureaus in the cities along the routes of the current passenger trains serving Texas

Comments On:

- TCR (260 comments oppose high speed rail)
- New Stations
- New Routes
- Increased Frequency

FRA Guidance FORMAT

Organization of the Rail Plan is prescribed by the FRA, although some flexibility is allowed.

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
 2. The State's Existing Rail System:
 - i. Description and Inventory
 - ii. Trends and Forecasts
 - iii. Rail Service Needs and Opportunities
 3. Proposed Passenger Rail Improvements and Investments
 4. Proposed Freight Rail Improvements and Investments
 5. The State's Rail Service and Investment Program
 6. Coordination and Review
- Technical Appendix



FREIGHT RAIL SERVICE INVESTMENT PLAN

2019 Texas Rail Plan

Short-Term Investment Plan

2019-2022

Class I Railroad Improvements

- **Overall:** Upgrades to Accommodate Heavier Railcars (286,000 lbs) and Enhanced Railroad Access
- **BNSF:** Intermodal Facility Expansion in Alliance
- **BNSF Dallas Capacity Projects:** Sherman Siding, Hebron Siding, DFW Subdivision Speed Increases
- **BNSF Capital Projects:** Capacity Expansion Projects and Track Maintenance Projects
- **KCS Capital Projects:** Track Maintenance, Infrastructure Growth, Positive Train Control, Information Technology
- **UP Capital Projects:** Track and Bridge Maintenance and Positive Train Control

Short-Term Investment Plan

2019-2022

Freight Rail/Port Projects

- **Beaumont:**
 - Buford Rail Yard Interchange Track
 - Siding Track Parallel to UP Main Line
- **Brownsville:**
 - New Rail (2 mi) to Link to a New Multimodal Dock and Rail Spur to Palo Alto Yard
- **Corpus Christi:**
 - Al Speight Yard Expansion; Storage Tracks with Yard improvements
- **Freeport:**
 - Parcel 14 Stabilization; Fully Operational Multi-Modal Facility
- **Galveston:**
 - Pier 37 Repairs; Repair Pier and Refurbish On-Dock Rail
- **Port Arthur:**
 - Berth 6 General Cargo Dock Facility - Phase 1 Construction
 - Phase 2 On-Dock Rail Berth 6 Expansion
 - Rail Reliever: On-Dock Rail Berth 6 Expansion
- **Victoria:**
 - Victoria County Navigation District South Industrial Site Development; Rail extension to UP Industrial Lead

Short-Term Investment Plan

2019-2022

Freight Rail/Border Crossing Projects

- SORR Rehabilitation and Presidio-Ojinaga International Bridge Reconstruction Project
- New International Rail Customs and Border Patrol Inspection Station at Presidio

Short-Term Investment Plan

2019-2022

Highway – Rail Crossing Projects

- State's Annual Railroad Grade Crossing and Replanking Program
- See long-term investment plan

State-Owned Lines

- See long-term investment plan

Other Projects

- NCTCOG
 - Gribble Siding
 - Madill Subdivision Double Track
 - Irving Depot Siding Extension
 - CTC Madill Subdivision North of Prosper

Long-Term Investment Plan

2023-2039

Class I Railroad Improvements

- Upgrades to Accommodate Heavier Railcars (286,000 lbs)
- Enhanced Railroad Access
- Neches River Rail Crossing in Beaumont

TxDOT:

- Eagle Pass Rail Improvements – Double Tracking, Sidings, and Border Security
- Laredo Bridge Double Track
- Second Main Line from Laredo Bridge to Port Laredo

TxDOT/EI Paso MPO:

- Interstate 10 Expansion and Lordsburg Subdivision Rationalization

TxDOT/CCMPO:

- Sinton Grade Crossing Relief in LaQuinta (UP)

Long-Term Investment Plan

2023-2039

Class I Railroad Improvements (continued)

CCMPO:

- Wye connection on N. East quadrant through Odem (UP)

NCTCOG:

- Downtown Denton Maintenance-of-Way Rail Relocation
- Ennis Sealed Corridor; Upgrade UP Bridges (2) and At-Grade Crossing closures (4)
- Double Track Rail on TRE in Dallas; Tower 55 to Dallas Union Station
- TRE - Rehabilitate and Double Track West Fork Trinity River Bridge

HGAC/Port of Houston/Gulf Coast Rail District:

- Second Main Line Construction in Houston

HGAC/Gulf Coast Rail District:

- Houston Subdivision Second Main Line Construction; Dawes to Dayton

Austin Western Railroad:

- Double Track Central Corridor in Austin

Long-Term Investment Plan

2023-2039

Rail Intermodal/Terminal Facility Projects

TXR:

- Brownwood & Camp Bowie Industrial Park Rail Improvements
- Camp Bowie Industrial Park Track Lead Upgrades in Brownwood

UP Brazos Yard:

- New Intermodal Classification Yard in Bryan

Port of Corpus Christi:

- Bulk Terminal Crude Oil Transfer Station

AGCR:

- Transload Facility and Rail Improvements in Collin County

Long-Term Investment Plan

2023-2039

Class III Railroad Improvements

TSLRRA/BSR:

- East Leg of the Wye and Interchange Tracks in Big Spring
- Replace Worn 90 lb Rail; 1.7 miles of Main Lead Track in Abilene

TSLRRA/TNW:

- TXNW/BNSF Interchange Tracks in Amarillo
- McKinney Subdivision Rehabilitation in Dallas

TSLRRA/Ironhorse:

- Mission Rail Park Wye Connection in Pharr

TSLRRA/SJTC:

- New Interchange Tracks with UP and BNSF in Houston

Long-Term Investment Plan

2023-2039

Class III Railroad Improvements (continued)

TSLRRA/OmniTRAX:

- Priority 2 Bridge Repairs in Amarillo
- System Crossing Replacement in Amarillo
- Borger Yard – Remove and Relay 75 lb Rail in Amarillo
- Relay Rail on West Leg and Panhandle Wye in Amarillo
- Mainline Tie and Surface Upgrades (McBride & Abell Yards) in Amarillo
- 286,000 lb Upgrades in Brownwood
- Priority 2 Bridge Repairs in Brownwood
- Radio Tower Installation in Brownwood
- Class 2 Tie and Surface Upgrades in Brownwood
- Class 1 Tie and Surface Upgrades in Brownwood
- Priority 2 Bridge Repairs on Highway 48 (2) in Pharr
- System At-Grade Crossing Surface Replacement in Pharr
- Unit Train Siding - Palo Alto in Pharr
- Upgrade Rail and Replace Turnouts in Pharr

Long-Term Investment Plan

2023-2039

Class III Railroad Improvements (continued)

TXNW:

- Rail Improvements in Amarillo
- Track Rehabilitation in Amarillo
- Bridge Repairs (3) Along Main Lead in Amarillo
- Bridge Upgrade (1) to 286,000 lbs in Amarillo

TNER:

- Sherman Subdivision Timber Bridge Repairs (5) in Atlanta/Paris
- Various Bridge Repairs and Strengthening in Atlanta/Paris

SRN:

- Tie Program Replacement in Beaumont
- Mulford Yard Switch Replacement in Beaumont

TXR:

- Tie Replacement Program in Brownwood
- Track Rehabilitation in Brownwood

DGNO:

- Garland Subdivision Timber Bridge Repairs (3) in Dallas/Paris
- Various Bridge Repairs and Strengthening in Dallas/Paris

Long-Term Investment Plan

2023-2039

Class III Railroad Improvements (*continued*)

GVSRR:

- Track Surfacing (5 miles); CHS Facility in Houston

GDR:

- Yard Improvements in Laredo

KRR:

- KRR Bridge Repairs in Paris
- Paris Subdivision Bridge Repairs in Paris
- J. Skinner Rail Spur Installation in Paris

RVSC:

- Customer Service Track Expansion in Pharr
- Tie Program Replacement in Pharr

TXGN:

- TXGN/UP Interchange Track in Yoakum
- Rail Improvements in Yoakum
- Harwood Storage Track Improvements in Yoakum
- Storage Track Surfacing in Yoakum

Long-Term Investment Plan

2023-2039

Border Crossing – Rail Projects

- Eagle Pass Rail Improvements: Double Track Segments of Rail between BNSF and UP Sidings in Laredo
- Laredo Bridge Double Track
- Second Main Line from Laredo Bridge to Port Laredo

Long-Term Investment Plan

2023-2039

Freight Rail/Port Projects

Beaumont:

- Rail-to-Rail Grade Separation on the Low Line Track

Brownsville:

- New Siding near Olmito at Palo Alto Yard next to FM 511

Calhoun:

- Add Working and Storage Tracks to Accommodate Crude Oil Growth

Corpus Christi:

- Extend Double Track from Bulk Terminal to East End of Inner Harbor

Freeport:

- Extend Rail to Provide On-Dock Rail Service to Velasco Terminal

Galveston:

- Restore On-Dock Rail to Slips 37/38
- Pelican Island Rail Bridge to Serve Future Terminal

Long-Term Investment Plan

2023-2039

Freight Rail/Port Projects

Harlingen:

- Construct New Rail Spur

Houston:

- New Single Track, At-Grade Crossings and Signalization (SH 146 & Old SH 146)
- Second Rail Track (SH 225 to Red Bluff Road) to Future Bayport Container Terminal
- SH 146 and Red Bluff Area; Double Track and Run-Around Track to Future Container Terminal Development

Port Arthur:

- Rail Extension and Tie Into KCS
- Grade Separation of Rev. Doctor Ransom Howard Street and KCS Main Line

Victoria:

- Bloomington (UP) Replace Rail Lift Bridge over the Channel at Bloomington

Long-Term Investment Plan

2023-2039

Highway – Rail Crossing Projects (*location noted refers to TxDOT District)

TxDOT:

- Farmers Ave Grade Separation in Amarillo*
- Hearner Terminal Area Crossing Mitigation in Bryan*
- Grade Crossing Rationalization (BNSF) in Dallas*
- Blue Mound Road Grade Separation (BNSF) in Fort Worth*
- Hemphill Street Grade Separation (BNSF) in Fort Worth*
- Royal Lakes Blvd Grade Separation (BNSF) in Houston*
- Laredo Grade Separations (KCS & UP) in Laredo*
- US 70/US 84 Grade Separation (BNSF) in Lubbock*
- Grade Crossing Rationalization; 18 Crossings – 5 miles (BNSF) in Paris*
- US 283 Grade Separation (BNSF) in Wichita Falls*
- 7th Street Grade Separation (BNSF) in Wichita Falls*

Long-Term Investment Plan

2023-2039

Highway – Rail Crossing Projects (*location noted refers to TxDOT District)

TSLRRA/OmniTRAX:

- System Crossing Replacement in Brownwood*

HGAC/Gulf Coast Rail District:

- FM 565 Grade Separation in Chambers County
- FM 1405 Grade Separation in Chambers County

PTRA/TxDOT:

- West Belt Subdivision Improvements/ Grade Separation in Houston*

NCTCOG:

- Linfield Road Crossing Closure (UP) in Dallas*
- Prairie Creek Road Grade Separation and Crossing Closure (UP) in Dallas*
- Trinity Mills Grade Separation (BNSF) in Dallas*
- Ennis Avenue Grade Separation (UP) in Dallas*
- Sycamore School Road Grade Separation (BNSF) in Fort Worth*

Long-Term Investment Plan

2023-2039

Highway – Rail Crossing Projects (*location noted refers to TxDOT District)

HGAC:

- Alameda-Genoa Road Grade Separation (BNSF) in Houston*
- Griggs & Long Grade Separation (BNSF & UP) in Houston*
- US 90 Grade Separation at Dayton Yard (BNSF & UP) in Houston*

HGAC/Gulf Coast Rail District:

- West Belt Grade Separation (Phase 2) in Houston*

AAMPO:

- Grade Separate Sunset Road, Jones Maltsberger Road, and Basse Road (UP Austin Subdivision Main Track) in San Antonio*
- Grade Separate Rittiman and Walzem Road on UP Glidden in San Antonio*
- Grade Separate Frio City Road/Zarzamora Street Intersection in San Antonio*
- Grade Separate Broadway and Bitters Road (UP Austin Subdivision) in San Antonio*

Long-Term Investment Plan

2023-2039

State-Owned Lines

NETEX:

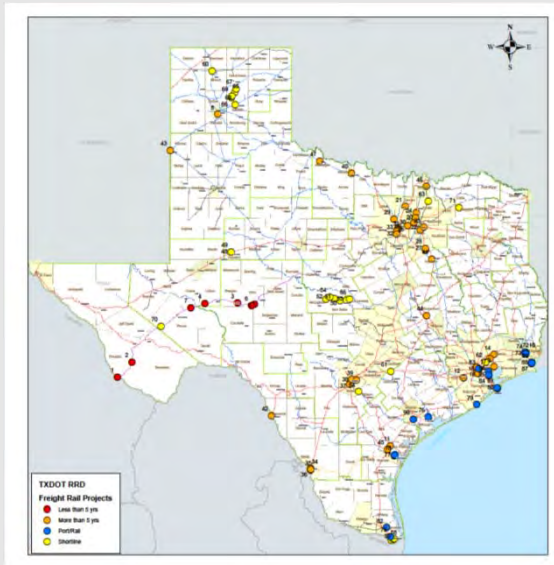
- Rehabilitate the NETEX Rail Line; Greenville to Mount Pleasant (66 miles)
- Reconstruct an Abandoned Rail Corridor Owned by the NETEX; Greenville to Wylie (23.2 miles)

SORR:

- Rehabilitate SORR using a FASTLANE Grant
- Rehabilitate SORR Tracks to 25-mph Track Speeds in Support of International Traffic through Presidio; MP 957 – 1029
- Rehabilitate Rail Line to Open the Interchange with UP at Alpine; Belding to Alpine

- Rehabilitate the SORR Line and Reconstruct International Rail Bridge; Paisano Junction to Presidio
- Rehabilitate the SORR Line; Sulphur Junction to Fort Stockton (13.6 miles)
- Infrastructure Railbed Rehabilitation - Replace Rail, Ties, and Ballast
- Rehabilitate the SORR line; Crockett/Pecos County Lines to Sulphur Junction (22.1 miles)
- Rehabilitate Substandard Rail Line that was Constructed in 1912; Fort Stockton to Belding (10 miles)

Statewide Proposed FREIGHT RAIL PROJECTS



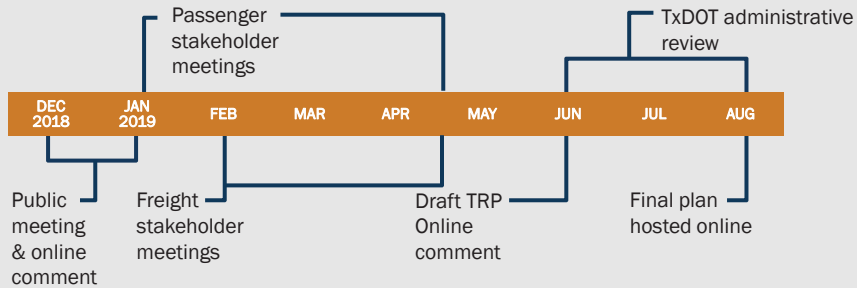
TEXAS DEPARTMENT OF TRANSPORTATION



SCHEDULE

2019 Texas Rail Plan

Texas Rail Plan SCHEDULE



How Can I Stay Informed and Get Involved?



Participate in a commenting opportunity



Visit www.txdot.gov
Search "Texas Rail Plan"



Contact Rail Division
512.486.5815 or
RRD_RailPlan@txdot.gov



Mail Texas Rail Plan
c/o TxDOT Rail Division
125 E. 11th Street
Austin, TX 78701



**THANK YOU FOR
ATTENDING!**

2019 Texas Rail Plan

G
V
T
U

Appendix B
Freight Rail Stakeholder
Follow-up Comments and Supplemental Information

From: Tyson O. Moeller <TOMOELLER@up.com>
Sent: Monday, May 06, 2019 6:26 AM
To: Mark Werner
Cc: Chad Coburn; Keller, Kevin; Bathurst, Lucas; Brenda S. Mainwaring
Subject: RE: TxDOT Rail Plan UP Projects - UP Comments
Attachments: 2018 Texas Infrastructure Release.docx; Public M&S Southern Region flyer April 2017.pdf; up_mexico_infographic_final.pdf; Texas.ppt

Mark,

Here are some suggested changes to the presentation that we went through last week. We can talk through tomorrow afternoon. Thank you for taking the time to go through this.

P 9 - Need to add more than just maintenance - I think of Angleton Yard, Corpus improvements for KCS, Brazos -slides give some additional items for capacity in Texas. We can pick an chose from this.

P 11 we should be able to add have them add UP capacity projects at Eagle Pass and El Paso

P. 12 NCTCOG - add Mineola Sub Grade Sep on N. Prairie Cree Rd
CAMPO/TxDOT - Kohlers Crossing grade sep and Kyle siding relocation on Austin Sub

P. 13 Take out Eagle pass double track under TxDOT
CCMPO project needs to change location to Sinton, not LaQuinta
CAMPO grade separations identified in TxDOT Study (San Antonio)
TxDOT/Laredo MPO - I-35 Improvements to go over UP other grade sep opportunities for UP & KCS

P 14 HGAC - add Hwy 90 grade separation and track relocation on Houston Sub
TxDOT/HGAC HWY 565 grade sep on Baytown Branch (maybe these go on P 23)
Houston Sub Rationalization

P. 15 should just show new classification yard (Not Intermodal)
Should there be mention with an astrict of Intermodal facilities at Santa Teresa NM. This is worth mentioning because it support El Paso region, TxDOT supports the facilities infrastructure and falls in El Paso MPO multi State purview. There are improvements the District will need to make and is part of the Border discussions with TxDOT/NMDOT. (This could go into the short term area)

P 20 take out Eagle Pass Double Track

P 24 Linfield is a short term investment - So is Prairie Creek (verify with NCTCOG - but Linfield should be moving forward and COG should be awarding funds to the City for Prairie Creek this year. It is HBT not PTR A on the West Belt Grade Sep.

Tyson Moeller
Union Pacific Railroad
General Director Network Development
Office: 281-350-7361
Cell: 832-703-7961
Email: tomoeller@up.com
Web: www.up.com

From: Bathurst, Lucas
Sent: Friday, May 10, 2019 10:22 AM
To: Mark Werner; Chad Coburn; Keller, Kevin; Tyson O. Moeller
Subject: TxDOT TRP - Freight Railroad Coordination - Union Pacific
Attachments: RE: TxDOT Rail Plan UP Projects - UP Comments

Notes from our call Tuesday afternoon 5/7/19. Feel free to add/revise appropriately.

Participants:

Moeller, UP
Werner, TxDOT
Coburn, TxDOT
Bathurst, HDR

Notes:

- UP provided email (attached for reference) on 5/6/19 with detailed comments on Stakeholder presentation material on Investment Plan. TxDOT/HDR use to verify listing in Chapter 4/5 or add accordingly.
- UP stated MPO feedback has been good as they feel more engaged.
- UP stated current Investment Plan has more content for BNSF; Werner responded that this is a result of initial finding of DFW regional freight study currently underway.
- UP wants to review Draft Chapter 5 before being published to all stakeholders for review; TxDOT/HDR to coordinate this review with all Class I's; will need to include Chapter 4 as well in this review. TxDOT/HDR to provide Word document so any review comments by UP can be facilitated using "Track Changes."
- Eagle Pass (slide 13): double track project should be removed; more perceived at capacity project by FRA and BNSF.
- May want to have railroad corridors listed for improvements (e.g. Dayton to Dawes); also consider interstate improvements that involves railroads (HGAC has dollars for grade separations).
- UP wants general capacity improvements listed on Slide 9; currently only lists track and bridge maintenance projects
- I-10 corridor should be listed in plans and highway project includes railroad components; should be moved from long-term to short-term (validate schedule and costs with MPO/District)
- Short-term UP projects should include Dayton Wye (\$300M), Highway 90 grade separation and NCTCOG (confirm with them) projects for Linfield Road and Prairie Creek Drive.
- Need to reference Santa Teresa Intermodal Yard – albeit in NM; will have impacts to UP system within TX (El Paso area)
- UP suggested to have ScoreCard of partnered projects (e.g T55, Delta Road GS, etc) that has public and private \$\$ breakout, year completed, etc.

- UP also open to partner with TxDOT and Amtrak on reconnection of wye to Austin Sub 2 in San Antonio; would avoid shove move by Amtrak (check with Amtrak on interest).



Texas Transportation Infrastructure Receives \$450 million Boost from Union Pacific

Spring, Texas, March 5, 2018 – Texas's transportation infrastructure will receive a \$450 million boost from Union Pacific Railroad in 2018. The company's planned private investment will enhance safety, operating efficiency and support customer service.

Union Pacific builds and maintains its track without taxpayer funds and its trains reduce traffic on Texas's congested highways. A single Union Pacific train can carry as much freight as 300 trucks and move one ton of freight 452 miles on a single gallon of diesel, generating a carbon footprint that is 75 percent less than trucks.

Union Pacific's private investments sustain jobs and ensure the company meets growing demand for products used in the American economy. The company's planned investment covers a range of initiatives, including \$320 million to maintain railroad track and \$94 million to maintain bridges in the state. Key projects planned this year include:

- \$17 million investment in the rail line between Ranger and Sweetwater to replace 115,469 railroad ties and install 54,273 tons of rock ballast.
- \$14 million investment in the rail line between Raymondville and Robstown to replace 116,091 railroad ties and install 72,346 tons of rock ballast.

This year's planned \$450 million capital expenditure in Texas is part of the company's ongoing investment strategy. In the last five years, 2013-2017, Union Pacific invested more than \$2.3 billion strengthening Texas's transportation infrastructure.

Additionally, in February Union Pacific announced construction on Brazos Yard in Robertson County, Texas. This \$550 million facility represents the largest capital investment in a single facility for the company and is scheduled for completion in 2020.

"Our targeted investments support customers and enhance our efficiency to deliver the goods American businesses and families use daily," said Brenda Mainwaring, Union Pacific assistant vice president - Public Affairs, Southern Region.

Union Pacific plans to spend \$3.3 billion across its network this year, following investments totaling approximately \$34 billion from 2008-2017.

ABOUT UNION PACIFIC

Union Pacific Railroad is the principal operating company of Union Pacific Corporation (NYSE: UNP). One of America's most recognized companies, Union Pacific Railroad connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. In the last 10 years, 2008-2017, Union Pacific invested approximately \$34 billion in its network and operations to support America's transportation infrastructure. The railroad's diversified business mix is classified into its Agricultural Products, Energy, and Industrial and Premium business groups. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports to eastern gateways, connects with Canada's rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, fuel-efficient and environmentally responsible manner.

Union Pacific media contact: Jeff DeGraff at (281)350-7771 or jdegraff@up.com

www.up.com

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www.twitter.com/unionpacific

UNION PACIFIC in the SOUTHERN REGION

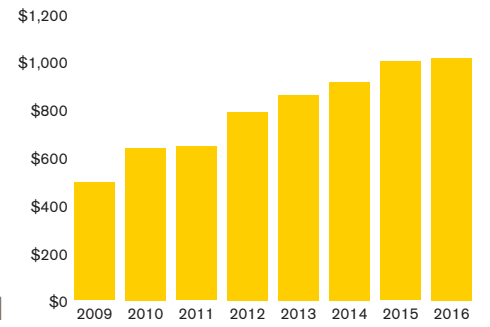
APRIL 2017

Extensive rail infrastructure in the Gulf Coast region combined with 32,000+ total route miles of track across the western two-thirds of the U.S. enables Union Pacific to offer the broadest service network in North America. Union Pacific has built a strong Gulf Coast infrastructure to support our chemical customers by creating capacity for growth.

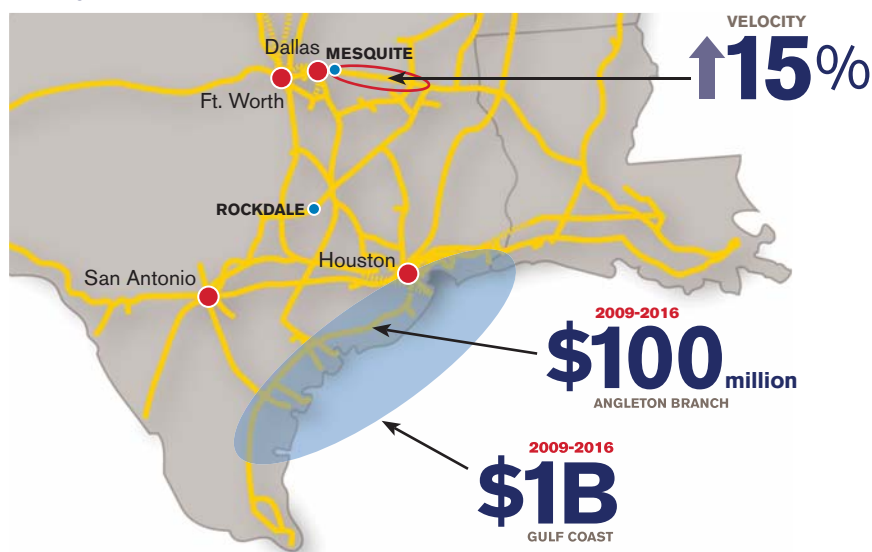
This investment in track and infrastructure, as well as commercial facilities, which includes construction and expansion of our Storage in Transit Network (SIT), was at an all-time record high in 2016.

2009-2016
\$6.3B

INFRASTRUCTURE INVESTMENTS in the SOUTHERN REGION



Projects in the Lone Star State



2009-2016
\$4.0B INFRASTRUCTURE INVESTMENTS in TEXAS

Building the infrastructure to support innovative transportation plans requires substantial investment. Since 2009, Union Pacific has invested more than **\$4.0 billion in Texas**, including **\$1 billion** to better serve the **Gulf region**. In 2016, Union Pacific replaced **42 miles of track** just outside Houston and replaced more than **180,000 ties** between San Antonio and Rockdale.

Union Pacific also made substantial investments in and around **Mesquite**, which **increased velocity** on the Dallas Subdivision more than 15 percent.

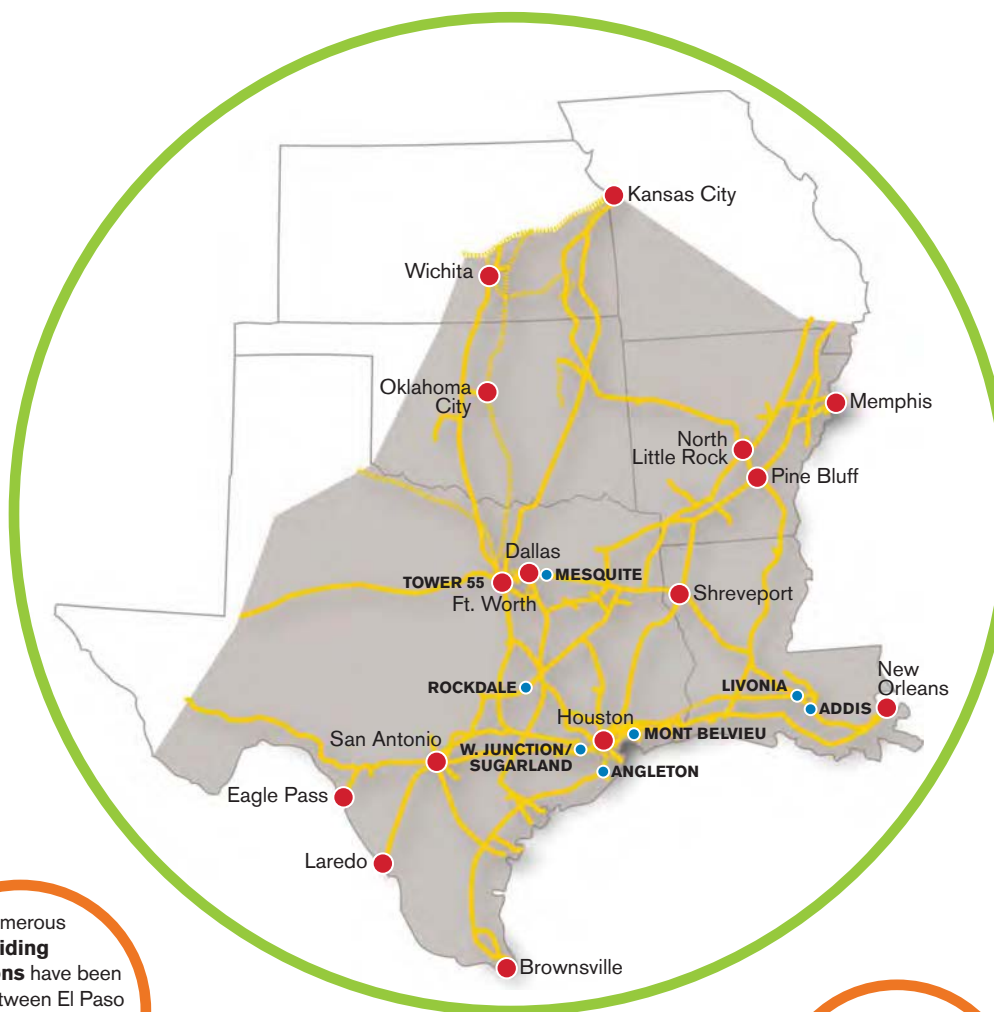
We are also improving our capacity by upgrading our lines to **286 gross ton weight**. On the **Angleton branch** alone, we have spent more than **\$100 million** on infrastructure renewal and expansion, including 286k bridge upgrades. The project is scheduled for completion during the second quarter 2017.

Improving Capacity

2017 PLAN

\$745 million CAPACITY and INFRASTRUCTURE IMPROVEMENTS in the SOUTHERN REGION

Encompassing more than **300 miles of track**, our maintenance efforts will improve cycle times, reduce slow orders, reduce asset needs and create opportunity for growth. While there are numerous projects that are both completed and underway, the following projects have had a significant impact on capacity and fluidity for the railroad.



To improve capacity we added eight miles of **double main track** between Dallas and Mesquite, and in Houston we've added about 12 miles between Sugarland and West Junction. We also double-tracked around our major metro terminal areas to improve network fluidity and increase reliability.

We have strengthened our capacity to our Mexico gateways, especially at Eagle Pass and Laredo, through the combined addition of **signal upgrades, siding enhancement and terminal facility expansions** - all to support increasing traffic demands to/from Mexico.

Numerous **siding extensions** have been added between El Paso and Shreveport, enabling additional train length in a growing premium corridor.

We have also made improvements at Mont Belvieu, Texas where we **expanded UP's rail terminal** in support of growing customer demand.

In Louisiana, we added about 10 miles of **double track** between Livonia and Addis, supporting growth on the route to New Orleans.

We have improved our fluidity between Pine Bluff, Arkansas and Livonia, Louisiana by **upgrading the signal system**, creating more robust **run-through capacity** at both terminals.

Over the last few years, we have continued to invest in projects that are designed to improve fluidity and allow for growth like the re-design and configuration of **Tower 55**. This was one of the railroad's most successful Public-Private Partnerships in recent times, completed in 2014. This project ultimately improved fluidity for customers in the region for Union Pacific, BNSF, FWWR and Amtrak - all beneficiaries of the combined efforts of public private partnership.

BUILDING AMERICA®

SIT Facility Update

2013-2019

↑36%

STORAGE-IN-TRANSIT
CAPACITY
in the **SOUTHERN REGION**

We continue to invest heavily in our SIT network as the needs of the plastics industry continues to warrant expansion. Since 2013 and continuing through 2019 we have plans to **increase overall SIT capacity by 30 percent**. We spent approximately **\$41 million** over the past few years in the Southern Region area to expand our SIT capacity. Our future investment will exceed that amount and support additional SIT yards throughout the Gulf area, as well as in strategic destinations across the U.S. to grow additional capacity for our customers.

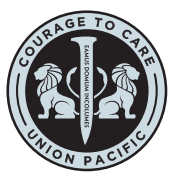
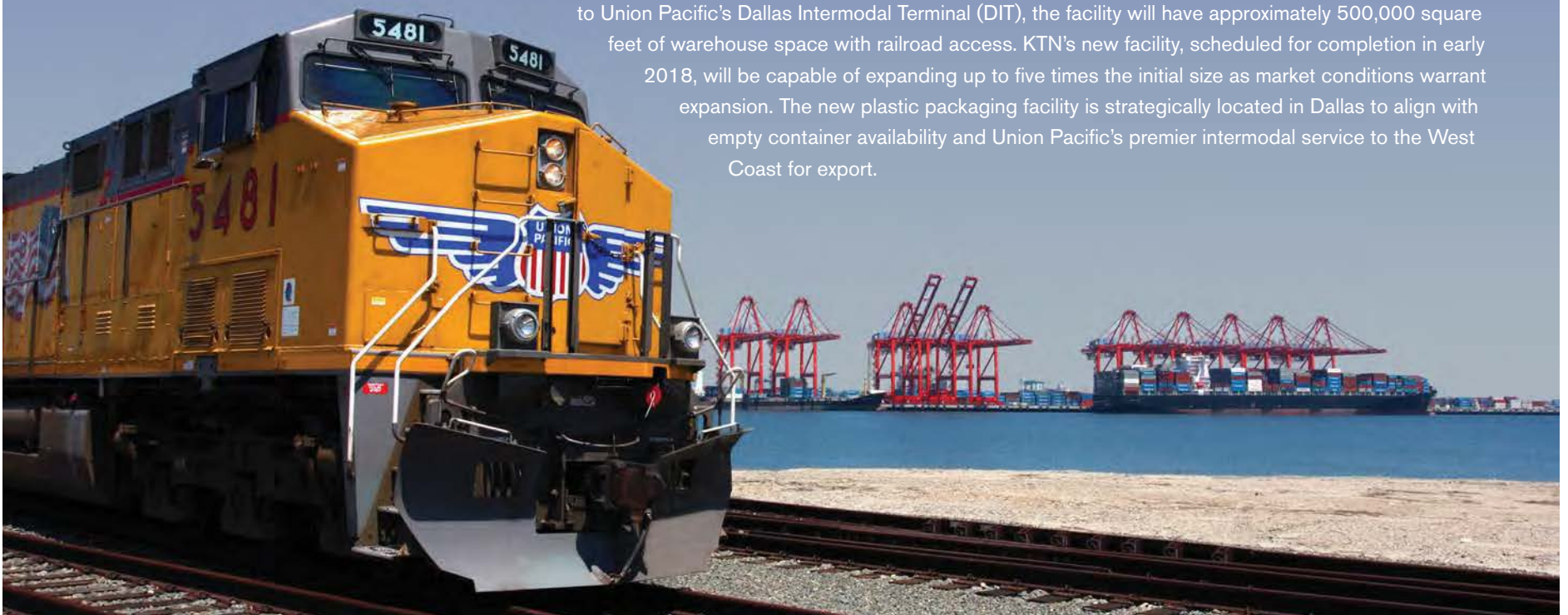
Union Pacific's world class plastics specific storage-in-transit (SIT) offers our customers a strong market advantage given the following:

- **Competitive rates** for transit to SIT and SIT storage.
- **Full service support** with daily, weekly, monthly, quarterly and annual reports available to understand both past usage and future potential needs, as well as dedicated support personnel.
- **Utmost flexibility** with multiple SIT yards located across the Gulf to ensure consistent loaded storage.
- Union Pacific's **SIT expansions** in Louisiana and Texas ensure capacity for future plastics growth.

Dallas to Dock Plastics Export Solution

Union Pacific continuously looks for ways to support customers and emerging markets. Along the Gulf Coast, that means developing solutions to meet shipper's needs in the rapidly growing plastic resin market. Union Pacific recently partnered with Katoen Natie, packaging industry leaders, to offer our **Dallas to Dock** service that provides plastic producers with a low cost export solution for plastic pellets, expanding their reach overseas. The **Dallas to Dock** service transports plastic pellets in hopper cars from the Gulf region to Dallas. At Dallas, the pellets are packaged and transferred into international intermodal containers where they continue their journey to ocean ports on our premium intermodal service.

To support the **Dallas to Dock** service, a state-of-the-art plastic packaging facility is being constructed in Dallas in the Prime Pointe Industrial Park. Prime Pointe is a 3,000-acre rail served industrial park located in South Dallas County served by Union Pacific. Adjacent to Union Pacific's Dallas Intermodal Terminal (DIT), the facility will have approximately 500,000 square feet of warehouse space with railroad access. KTN's new facility, scheduled for completion in early 2018, will be capable of expanding up to five times the initial size as market conditions warrant expansion. The new plastic packaging facility is strategically located in Dallas to align with empty container availability and Union Pacific's premier intermodal service to the West Coast for export.



The Courage Pledge

I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.

Safest Railroad in North America Back to Back

Union Pacific achieved its best annual employee-safety rate in 2016, marking the **safest year in its 154-year history**. The employee reportable injury rate is measured

by injuries for every 200,000 employee hours worked. The company's employee reportable injury rate declined 14 percent from 0.87 in 2015 to 0.75 in 2016.

We also made safety gains with an approximately three percent improvement in the 2016 derailment rate compared with 2015. The reportable rail equipment incident rate per million train miles dropped from 3.10 in 2015 to 3.02 in 2016.

Union Pacific employs a variety of safety and risk mitigation activities, including the **Courage to Care** personal commitment which empowers employees to look out for their peers and "stop the line" on any operation that could result in an incident.



Looking Ahead



Union Pacific continues to have a strong relationship and presence within the chemical industry as one of the largest transporters of chemical products in the nation.

We are committed to the chemical industry and to grow with our customers' needs while providing world-class transportation of chemical products safely across the railroad.

Our dedicated team of marketing and sales professionals are here to meet your transportation requirements. Please continue to communicate to us where you intend to grow so we can meet your needs with continued expansion of our network. Thank you for your business.

Kari Kirchoefer
Vice President & General Manager – Chemicals
Union Pacific Railroad



UNION PACIFIC'S CRITICAL ROLE Mexico: Strong Partner in U.S. Trade



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HANDLES MORE THAN **65%**
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One of the nation's
BUSIEST RAIL INTERSECTIONS,
handling more than **100 TRAINS PER DAY**.



KINNEY COUNTY RAILPORT

EAGLE PASS

- \$40 million facility dedicated to cleaning, washing and repairing boxcars to meet food-grade standards
- The facility serves as a pipeline for UP customers shipping millions of cases of beer annually



PORT LAREDO

LAREDO

- \$90 million capital improvement project to expand intermodal facility
- Doubling the terminal's size and expanded container parking
- Automated, state-of-the-art entrance accommodating 24/7 operations

EAGLE PASS

LAREDO

MEXICO'S
SHIPMENTS
REPRESENT NEARLY
10% OF UNION PACIFIC'S
TOTAL VOLUME

BROWNSVILLE

WEST RAIL BRIDGE

BROWNSVILLE

First rail bridge to open between
U.S. & MEXICO in more than **100 YEARS**,
establishing a more efficient route



FINISHED VEHICLES



AUTO PARTS



BEER



FOOD PRODUCTS



INTERMODAL



AUTO PARTS



GRAIN



MINERALS



STEEL



INTERMODAL

From: Kevin Mcintosh <KMcintosh@KCSouthern.com>
Sent: Thursday, May 09, 2019 10:42 AM
To: Keller, Kevin; 'Mark.Werner@txdot.gov'
Subject: KCS projects in Texas

Gentlemen,

Here are the cost estimates for the two rail capacity expansion projects in Kendleton and Wylie, TX.

Kendleton, TX

Increase yard capacity by adding tracks and additional parking to support intermodal operations.

Total estimated cost \$70M

Wylie, TX

Increase intermodal capacity by adding unloading tracks.

Total estimated cost \$40M

Please let me know if you need any additional information.

Kevin

From: Keller, Kevin
Sent: Wednesday, May 01, 2019 1:59 PM
To: Goepel, Christian; Frostestad, Eric; Magiera, Doree; Van Hattem, Matt
Subject: FW: Dayton Wye Project
Attachments: Gulf Inland.docx; GulfInlandBrochure.pdf; liberty Co. Rail-overpass project.docx

FYI.

Kevin

Kevin Keller, PG
D 816.347.1183 M 913.638.2571

hdrinc.com/follow-us

From: Mark Werner [mailto:Mark.Werner@txdot.gov]
Sent: Wednesday, May 1, 2019 12:40 PM
To: Keller, Kevin <Kevin.Keller@hdrinc.com>; Bathurst, Lucas <Lucas.Bathurst@hdrinc.com>
Cc: Chad Coburn <Chad.Coburn@txdot.gov>
Subject: Dayton Wye Project

Kevin,

Here is some information I was able to find about the Dayton wye project.

Mark Werner, P.E.
Rail Planning and Programming Section Director
Rail Divison
(512)486-5137 (o)
(512)968-0734 (m)



By Vanesa Brashier, editor@bluebonnetnews.com

Relief is just a few years away for motorists frustrated by long waits at the railroad crossing west of Dayton on US 90. On Friday, March 22, the Houston-Galveston Area Council approved \$46 million in funding for a railroad overpass. Liberty County Judge Jay Knight estimates the project will take at least 3-4 years to complete.

“This was the first step in many to go. The project will probably be complete around the same time that the Grand Parkway in Dayton is open,” Knight said.

Knight, an alternate for Liberty County on the H-GAC Transportation Council, said county officials have fought long and hard for the overpass project with either the judge or one of the commissioners attending nearly every transportation committee meeting with the county’s designated representative, David Douglas, head of the county’s engineering department.

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Knight was there Friday when the vote was taken to approve the project.

“I was one of three county judges who showed up today,” Knight said. “There was a little bit of a battle over which projects would be funded. Some counties received no funding at all for their transportation projects. We had two of 13 projects approved, the railroad overpass being the main one.”

On Tuesday, Knight told Bluebonnet News that he felt confident the project would pass, due in part to the support it has from county, state and federal officials, and the benefit it would bring to Union Pacific and BNSF railroads.

“It is a good deal all around,” he said. “The railroad’s participation will be at their discretion but I’ve found Union Pacific and BNSF to be very helpful and easy to deal with regarding projects like this.”

The overall project is expected to cost somewhere between \$150-200 million, though engineering and design plans by the Texas Department of Transportation will establish a firm number, Knight said.

“It’s tough to say what an overpass will cost. This particular overpass is actually four overpasses – two on each side,” he said.

The judge said the state’s Transportation and Freight Committee promised another \$60 million in funding for the overpass about 18 months ago.

“If we have that, in fact, then we will have more than \$100 million toward the project,” he said. “We will be looking to see if there is a state match and what the railroad can offer for the project. I also anticipate that the county will be asking the Rural Rail District to help with this.”

The railroad crossing will be moved further west, somewhere between Waco Street and the Grand Parkway. According to Knight, the railroads plan to create a Y-shaped design on the north side of the road with one line traveling east and another traveling west. Each crossing is considered an overpass, making up a total of four overpasses.

Knight said Liberty County is fortunate to have had the guidance and support of its state and federal elected officials, particularly State Senator Robert Nichols, State Rep. Ernest Bailes and U.S. Rep. Brian Babin.

“This process for the overpass has been going on for three years. The first meeting we had about it was with State Senator Robert Nichols and Rep. Ernest Bailes. In discussing it with them, they suggested the county take the lead because it’s not just a transportation project, it’s an economic development project,” Knight said.

Dayton City Manager Theo Melancon offered praise for county officials in working to secure the project.

“I believe this is a testament to years of hard work from local, regional and state officials. This funding commitment goes a long way toward finding a solution to the problems facing us on Highway 90, connecting Dayton to Houston and the Grand Parkway,” he said. “The City of Dayton will be a partner in any way we can to facilitate the completion of this project.”

With the railroad an essential part of the city’s Gulf-Inland tax increment reinvestment zone, Melancon is familiar with working with the railroads and believes they will be good partners on the project.

“They understand their business model requires them to work and cooperate with their business vendors and local governments to ensure their products get where they need to go in a timely manner. This is a good way to ensure their business continues to thrive well into the future,” Melancon said.

After learning of the county’s success with H-GAC funding, U.S. Rep. Brian Babin offered his congratulations.

“I am pleased to hear the project to put an overpass across the railroad tracks on U.S. 90 in Dayton has advanced another step this morning when H-GAC allocated \$46 million dollars to the project. The proposed overpass will be instrumental in alleviating a tremendous traffic chokepoint in the area,” he said.

“I applaud the efforts of local, county, and state leaders for working with the railroad companies and all stakeholders in this project. It has been a group effort. As a member of the Transportation and Infrastructure Committee in the U.S. House, and member of both the Railroads and Highways subcommittees, I fully support this project, and I am committed to doing whatever I can to assist our local stakeholders. This is a big step in a complex process, but I believe we are on ‘the right track.’” Babin added.

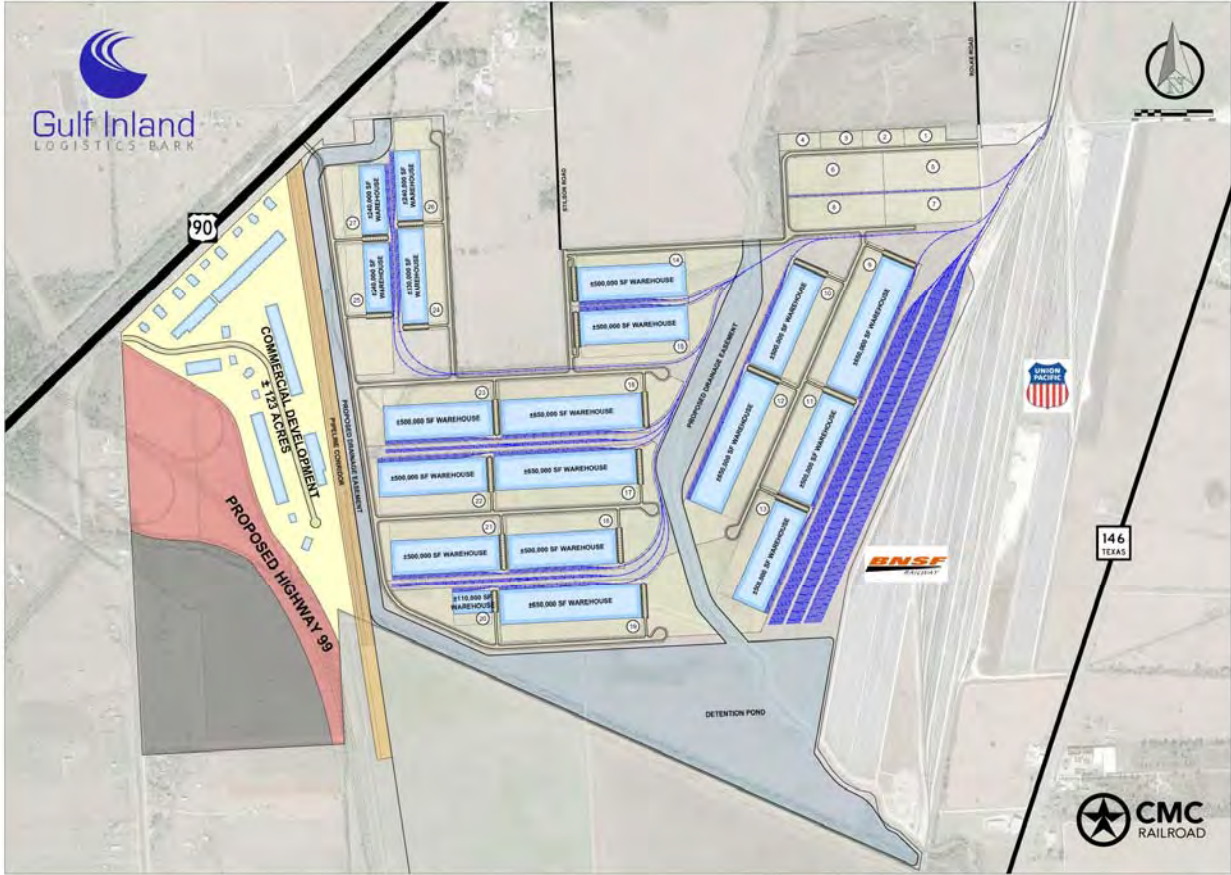
PROVIDING UNMATCHED TRANSPORTATION CAPABILITIES & LOGISTICS SOLUTIONS



Gulf Inland Logistics Park is uniquely situated in the Gulf transportation network to provide the most expedient access to the nation's highway and rail systems.

Gulf Inland's direct access to US Highway 90 and Highway 146, as well as two Class I rail carriers, the BNSF Railway and Union Pacific Railroad, provide unmatched access to Houston, the Gulf, the nation and the globe.

1,050 ACRE RAIL-SERVED INDUSTRIAL PARK NEAR HOUSTON, TEXAS



TX 2019 State Rail Plan Update
Proposed GCRD recommendations

Freight Rail Service Investment Plan-Long Term 2023-2039

Class I Railroad Improvements

HGAC/Port of Houston/Gulf Coast Rail District

- Second Main Line construction in Houston

HGAC/GCRD

- Houston Subdivision Second Main Line Construction; Dawes to Dayton

Class III Railroad Improvements

TSLRRA/SJTC

- New interchange Tracks with UP and BNSF in Houston

Freight Rail/Port Projects-Houston

- New Single Track, At Grade crossings and Signalization (SH 146 & Old SH 146)
- Second Rail Track (SH 225 to Red Bluff Road) to Future Bayport Container Terminal
- SH 146 and Red Bluff Area; Double Track and Run Around Track to Future Container Terminal Development

Highway-Rail Crossing projects

TXDOT

- Royal Lakes Blvd Grade Separation (BNSF) in Houston

HGAC/GCRD

- FM 565 Grade Separation in Chambers County
- FM 1405 Grade Separation in Chambers County
- ~~West Belt Grade Separation (Phase 2) in Houston~~
- **Griggs/Long/Mykawa**

Passenger Rail Service Investment Plan-Short-Term Investment 2019-2022

Intercity Passenger Rail

- *Texas Central Railway*
- **GCRD**
 - **Houston – Austin**

Passenger Rail Service Investment Plan-Long-Term Investment 2023-2039

Commuter Rail-Proposed New Routes and Services---HGAC/GCRD

- US 290 Rail Corridor
- US 90A/Southwest Rail Corridor
- Galveston Rail Corridor

Rail Vision Statement: The Gulf Coast Rail District concurs with the statement by the Texas Rail Advocates that a rail plan vision that identifies current and future needs of the system and considers and defines public policies that will encourage and enable ongoing investments to the system to support future needs would be appropriate and beneficial.

Appendix E-7: Miscellaneous Comments

Monyene Carnes

707 Park Street

McGregor, Texas 76657

To: Texas Department of Transportation
From: TEMPO and I-20 Corridor Council members, and other stakeholders
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 21, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following and supporting the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Texas to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include our neighboring states along this important route, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials and others to support these efforts to make this rail connection a reality within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Yours,

A handwritten signature in cursive script that reads "Monyene Carnes".

Monyene Carnes

254-709-0690

Mark Werner

From: krz8618@aol.com
Sent: Thursday, May 23, 2019 4:59 PM
To: Mark Werner
Subject: Comment on Texas Rail Plan 2019

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Texas Department of Transportation
From: Karl Ziebarth, Director, Texas Rail Advocates
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 23, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

My comments covers two areas. One is the proposed extension of daily service from Dallas to Meridian MS via Marshall and Shreveport, which would connect with existing AMTRAK service at Meridian. This has been developed and supported by the I-20 Corridor Council, with a \$740,000 federal grant funding which the Corridor Council obtained several years ago for studies of this route. The other is to restore daily service on the Sunset Limited route from Los Angeles to New Orleans, serving 3 major Texas cities: El Paso, San Antonio, and Houston.

The first proposal would link Fort Worth/Dallas and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that these routes are both feasible and would cover Amtrak operating costs. The addition of the sidings contemplated by the capacity study reflects the conviction that there should not be any substantial reduction in the flow of freight traffic over this route. I believe this would be accomplished without any annual operating subsidies by the states.

The Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities. It will make a major contribution to the development of tourism and recreational alternatives for a depressed region.

I appreciate your "reaching across the state line" to include our neighboring states along this important route, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and there are many individuals and volunteer groups, led by the I-20 Corridor Council, who will work with our elected officials to make this rail connection a reality within a reasonable period of time.

With respect to the Sunset Limited route, the matter is simple: AMTRAK, in an ill-considered and illogical move, decided a number of years ago that they would somehow save money by reducing service to tri-weekly on this vital route which links major population centers across Texas. Yes, they cut some direct operating costs – but they destroyed the revenue base, which means that the **NET** cost (revenues minus expenses) worsened significantly. Their foolish decision **increased** AMTRAK operating losses. What is needed to implement this improvement would be a small commitment to create the extra train sets needed for the service; this is a one-time capital cost. Crews would be balanced, to offset the obvious increase in equipment maintenance expense.

Once more, I want to register my strong support for the proposed I-20 Corridor long-distance passenger rail connection and express my thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Thank you.
Karl Ziebarth, Dallas
Director, Texas Rail Advocates
214+522-9565
krz8618@aol.com

Mark Werner

From: krz8618@aol.com
Sent: Friday, May 24, 2019 11:15 AM
To: Mark Werner
Subject: Additional Comment on Texas State Rail Plan 2019

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Texas Department of Transportation
From: Karl Ziebarth, Director Texas Rail Advocates
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 24, 2019

The undersigned wishes to register the following additional public comment to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department. I filed two comments yesterday; this covers a third critical item which should be included in the Plan.

An important local service is provided by the Heartland Flyer, which runs a daily roundtrip from Oklahoma City to Ft. Worth and return, connecting with the Texas Eagle at Ft. Worth. As you know this is a State-sponsored train, funded solely by the States of Texas and Oklahoma. For legal reasons, ONLY AMTRAK can provide this service. The two State DoTs put out an EOI a couple of years ago; the responses received indicated that 3rd party operators would charge ~ \$4.5 million annually to provide this service. AMTRAK is charging ~ \$6.5 million. There is a desperate need for a matching pair of trains from Ft. Worth to Oklahoma City in the morning, returning in the evening. IF private sector operators were permitted to bid on this service, I am reasonably confident that any of them could run a complementary pair of trains on this route for roughly the same cost as AMTRAK, but could gain dramatically higher revenues, thus reducing the **net cost** to the two States. Some additional equipment would be needed, it is readily available.

Please include this comment in your final plan.

Thank you.

Karl Ziebarth, Dallas
Director, Texas Rail Advocates
214+522-9565
krz8618@aol.com



GREATER BOSSIER ECONOMIC DEVELOPMENT FOUNDATION

BOSSIER MEANS BUSINESS.

710 BENTON ROAD | BOSSIER CITY, LA 71111-3705 | **PH** (318) 742-6043 | **FX** (318) 742-6044

To: Texas Department of Transportation (TXDOT)
From: Greater Bossier Economic Development Foundation
Re: Texas Rail Plan 2019 Update - Public Comments
Date: May 28, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, we wished to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

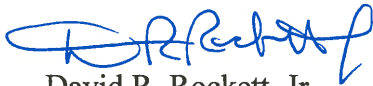
Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that this route is both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there would not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students and persons with disabilities.

As a businessman and resident of Louisiana, I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of the Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your “reaching across the state line” to include us and look forward to working with you in these efforts. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to reestablish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable time period.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for our inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "DR Rockett, Jr.", with a stylized flourish at the end.

David R. Rockett, Jr.
President/Executive Director



HORSESHOE®

Texas Department of Transportation

for public comment regarding the Texas Rail Plan 2019 Update
in support of the proposed I-20 Corridor long-distance passenger rail connection

To: Texas Department of Transportation (TXDOT)
From: Mike Rich, Horseshoe Casino & Hotel, Harrah's Louisiana Downs
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 24, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that this route is both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

As a business owner and resident of Louisiana, I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Best Regards,

A handwritten signature in black ink, appearing to read "MR", is written over the "Best Regards," text.

Mike Rich
General Manager & Senior Vice President
Horseshoe Casino & Hotel
Harrah's Louisiana Downs
318.741.7777



FROM THE DESK OF
THE PRESIDENT

Herman J. Felton, Jr.

May 28, 2019

Mark Werner
Texas Department of Transportation (TXDOT)
Rail Planning Section Manager
125 East 11th Street
Austin, Texas 78701-2483

RE: Texas Rail Plan 2019 Update -- Public Comments in support
of the proposed I-20 Corridor long-distance passenger rail connection

Dear Mr. Werner:

I serve as President and CEO of Wiley College in Marshall, Texas. Founded in 1873, Wiley College is the oldest Historically Black College west of the Mississippi River. I would appreciate your including the following public comments within the record with regard to the Texas Department of Transportation's Texas Rail Plan 2019 Update.

I'm writing in strong support of the proposed I-20 Corridor long-distance passenger rail connection between Fort Worth and Atlanta, (*through northeast Texas, northern Louisiana, and Mississippi*), and connecting with the East Coast and New York City.

I strongly urge TXDOT to include the proposed I-20 Corridor long-distance passenger rail connection in the Texas Rail Plan 2019 Update.

Marshall is an important stop on Amtrak's *Texas Eagle* route. It would also be a stop on the proposed I-20 Corridor route, which would establish two daily frequencies, one eastbound and one westbound, on existing right of way, to link Fort Worth and Atlanta.

The proposed I-20 Corridor passenger rail route, would provide a much-needed East-West transportation option for our students and citizens and be of great benefit to Marshall, East Texas, and our entire Southern region with regard to economic development, reducing highway congestion, enhancing tourism and quality of life, and many other benefits.

Wiley College is a four-year institute of higher learning so I would also like to add that the I-20 Corridor passenger rail connection would be of great assistance with regard to recruitment, connecting our students not only with the mega-regions of Dallas/Fort Worth and Atlanta but also with the smaller cities and rural communities in between.

GO FORTH *inspired.*

We have been following the progress and have been supportive of the I-20 Corridor Council, which obtained \$740,000 in federal grant funding a number of years ago for studies of this route. We appreciate the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the capacity of the route not only in Texas, but also in Louisiana and Mississippi.

The feasibility study and the capacity studies strongly suggest that this route is feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the states through which it traverses. Importantly, this would be accomplished without any annual operating subsidies by the states.

The data from the feasibility study and capacity study provide excellent information on which to move forward and we're prepared to work with our elected officials and the strong multi-state coalition of stakeholders to support these efforts to make this rail connection a reality soon.

Once more, I wish to share my strong support for the proposed I-20 Corridor long-distance passenger rail connection and I thank you for your inclusion of these remarks within the record.

Best wishes,

A handwritten signature in black ink that reads "Herman J. Felton, Jr." in a cursive style.

Herman J. Felton, Jr., J.D., Ph.D.
President and CEO

GO FORTH *inspired.*



To: Texas Department of Transportation (TXDOT)
From: Ruston-Lincoln Chamber of Commerce
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 28, 2019

We wish to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

We are greatly appreciative to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi.

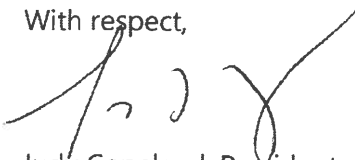
We are supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. We feel Both the feasibility study and the capacity study strongly suggest that this route is feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

The Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

As a representative for our business members and resident of Louisiana, I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

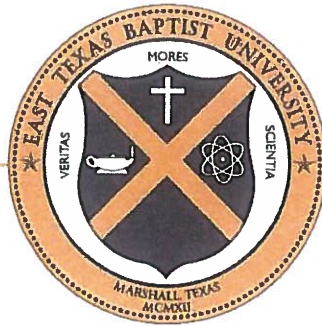
Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

With respect,



Judy Copeland, President

OFFICE OF THE PRESIDENT



J. BLAIR BLACKBURN, ED.D.

June 3, 2019

Mr. Mark Werner
Rail Planning Section Manager
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

RE: Texas Rail Plan 2019 Update -- Public Comments in support of the proposed I-20 Corridor long-distance passenger rail connection

Dear Mr. Werner,

On behalf of East Texas Baptist University and our Marshall community, I kindly request that you include the following public comments within the record with regard to the Texas Department of Transportation's Texas Rail Plan 2019 Update.

I write you with the utmost endorsement and support of the proposed I-20 Corridor long-distance passenger rail connection that runs between Fort Worth and Atlanta, (through northeast Texas, northern Louisiana, and Mississippi), and connects with the East Coast and New York City. It would be of benefit for TxDOT to include the proposed I-20 Corridor long-distance passenger rail connection in the Texas Rail Plan 2019 Update.

Marshall is a significant stop on Amtrak's Texas Eagle route and would serve as a stop on the proposed I-20 Corridor route, establishing two daily frequencies, one eastbound and one westbound, on existing right of way, connecting Fort Worth and Atlanta. The proposed I-20 Corridor passenger rail route, would provide a much-needed East-West transportation option for ETBU students, students from other surrounding colleges and universities, including Wiley College and Texas State Technical College, our Marshall and East Texas residents and visitors, and citizens of the entire Southern region, driving economic development, reducing highway congestion, improving quality of life, and enhancing tourism, among many other benefits.

Speaking on behalf of East Texas Baptist University, this addition to the I-20 Corridor passenger rail connection would assist our institution in recruitment efforts by connecting our Admissions Counselors with the mega-regions of Dallas/Fort Worth and Atlanta, as well as the smaller cities and rural communities in between.

We have been following the progress and show our support of the I-20 Corridor Council, which obtained \$740,000 in federal grant funding a number of years ago for studies of this route. We greatly appreciate the role of the Corridor Council and TxDOT in expanding the scope of the grant to study the capacity of the route through Texas, Louisiana, and Mississippi.

ONE TIGER DRIVE | MARSHALL, TEXAS 75670 | PRESIDENT@ETBU.EDU | 903.923.2222

EAST TEXAS BAPTIST UNIVERSITY

Both the feasibility study and the capacity study strongly suggest that this route will be achievable and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the states through which the route traverses. Notably, this would be accomplished without any annual operating subsidies by the states.

The data from the feasibility study and capacity study provide clear directions and information on the next steps in moving forward and we are fully prepared to work with our elected officials and the strong multi-state coalition of other stakeholders to support these efforts to achieve this East-West long-distance rail connection within a reasonable period of time.

Again, we thank you for your dedication and attention to this matter, and we express our sincere support for the proposed I-20 Corridor long-distance passenger rail connection. Thank you for your consideration of including these remarks within the record. Should you have any questions, please do not hesitate to contact me by email bblackburn@etbu.edu or phone 903.923.2222.

Sincerely yours,



Dr. J. Blair Blackburn
President
East Texas Baptist University



Mayor Ronny Walker

Board of Aldermen
Carolyn Cage • District 1
Angela Mayfield • District 2
Jedd Lewis • District 3
Jim Pearce • District 4
Bruce Siegmund • District 5

To: Texas Department of Transportation (TXDOT)
From: City of Ruston Mayor Ronny Walker
Re: Texas Rail Plan 2019 Update – Public Comments
Date: May 29, 2019

I wish to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

For more than 20 years, communities, parishes, chambers of commerce, and regional economic development organizations, along with business associations have worked diligently to procure passenger rail service through Amtrak from the Texas-Louisiana state line in Northwest Louisiana to the Mississippi-Louisiana state line in Northeast Louisiana and all the communities in between.

I appreciate the due diligence of the I-20 Corridor Council and the TXDOT in your efforts to expand the scope of the federal grant to include the feasibility and cost estimate to include Texas, Louisiana, and Mississippi. I also support the Council's plan to establish two daily frequencies to connect Fort Worth and Atlanta through northeast Texas, northern Louisiana, and Mississippi. While the studies indicate this would be both feasible and profitable for Amtrak, it would also greatly expand the transportation options of these impacted states. Perhaps imperative to the project is that it would be accomplished without any annual operating subsidies by the states, which helps ensure the sustainability of the project.

Upon the completion of a passenger rail line from Shreveport-Bossier to Longview, Texas, and with the extension of the line easterly to Vicksburg and Meridian, Mississippi, passengers will have rail service to Atlanta, Georgia, and further to the East coast, and in the other direction, all the way to the Pacific coast.



Mayor Ronny Walker

Board of Aldermen
Carolyn Cage • District 1
Angela Mayfield • District 2
Jedd Lewis • District 3
Jim Pearce • District 4
Bruce Siegmund • District 5

Passenger rail provides numerous benefits including an additional resource for travelers who might otherwise have chosen a different destination. When passenger trains stop in cities, especially those wonderful smaller towns and villages, it increases the economic development of that community. Passenger rail service is also environmentally friendly – green and safe. Passenger rail service is all about economic development, business development, and community development for North Louisiana.

As a long-time resident of north Louisiana, on behalf of the City of Ruston I support and recommend that the State of Louisiana, the Governor, the Lieutenant Governor, and the Louisiana Legislature support the development of Amtrak Passenger Rail Service across North Louisiana from the Texas border to the Mississippi border. I also support the work of the I-20 Corridor Council and TXDOT and appreciate them including Louisiana and Mississippi in the scope of the study. We look forward to a continued partnership and a common goal of growing passenger rail across state lines.

Please accept this letter as our support for the proposed I-20 Corridor passenger rail connection and accept our appreciation for including our comments for the record. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ronny Walker".

Ronny Walker, Mayor

City of Ruston



SEE IT. BET IT. TASTE IT.

To: Texas Department of Transportation (TXDOT)
From: Shreveport-Bossier Convention & Tourist Bureau
Re: Texas Rail Plan 2019 Update -- Public Comments
Date: May 29, 2019

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that this route is both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

As a convention & visitor bureau manager and resident of Louisiana, I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Sincerely,



Stacy Brown

President

SAM'S TOWN®

HOTEL & CASINO, SHREVEPORT

June 5, 2019

Texas Department of Transportation (TXDOT)
Attn: Mark Werner, Rail Planning Section Manager
125 East 11th Street
Austin, Texas 78701-2483

Re: Texas Rail Plan 2019 Update -- Public Comments

The undersigned wishes to register the following public comments to the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

Initially, I wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

Second, we are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the feasibility study and the capacity study strongly suggest that this route is both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

SAM'S TOWN[®]

HOTEL & CASINO, SHREVEPORT

Third, the Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities.

As a business owner and resident of Louisiana, I can attest to the fact that we have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the feasibility study and capacity study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

Once more, we register our strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact me.

Ronald Bailey



Vice President & General Manager



June 7, 2019

Mark Werner
Texas Department of Transportation (TXDOT)
Rail Planning Section Manager
125 East 11th Street
Austin, Texas 78701-2483

RE: Texas Rail Plan 2019 Update -- Public Comments in support
of the proposed I-20 Corridor long-distance passenger rail connection

Dear Mr. Werner:

We would appreciate your registering the following public comments within the record of posting with regard to the Texas Department of Transportation's Texas Rail Plan 2019 Update.

We're writing in strong support of the proposed I-20 Corridor long-distance passenger rail connection between Fort Worth and Atlanta, (*through northeast Texas, northern Louisiana, and Mississippi*), and connecting with the East Coast and New York City. We strongly urge TXDOT to include the proposed I-20 Corridor long-distance passenger rail connection in the Texas Rail Plan 2019 Update.

Marshall is an important stop on Amtrak's *Texas Eagle* route. It would also be a stop on the proposed I-20 Corridor route, which would establish two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta.

Marshall has a thriving historic downtown center near the Marshall Depot and the proposed I-20 Corridor passenger rail route, on existing right of way, would provide a much-needed East-West transportation option for our citizens and be of great benefit to Marshall, East Texas, and our entire Southern region with regard to economic development, reducing highway congestion, enhancing tourism and quality of life, and many other benefits.

Also, Marshall has four institutes of higher learning—Wiley College (the oldest Historically Black College west of the Mississippi), East Texas Baptist University, Texas State Technical College (Marshall), and Panola College. So, the East-West I-20 Corridor passenger rail route would also assist with recruitment and a transportation option for our students.

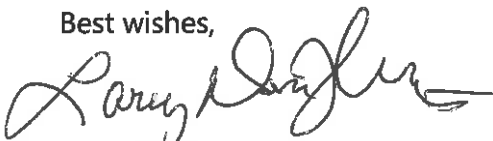
We have been following and supporting the progress of the I-20 Corridor Council, which obtained \$740,000 in federal grant funding a number of years ago for studies of this route. We appreciate the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the capacity of the route not only in Texas, but also in Louisiana and Mississippi.

The feasibility study and the capacity study strongly suggest that this route is both feasible and profitable for Amtrak. The addition of the siding contemplated by the capacity study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the states through which the route traverses. Importantly, this would be accomplished without any annual operating subsidies by the states.

The data from the feasibility study and capacity study provide excellent information on which to move forward and we're prepared to work with our elected officials and other stakeholders to support these efforts to help make this rail connection a reality.

Once more, we wish to share our community's strong support for the proposed I-20 Corridor long-distance passenger rail connection and thank you for your inclusion of these remarks within the record.

Best wishes,



Larry Hurta
Mayor, City of Marshall, Texas



Mark Rohr
City Manager, City of Marshall, Texas



CADDO PARISH COMMISSION

GOVERNMENT PLAZA - 1ST FLOOR - 505 TRAVIS STREET - SHREVEPORT, LOUISIANA 71101-5409

May 20, 2019

STORMY GAGE-WATTS
PRESIDENT
DISTRICT 7
6648 WINDER CIRCLE WEST
SHREVEPORT, LA 71129

MARIO CHAVEZ
VICE-PRESIDENT
DISTRICT 10
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SHREVEPORT, LA 71106

JERALD BOWMAN
PARLIAMENTARIAN
DISTRICT 5
3623 MILTON STREET
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DISTRICT 1
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KEITHVILLE, LA 71047

LOUIS JOHNSON
DISTRICT 12
6613 GAHAGAN CIRCLE
SHREVEPORT, LA 71119

TODD A. HOPKINS
COMMISSION CLERK
318-226-6596
FAX 318-226-6994

Mr. James M. Bass, CEO
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Bass:

We are Commissioner. Stormy Gage-Watts, President of the Caddo Parish Commission and Dr. Woodrow Wilson, Jr., Administrator & CEO, for the Parish of Caddo. We would like to register the following comments with the Texas Department of Transportation's Texas Rail Plan 2019 Update. Please include these comments within the record of postings set forth in the Survey conducted by your Department.

We wish to express appreciation to TXDOT for the solicitation of public comments for the Rail Plan. We have been following the progress of the I-20 Corridor Council, and the \$740,000 in federal grant funding which the Corridor Council obtained several years ago for studies of this route. We are grateful for the role of the Corridor Council and TXDOT in expanding the scope of the grant to cover the feasibility and cost of the project, not only for Texas, but also for Louisiana and Mississippi. You have been good stewards of these public funds.

We are strongly supportive of the Council's proposed plan for the establishment of two daily frequencies, one eastbound and one westbound, to link Fort Worth and Atlanta (through northeast Texas, northern Louisiana, and Mississippi), which would connect to the East Coast and New York City. Both the Feasibility Study and the Capacity Study strongly suggest that these routes are both feasible and profitable for Amtrak.

The addition of the siding contemplated by the Capacity Study reflects that there should not be any substantial reduction in the flow of freight traffic over this route, and it would greatly expand transportation alternatives in the five states across the south through which the route traverses, and connecting with the east coast. Importantly, this would be accomplished without any annual operating subsidies by the states.

*Marc => Rail
Send copy
to Peter Espy*

RECEIVED

MAY 24 2019

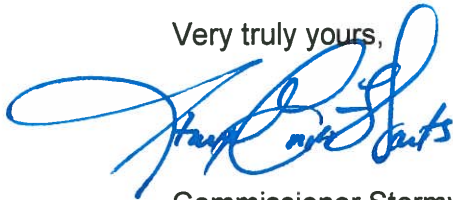
OFFICE/EXECUTIVE DIRECTOR

Mr. James M. Bass, CEO
Texas Department of Transportation
May 20, 2019
p.2

The Council's proposal assumes a joint effort by the host carriers, the respective states, and Amtrak with respect to the addition of siding, reduction in the number of grade crossings, and the like. This is similar to other operating arrangements between host carriers and Amtrak, and will result in a viable transportation alternative, with less pollution, reduced congestion, and travel alternatives for the citizens of our Southern region, including senior citizens, students, and persons with disabilities. As residents of Louisiana, coupled with me being an elected official, Dr. Wilson and I can attest to the fact that we, along with numerous other elected officials, have been following and working with the efforts to establish this proposed I-20 route and are fully supportive of it. We will continue to work with our elected officials within Louisiana to encourage and promote this route to complement the efforts of the Texas Department of Transportation. Additionally, we are most appreciative of the I-20 Corridor Council and TXDOT for working together on the two studies and including the states of Louisiana and Mississippi within the scope of this study. We appreciate your "reaching across the state line" to include us and look forward to working with you in these respects. We realize that a multi-state effort such as this will require coordination between elected officials of the multiple states, as we seek to re-establish this southern transcontinental crossing that was eliminated almost fifty years ago. But the first major step, the completion of the Feasibility Study and Capacity Study, provide an excellent start, and we are prepared to work with our elected officials to see that this is accomplished within a reasonable period of time.

The Parish of Caddo and the Caddo Parish Commission register very strong support for the proposed I-20 Corridor long-distance passenger rail connection and express our thanks for your inclusion of these remarks within the record. Should you have any questions with respect to the foregoing, please do not hesitate to contact either one of us at 318.226.6596, sgagewatts@caddo.org or 318.226.6900, wwilson@caddo.org

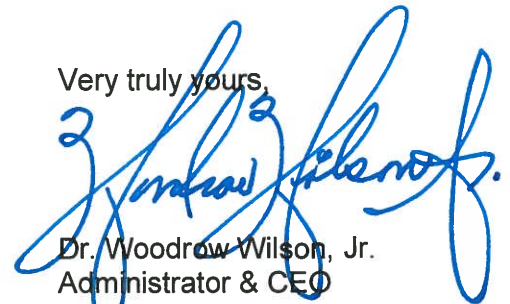
Very truly yours,



Commissioner Stormy Gage-Watts
President
Caddo Parish Commission

SGW:WWjr/kkb

Very truly yours,



Dr. Woodrow Wilson, Jr.
Administrator & CEO
Parish of Caddo

Appendix E-8: Texas Rail Plan Posted Online;
November 12, 2019 Collateral Material

Texas Rail Plan 2019 Update

1. [Texas Department of Transportation](#)
2. [Inside TxDOT](#)
3. [Projects](#)
4. [Projects & Studies](#)
5. [Statewide](#)

TxDOT is updating the Texas Rail Plan to reflect the latest rail project priorities and fulfill eligibility requirements for federal funding of rail projects. Activities include the development of policy concepts, programs and agency-specific strategies to improve the efficiency of freight movement and maintain on-time passenger service.

The rail system is a vital component of our thriving economy, safely connecting industries, ports and people without congesting highways. TxDOT can maximize the value of rail through collaboration with private and local stakeholders, and identification and facilitation of important projects.

The [Draft 2019 Texas Rail Plan](#) and [Appendices](#) are available for review through Dec. 6, 2019. Please contact us with comments and questions using [our comment page](#).

Contact Us

Rail Planning Section Manager
125 E. 11th St.
Austin, TX 78701

(512) 486-5815

[Email](#)

<https://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-rail-plan-2019.html>

The screenshot shows the Texas Department of Transportation website. The header includes the TxDOT logo and navigation links for 'A-Z Site Index', 'Contact Us', and 'Español'. A search bar is present with the text 'Search TxDOT'. Below the header, there are navigation links for 'Driver', 'Government', 'Business', 'Inside TxDOT', and 'Careers'. The main content area features a sidebar with 'Projects' and a main section titled 'Texas Rail Plan 2019 Update'. The sidebar lists various project categories like 'Project Tracker', 'Top 100 Congested Roadways', 'Stimulus Funding', 'Projects & Studies', 'Project Websites', 'Transportation Expenditure Reporting System', and 'Aviation'. The main section contains the same text as the provided HTML blocks, including the update notice, the importance of the rail system, and the availability of the draft plan and appendices for review.



Dear Stakeholder,

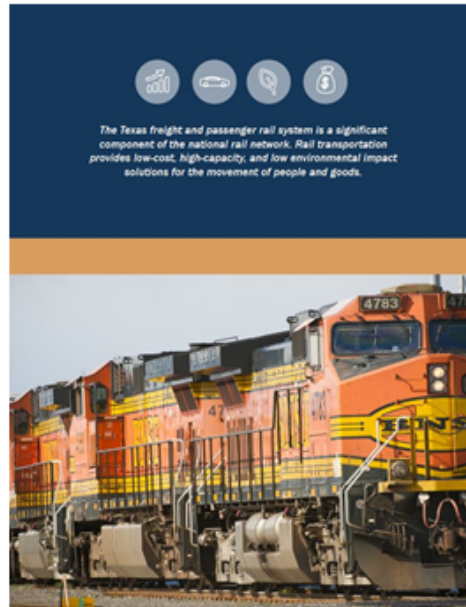
The Texas Department of Transportation has posted the [2019 Texas Rail Plan](#) online and is seeking your input on the draft version of the plan. The plan includes the development of policy concepts, programs and agency-specific strategies to improve the efficiency of freight movement and maintain on-time passenger service, as well as a list of current and future rail projects.

The rail system is a critical component of Texas' thriving economy, safely connecting industries, ports and people, without congesting highways. TxDOT can maximize the value of rail through collaboration with private and local stakeholders, and the identification and facilitation of important projects.

Beginning in fall 2018, TxDOT sought your guidance, feedback and participation throughout the development of the draft [2019 Texas Rail Plan](#) and [Appendices](#). Now, it is time to review the draft version of the plan through Dec. 6, 2019 and provide any additional comments [online](#).

The Texas rail system is important to the economic vitality of the state and we appreciate your continued input and support of this effort.

2019 TEXAS RAIL PLAN



The Texas freight and passenger rail system is a significant component of the national rail network. Rail transportation provides low-cost, high-capacity, and low environmental impact solutions for the movement of people and goods.



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Our mailing address is:
RRD_RailPlan@txdot.gov

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Commentor Information								Check each of the following boxes that apply to you:	Comment	Response
Date/Timestamp	Name	Email Address	Address	City	State	Zip	Organization			
12/4/2019 17:01:16	Randall Duty	rjduty@gmail.com	3810 Clifton Dr.	Richardson	TX	75082		I do business with TxDOT, I could benefit monetarily from the project or other item about which I am commenting	<p>TxDOT, as a state agency, must take a proactive role in diversifying transportation modes beyond highways and emphasizing passenger rail/railroads in Texas. The Heartland Flyer has great potential to increase the interstate travel between Texas and Oklahoma. More frequent service beyond the daily schedule will increase ridership. A morning departure from Fort Worth and an evening departure from Oklahoma City provides more flexibility for travelers. For example, a traveler departing on a Friday from Fort Worth to Oklahoma City on at 5:25pm can extend their weekend if the return trip to Fort Worth leaves Oklahoma City on a Sunday around 3:00pm - 5:30pm instead of departing early at 8:25am. This better option can help with better flexibility and improved ridership.</p> <p>Additionally, a short but easily achievable high-speed route between Austin and Houston is a great option that is mentioned in the draft Texas Rail Plan. A starter route, on its own dedicated alignment, should be designed for class 8 track/160 mph but run at 125 mph with current fleet like Stadler's FLIRT or Siemens's Charger trainsets. With growth, the railroad can be switched to an electrified 25kvac system that can provide better performance with better acceleration and higher speeds to by providing shorter trip times between Houston and Austin. This same approach should be taken for a high-speed rail system between San Antonio and Dallas/Fort Worth.</p> <p>Finally, commuter rail across the state should expand and grow due to the increased traffic congestion in and between the large metropolitan areas.</p>	Thank you for your interest in the Texas Rail Plan. The passenger and commuter rail network serving the state has the potential to be expanded in the future to provide additional services within Texas and the region. We will continue to work with our rail partners to develop new and expanded passenger rail services. We appreciate your input.
12/6/2019 16:20:47	Laura Duty	blondielg@hotmail.com	3910 Clifton Dr	Richardson	TX	75082			<p>Build commuter rail/high speed rail in the state of Texas with routes from Dallas to Austin to San Antonio, Dallas to Houston to Austin. Many people travel to and from Austin to Houston and DFW to Austin(station/stop in Waco). These are highly traveled routes that would be a great options for high speed rail service and help alleviate the daily congestion on this stretch of highway. Use the current lines available in the Dallas (Wylie) area adjacent to Hwy. 78 to complete access and to connect services to current lines such as TRE, TEXRail, and the new Cotton Belt Line. Use the existing right of way the state has to build passenger/high speed rail for our state. Give Texans another option when it comes to transportation and not focus and invest so much money in roads but open to the concept of moving people in an efficient and safe manner to and from their destinations. Texas is a road happy state and the population does not know the benefits of passenger rail because it is not an option to them. They have no other choice, besides air, when it comes to travel and transportation. I believe that if 1 route was built, put into service, and the population could actually see the benefits of rail transportation and the accessibility and efficiency of rail they would be more open to it. There are no viable options currently in state. Those that have lived in states offering the option of rail services understand the benefits and would love to see it here in Texas. Don't just present an option to the voters but actually build a system that is desirable and allows access to and from our major cities and the people of Texas will ride! Building more roads is not the answer. Have other options and time schedules for the Amtrak train to/from Ft. Worth to Oklahoma City. This would allow more travelers to ride Amtrak as the current schedule is limited to 1 trip per day and not looked at as an option for many travelers due to the limited service. The state of Texas has access and owns/shares enough freight rail lines and right away to have the ability to build and give Texans passenger rail services to help remove people from the traffic of our current roads and alleviate the burden of hours on a highway and cut their commute times in half and at a much safer and faster speed. Please consider rail as the future of transportation in Texas, not building more roads.</p>	Thank you for your interest in the Texas Rail Plan. The passenger and commuter rail network serving the state has the potential to be expanded in the future to provide additional services within Texas and the region. We will continue to work with our rail partners to develop new and expanded passenger rail services. We appreciate your input.

Commentor Information								Check each of the following boxes that apply to you:	Comment	Response
Date/Timestamp	Name	Email Address	Address	City	State	Zip	Organization			
12/6/2019 23:40:56	John Radovich	john@dalt.us	800 Jaguar Lane	Dallas	TX-Texas	75226		<p>I applaud the efforts made to craft the Texas Rail Plan. I would like to see more activity rather than only acknowledgements to grow passenger rail in Texas. There are small projects such as the Fort Sam connection that would benefit the operations of the Texas Eagle service leaving the other 23 hrs a day allowing the UPRR to be more fluid, helping congestion, delays and hence smog reduction related to these.</p> <p>AT&SF railway is mentioned in historical context but I believe that GC&SF - the Gulf Colorado & Santa Fe headquartered in Galveston per state laws requiring railroad's home office to be located within the state, should be researched and edited as appropriate to ensure your efforts are as accurate as possible.</p> <p>Dallas Terminal Railway, a STB regulated shortline operating since 2000 on former Cotton Belt trackage has been overlooked or omitted from your documents.</p> <p>DGNO operates on DART owned ROW and serves to fulfill the common carrier obligations passed to DART when it purchased SP ROW in Dallas for the light rail system. DGNO interchanges with UPRR, BNSF, and KCS.</p> <p>Public demand voted in the Rail Relo fund, hopefully funding will be dedicated to it so TXDOT can accomplish enhanced traffic management. Something more than 4 sentence footnote would show TXDOT is actually interested and that would be helpful for those campaigning for funding.</p> <p>thank you and you should have a box to allow us to send copy to the author.</p>	<p>Thank you for your interest in the Texas Rail Plan. The passenger and commuter rail network serving the state has the potential to be expanded in the future to provide additional services within Texas and the region. We will continue to work with our rail partners to develop new and expanded passenger rail services. We appreciate your input.</p>	

Commentor Information								Check each of the following boxes that apply to you:	Comment	Response
Date/Timestamp	Name	Email Address	Address	City	State	Zip	Organization			
	Travis Kelly						Texas Central		<p>Peter,</p> <p>Thank you for the opportunity to provide comments on the 2019 Texas Rail Plan draft. On behalf of Texas Central Rail Holdings, I submit to you a few minor suggestions for your consideration.</p> <p>Section 3.4.1.1 The word "sealed" should be changed to "dedicated." The Shinkansen model should read N700-S, without reference to an "I" series.</p> <p>Section 3.4.1.2 The Record of Decision (ROD) is scheduled to be issued in 2020, and not in 2019.</p> <p>Section 3.4.2 The Draft Plan references a TC ridership report but indicates that it is not available on the TC website. This report is available free upon request through the TC website and is attached here. Reference to it not being available, then, can be removed. In addition, the typo below misrepresents the high-speed train system's projected market share. TxDOT Statement: More than 6 million travelers are estimated to use the Texas High-Speed Train by 2029, representing almost 25% of the end-to-end North Texas-Greater Houston travel market. Source: TC Ridership Brochure p. 17. Reason for discrepancy: Seems to be a typo from TxDOT – the share figure is over 25%. Suggested amendment: Replace "almost" with "over".</p> <p>As always, I am available to discuss these items to help ensure that the Rail Plan reflects the progress of the State and TxDOT in providing a robust transportation network. Therefore, please let me know if you have any questions or comments regarding the information I have provided. If I dont hear back from you, I will thank you again for the opportunity to participate in this process.</p> <p>Kindest regards,</p> <p>Travis Kelly Vice President, Stakeholder Engagement Texas Central</p> <p>O: 214.736.1605 D: 214.254.4781 M: 214.709.8417</p>	Thank you for your interest in the Texas Rail Plan. Your comments will be addressed in the Final Texas Rail Plan report.