Memorandum

DATE June 24, 2016

To The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Dallas to Houston High Speed Rail Project

On Monday, June 27, 2016, you will be briefed on the Dallas to Houston High Speed Rail Project. The briefing materials are attached for your review. All Council members are encouraged to attend this briefing to learn about this significant privately-led rail infrastructure project proposal.

Please do not hesitate to contact me if you have any questions or need additional information.

Alan E. Sims, Chief of Neighborhood Plus

C: Honorable Mayor and Members of the City Council
   A.C. Gonzalez, City Manager
   Christopher D. Bowers, Interim City Attorney
   Craig D. Kinton, City Auditor
   Rosa A. Ros, City Secretary
   Daniel F. Solis, Administrative Judge
   Ryan S. Evans, First Assistant City Manager

   Eric D. Campbell, Assistant City Manager
   Mark McDaniel, Assistant City Manager
   Jill A. Jordan, P.E., Assistant City Manager
   Joey Zapata, Assistant City Manager
   Jeanne Chipperfield, Chief Financial Officer
   Sana Syed, Public Information Officer
   Elsa Cantu, Assistant to the City Manager – Mayor & Council

"Dallas, the City that Works Diverse, Vibrant and Progressive"
Dallas to Houston High Speed Rail Project

Dallas City Council
Transportation and Trinity River Project Committee
June 27, 2016
• Provide an overview of the Texas Central high speed rail proposal between Dallas to Houston

• Discuss the framework for a preliminary agreement between the City and Texas Central to address project coordination during the federal review process
Unique Private Rail Infrastructure Project

• **Dallas to Houston High Speed Rail** has been on the City’s radar for a few years:
  
  • Highlighted as a potential catalytic economic development opportunity in the Downtown Dallas 360 Plan adopted by City Council in 2011
  
  • Supported in the most recent Council adopted federal and state legislative programs
Map produced by America 2050

America 2050 is Regional Plan Association’s national infrastructure planning and policy program, providing leadership on a broad range of transportation, sustainability and economic development issues impacting America’s growth in the 21st century.

http://www.america2050.org/
Three Separate Ongoing Texas Passenger Rail Projects
## Three Separate Ongoing Texas Passenger Rail Projects

<table>
<thead>
<tr>
<th>Texas Oklahoma City Passenger Rail Study</th>
<th>Dallas – Fort Worth Core Express Service</th>
<th>Dallas to Houston High-Speed Rail</th>
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<tr>
<td>• Oklahoma City to South Texas</td>
<td>• Dallas to Fort Worth high-speed passenger rail service</td>
<td>• Dallas to Houston high-speed passenger rail service</td>
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<td>• Evaluating a range of possible passenger rail service options</td>
<td>• Project-level EIS</td>
<td>• Project-level EIS</td>
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<td>• Program-level EIS</td>
<td>• FRA/TxDOT serve as co-lead agencies</td>
<td>• FRA is lead agency</td>
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<tr>
<td>• FRA/TxDOT co-lead agencies</td>
<td>• Study funded by federal grant</td>
<td>• Texas Central Railway – private proponent</td>
</tr>
<tr>
<td>• Study funded by federal grant</td>
<td>• No funding for implementation</td>
<td>• EIS effort privately funded</td>
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</table>
Two Concurrent Environmental Impact Statements

Federal Railroad Administration (FRA)

AECOM
Texas Central Partners, LLC (TCP)

Parsons Brinckerhoff

TxDOT

Dallas to Houston EIS

Dallas to Ft. Worth EIS
Dallas – Fort Worth Core Express

- Dallas-Fort Worth Core Express project is being advanced independently of the Dallas to Houston project
- On June 16, 2016, the Regional Transportation Council (RTC) approved a memorandum of understanding with Texas Central to maximize the opportunity for connectivity between the two projects
Dallas to Houston High Speed Rail

• Alignments are currently under review with the Federal Railroad Administration (FRA).

• Additionally, alignment review will be necessary by the United States Army Corps of Engineers (USACE)
Trains will travel at speeds nearly 200 miles per hour.

Will serve 3 stations: Dallas, Brazos Valley, and Houston.

Trains will leave every 30 minutes during peak hours.

North Texas to Houston in less than 90 minutes.
INDUSTRY CREATION

CREATE AS MANY AS

1000
FULL-TIME JOBS

ONCE OPERATIONAL
A SIGNIFICANT INVESTMENT WITH BENEFITS ACROSS TEXAS

$10 BILLION
INVESTMENT
from the project’s infrastructure, design and construction

$36 BILLION
DIRECT IMPACT
from the economic benefits the project will generate over the next 25 years

$2.5 BILLION
TAX REVENUE
estimated to be paid by the company to the state, counties, local municipalities and school districts

Creating a total of 40,000 jobs with as many as 1,000 full-time once operational
ECONOMIC BENEFITS FOR THE CITY OF DALLAS

$750 MILLION
INVESTMENT
in the City of Dallas from the project's infrastructure, design and construction

$225 MILLION
TAX REVENUE
estimated to be paid by the company to the City of Dallas through 2040
Our Vision for the Station Area
POPULATION GROWTH + TRAFFIC CONGESTION = NEED FOR RAIL
RELIABLE/CONVENIENT
COMFORTABLE
PRODUCTIVE
VARIABLE PRICING BASED ON DEMAND

400 SEATS OPEN EVERY 30 MINUTES
- Texans investing in the big idea
- Pursuing regulatory approvals
- Working with Partners and Communities
REGULATORY MILESTONES IN 2016

RULE OF PARTICULAR APPLICABILITY

ENVIRONMENTAL IMPACT STATEMENT
COMMUNICATING WITH STAKEHOLDERS AND COMMUNITIES

12 SCOPING MEETINGS

23 OPEN HOUSES
from North Texas to Houston

Approximately
300 SPEAKING ENGAGEMENTS
Last Year by Company Officials
Typical Alignment Along Utility Corridor
Typical Rail Crossing Over Rural Roadway
Dallas Approach – Crossing of Loop 12
Dallas Approach – Near Downtown
Proposed Dallas Station – Conceptual Layout
• A maintenance facility is anticipated at each end of the line, bringing high skilled job opportunities.

• Specific sites have not been identified yet.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>May 2016</td>
<td>Draft EIS Materials submitted to FRA</td>
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<tr>
<td>Fall 2016</td>
<td>Draft EIS released by FRA</td>
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<tr>
<td>Fall 2016</td>
<td>Draft EIS Public Hearings</td>
</tr>
<tr>
<td>Nov. 2016</td>
<td>Draft 408 Permit submittal to USACE</td>
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<tr>
<td>Summer 2017</td>
<td>Final EIS Submittal to FRA</td>
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<tr>
<td>Dec. 2017</td>
<td>Anticipated FRA EIS Record of Decision</td>
</tr>
<tr>
<td>End of 2017</td>
<td>Anticipated USACE permit approvals</td>
</tr>
<tr>
<td>End of 2017</td>
<td>Begin construction</td>
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<tr>
<td>2022</td>
<td>First full year of operations</td>
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City of Dallas Coordination Team

- Regular coordination meetings with Texas Central have been initiated with key departments:
  - Planning and Urban Design
  - City Attorney
  - Trinity Watershed Management
  - Dallas Water Utilities
  - Public Works (Inter-agency coordination)
  - Dallas Convention Center
  - Inter-Governmental Services
  - Economic Development
  - Dallas Convention Center
  - Sustainable Development and Construction
  - Police
Two Project Components

- **Railroad infrastructure project**: Primary focus of the federal review process
  - Rail alignment
  - Station platform

- **Rail-related economic development**: Pertinent to City of Dallas, though not the focus of federal review process
  - Station area development immediately adjacent to and in the vicinity of the station
  - Other potential local and regional economic development opportunities and impacts
Potential Rail Infrastructure Considerations

- Use of City property
- Trinity Corridor crossing: Levees, river, wetlands, parkway
- Roadway crossings: highways, thoroughfares, local roads
- Utility impacts including potential relocations
- Drainage issues
- Speed and sound impacts and mitigation
- Residential impacts
- Homeland security issues
- Private property acquisitions
Potential Economic Development Considerations

- Use of Convention Center Lot E
- Multi-modal access and linkages to the station including pedestrian, bike, vehicular, light rail, and regional rail
- Station area amenities
- Parking, ground transportation and traffic management
- Zoning and development permitting
- Homeland security and law enforcement coordination

- Potential location of maintenance and production facilities
- Potential job creation opportunities
- Wage rate and MWBE participation
Preliminary Agreement Needed with Texas Central

- To establish a fund to enable Texas Central to pay for City and federal staff and consultant expenses incurred in the expedited review of federal, state and local permits.
- To authorize the City to enter into a Section 214 agreement with the United States Army Corps of Engineers (USACE) for expedited review of Texas Central’s project without presumption of City pre-approval of this project.
- To affirm Texas Central’s commitment to participate in City-hosted community engagement meetings during the planning process.
- To agree to negotiate terms for future agreements to be considered by City Council related to the design, construction, operation and maintenance of the Texas Central high speed rail project and associated economic development.
Next Steps

- City Council action on August 10, 2016 to authorize the City Manager to execute a preliminary agreement with Texas Central

- Ongoing staff review and coordination meetings with Texas Central

- Coordination with Texas Central on community engagement

- Brief Council Committee again prior to submittal of federal or state permits

- Seek Council action to provide official support of the proposed project alignment and to authorize additional agreements with Texas Central as needed
Questions and Answers
Areas of Interest Along the Alignment

Approach to Dallas
Key Alignment Sections - City of Dallas
Texas Central Corporate Entities & Contractor Relationships
Texas Central Company Structure