

Memorandum



CITY OF DALLAS

DATE October 5, 2018

Honorable Members of the Mobility Solutions, Infrastructure and Sustainability
TO Committee

SUBJECT **High Speed Rail Update**

On Monday, October 8, 2018 you will be briefed on updates to the High Speed Rail project. The briefing materials are attached for your review.

Please contact Molly Carroll, Executive General Manager for the High Speed Rail Project, if you have any questions or concerns.

A handwritten signature in blue ink, appearing to read 'Majed Al-Ghafry'.

Majed Al-Ghafry
Assistant City Manager

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney (I)
Carol A Smith, City Auditor (I)
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge

Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Nadia Chandler Hardy, Assistant City Manager and Chief Resilience Officer
M. Elizabeth Reich, Chief Financial Officer
Directors and Assistant Directors

High Speed Rail Update

**Mobility Solutions, Infrastructure and
Sustainability Committee
October 8, 2018**

**Brady Redwine
Vice President
Texas Central**

**Molly Carroll
Executive Director
High Speed Rail Project
City of Dallas**



Presentation Overview

- Area Overview
- Projects in the Vicinity of the High Speed Rail
- High Speed Rail Project Update
(Presented by Texas Central Staff)
- Upcoming Council Actions for High Speed Rail
- Connectivity Opportunities
- Recommendation to Conduct Feasibility Study for New Multimodal Transit Station
- Next Steps
- Examples of Multimodal Transit Stations
- Appendix



Area Overview





UNION
STATION

CITY
HALL

CONVENTION
CENTER



HSR
STATION

LAMAR ST

RIVERFRONT BLVD



Projects in the Vicinity of the High Speed Rail



Dallas Water Gardens

- Filters two billion gallons of water a year to enhance flood control
- Protects and enhances existing urban wetlands
- Creates city amenity and innovative utility simultaneously
- \$7M included in the 2017 Bond Program for project
- Bond sale scheduled for 2021
- Project will need support from federal, state, local entities as well as private sector sponsors



Water Gardens Area

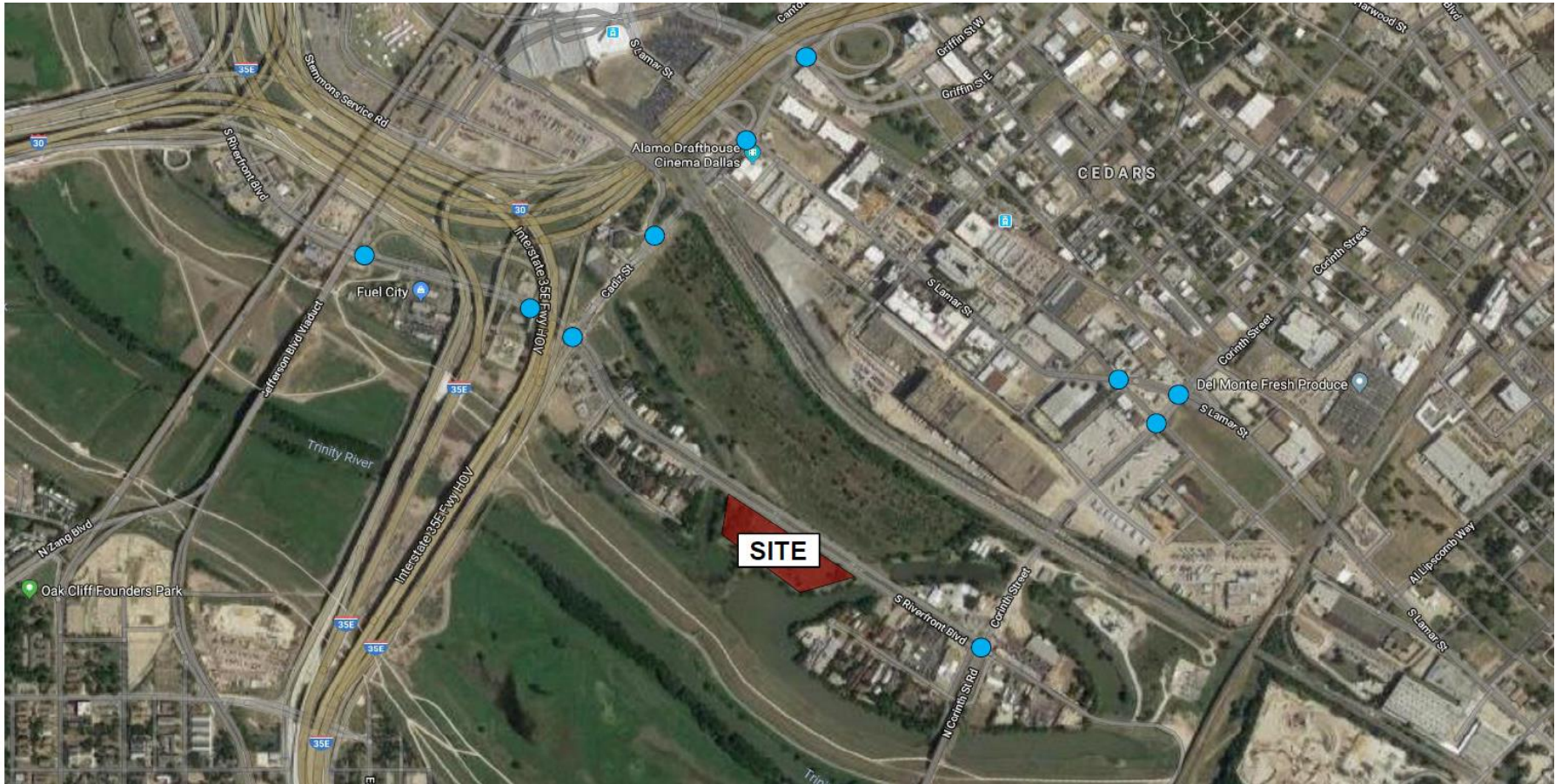


Texas Odyssey

- 500 foot tall observation wheel
- Almost as tall as Reunion Tower
- Taller than the London Eye (443')
- 38 minute ride
- Development to include retail and dining, outdoor performance venue and an education center
- Break ground August 2019
- Open NYE 2022



Texas Odyssey Site

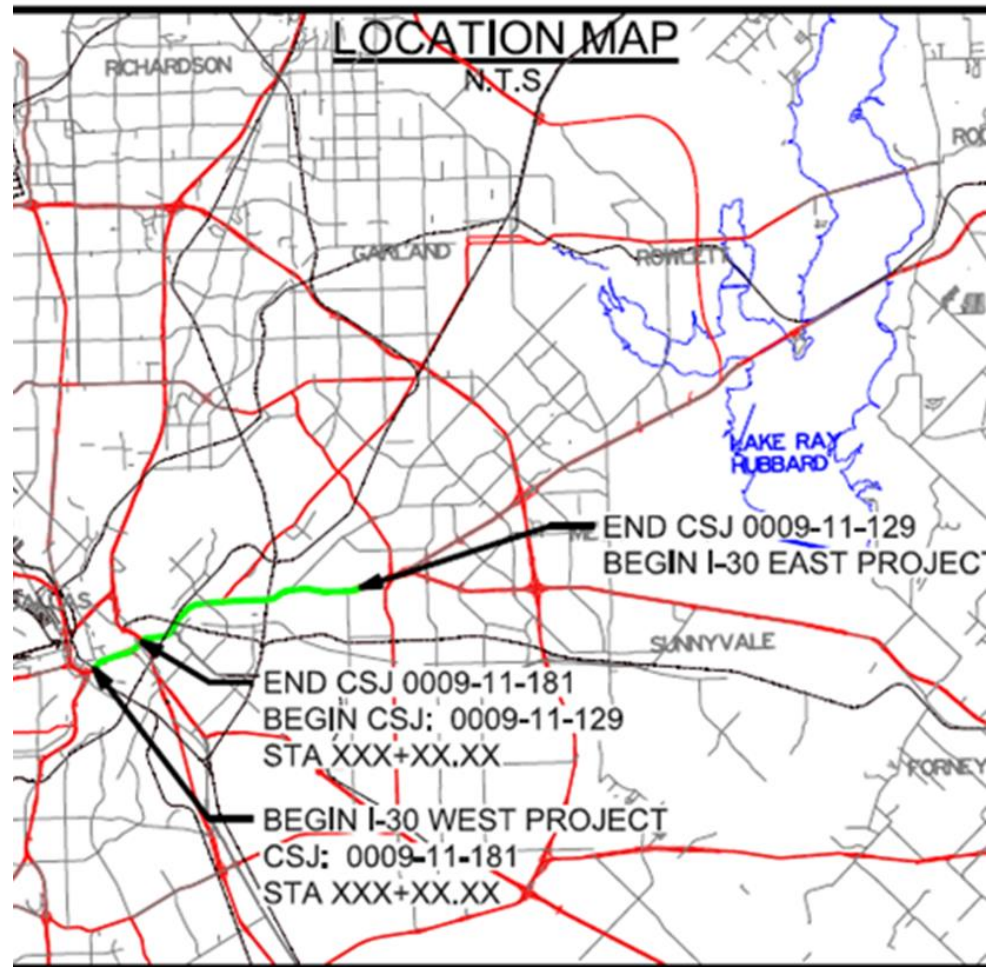


Core Express

- High speed passenger service between Dallas and Fort Worth
- North Central Texas Council of Governments is leading the Draft Environmental Impact Study process
- Memorandum of Understanding between High Speed Rail and the Council of Governments agrees to work toward seamless interface between the passenger services
- One of the technologies under consideration for Core Express is Hyperloop

I-30 East Project

- Reconstruction of I-30 from I-35 E to US 80
- City staff received draft plans earlier this year
- Staff reviewing preliminary plans internally and with external stakeholders to ensure project supports community goals
- Specific review of the proposed modifications of I-30 in the High Speed Rail area under consideration to ensure adequate access to the station area



High Speed Rail Project Update (Presented by Texas Central Staff)



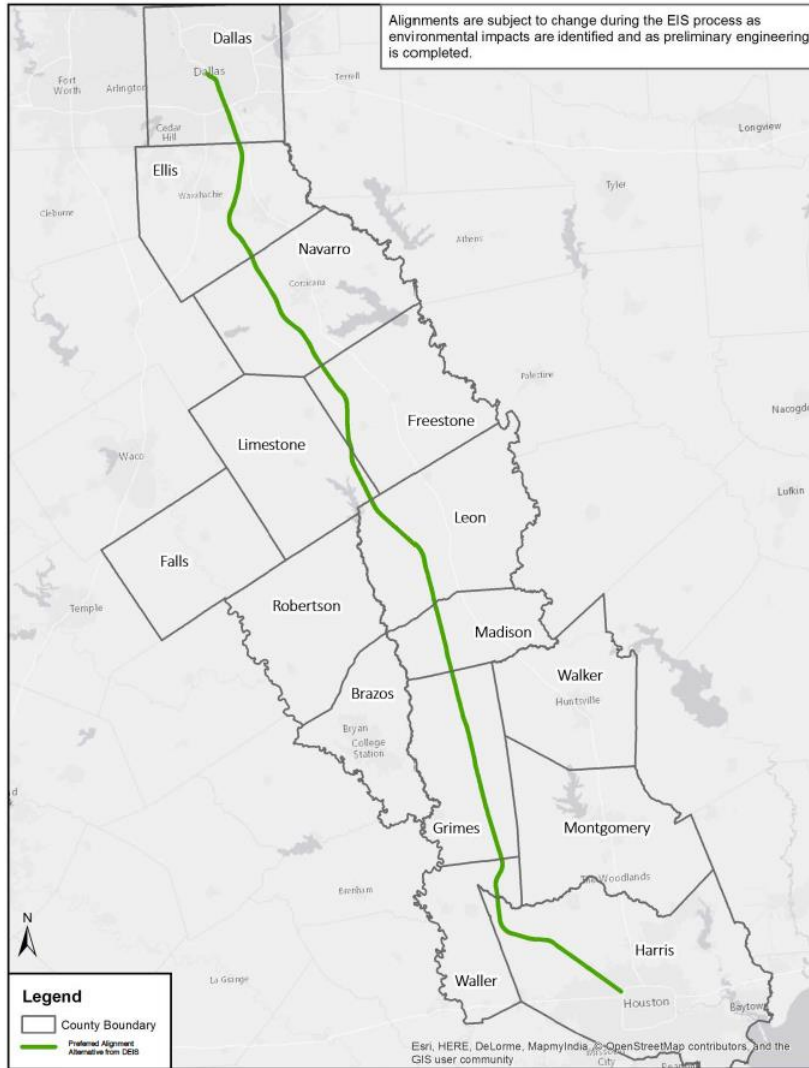
THE TEXAS BULLET TRAIN



Project Update
October 8th, 2018



Texas Central Regulatory Update



DEIS Preferred Alignment

Environmental Impact Statement (EIS)

- Draft EIS (DEIS) published at the end of 2017.
- FRA selected a “preferred alignment”, pictured at left.
- FRA also selected a preferred maintenance facility just north of I-20 inside the City of Dallas.
- Working to achieve a Final EIS (FEIS) and a Record of Decision (ROD) in 2019.

USACE 404 & 408 Permits

- Work is ongoing with the Army Corps in design review for the 408, focusing on the Trinity River Floodway crossing.

Other Regulatory

- TCEQ public meetings recently completed.

Texas Central – Development and Other Updates

Recent Capital Infusions

- \$300 Million facility funded in mid-September.
- Capital partners include Japan Bank for International Cooperation (JBIC) and Japan Overseas Infrastructure Investment Corporation for Transport & Urban Development (JOIN).



New Design and Development Partners

- Bechtel was hired in early 2018 to head the Project Management team.
- WSP acting as Engineer of Record for the project.
- *1st Bullet Builders* is the design consortium leading the design and construction of the project.



Connectivity with the Nation’s Rail System

- “Through Ticketing Agreement” executed with Amtrak.
- The agreement allows customers cross company ticket sales, expanding the market offering for both Amtrak and Texas Central.



Upcoming Council Actions for High Speed Rail



Upcoming Council Actions for HSR

In the next three to six months, staff will present the following actions to Council for consideration:

- **Actions related to real estate in the floodway:**
 - *Real estate instruments to authorize HSR access to City properties within the Dallas floodway*
 - *Actions related to HSR alignment adjacent to the Lamar levee**
- **Real estate instruments to authorize access to other City properties along the HSR alignment**

* see appendix pages 37-39 for more information



- Legend**
- Rail Alignment
 - CWWTWP Levee
 - East/West Levees
 - Lamar Levee
 - Cadillac Heights Levee
 - Rochester Levee
 - Upper/Lower Chain of Wetlands
 - Able Pump Station (Sump A) Ponding
 - Dallas Floodway and Dallas Floodway Extension
 - 408 Boundary

*Refer to Section 404 Initial Permit Application, dated 10/16/2017, for wetland locations.

	REV	DATE	BY	CHKD	APPV

DESIGNED BY
K. CLARK-EGAN

DRAWN BY
H. MYERS

CHECKED BY
T. SMELCER

IN CHARGE
K. CLARK-EGAN

DATE
12/8/2017

ARUP

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TEXAS CENTRAL

1409 South Lamar Street, Suite 1000, Dallas, Texas 75215

Drawing Title
DALLAS SEGMENT SECTION 408 REQUEST USACE 408 BOUNDARY

Scale
1 inch = 1,000 feet

Drawing Status
PRELIMINARY

Job No.
238957

Drawing No.
DWG-DS-00003

Rev.
A

Actions related to HSR Alignment on City property

The HSR alignment crosses many City of Dallas streets, Rights-of-Way, and properties

- Staff is working with Texas Central staff to establish the best way to authorize access to the City's properties
- Once the real estate locations are finalized, staff will come to Council for consideration of access instruments

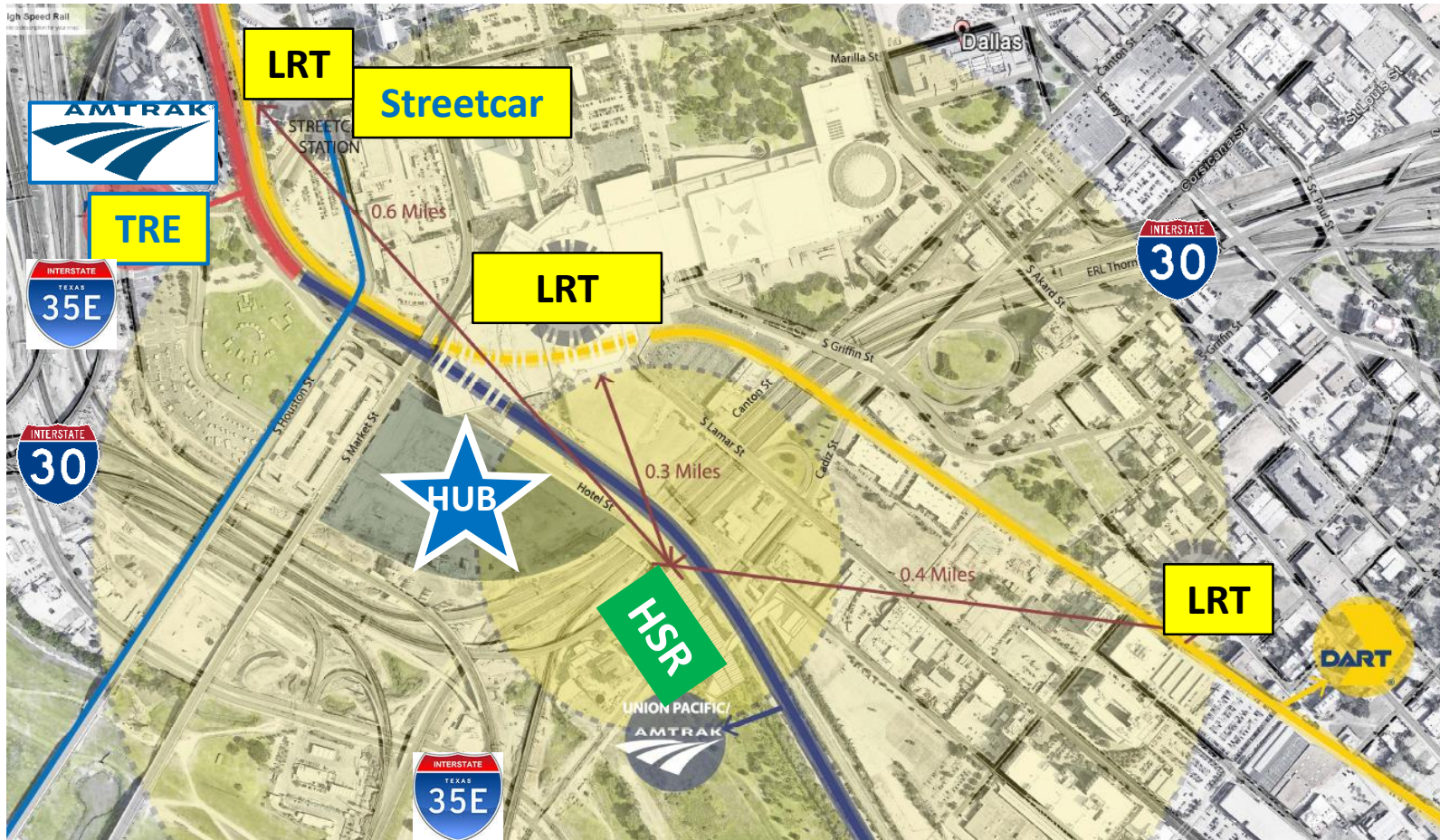
Connectivity Opportunities



Connectivity

- Current rail/bus stations are not close enough to fully integrate with High Speed Rail
- **Better integration with other transportation modes is needed for Dallas to take full advantage of the opportunities from High Speed Rail**

Current Station Locations & Rail Lines



Recommendation

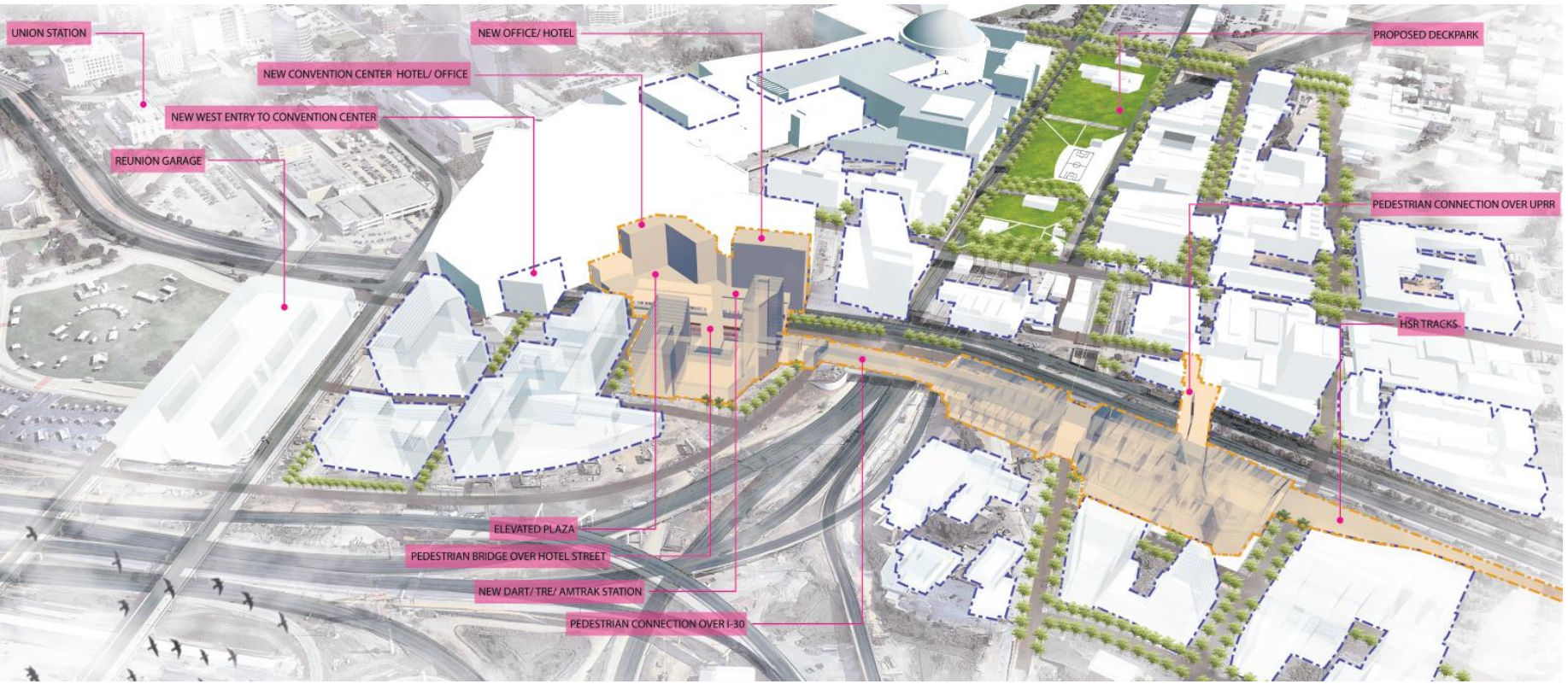


Recommendation

- **Conduct a feasibility study for a new transportation hub on City of Dallas “Lot E” to access:**
 - Amtrak
 - DART Light Rail & Buses
 - TRE
 - Proposed D2 line
 - Dallas Streetcar
 - Passenger busses
 - Aerial Taxis
 - Bicycles
 - Automobiles
 - Autonomous vehicles
 - Other transit modes that are coming on-line
- Multimodal station will interface with High Speed Rail station

Recommendation

- Feasibility study would be broad and provide insight on issues related to a multimodal facility
 - Site feasibility and accessibility
 - Connectivity to adjacent areas and greater DFW
 - Impact to Convention Center operations
 - Economic impact to Cedars area and CBD
 - Opportunities for ancillary development adjacent to/integrated with the facility
 - Impacts to infrastructure
 - Future parking needs and availability
 - Cost and benefit projections
 - Financing options



Next Steps

- City staff has met with staff from the North Texas Council of Governments to discuss ways to fund the study
- If the Committee supports moving forward with a feasibility study, staff will return to the Committee when there are more detailed scope, cost estimates, and study funding options

Examples of multi-modal transit stations



American Cities



Union Station

Denver

- New multi-modal hub (opened in 2014)
- Redevelopment of Historic Union Station
- Redevelopment of Lower Downtown District Neighborhood

Special Features

- Public spaces for gatherings, outdoor concerts, and festivals
- Union Station redeveloped to be “Denver’s Living Room” a public space with restaurants, retail and a hotel



Miami Central

Miami

- Intermodal rapid transit, commuter rail, intercity rail, local bus and intercity bus lines
- Brightline (privately funded intercity express rail) started operations this Summer
- 11 acre complex includes restaurants, retail, two office buildings, and 800 residential units

Special Features

- “Central Fare” – 50,000 SF market place with celebrity chef restaurants
- 95-story tower with a hotel (proposed)



World Trade Center Station

New York, NY

- New multi-modal station to replace the station destroyed in the 9/11 attacks
- Includes passenger rail, commuter rail, subway lines, passenger busses, tour busses, and ferry terminal

Special Features

- Station extends five stories underground
- Will serve as a visitor destination with extensive retail and restaurant space



International Cities



Kings Cross

London

- National train station and international high-speed rail between London and Paris
- 67 acre site
- Previously an undeveloped area in London that's been redeveloped with homes, shops, galleries, bars, restaurants, schools and a university
- 22,100 new permanent jobs created

Special Features

- 50 new buildings
- 1,900 new homes
- 20 new streets
- 10 new public parks and squares
- 26 acres of open space



Euston Station

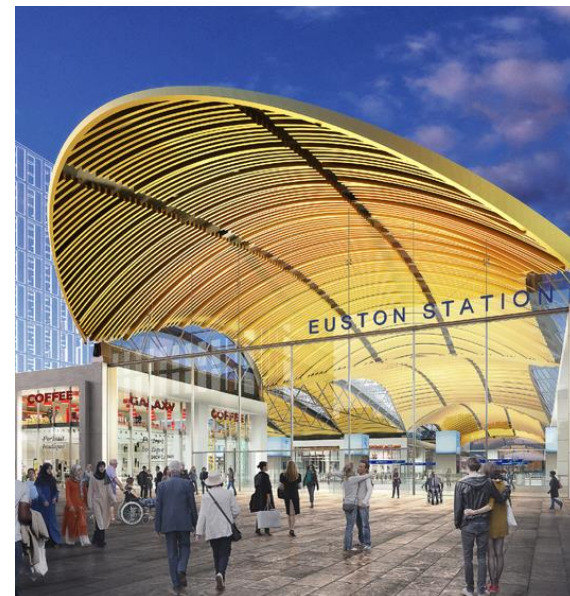
London

- Reconstruction of Central London station that has been in operations since 1837
- Construction to begin in 2019
- Part of London Underground

Special Features

Estimate station development will create:

- 1,700 new homes
- 19,000 jobs in the region



Appendix



Actions related to Flood Plain

408 Review

- A “408” is required by the United States Army Corps of Engineers (USACE) for projects impacting federal flood control projects
 - Requirement for HSR 408 was triggered because parts of the High Speed Rail (HSR) alignment are within the Dallas floodway
 - 408 is under currently review by the USACE
- **USACE seeking clarification from the City on two issues:**
 1. **Language for real estate instruments the City plans to execute to authorize access to City properties within the Dallas floodway**
 2. **Strategy for addressing HSR alignment abutting the Lamar levee**

See Appendix pages 38 - 39 for more information related to the HSR 408 process

Actions related to Flood Plain

408 Review

1. Language on real estate instruments the City plans to execute to authorize access to City properties within the Dallas floodway
 - The City Attorney's Office (CAO) has sent draft language to Texas Central for their review
 - Once the specific language is determined, staff will return to Council for consideration of these real estate instruments

Actions related to Flood Plain

408 Review (cont'd)

2. Strategy for addressing HSR alignment abutting the Lamar levee
 - When original 408 plans were submitted, there was no funding for the Lamar levee
 - HSR design plans anticipated future construction of the Lamar levee
 - Subsequent to the 408 submittal, the City secured funding from the Federal government to pay for the Lamar levee extension
 - The new funding triggers a need for additional 408 review
 - Staff is working with TCP to address USACE questions on HSR interaction with the Lamar levee
 - Once USACE accepts TCP's proposal for HSR within the floodway, staff will come back to council for consideration