



TEXAS HIGH SPEED RAIL & TRANSPORTATION CORP.

The Future of Transportation and Economic Development in Texas

POSITION RESOLUTION: 2013-11-017

November 7, 2013

Description: *Resolution by the Texas High Speed Rail & Transportation Corporation Supporting the Three Station Concept between the City of Dallas and the City of Fort Worth*

WHEREAS, Texas High Speed Rail & Transportation Corporation (THSRTC) is a not-for-profit, tax exempt corporation dedicated to bringing together specific regions of the State of Texas in a grassroots, collective effort to improve multi-modal surface transportation and bring high-speed rail to the State of Texas;

WHEREAS, The development of a high-speed rail system in Texas is becoming more imminent each day through the combined efforts of THSRTC, TxDOT, local governments, and the private sector;

WHEREAS, Connectivity within the Dallas/Fort Worth Metroplex is essential to the success of region as well as the success of any high-speed rail system within the State of Texas;

WHEREAS, THSRTC has historically supported high-speed rail system planning with direct airport connectivity within the State's major metropolitan regions;

WHEREAS, High-speed rail connectivity between downtown Dallas, Arlington, and downtown Fort Worth, as outlined in the North Central Texas Council of Government's Three Station Concept with a passenger rail connection to the terminal areas of the DFW International Airport (TSC) is a viable alternative route with wide-ranging support of the DFW Metroplex and has been awarded Federal funds to study the facility;

WHEREAS, TxDOT and the USDOT has an ongoing study of high-speed rail facilities along the IH-35 corridor from Oklahoma City, OK to south of San Antonio, TX;

WHEREAS, The Texas Transportation Commission has created a high-speed rail commission to study, evaluate, and seek funding to connect the City of Dallas, the City of Arlington, and the City of Fort Worth by high-speed rail, including the TSC;

NOW, THEREFORE, BE IT RESOLVED BY THE TEXAS HIGH SPEED RAIL & TRANSPORTATION CORPORATION:

THAT THSRTC supports the Three Station Concept connecting downtown Dallas and downtown Fort Worth, with a passenger rail connection to the terminals of the DFW International Airport (TSC), through high-speed intercity passenger rail;

THAT THSRTC supports and will advocate for the planning, funding, and completion of a high-speed rail system that offers passengers connectivity via true intercity high-speed rail between the major metropolitan areas of the State of Texas including San Antonio, Austin, Fort Worth, Dallas, and Houston;

THAT THSRTC supports a three station concept that is fully integrated with all high-speed rail systems in the State of Texas, allowing passengers to have a single seat between all destinations;

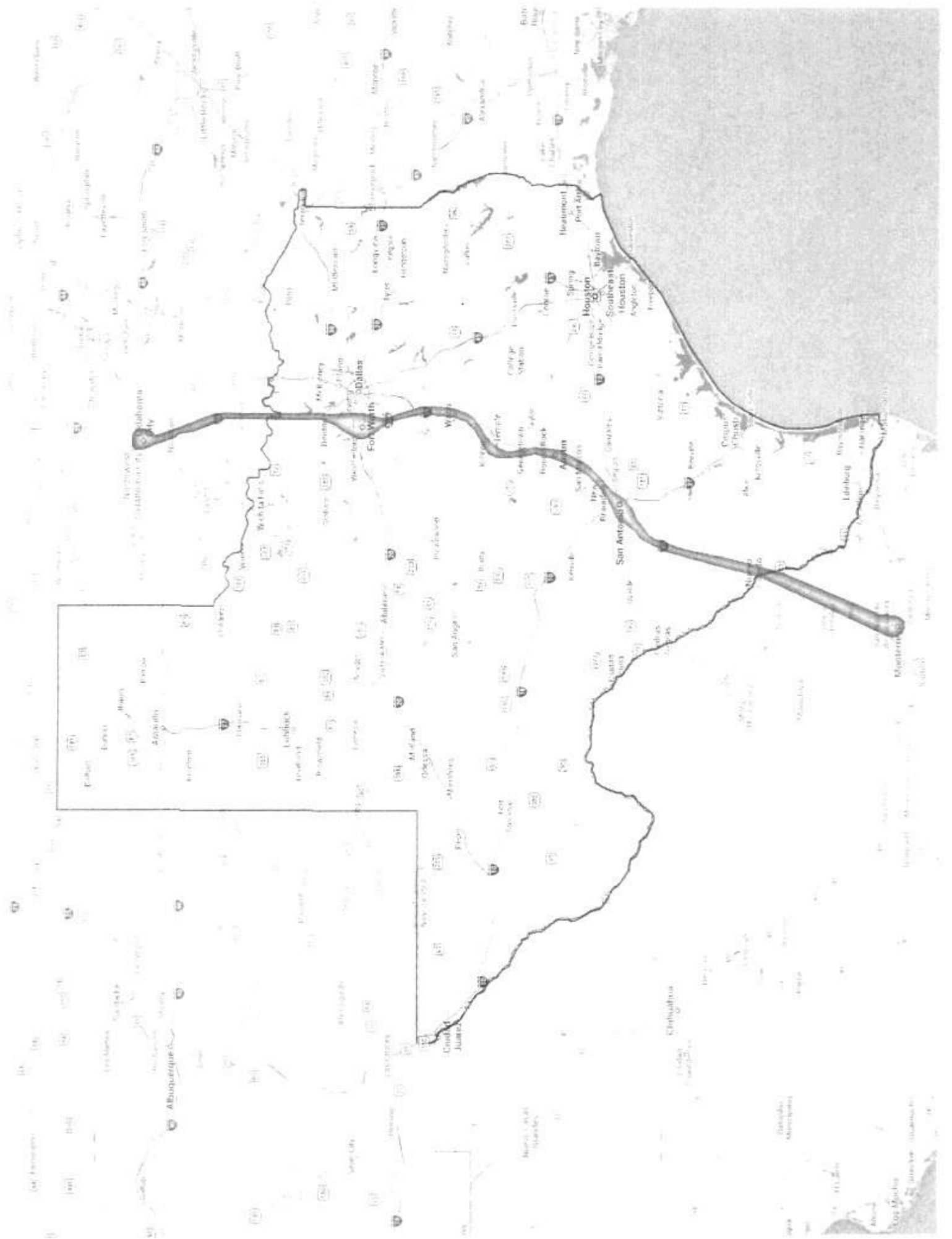
THAT THSRTC supports high-speed rail service along the IH-35 corridor servicing Laredo to City of Fort Worth and Oklahoma City;

PASSED AND APPROVED BY THE TEXAS HIGH SPEED RAIL & TRANSPORTATION CORPORATION, this 7th day of November, A.D. 2013.

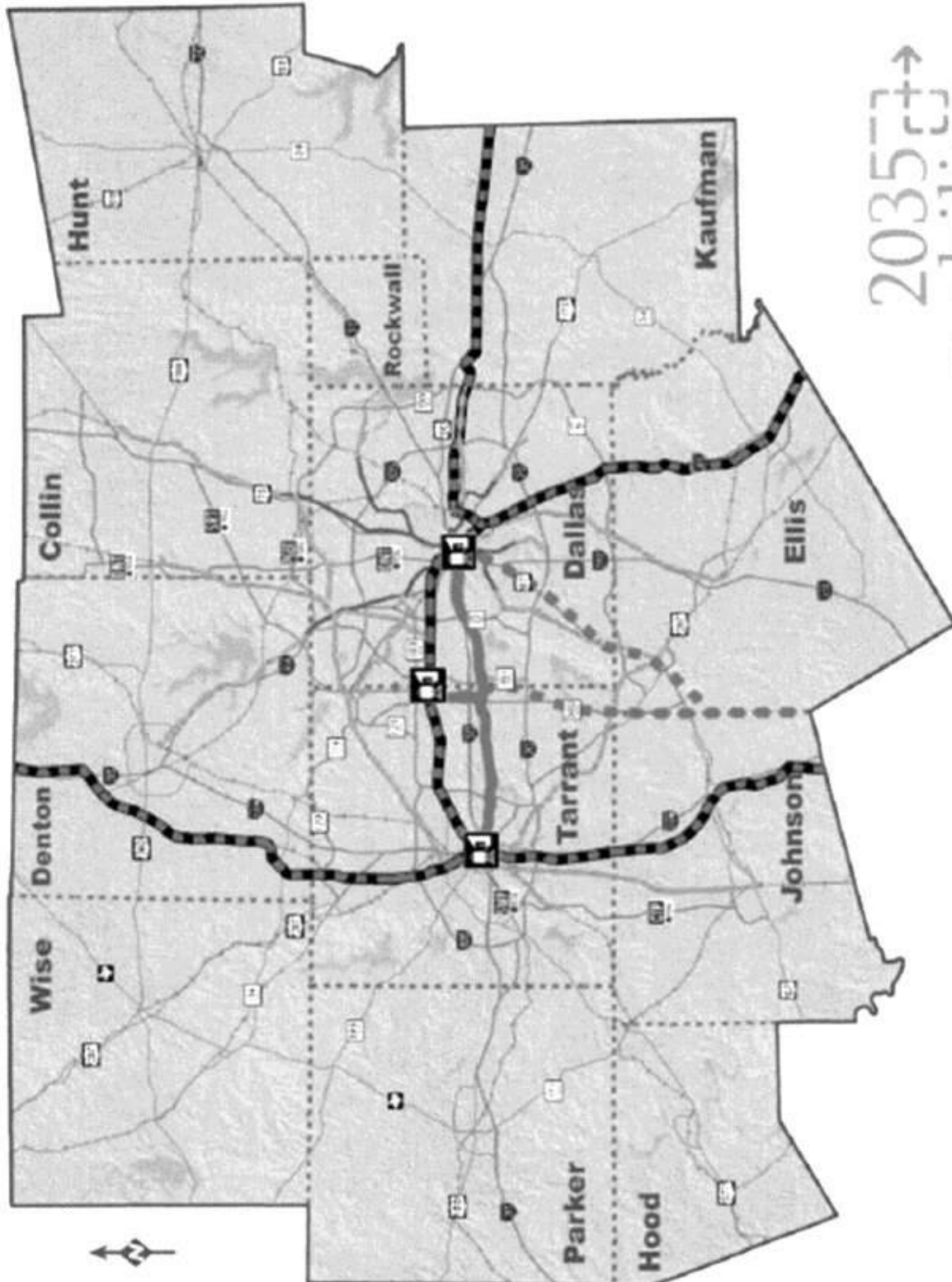
ATTESTED BY:



Gary Fickes
Chair, THSRTC



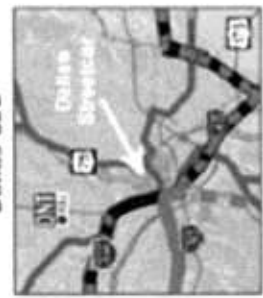
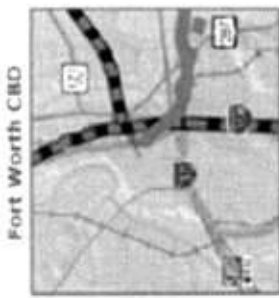
High/Higher Speed Passenger Rail Recommendations



Legend

Funding Sources

- High Speed Rail Access
- Passenger Rail Recommendations
- HSR/Regional Rail Integrated Corridor
- High Speed Rail
- High Speed Rail (Grade Separated) 110-150+ mph) or Higher Speed Rail (At Grade, 75-110 mph)
- Completed Rail Projects
- Rail Lines
- Major Roads



2035 mobility

Corridor specific, alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.



POLITICS OPINION

High Speed Rail Is Key to Economic Development

Public-private partnerships hold the key to these transformational infrastructure projects

By Patrick Hays

Posted: February 1, 2011

Patrick Hays is the mayor of North Little Rock, Ark

With the adoption of the Federal-Aid Highway Act of 1956, the largest public works undertaking in our nation's history began. Funded by an increased fuel tax--up to \$0.03 per gallon--construction on the more than 40,000 miles of new Interstate began, and so did America's adoration for the automobile. The backbone of America's modern prosperity and of my own community, the Interstate Highway System has sustained us for generations and it will, of course, continue to provide for the movement goods and people to and through each of our communities. The country's population is growing incredibly fast compared to our European colleagues and it is becoming increasingly difficult to muster the votes needed to increase tax revenues for any reason, even for the purpose of investing in our transportation infrastructure. It is incumbent upon us--all of us--to maximize the resources available to make the biggest possible impact on the future of passenger and freight mobility in this country. We must seriously pursue complimentary modes of transportation to help ensure our continued economic growth, global competitiveness, and vitality--and I believe that high-speed intercity passenger rail must become a national priority and a collective pursuit.

High-speed intercity passenger rail, as the term implies and as it operates daily around the world is, well, fast. It is also exceedingly safe, comfortable, dependable, and energy efficient. Traveling at speeds in excess of 200 miles per hour in some cases, these trains are the norm in parts of Europe and Asia and have become economic engines for the communities they serve. I live in Arkansas and serve on the Board of Directors of the Texas High-Speed Rail and Transportation Corporation because I want to see these trains flying to and through my community traveling toward Memphis and other easterly destinations, and I know that enhancing and improving the connectivity of Arkansas will always be of vital importance to the economic well-being of my state. We find ourselves

today witnesses of a collision of great need and an impressive, revolutionary technology. The extent to which we capitalize on this moment of great opportunity and of great responsibility will help determine the extent to which our children and grandchildren are able to compete for future opportunities.

Working closely with private industry willing to invest large sums of their own money and eager to employ tens of thousands of Americans along the way, high-speed intercity passenger rail can and will hold the key to at least part of our mobility crises. The high speed rail corporation and organizations like it around the country that are led by cities, counties, and other community leaders in an effort to develop high-speed rail in their communities, hold the key to the successful implementation of these large, transformational infrastructure projects. Communicating clearly and confidently the needs of the communities to be served by rail, and working side-by-side with private industry to deliver the projects, the corporation represents just the kind of creative approach that must be leveraged if we are to be successful.

During his State of the Union address in January, President Obama renewed his commitment to develop high-speed intercity passenger rail along with a promise for a more efficient and effective government. It is clear that in order to succeed on both fronts, we must approach this endeavor with a commitment to succeed and a determination to settle for nothing less than world-class. When we become convinced of a great need, this country can put a man on the Moon. We must now work together to put him on a fast train. Doing so will transform the way in which we all live, work, and travel--and will reignite the spirit of American industry, manufacturing, and innovation. The America that I believe in is capable of succeeding. The America we must become has no other choice.

CBSDFW.COM

\$10 Billion Needed For DFW To Houston High-Speed Rail

May 2, 2012 12:30 PM

FORT WORTH (CBSDFW.COM) – Imagine heading from North Texas to Houston on a train doing more than 200 miles an hour. The concept of making the trip, on the ground, in 90 minutes, could soon be a reality.

Robert Eckels is the head of Texas Central Railway and says the trip could be possible in less than a decade.

Texas Central Railway is raising private investments to try and fund a \$10 billion high-speed rail system connecting the metroplex with Houston and San Antonio.

"We are not looking for a government subsidy on this project," explained Eckels, "that's one of the key elements to make this project work and is distinguished from others is that we would be a privately operated system."

Eckels told the Tarrant Regional Transportation Coalition train travel is easier than flying, and less prone to terrorists.

"The key difference is you cannot hijack a train and turn it into a WMD," he said. "You can hijack a train and somebody in the central office is going to turn it off."

According to Eckels the train trip would also be more convenient than driving or flying.

"You just walk in and get on the train. You can use your phone. You can use your computer. You can get up and walk around. You can go down and get a snack. It's a much more pleasant way to travel."

If and when the high-speed train comes to fruition officials with Texas Central Railway say ticket prices would be about 70-percent of an airline ticket from North Texas to the Houston area.

If a group of investors commit to the high-speed rail the operation could be up and running by 2020.

Next-Generation Border Crossing: First-Ever High Speed Train To Connect U.S. And Mexico By 2018

By Bryan Llenas

Published January 16, 2014



GETTY IMAGES (2013 GETTY IMAGES)

U.S. and Mexican officials held a high level meeting on Thursday to discuss a plan to build the first-ever high speed passenger railroad line connecting both countries by 2018.

The proposed high-speed train would take passengers from San Antonio, Texas, to Monterrey, Mexico through the U.S. border city of Laredo in less than two hours.

San Antonio and Monterrey are about 300 miles apart, roughly 5 hours' driving distance. Under the proposed plan, passengers would be able to travel quickly between both nations thanks to

pre-clearance immigration and customs checks, so the train wouldn't have to stop at the border.

U.S. Congressman Henry Cuellar, a Texas Democrat, and Texas Department of Transportation Commissioner Jeff Austin, as well as Mexican officials, presented the plan to U.S. Secretary of Transportation Anthony Foxx on Thursday in Washington D.C..

"Secretary Foxx and his team are interested," Cuellar said. "A high-speed rail between San Antonio and Monterrey through Laredo would revolutionize trade and travel between the United States and Mexico."

The project is planned as a joint effort by both nations. But the timeline remains somewhat murky. Both countries are optimistic the project will get done, but the effort seems to be taking a more immediate priority south of the border.

Mexican officials told *Fox News Latino* they have already received the go-ahead and funding is lined up from the federal government and the state of Nuevo Leon. Mexico estimates its share of the cost for the project will be around \$1.5 billion, with construction slated to begin as early the first half of 2015 and completed by 2018.

Both Rep. Cuellar and Mexican officials expect the project to be mostly privately funded.

Marco Antonio Gonzalez Valdez, a congressman from Nuevo León, said new railway reforms proposed by President Enrique Pena Nieto are expected to pass Congress in the coming months and will open Mexico's railroad industry to private investment.

But while Mexico is primed and ready to build, the U.S. is still in a study phase of the project.

The idea for the international railway sprung from an initial Texas Department of Transportation 850-mile study started in September of 2012, scheduled to be completed in December 2014. The study initially looked into building a high-speed rail between Oklahoma City and South Texas but has been expanded to include a separate extension of the railway from San Antonio to Monterrey Mexico.

"The study costs \$5.6 million dollars, and an additional \$400,000 would allow us to extend the study to Monterrey. Once we have route selection then we will begin talking to the private sector," Texas transportation commissioner Jeff Austin said. "We are hoping to get this started by 2015."

Officials noted current railroads in South Texas will most likely not support high speed trains and entirely new high speed infrastructure would need to be put in place.

A high speed link between San Antonio and Monterrey, proponents said, would be an economic boost to both sides of the border. Mexico was the second-largest goods export

market to the U.S. in 2012 and is currently its third-largest goods trading partner.

Monterrey is Mexico's third-largest city and is considered the most important financial, educational and industrial center in the country. According to Rolando Zubiran, the state's deputy minister for foreign investment, 80 percent of U.S. Mexican economic activity passes through Monterrey.

But there are some security and safety questions for potential passengers on the high-speed rail, as Mexico continues to fight ruthless drug cartels. In 2010, Monterrey was at the center of a turf war between the Zetas and Gulf cartels.

"It will be a non-stop train," said Jorge Domene Zambrano, Governor's Executive office Chief of Staff, in response to concerns about a train traveling high speeds through the country still mired in its brutal drug war.

"The only real obstacle we can see to this project is the American study," said Gonzalez told *Fox News Latino*. "The project does not begin until the study is complete."

From the publishers of GOVERNING and Government Technology

FutureStructure

U.S.-Mexico High-Speed Rail Benefits Discussed

BY MALENA CHARUR - LAREDO MORNING TIMES
JANUARY 17, 2014

Jan. 17--The idea of a high-speed passenger and cargo rail service between Mexico and the United States has taken shape after high-ranking officials from both countries met Thursday.

Secretary of Transportation Anthony Foxx, U.S. Congressman Henry Cuellar, representatives from the Texas Department of Transportation and members of the Mexican delegation met in Washington, D.C., to discuss progress and the economic benefits that would be created with the completion of the project, which would link San Antonio to Monterrey, Mexico.

"It's a historic project that will connect San Antonio, Laredo and Monterrey and also help unite large economies, especially those of our areas," Cuellar said.

The project, which will be presented to Vice President Joe Biden, should have the backing of the U.S. government as it has support on both sides of the border.

"Transportation is important to any country," Cuellar said.

"The fact that stakeholders are present is something that is taken into account for the authorization of this project."

The project is in an advanced state on the Mexican side while it's in the study phase on the U.S. side.

Mexican Congressman Marco Antonio Gonzalez Valdez, of Nuevo Leon, said the state government, like the federal government, has an interest in the project.

"The hardest thing is to get the right of way. The easiest thing is to build infrastructure," Gonzalez Valdez said, adding that the original



idea was for cargo service. Later the idea was expanded to include passenger service.

Nuevo Leon already has the right of way and is ready to begin construction, as the project has already been approved.

The interest in linking San Antonio to Monterrey was made by Manlio Fabio Beltrones, coordinator of the PRI parliamentary group in the Mexican Congress.

He asked that the project be extended to other cities as far as Queretaro.

Jorge Domene Zambrano, director of the executive office of the Nuevo Leon governor, said they have been working on the project for five years, keeping in mind that investment is coming from both countries as well as input from the public and private sectors.

"We know that there are railroad tracks already in place in the United States, but the U.S. government has appropriated funds to conduct studies to determine the infrastructure to be used. The results will be ready later this year," he said.

Domene Zambrano added that there is a possibility that both countries will need to discuss customs matters involving San Antonio and Monterrey in order for the trip to be non-stop between the cities.

"I think Secretary Foxx looked favorably on this project.

That it is something positive (and would become) a historic project as it will further unite the states and countries," Gonzalez Valdez said.

He said the project would be added to President Barack Obama's agenda when he visits Mexico in February.

(Contact Malena Charur at 728-2583 or at mcharur@lmtonline.com. Translated by Mark Webber of the Times staff.)

LATIN POST

First U.S.-Mexico High-Speed Rail Line Could Be Built by 2018

By Robert Schoon (r.schoon@latinpost.com)

First Posted: Jan 17, 2014 06:01 PM EST



Travellers walk to a Virgin train at Euston rail station in London August 15, 2012. B
(Photo : Reuters/Neil Hall)

The plans for a long-sought after high-tech, high-speed rail line between the United States and Mexico just took a step forward as officials from Texas and Mexico held a high level meeting on Thursday with the U.S. Department of Transportation in Washington, D.C.

The proposed high-speed rail line has been a long-term project of proponents both in San Antonio and Monterrey, Mexico, who have lobbied for a high-speed connection for years. The high-tech super-fast train would be capable of taking passengers between the two cities, across the U.S. border city of Laredo, within a two-hour time frame, [according to Fox News](#).

Now, it could actually happen within a few years -- possibly as soon as 2018.

High-speed passenger rail has been under consideration in some parts of Texas since the late 1980s, [according to the Texas Department of Transportation](#). It appeared to be an attainable goal at times, like when a private consortium was awarded a franchise to design, build, and operate a high-speed rail line in the state in the 1990s. However, lack of funding and other developments prevented the project from moving forward. Another proposal failed, too, when in 2000 Amtrak said it was planning a new route between the two cities but never got the project off the ground.

But a new push to connect San Antonio and Monterrey -- which are about 300 miles apart, meaning about a five hour drive, currently, to travel between the two, or a costly flight -- could connect both nations in way that boosts the

economy, and cultural exchange, of each side. The plan for the high-tech railroad was presented in Washington D.C. by democratic U.S. Congressman Henry Cuellar (of Texas), Texas Department of Transportation commissioner Jeff Austin, and high-level Mexican officials, to the U.S. Secretary of Transportation, Anthony Foxx.

"Secretary Foxx and his team are interested," Cuellar said to Fox. "A high-speed rail between San Antonio and Monterrey through Laredo would revolutionize trade and travel between the United States and Mexico."

On the Mexican side of the boarder, the high-speed rail line has already made a lot of political progress: Marco Antonio Gonzalez Valdez, a Nuevo León congressman, said that railway reforms proposed by President Enrique Pena Nieto are on their way to passing Congress in the next few months, opening Mexico's railroad industry to more private investment, which is key for funding the San Antonio-Monterrey line. In addition, Mexican federal government funding and resources from the state of Nuevo Leon are already approved and ready for the project.

The cost of the rail line will be shared by both Mexico and the U.S., along with a hefty dose of

private funds. For its part, Mexico estimates its share will be around \$1.5 billion. However, the U.S. still has to finish a \$5.6 million dollar 850-mile high-speed rail study -- which is slated to be finished by December 2014 -- before lining up funds and talking to the private sector.

Other considerations and obstacles must be worked through as well, like setting up immigration pre-clearance and customs checks, so that the train wouldn't have to make a time and energy-consuming stop at Laredo before crossing the boarder.

Also, as Mexico continues to fight a bloody war against drug cartel, safety and security problems may arise: Monterrey has been in the crosshairs of warring drug cartels in the past. "It will be a non-stop train," said Chief of Staff for the governor of Nuevo Leon, Jorge Domene Zombrano, responding to those concerns.

The main obstacle appears to be the successful completion of the Texas rail study and, if all goes well, construction may begin as early as 2015 with an end date in 2018.

Texas Department of Transportation

Texas-Oklahoma Passenger Rail Study - Overview

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



The Texas-Oklahoma Passenger Rail Study (TOPRS) commenced in winter 2013 and is expected to be completed by the end of 2014. It will document the costs, benefits and impacts of potential rail service alternatives compared to a no-build alternative in a service-level environmental impact statement (EIS).

Environmental Impact Statement

The EIS, a federally required document that complies with the National Environmental Policy Act (NEPA), will provide a high-level review of rail needs and potential service options in the corridor. For this study, TxDOT is preparing a service-level EIS as opposed to a more detailed project-level EIS that could be undertaken in the future. The study will provide an analysis to inform the state and others about the risks and benefits of investing in passenger rail service for the corridor.

History

High-speed passenger rail has been under consideration in Texas since the late 1980s. In the 1990s, a private consortium was awarded a franchise to design, build and operate high-speed rail in the state. Although demand

appeared to support the development of high-speed rail, lack of funding and other obstacles prevented the project from moving forward. Since then, other proposals for high-speed passenger rail in Texas have been submitted to the Federal Railroad Administration (FRA), with each proposal showing revenues that exceed operating expenses but requiring some amount of funding to build.

In 2000, the FRA designated the South Central corridor, including the area between San Antonio and Dallas/Fort Worth, as a future high-speed rail corridor. In 2010, TxDOT received a grant from FRA to study passenger rail in this corridor.

Different Types of Passenger Rail

The Texas-Oklahoma Passenger Rail Study will consider a range of passenger rail options for the 850-mile corridor. Today's passenger rail service can range in speed from 79 miles per hour to more than 220 miles per hour. The different speed options will influence ridership, the number and location of stations, and costs.

Decision Making

TxDOT and FRA will make decisions about TOPRS after reviewing input from the public and other public agencies.



Discussion turns to San Antonio-Mexico City rail service

Last Updated: 25 January 2014

By Steve Taylor
staylor@riograndeguardian.com



Diputado Marco Antonio González of Nuevo León visited Washington, D.C., with Congressman Henry Cuellar to meet with U.S. Transportation Secretary Anthony Foxx.

LAREDO, January 25 - Plans to build a high speed passenger rail service from San Antonio to Monterrey could be extended to Mexico City, a congressman from Nuevo León tells the Guardian.

Diputado Marco Antonio González says permits and right of way acquisition have already been acquired between Monterrey and the Laredo-Colombia Solidarity Bridge. González said he is now working on the same for Monterrey to Querétaro.

"At the moment, the only international passenger line out of the United States runs to Montreal, Canada. We want to have the first line on the southern border, in order to make our countries more integrated," González told the Guardian.

"There is already a high speed passenger line between Mexico City and Querétaro. We are going to lobby before 2018 for a line from Querétaro to Monterrey. So, basically, you could then get a service from Mexico City to San Antonio."

On Jan. 16, González accompanied U.S. Rep. Henry Cuellar and Texas Department of Transportation officials on a trip to Washington, D.C., to meet with U.S. Transportation Secretary Anthony Foxx. "It was a very positive meeting," González said. "We are very excited about the project. There will be a study of the project in Texas this year and, hopefully, we can start crystalizing the project from 2015. By 2018, we want the Monterrey to Laredo-Colombia line built and to start the Monterrey to Querétaro line."

González said the state of Nuevo León has been working on the Monterrey to Laredo-Colombia rail project for the past four years. He said it would cost approximately \$1.5 billion U.S. dollars. "We had this project started four years ago without knowing whether there would be any interest from the U.S. Originally we thought it would only be for freight, not passengers. It was the U.S. that changed the focus for us. They had an interest in the transportation of both freight and people."

Asked how much support there is in Mexico for the project, González replied: "There is 100 percent support for this in Mexico."

Congressman Cuellar said this is a good time to be discussing rail projects in Mexico.

"In February, the Mexican Congress is going to be looking at rail modernization. Right now there are four companies that control everything, they have a monopoly. The discussion is going to be about opening things up, allowing the private sector to get involved," Cuellar said.

Cuellar said he felt "very, very, good" about the San Antonio to Monterrey project. Asked how much interest Secretary Foxx showed in the project, Cuellar said: "The secretary was really interested to know how deep the interest of the Mexicans was. My response was that the Mexicans already have the right of way, the permits, so therefore there is a lot of interest there."

Cuellar explained to the Guardian how the idea for a cross-border rail line came about. He said back in 2008 Congress approved \$5 million for a study on the possibility of high speed passenger rail between Oklahoma City and San Antonio. In Texas, the studies were to be conducted by TxDOT with routes to include Dallas, Austin and Houston. Cuellar was not pleased the studies were going to stop at San Antonio and not include the south Texas border region. He succeeded in getting an amendment

passed that would include a study of high speed rail on the South Texas border.

Cuellar said from what he has heard a route from Corpus Christi to Brownsville has been eliminated from the study. However, he said TxDOT will be studying San Antonio to Laredo and the Rio Grande Valley.

"The Texas Department of Transportation has already looked at different routes and they have already said some of them are not feasible. The two remaining sites, and I hope that we can do both, are the Valley and Laredo. The Valley has the population. Laredo has 250,000. The Valley has 800,000 and when you include the folks from across the river it is a lot more. So, the Valley has the population, so I hope they can have the connection also."

Cuellar said although Laredo's population is much less than the Valley's, it made sense to have the San Antonio-Monterrey route going through Laredo because of its geography. "There is 100 percent support here in the Valley. They already have the right of way and the permit. They already have the signs in place for the route from Monterrey to Colombia-Laredo. So, we are hoping we can connect San Antonio, Laredo and Monterrey but at the same time I want the other leg to be here in the Valley."

TxDOT spokeswoman Veronica Beyer explained where her agency was at. "Since 2012, TxDOT has been studying the feasibility of passenger rail service from Oklahoma to South Texas. Last week, the agency asked our federal partners for \$400,000 to expand this exploration to include passenger rail down to Mexico," Beyer said. "While the impact of such rail service through south Texas to Mexico is not in the scope of the current Texas/Oklahoma Passenger Rail Study, we believe additional funding could address this possibility. It's premature to speculate on its feasibility or the route it might follow."

Congressman Cuellar was asked about the symbolism of building a high speed rail line into Mexico.

"Both symbolically and practically it sends a big message. Practically, it shows there is a major connection between Monterrey and San Antonio. We know business people and tourists that want to come and go to both cities. We need to be able to

move business people and tourists in a fast and safe way. That can only improve the economies of two areas that are so important to the U.S. and Mexico. Remember, we do \$1.3 billion in trade every day with Mexico," Cuellar said.

"Symbolically, it is important because for many years all we heard was talk of putting walls up and more and more security measures. Now we are talking about putting a high speed train between two large economies. I think this symbolically means the U.S. and Mexico is getting closer."

Asked when the project might get going, Cuellar said: "The Mexicans are already way ahead of us. They have the right of way, they have everything in place. They are saying 2018. That is pretty ambitious. On the U.S. side it is going to take a little bit of time. By the end of this year we should have the study of the border. If you add Monterrey to the study it is going to be a little bit longer. If the studies show this can be profitable then I think the private sector will come in and we will let the bidding start and see who wants to do this. The federal government will not build this. I think you could see San Antonio to Monterrey complete in less than ten years, best case scenario."

Cuellar added that the ironic thing about the potential project is that although South Texas was not, originally, going to be studied it could end up being the first leg to have a high speed rail line constructed.

"The last part that got added, through an amendment, might be the first leg to be done, rather than from Oklahoma. I think that is the ironic thing. We came in at the end, we were the cow wagon and now we are locomotive."

LITINA LISTA

Discussion turns to San Antonio-Mexico City rail service

January 27, 2014
By Steve Taylor



LAREDO, TX — Plans to build a high speed passenger rail service from San Antonio to Monterrey could be extended to Mexico City, a

congressman from Nuevo León tells the Guardian.

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Asked how much support there is in Mexico for the project, González replied: "There is 100 percent support for this in Mexico."

Congressman Cuellar said this is a good time to be discussing major rail projects in Mexico.

*In February...

Finish reading [Discussion turns to San Antonio-Mexico City rail service](#)

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US–Mexico High-Speed Railway Proposed

Originally published on Gas2

By Heather Carr.

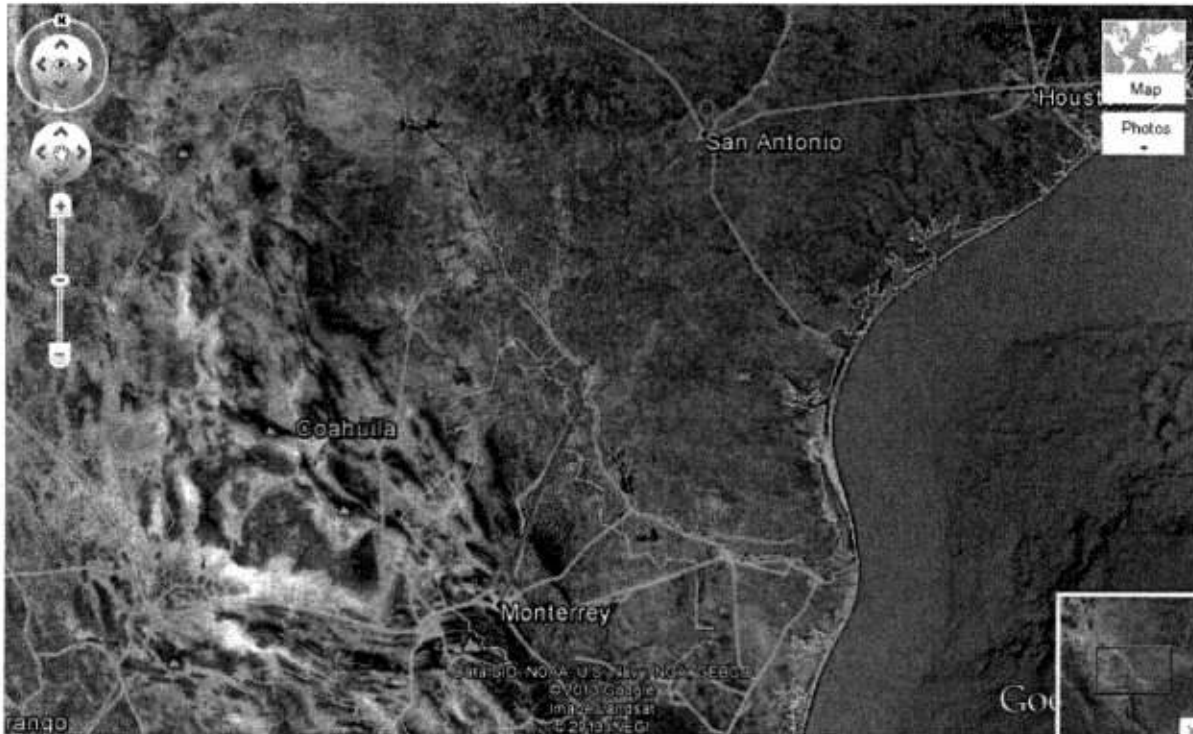


A proposed high-speed rail line between the U.S. and Mexico could improve trade, reduce travel time, and increase tourism between the two countries.

Representative Henry Cuellar – who represents a crazy-shaped district in Texas that runs from the west side of San Antonio, around to the south of the city, then takes a sharp left to the Rio Grande above Laredo and down to McAllen – is the author of the idea. Rep. Cuellar, Texas

Department of Transportation (TxDOT) Commissioner Jeff Austin, and Mexican officials met with U.S. Secretary of Transportation Anthony Foxx to discuss the plan on Thursday.

The proposed high-speed rail line would run from San Antonio, Texas to Monterrey, Mexico through Laredo, Texas. The trip, which usually takes five hours to drive, not including stops, would take less than two hours on a high-speed train.



High-Speed Rail Between Monterrey and San Antonio

Monterrey is a wealthy industrial and business center in Mexico, and is home to the headquarters of many large Mexican and international corporations. In 2008, the GDP of the city was US\$102 billion. More than four million people live in the Monterrey metropolitan area, and several naturally beautiful areas surround the city. Combined with the year-round gentle climate, this makes it attractive to outdoors enthusiasts as well.

San Antonio, at the other end of the proposed high-speed rail line, is similarly bustling with industry. The metro area is about half the size of Monterrey's, with a little over two million people. Caves, natural areas, and theme parks in the region make it a popular tourist destination. It's also very romantic, if you're looking for a nice place for a wedding or weekend getaway.

Funding for Texas High Speed Rail

The project would be a joint effort between the U.S. and Mexico. On the Mexican side, funds are already in place to build the infrastructure necessary for new high-rail lines. Construction is

planned to begin in 2015 and be finished as early as 2018.

Funding for high-speed rail on the U.S. side is a little more uncertain, although Rep. Cuellar says he believes the proposed high-speed rail would be built using mostly private funds. In recent years, the south Texas economy has relied more and more on construction (and wind farms! **We love the wind farms!**). Building a high-speed rail line through the area would continue the current economic boom.

With trade between the U.S. and Mexico at about US\$500 billion, high-speed rail makes good sense for both the local and national economy. But can a deep-red state like Texas take the lead on a light-blue infrastructure project like high-speed rail?

Read <http://cleantechnica.com/2014/01/25/us-mexico-high-speed-railway-proposed/#qtU1EvZXdkVLmbz.99> more

EcoBusiness

POWERED BY ECOWATCH

Could a U.S.-to-Mexico High-Speed Railway Work?

Brandon Baker

January 29, 2014 11:24 am

A high-speed train could be transporting Americans to Mexico in less than two hours by 2018.

Politicians from Texas met with Mexican officials in Washington earlier this month to discuss the feasibility of a high-speed passenger rail line from San Antonio, TX to Monterrey, Mexico. The project could begin in 2015, with 2018 as the earliest possible completion year.

U.S. Rep. Henry Cuellar, D-Texas, told *Fox News Latino* that U.S. Secretary of Transportation Anthony Foxx was perceptive to the plan he presented with Texas Department of Transportation Commissioner Jeff Austin.

"Secretary Foxx and his team are interested," Cuellar said. "A high-speed rail between San Antonio and Monterrey through Laredo would revolutionize trade and travel between the U.S. and Mexico."

Though it examined the Midwest, the Environmental Law & Policy Center (ELPC) estimates that high-speed rail could be three

times as energy efficient as cars and six times as energy efficient as planes.

"Choosing rail travel over driving or flying will decrease our dependence on foreign oil and reduce air pollution that causes global warming and harms public health," according to the ELPC.

Mexico estimates its share of the cost for the project will cost about \$1.5 billion. Texas is in the midst of a \$5.6 million study that initially began as a feasibility examination of a railway from South Texas to Oklahoma. The study has been expanded to look at the Texas-to-Mexico route.

The San Antonio-to-Monterrey trip takes about five hours to drive, but the proposed rail would take less than two hours.

"The only real obstacle we can see to this project is the American study," said Marco Antonio Gonzalez Valdez, a congressman from Nuevo León, Mexico. "The project does not begin until the study is complete."

EcoBusiness

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California Residents and Politicians Ask Gov. Brown to Give Up on High-Speed Rail

Brandon Baker

January 7, 2014 12:39 pm

<http://ecowatch.com/2014/01/07/california-residents-gov-brown-high-speed-rail/>

It's been nearly six years since California voters approved \$10 billion in rail bonds to make a high-speed train line from Los Angeles to San Francisco a reality. The project appears to be on life support, with judges, residents and politicians all expressing doubt.

"It's time for the [California Gov. Jerry Brown] to pull up the tracks," U.S. Rep. Kevin McCarthy, (R-CA), told *The New York Times*. "Everything he has said has not come to fruition.

"It's time to scratch the project."

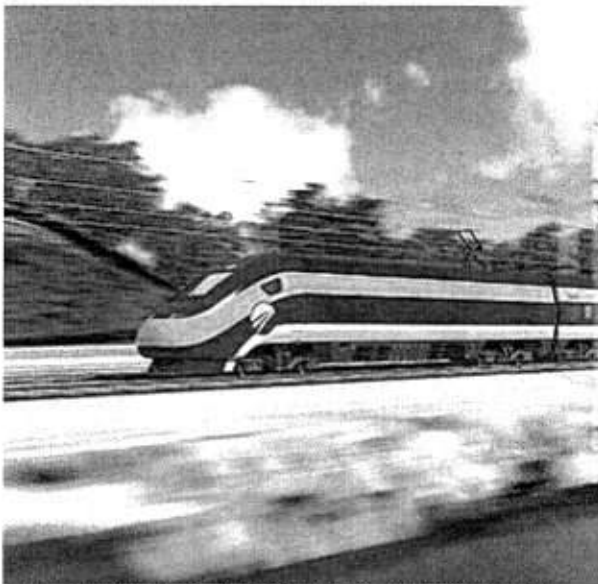


Photo rendering credit: California High Speed Rail Authority

That statement came nearly two months after a Sacramento County judge's invalidation of the rail authority's business plan. Sacramento County Superior Court Judge Michael Kenny ruled that the High-Speed Rail Authority's (HSRA) plan is no longer in line with what voters approved in 2008, according to *The Associated*

Press. The lawsuit came from a group of Kings County residents who don't want the project to happen.

The HSRA now needs to show how it will pay for the first 300 miles of construction. Kenny rejected a request from the HSRA that would allow the state treasurer to sell \$8.6 billion in bonds.

Fifty-two percent of the respondents in a September survey from U.S.C. Dornsife/Los Angeles Times said they oppose the project. That's the same percentage of residents who passed the rail measure in 2008.

The project is slated to cost \$68 billion and be completed in 2029. The state identified nearly \$13 billion in financing for the project before the November ruling—about \$9 billion in state bonds and \$3.5 billion in matching funds. California won't get more than \$3 billion in federal matching funds without more state funding. Brown's new budget proposal, which is expected by the end of the week, could include a request that some money collected from carbon producers under the state's cap-and-trade program be used to help pay for the high-speed line.

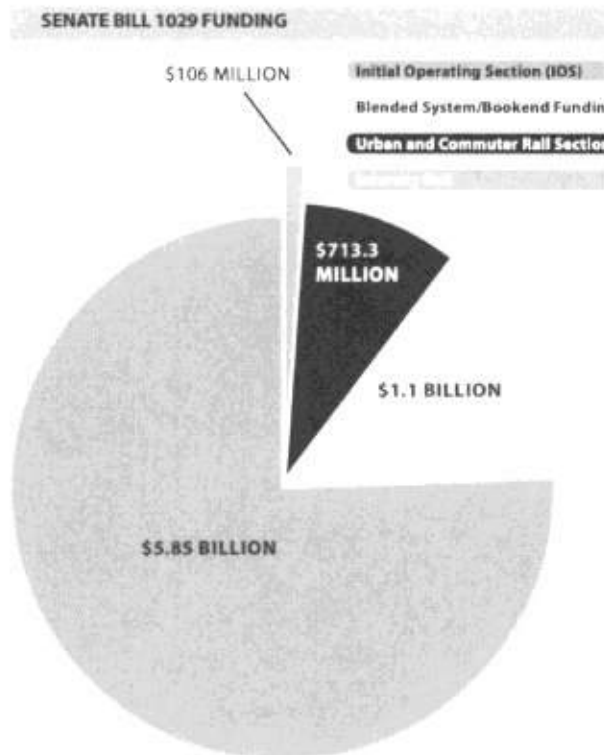
"We have confidence that we can comply with this ruling and we can move this program forward, and it should move forward," said Dan Richard, chairman of the High-Speed Rail Authority, which is building the line.

"Yes, it's difficult. Yes, it's challenging. But we are still committed to it. The governor is fully committed to it."

However Rep. McCarthy said he doubts voters would approve \$9 billion to build it and that

private investment in the project has been nonexistent. Democratic State Sen. Mark DeSaulnier, who voted against the project, said he has yet to see solid evidence of where the money will come from.

"That's the bottom line: Show me the money," he told *The New York Times*. "That is what the judge said, and that is what we promised the voters. And I never heard, sitting through many, many years in the Legislature, I never heard them show me the money in a way that I could feel comfortable. It has gotten worse."



A graphic from May 2013 displays high-speed rail funding under California Senate Bill 1029. Graphic credit: California High Speed Rail Authority

DeSaulnier may soon get to see some of the money—or progress—once the HSRA is done evaluating qualification bids from five "world-class construction teams" to build a 60-mile stretch of the high-speed line from Fresno to a county line near Bakersfield for about \$1.5 to \$2 billion.

Based on his comments, it doesn't sound like that would impress McCarthy very much.

"They get so invested in it, they just get blinded," the U.S. representative said. "That's why I think this time of year, New Year's, is the best time to step back and say: 'I tried. It won't pan out.'"

"I think the governor would get big applause from California voters saying that."



ENVIRONMENTAL LAW & POLICY CENTER
Protecting the Midwest's Environment and Natural Heritage

Benefits of high speed rail

<https://elpc.org/benefits-of-high-speed-rail>

Because high speed rail promises environmental, economic, and transportation benefits, it has garnered broad support from throughout the Midwest. Click here to view a map of the Midwest High Speed Rail Network.

Cleaner Air and Less Sprawl



High speed trains in the Midwest would be three times as energy efficient as cars and six times as energy efficient as planes. Choosing rail travel over driving or flying will decrease our dependence on foreign oil and reduce air pollution that causes global warming and harms public health.

Currently, major portions of the Midwest suffer from "severe" smog problems, according to federal regulators. The construction of high-speed rail will decrease the region's reliance on automotive transportation and therefore help reduce ozone emissions.

Downtown train stations will pull jobs, people and business back into the country's central cities thus reversing sprawl. High speed rail

reduces the need for new outlying highways and airports which exacerbate sprawl.

Convenience and mobility



At distances of less than 400 miles, high-speed trains can deliver you downtown-to-downtown almost as fast as airplanes at a fraction of the cost, and can do so in virtually all weather.

With wide seats, fax machines, places to plug in your laptop computer, and food service, high-speed trains provide a convenient, productive alternative to cars and airplanes.

The economic value of the improved mobility has been valued at \$13.2 billion through 2030.

High speed rail offers convenient service to most of the region's major airports, allowing residents of smaller communities the benefits of affordable long-distance travel.

Constructing a Midwest high speed rail network supports commuter and light rail. In Chicago, for example, high speed trains will share Union Station with METRA commuter trains, increasing ridership on both.

High speed rail will provide \$1.3 billion in highway congestion relief and \$700 million in airport congestion relief.

A single railroad track can carry as many people as a ten-lane highway at a fraction of the cost.

New jobs and economic growth



For the City of Chicago, a high speed rail hub will have the equivalent economic impact of a medium-sized airport located in the heart of the central business district – without having to displace a single office.

The Midwest's railcar manufacturing industry will prosper as a result of the addition of high-speed rail to the region.

As the redevelopment of train stations in Washington D.C. and Kalamazoo have demonstrated, train terminals can become the focal points for commercial redevelopment and promote substantial new development in surrounding areas. A study for the City of Chicago estimated that high speed rail would bring \$8-10 billion dollars of new economic activity to Chicago.

A high speed rail network pulls together the regional economy and promotes intra-regional business growth. The economic impact of Midwestern intra-regional trade greatly exceeds the potential benefits of increased trade with Canada and Mexico spurred by NAFTA.

The development of improved rail service can provide a significant boost to travel and tourism by facilitating weekend leisure trips by families from smaller towns to the major cities and vice versa.

Cost-effective

Once built, high-speed rail in the Midwest will pay for itself.

Every dollar of cost yields between \$1.70 and \$2.50 of benefits



Texas High Speed Rail & Transportation Corporation



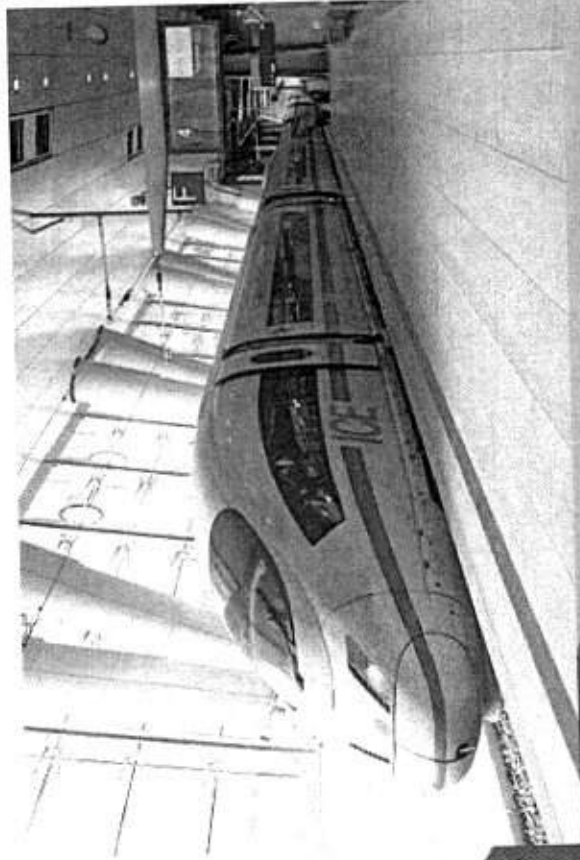
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Public Policy Consultants
8080 Park Lane, Suite 600 • Dallas, Texas 75231
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The Future of Transportation and Economic Development in Texas

THSRTC Vision



A multimodal and inter-modal transportation system linking the four major metropolitan areas of the State of Texas together by the most advanced high speed rail system in the world located in the *Texas T-Bone* Corridor.



Major areas connected:

- Austin
- Dallas/Fort Worth
- Houston
- San Antonio

Grassroots Approach



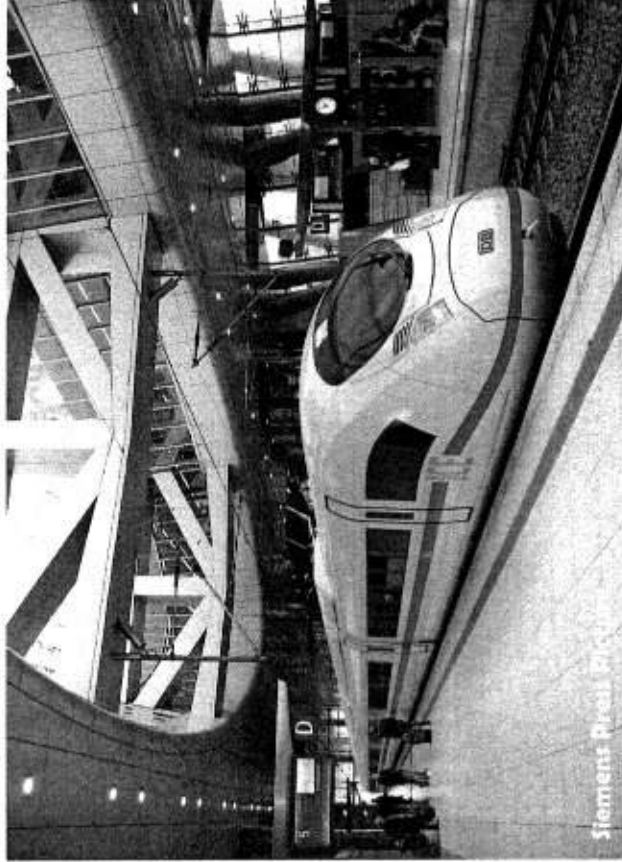
- THSRTC is a not-for-profit corporation dedicated to bringing together specific regions of the State of Texas in a grassroots, collective effort to improve multi-modal surface transportation and bring high speed rail to the State of Texas.
- Since its inception in October 2002, the corporation's membership has grown to represent close to 12 million Texans.
- Our members share a legitimate concern for the future of transportation in the State and a willingness to proactively pursue Texas' best interests.

Siemens-ICE 3 Class 407



Germany

- Siemens Velaro Trains have been a leading competitor in the High Speed Rail Industry.
- Set to begin operation in 2013, the new ICE 3 will not disappoint.
- Travel at speeds over 200 mph
- Seats over 450 passengers
- Energy Efficient
- Safety Tested
- Comfortable atmosphere that provides an enjoyable experience for all those traveling.

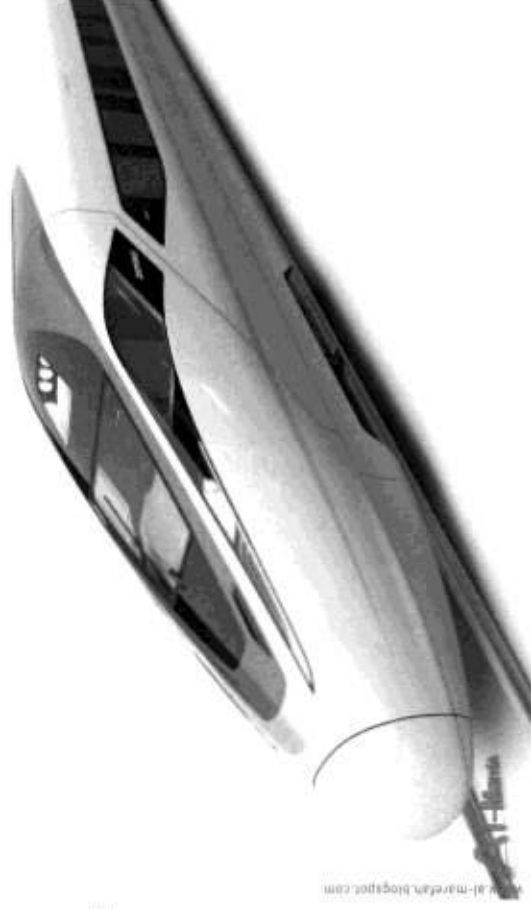


Bombardier- Zefiro 380



Germany

- Bombardier's new Zefiro 380 takes traveling by train to the next level.
- Set to begin operation in 2013
- Capable of speeds up to 230 mph
- Compatible to either an 8 or 16 car formation
- Energy Efficient
- Safety tested
- Interior flexibility for maximum comfort for all passengers.

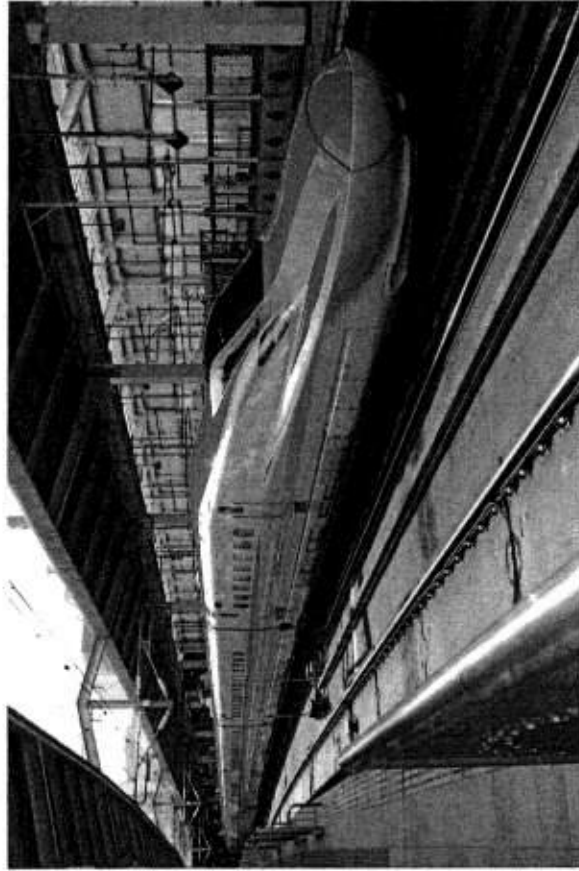


Hitachi- Shinkansen E6



Japan

- Scheduled to begin operation in March of 2013, the Shinkansen E6 series is expected to quickly become an industry leader.
- Travel at speeds up to 200 mph
- Capable of carrying over 300 passengers.
- Energy Efficient
- The Shinkansen not only provides a comfortable, safe, and efficient means of travel but it also provides national pride and heritage behind the sleek design.

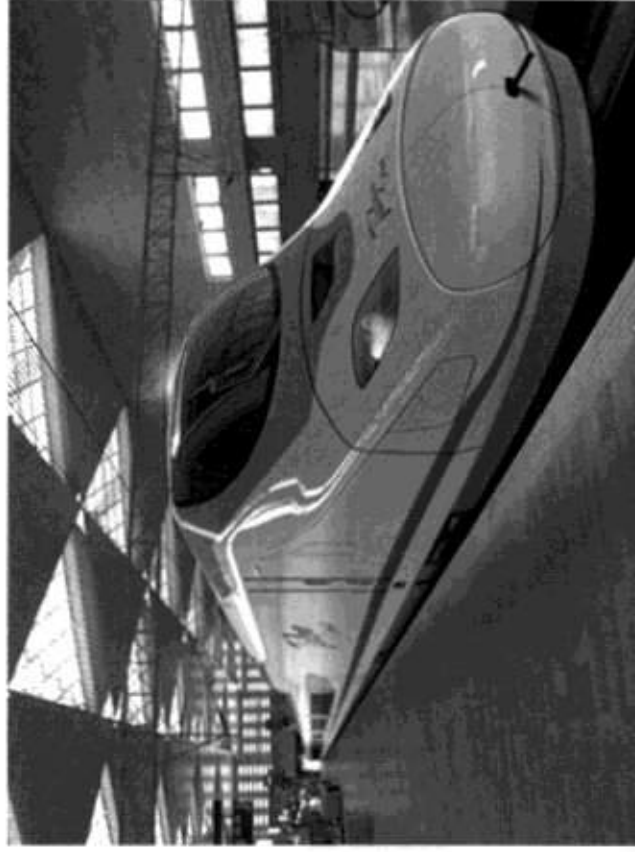


Talgo- Avril



Spain

- The Avril High Speed Train is a state of the art high speed rail system that has surpassed all expectations.
- Travel at speeds of 230 mph
- Capacity of 600 passengers
- Energy Efficient due to its lightweight construction
- Proven to provide a comfortable and enjoyable ride for all traveling passengers.

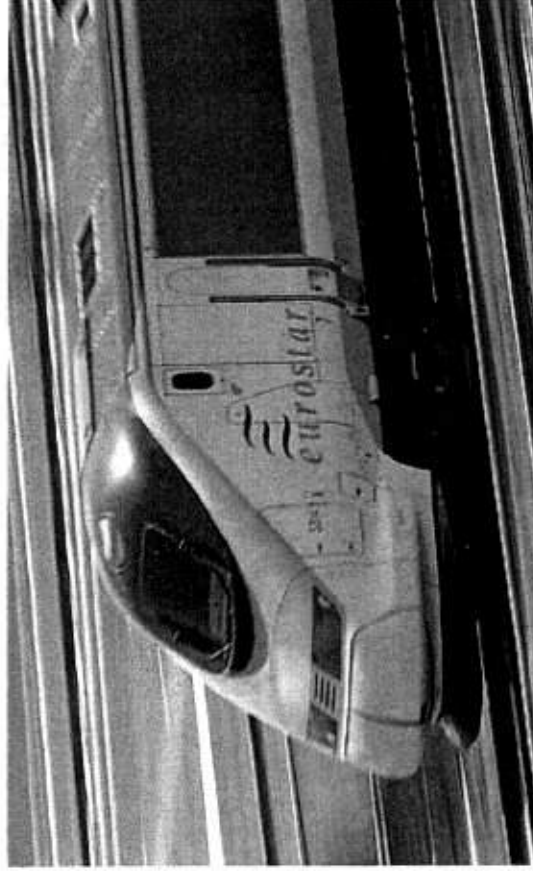


Eurotunnel- EuroStar



United Kingdom, France, Belgium

- The Eurostar has a 20 year track record that has proven its sustainability, its speed, and its comfort.
- Since operation began the Eurostar has become the dominant mode of transportation, carrying more passengers than all airlines combined.
- Capable of maintaining speeds of 186 mph
- It has proven to be safe, comfortable, and efficient for those traveling in England, France, and Belgium.



China South Locomotive- CRH380A



China

- The CRH380A is an upgrade to a long lasting line of high speed rail systems in China.
- Operation began in 2010 and the CRH380A has made its presence in China.
- Cruising speeds reach 217 mph, but is capable of reaching speeds up to 236 mph.
- Option between an 8 car formation (494 passengers) and a 16 car formation (1066 passengers)
- The new sleek design inside and out is allowing the CRH380A to provide a safe, comfortable, and enjoyable experience for all passengers.



Kawasaki, Hitachi- THSR 700T



Taiwan

- Since operation began in 2007 the THSR 700T has progressively become the ideal way to travel in Taiwan.
- The THSR 700T is capable of moving over 900 passengers at speeds of up to 186 mph.
- With upgraded safety features to meet the European safety measures the THSR 700T is able to provide a comfortable, safe, and enjoyable ride through the mountainous terrain of Taiwan.



Korail- KTX



Korea

- The KTX has been Korea's preeminent mode of transportation since operation began in 2004.
- Over 110,000 passengers ride the high speed rail everyday.
- Capable of reaching speeds of 190 mph.
- Fast, comfortable, and convenient for all passengers.
- The KTX has performed and proven its sustainability and ranks amongst the top High Speed Rail Systems in the world.



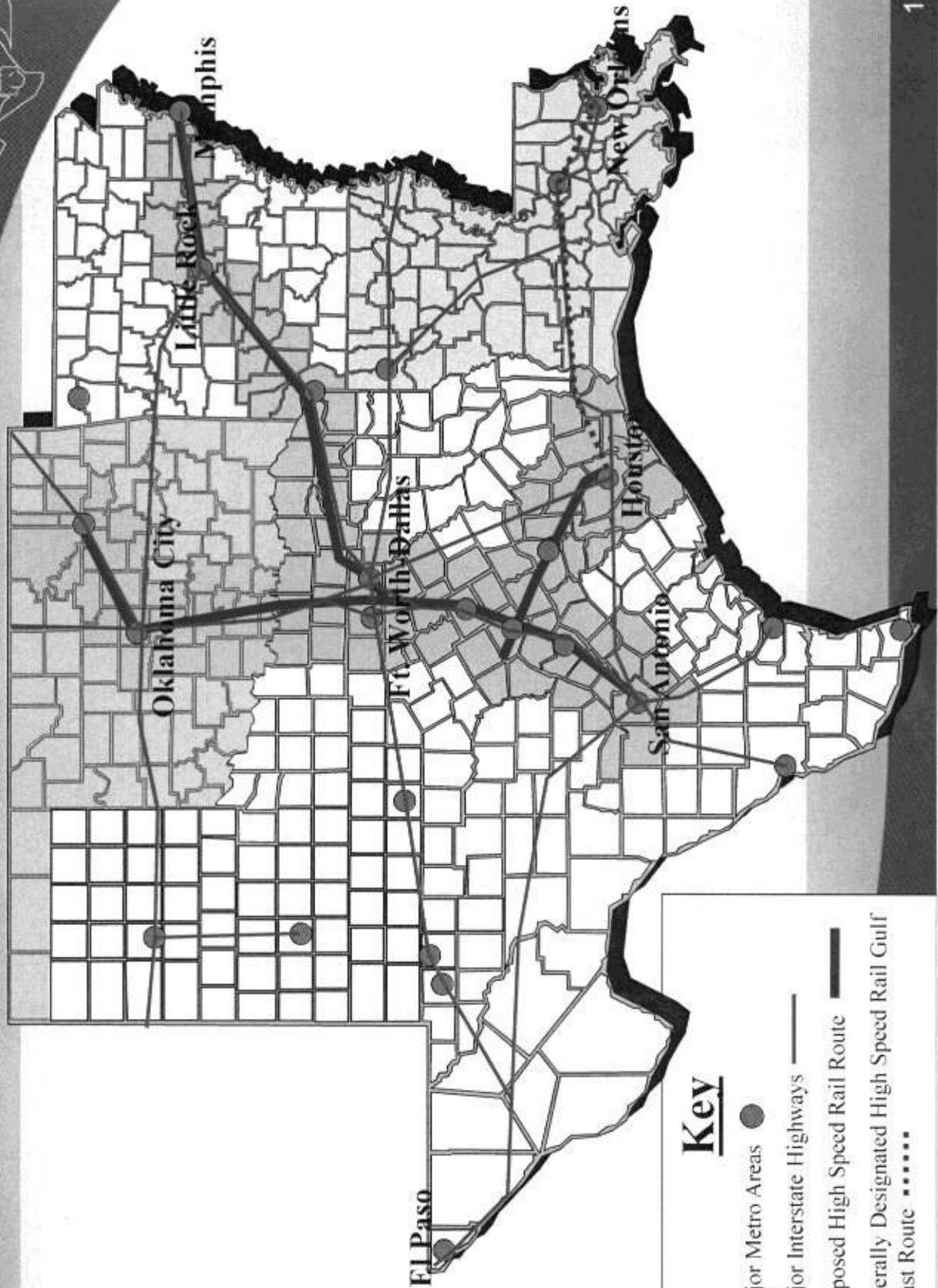
Texas T-Bone



- Most efficient route connecting the 4 largest metropolitan city centers in the state, covering 470 miles
- The route covers over 70% of Texas' current population
- Will cover 80% of population by 2040



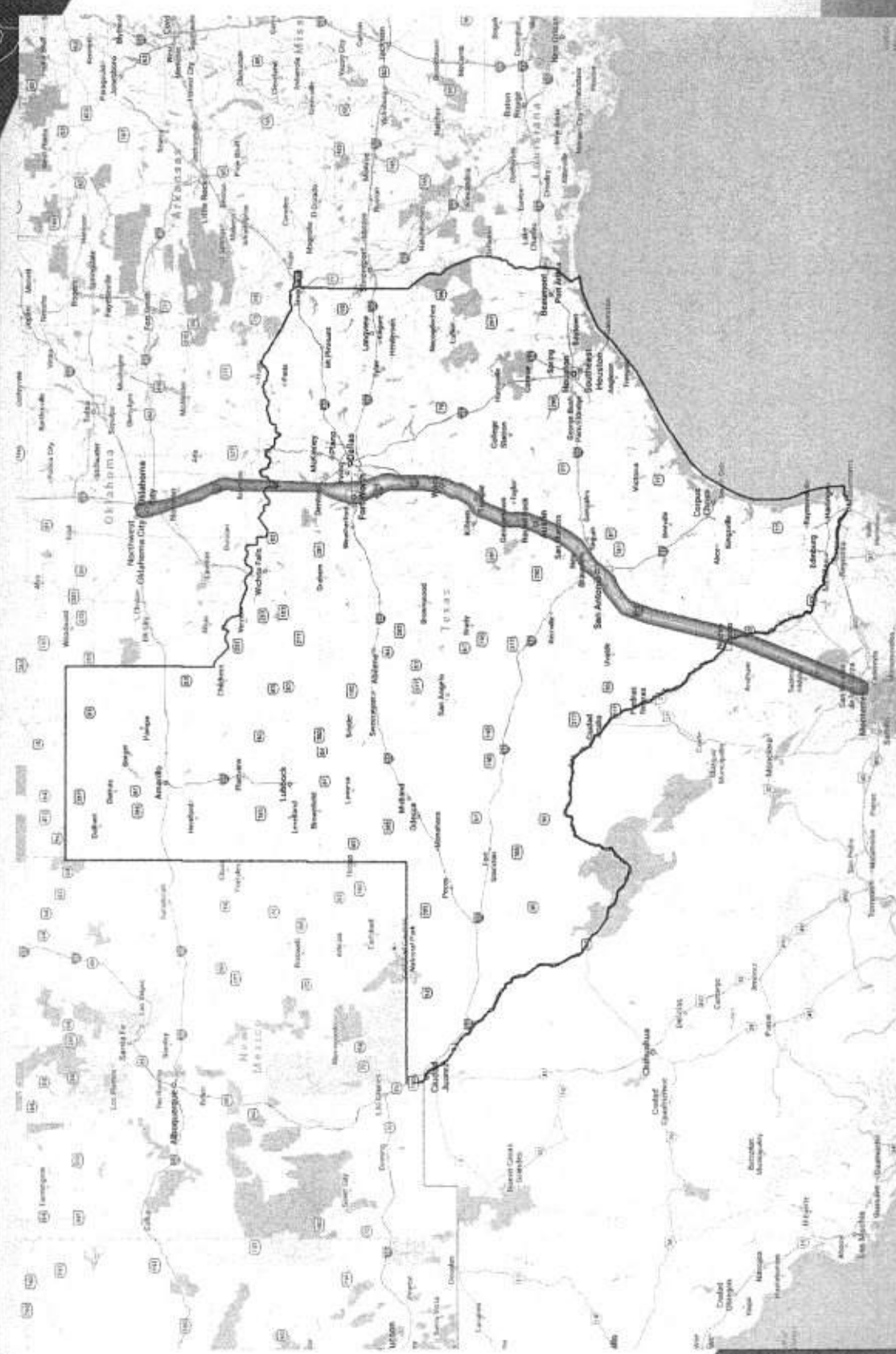
T-Bone Corridor Extensions



Key

- Major Metro Areas ●
- Major Interstate Highways —
- Proposed High Speed Rail Route —
- Federally Designated High Speed Rail Gulf Coast Route

I-35 Corridor



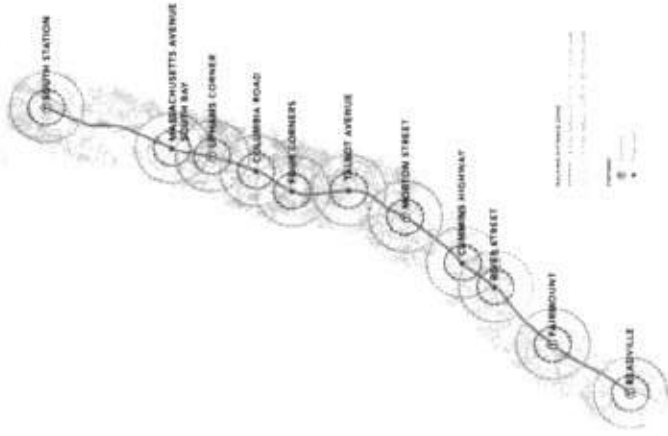
Transit Oriented Development



Offices close to the station would allow workers to take the train instead of fighting traffic

Retail stores thrive from pedestrians

Areas around the stations are ideal for mixed use and dense development



Living close to the station allows commuters to work in different city

Trade and Economic Impacts

Texas is the *number one* exporter in the U.S.

- Texas accounts for more than 17% of *all* U.S. exports.

Business and Industry Data Center 2011
<http://www.bidc.state.tx.us/>



FLUOR[®]

Kimberly-Clark

ExxonMobil



#12

World ranking of Texas' Gross State Product in comparison to the Gross Domestic Products of other countries.

Business and Industry Data Center 2009
<http://www.bidc.state.tx.us/>

Why Texas?

- Central Time Zone and Central Location



- Southern climate
- Right to work state
- No corporate taxes
- No personal income tax



Why Texas?



- Surface highway infrastructure is lacking funds for sufficient maintenance.
- 1,200 mile border with Mexico
- 950 mile border with gulf of Mexico
- Sustainable population growth
 - Births
 - Immigration
 - Relocation





51.7 million

The projected Texas population in 2040.

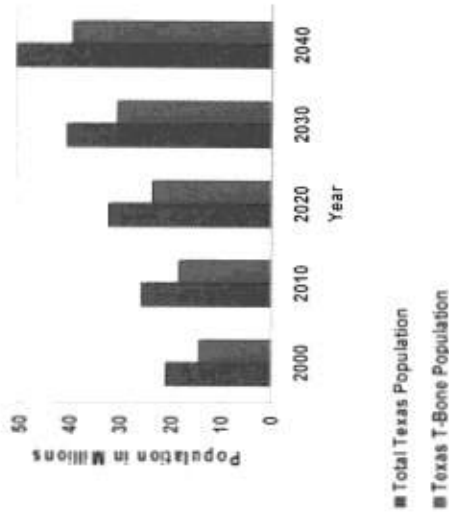
- An increase of approximately 26.6 million from 2010.
- Our population more than doubles!

80%

Percentage of Texas population along THSRTC Texas T-Bone Corridor in 2040.



- The population along Texas T-Bone Corridor is projected to be **40,589,538** in 2040.
- The present population along the Texas T-Bone Corridor is **17,961,075**. That's **over 2/3 (71%)** of Texas' population.

Projected Population Growth in Texas (2000-2040)



Trains, Planes and Automobiles



Travel Means	Travel Volume
Highway – 110,000	Routes
	I-35 – 50,000
	I-45 – 26,000
	I-10 – 22,000
	SH 290 – 12,000
Air – 25,000 (approx)	Routes
	Dallas/Fort Worth – Houston 6,500
	Houston – San Antonio 8,750
	San Antonio – Dallas/Fort Worth 3,950
	Austin – Houston 2,700
	Dallas/Fort Worth – Austin 2,990
HSR Ridership	
Dallas/Fort Worth to Houston - 294 miles	1 hour 30 minutes
San Antonio to Dallas/Fort Worth – 273 miles	1 hour 20 minutes

Transportation Study

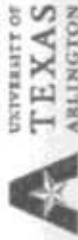


HSR In Texas

- Estimated HSR Market Share: **85%**
- Estimated Texas HSR Annual Ridership : **8 Million**
- Daily Ridership: **22,000**

Stephen P. Mattingly - Associate Professor
mattingly@uta.edu

Antonio Massidda - Faculty Research Associate
massidda@uta.edu



DEPARTMENT OF CIVIL ENGINEERING

<L:\THSRTC\Presentations\UTA Presentation.pdf>

Estimated Annual Revenues
for HSR Tickets: **\$650 Million!**

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Senator
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Zedler
District 96, TX



Rep. Phil
Stephenson
District 85, TX



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Thompson
District 141, TX



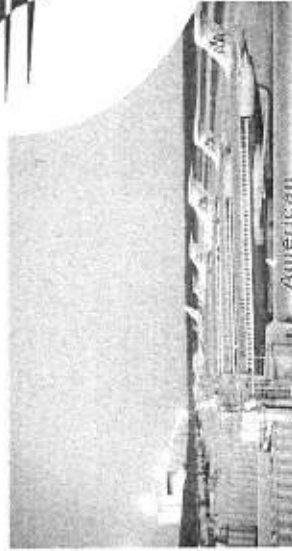
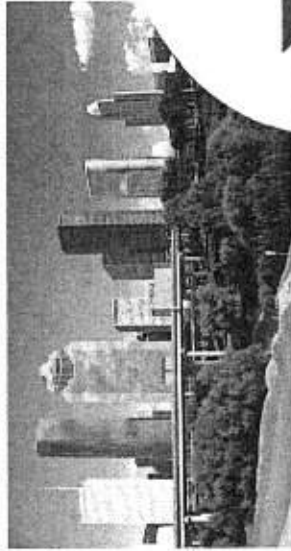
Rep. Michael
Villarreal
District 123, TX



Rep. Toni
Rose
District 110, TX



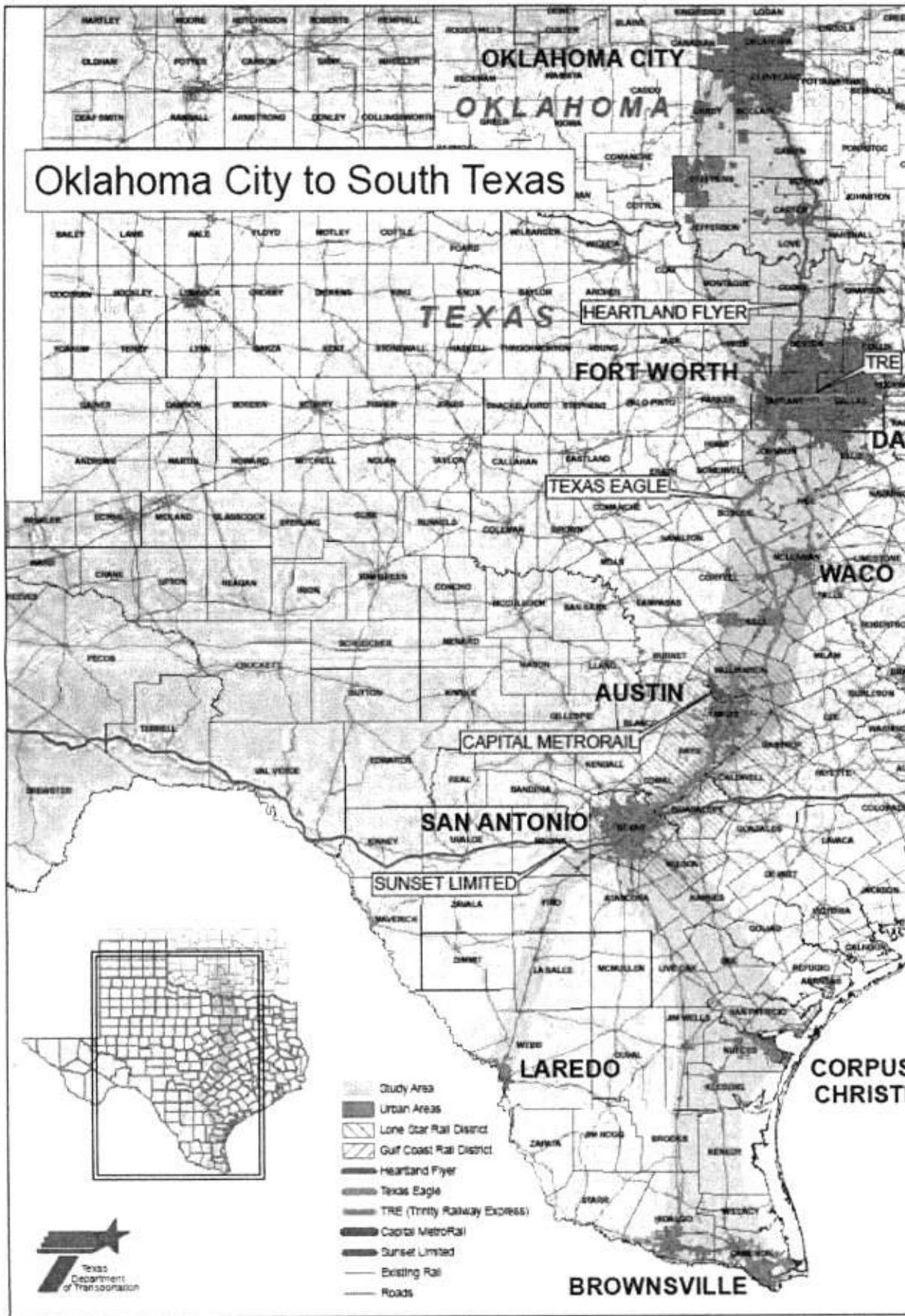
Texas High Speed Rail & Transportation Corporation

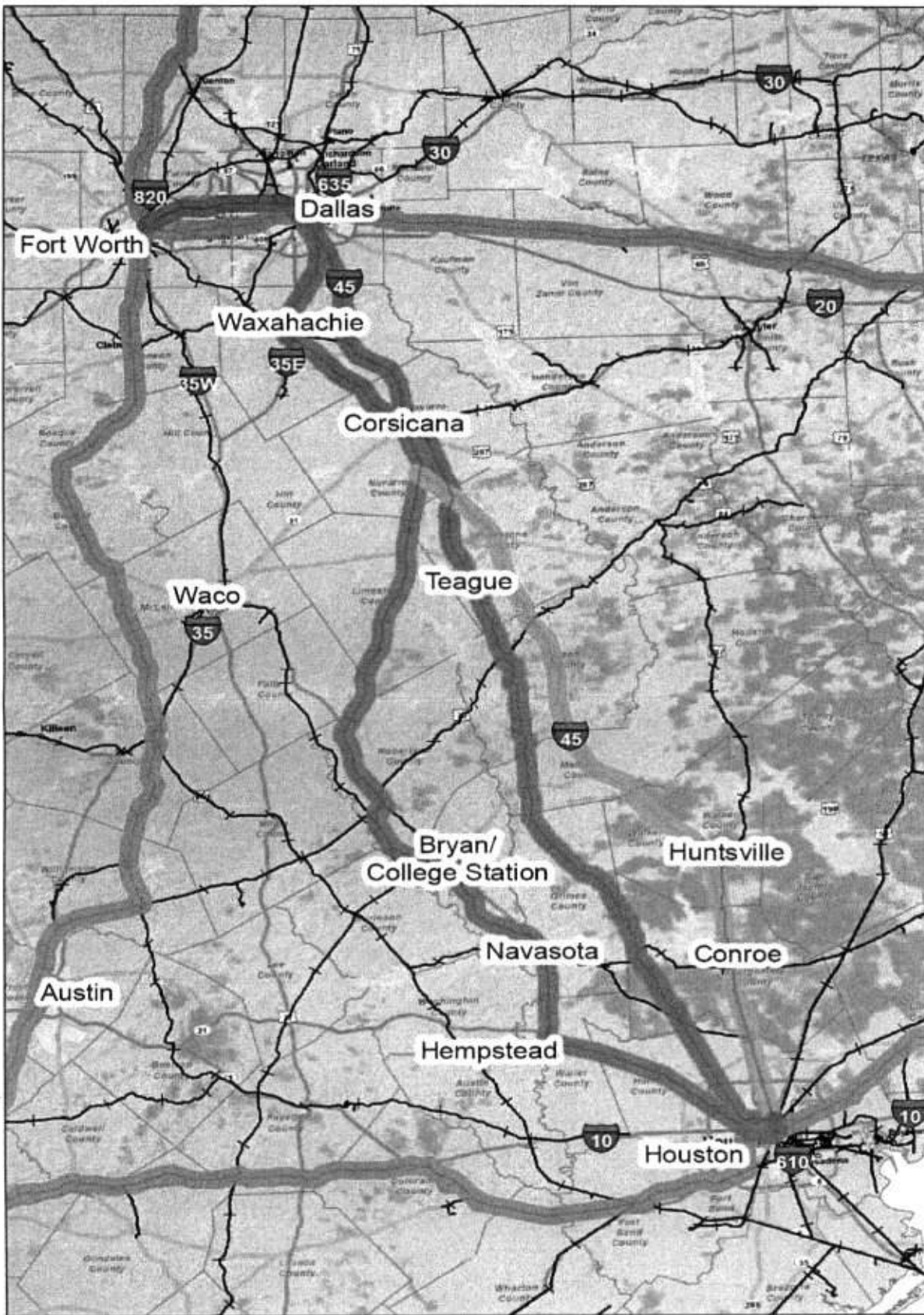


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The Future of Transportation and Economic Development in Texas

Oklahoma City to South Texas





Dallas-Fort Worth to Houston
HSIPR Routes

Legend

- Existing Rail
- Existing Amtrak
- - - Existing TRE
- █ BNSF Route
- █ UPRR Route
- █ Green Field Route

