WELCOME

Dallas-Fort Worth High Speed Rail Industry Forum

June 20, 2016

Michael Morris, P.E.
Welcome, Introductions, and Forum Purpose

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Welcome, Introductions, and Forum Purpose
Importance of High Speed Rail
Federal Register Requirements
Regional High Speed Rail Studies
Upcoming Requests for Proposals for Preliminary Engineering
Institutional Structures for High Speed Rail in DFW
Data Sharing
Partnership Opportunity, Questions and Answers
Teaming Opportunity
Viewer Questions

Please forward questions and comments during the Forum to:

Amanda Wilson
awilson@nctcog.org
NCTCOG Role

Host Industry Forum
  Provide DFW Information to Prospective Proposers
  Invite Potential Proposers
  Encourage Private Sector Participation
Serve as Resource to Proposers
  Ensure Consistency with Region Policies
  Mobility 2040
Provide Technical Information
Serve as Resource to Proposers
Pursue Federal Funds
Importance of High Speed Rail

Honorable Betsy Price, Mayor, Fort Worth
Honorable Jeff Williams, Mayor, Arlington
Honorable Lee Kleinman, Councilmember, Dallas
Federal Register Requirements

Ken Kirkpatrick
Federal Initiative

FAST Act §11308

First Phase of Qualification Process

Federal RFP for Implementing a High Speed Rail Corridor

March 16 Federal Register Notice

Proposed Corridors

1. Dallas/Arlington/Fort Worth
2. Dallas/Arlington/Fort Worth/Austin/San Antonio/Beyond
Federal Initiative (continued)

Eligible Proposers

All Sources Welcome

Proposers Must Demonstrate Ability to Assemble Multi-Disciplinary Team able to:

- Plan, Organize, Finance, Design, and Construct Complete HSR System
- Gain Support of Key Public and Private Stakeholders
- Successfully Operate and Maintain a HSR System Long Term
Federal Initiative (continued)

Review Process

Secretary of Transportation

Corridor Commissions to be Established

Governor, Mayors, Freight Railroads, Transit Authorities, Labor Organizations, Amtrak

Report to Congress

Congress Enact Statutory Authority to Implement

Funding Later Phase

Proposals Due August 31
Regional High Speed Rail Studies

Kevin Feldt, AICP
Dan Lamers, P.E.
Ed Campbell, P.E.
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.
Regional Mobility Plan and Policies

Dan Lamers, P.E.
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.
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Mobility 2040

High Speed Rail Policies

Three Station Concept

Fort Worth

Arlington

Dallas

Regional Connectivity

One Seat Ride
Texas Central Partners
Memorandum of Understanding

Kevin Feldt, AICP
Houston to Dallas

Draft EIS Submittal – Late Summer or Early Fall 2016

Record of Decision Expected Mid 2017

Ground-breaking Late 2017

2 Dallas Station Options
Downtown Dallas – Option 1
Downtown Dallas – Option 2
Texas Central Partners
Memorandum of Understanding

MOU Purpose

Ensure Compliance With Regional Policies
  One Seat Ride
  Three Stations

Support Project Implementation

Share Information

Foster Strong Partnerships
Texas-Oklahoma Passenger Rail Study

Kevin Feldt, AICP
Texas-Oklahoma Passenger Rail Study (TOPRS)

Oklahoma to South Texas
Tier 1 Environmental Analysis
Draft Environmental Impact Statement
Due Early Summer
Record of Decision
Expected Late 2016
Public Hearing Late Summer
Dallas-Fort Worth Core Express Service (Tier II)

Ed Campbell
Current Passenger Rail Studies
Progress Update

FRA and TxDOT as Co-Lead Agencies; NCTCOG as Regional Partner


Conducted Public Scoping (input) in Fall 2014 – 400 Participants

Added Additional Corridors for Consideration Based on Input Received from Scoping
Progress Update

Studied Initial Feasibility of Corridors Through Summer 2015

Determined Functional Characteristics

Began Ridership Study With NCTCOG
Progress Update

Held Public and Agency Information Meetings in June 2015

Refined Corridors For Detailed Evaluation with FRA
Draft Corridors for Further Study

Draft Potential Alternatives

Fort Worth

Dallas

Tarrant County

Dallas County

Alt. 1 – Trinity Railway Express (TRE) Corridor
Alt. 2 – I-30 Corridor
Alt. 3 – Highway and TRE Corridor

Corridors Under Consideration for Further Study; Exact Alignments Not Yet Determined
Next Steps in Environmental Review Process

Identify Potential Track Locations (Alignments)
Study Potential Impacts of the Alignments to Both the Natural and Human Environment
Consider Potential Impacts to Environmental Justice Populations
Develop Detailed Ridership Projections
Identify Station Opportunity Areas (Zones)
Continue Community Outreach and Agency Coordination
Functional Characteristics

High-Performance Rail System
Connecting Service:
  Dallas – Houston HSR
  Texas – Oklahoma Passenger Rail
    (Oklahoma-Fort Worth-San Antonio)
Potential Operating Speeds 90 mph +
Diesel and Electric Propulsion
Dedicated Tracks
  Separated from Trinity Railway Express
    (TRE)
At-Grade, Elevated, or Tunneled
Infrastructure
  Separated From Cars, Bikes, and Pedestrians
## Project Schedule

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Estimated Schedule</th>
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</thead>
<tbody>
<tr>
<td>Notice of Intent (NOI) Published</td>
<td>September 5, 2014</td>
</tr>
<tr>
<td>Project Scoping</td>
<td>September-December 2014</td>
</tr>
<tr>
<td>Project Scoping Concluded</td>
<td>December 15, 2014</td>
</tr>
<tr>
<td>Public Information Meeting</td>
<td>June 30, 2015</td>
</tr>
<tr>
<td>Alternatives Analysis and Technical Studies</td>
<td>Mid-2015 – Late-2016</td>
</tr>
<tr>
<td>Draft EIS and Public Hearing</td>
<td>Early 2017</td>
</tr>
<tr>
<td>Final EIS and ROD by FRA</td>
<td>2017</td>
</tr>
<tr>
<td>Public Involvement and Outreach</td>
<td>Ongoing</td>
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</table>
Upcoming Request for Proposals for Preliminary Engineering

Michael Morris, P.E.
Initiative Outline

Three Distinct Projects, One Each Segment

Multi-Disciplinary Teams

- Planning
- Architecture
- Engineering

Project Components

- Alignment Design
- Station Design
- Station Area Planning
Station Area Plans Geography

Fort Worth Segment

Arlington Segment

Dallas Segment
Institutional Structures for High Speed Rail in Dallas-Fort Worth

Ken Kirkpatrick
Institutional Structures Principles

Preferred Option: TxDOT Lead Effort
Contingency: DFW Regional Governance Options

Principles
  Local Control
  Limited Authority
  Ability to Receive Federal Funds
  Preserve One-Seat Ride Policy (Procurement Flexibility)
  No Legislative Action
## Governance Option: Alignment with Principles

<table>
<thead>
<tr>
<th>Regional Principles</th>
<th>Local Gov’t. Corporation (Chapter 431)</th>
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<tbody>
<tr>
<td>Local Control</td>
<td>√</td>
</tr>
<tr>
<td>Authority</td>
<td>Broad Authority</td>
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<tr>
<td>Receive Federal Funds</td>
<td>√</td>
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<tr>
<td>Procurement Flexibility</td>
<td>If 50% Private $</td>
</tr>
<tr>
<td>No Legislative Action</td>
<td>√</td>
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</table>
Data Sharing

Dan Lamers, P.E.
National and State Population Change (in millions)

Source: U.S. Census Bureau, Population Division

Note: All numbers are rounded
Regional Population Change (in millions)

<table>
<thead>
<tr>
<th>Region</th>
<th>2015</th>
<th>Change</th>
<th>% Increase</th>
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<tbody>
<tr>
<td>Texas</td>
<td>27.3</td>
<td>+11.5</td>
<td>42%</td>
</tr>
<tr>
<td>Austin</td>
<td>1.9</td>
<td>+0.9</td>
<td>47%</td>
</tr>
<tr>
<td>San Antonio</td>
<td>2.3</td>
<td>+0.8</td>
<td>35%</td>
</tr>
<tr>
<td>DFW</td>
<td></td>
<td>7.0</td>
<td>+3.8</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Population Division /Texas State Data Center/NCTCOG Demographic Forecast
Note: All numbers are rounded
Available Data

Regional Demographics
Land Use Forecast
DFW Regional Travel Demand Model Traffic Volume and Transit Ridership Forecasts
Transportation Networks and Trip Tables
Travel Surveys
Auto and Truck Speed Data
Available Data

More than 5,000 zones in regional forecast area
Partnership Opportunity, Questions and Answers

Michael Morris, P.E.
Viewer Questions

Please forward questions and comments during the Forum to:

Amanda Wilson
awilson@nctcog.org
Contact Information

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Teaming Opportunity

Private Sector