



Figure ES-1: Build Alternatives

#### ES.4.2.4 Southern Section: San Antonio to South Texas

Two route alternatives were evaluated in the Southern Section: Alternative S4, with higher-speed rail, and Alternative S6, with higher-speed and high-speed rail options.

##### ES.4.2.4.1 Alternative S4 Higher-Speed Rail

Alternative S4 would begin in San Antonio and travel southeast along the UPRR alignment to George West, where it would continue outside existing transportation corridors to Alice. At Alice, the alternative would divide into three legs at a stop. The first leg would travel west along the Kansas City Southern (KCS) Railway to San Diego, Texas; it would then travel outside existing transportation corridors to east of Laredo in an alignment that would allow higher speeds and rejoin the KCS Railway to enter the highly developed Laredo area. The second leg would travel south along abandoned railroad tracks to McAllen and east to Harlingen and Brownsville. The third leg would travel east along the KCS Railway to Corpus Christi.

Alternative S4 Higher-Speed Rail assumes new diesel-locomotive hauled equipment running four to six daily round trips. Depending on corridor demand model forecasts, the primary service may be designated as Laredo-Alice-San Antonio and Corpus Christie-Alice-San Antonio, with a connecting feeder from Brownsville, Harlingen, and McAllen.

##### ES.4.2.4.2 Alternative S6 Higher-Speed and High-Speed Rail

Alternative S6 would begin in San Antonio and travel south on a new alignment outside existing transportation corridors to a station near the Laredo-Columbia Solidarity Bridge, which crosses the Rio Grande north of Laredo. The alternative would then cross on a new railway bridge to join a new rail line being constructed in Mexico, which would continue to Monterrey. This study only examines the physical effects of the U.S. component of this new line, but it does consider the ridership effect of such a connection.

Alternative S6 Higher-Speed Rail assumes new diesel-locomotive hauled equipment running four to six daily round trips between San Antonio and Laredo, which would be the only U.S. stops for the alternative. If an extension from Laredo to

