

Memorandum



DATE May 10, 2013

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **High Speed Rail in the Dallas-Fort Worth Region**

On Monday, May 13, 2013 the Transportation and Environment Council Committee will be briefed on High Speed Rail in the Dallas – Fort Worth Region. The material is attached for your review.

Please feel free to contact me if you need additional information.



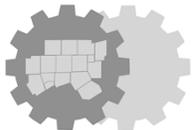
Jill A. Jordan, P.E.
Assistant City Manager

C: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr. City Attorney
Rosa Rios, City Secretary
Craig Kinton, City Auditor
Daniel F. Solis, Administrative Judge
A.C. Gonzalez, First Assistant City Manager
Ryan S. Evans, Assistant City Manager
Forest Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Rick Galceran, Director, Public Works and Transportation
Stephanie Cooper, Assistant to the City Manager – Council Office

HIGH SPEED RAIL IN THE DALLAS-FORT WORTH REGION

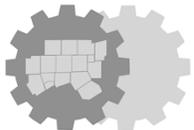
Dallas City Council
Transportation & Environment Committee

May 13, 2013



Presentation Outline

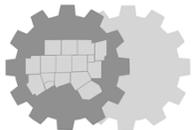
- Technology Definitions
- Current RTC Policy
- “Families” of Alignment/Station Options
- RTC/NCTCOG Role in Statewide Studies
- Evaluation Process & Criteria



High Speed Rail Technology Definitions

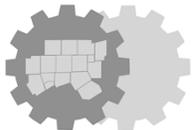
NCTCOG Terminology	FRA Terminology	Speed (mph)	Grade Separated?	Shared with Freight?
Regional Rail Intercity Rail	Conventional Passenger Rail (Local Rail and Amtrak)	<79	No	Yes
Higher Speed (At-Grade)	Higher Speed Rail	79-110	No	Yes
High Speed (Grade Separated)	High Speed Rail	>110	Yes	No

Sources: Federal Railroad Administration and NCTCOG

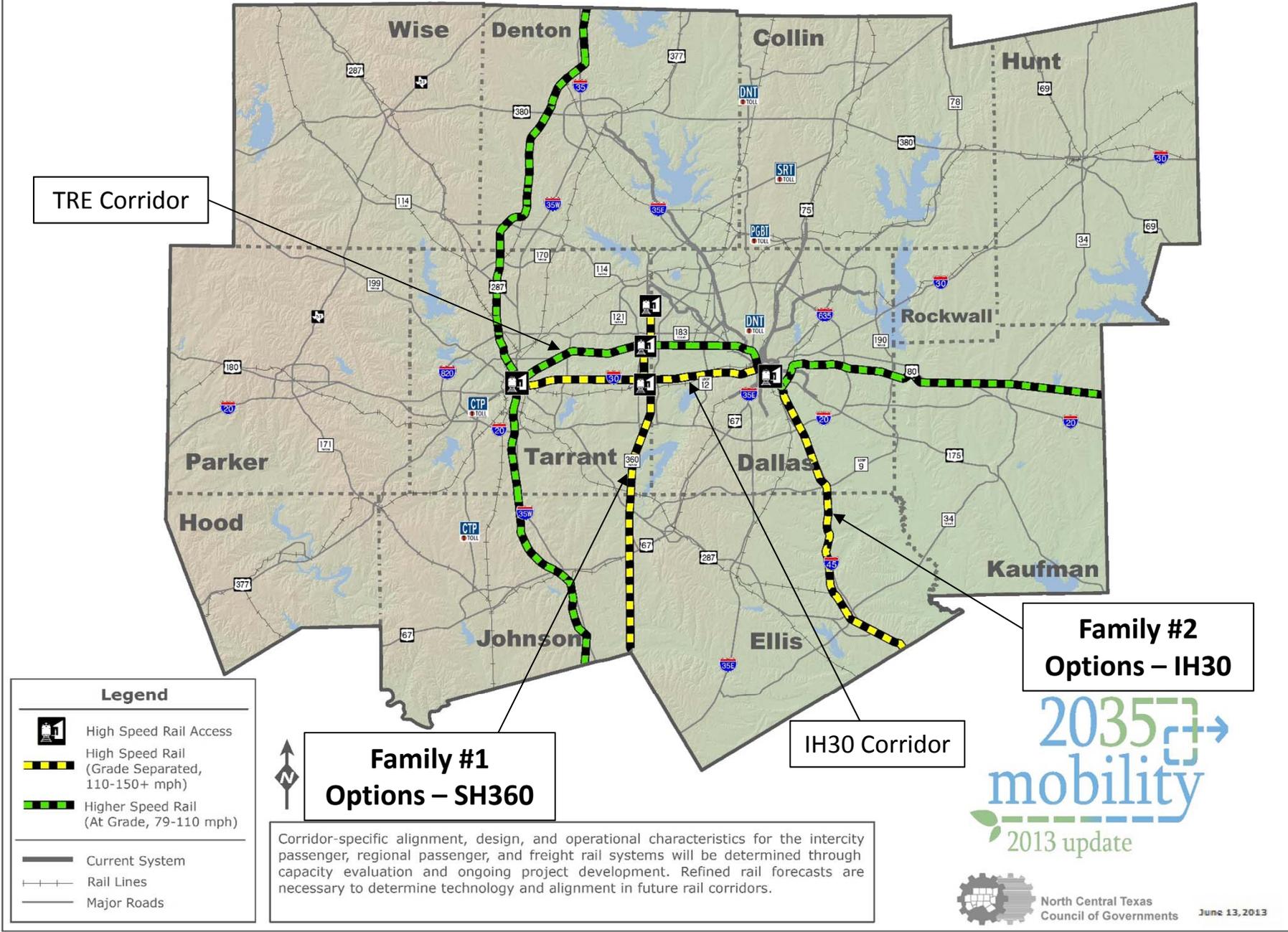


RTC High Speed Rail Policy

- Three Station Concept
 - RTC Stated Policy Indicates the Preferred High Speed Rail Alignment in the Dallas-Fort Worth Region Will Include Three Stations
 - Downtown Fort Worth
 - Arlington/DFW International Airport
 - Downtown Dallas
- RTC Adopted As Part of Mobility 2035 – Long Range Transportation Plan for North Central Texas



High/Higher Speed Passenger Rail Recommendations



TRE Corridor

Family #2
Options – IH30

IH30 Corridor

Family #1
Options – SH360

Legend

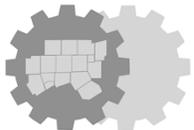
- High Speed Rail Access
- High Speed Rail (Grade Separated, 110-150+ mph)
- Higher Speed Rail (At Grade, 79-110 mph)
- Current System
- Rail Lines
- Major Roads

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.



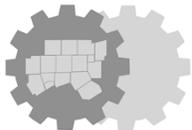
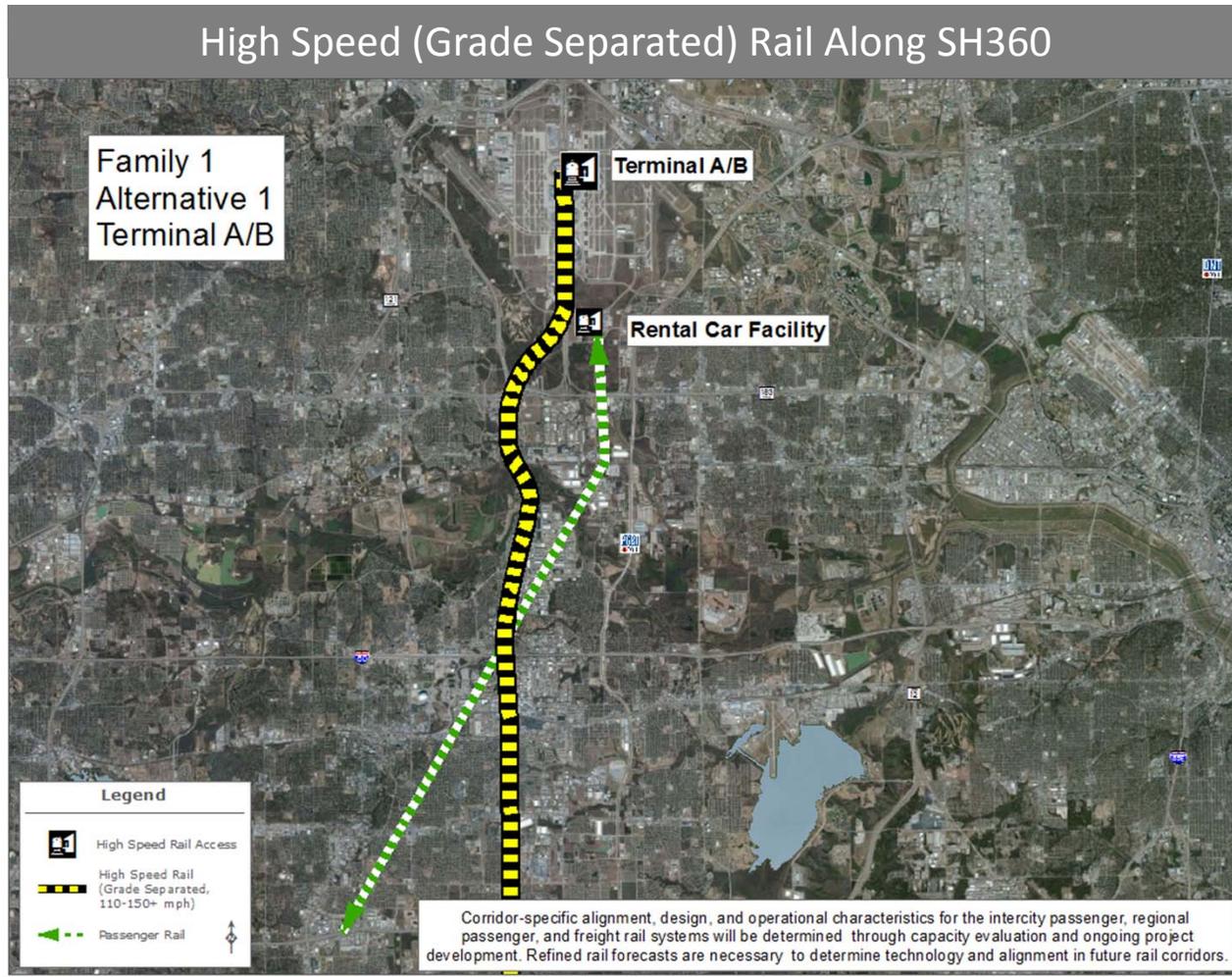
Alignment/Station Options

- Family #1 – North/South Grade Separated High Speed Rail Options (along SH360)
 - Alternative #1 – North Along SH360; Terminate at D/FW Terminal A/B Station (State Senators Letter & Tarrant Co. Commissioners Court Resolution)
 - Alternative #2 – North Along SH360; Terminate at D/FW Rental Car Facility
 - Alternative #3 – North Along SH360; Terminate at TRE CentrePort Station
 - Alternative #4 – North Along SH360; Terminate at IH30



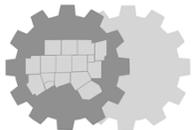
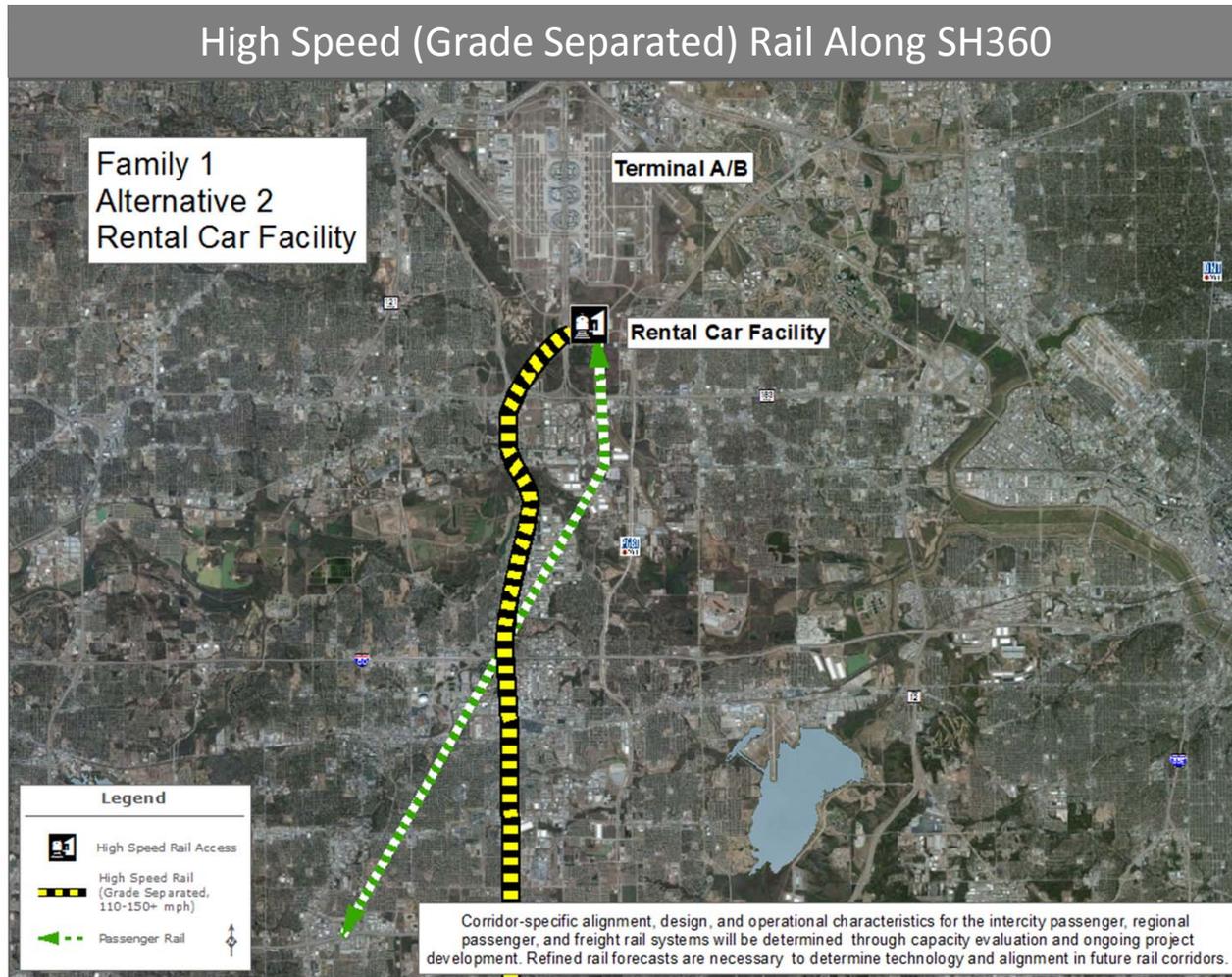
Family #1 – North/South Grade Separated High Speed Rail Along SH360

Alternative #1 – Terminal A/B



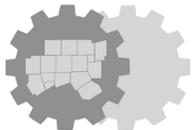
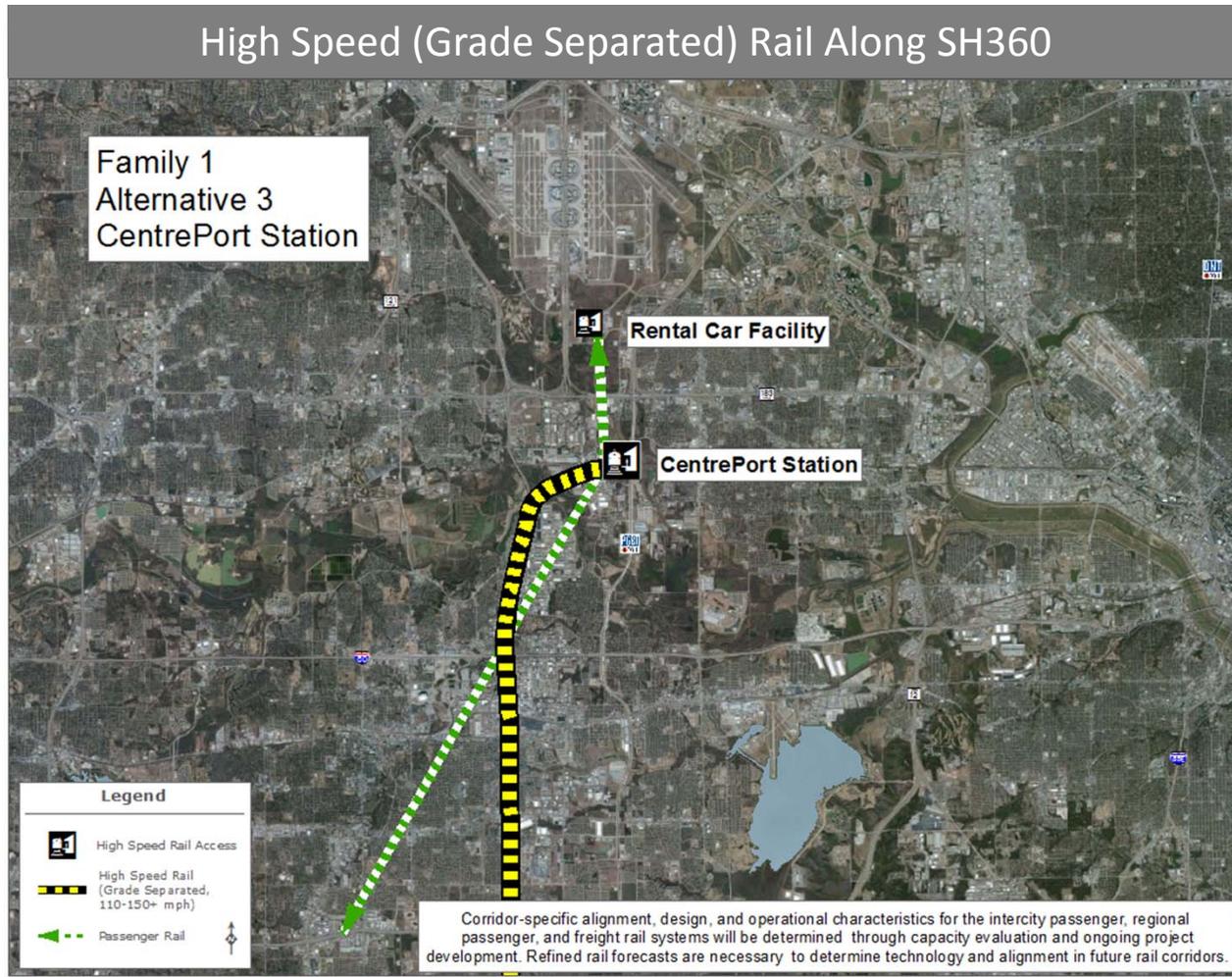
Family #1 – North/South Grade Separated High Speed Rail Along SH360

Alternative #2 – Rental Car Facility



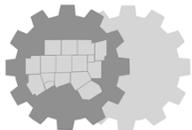
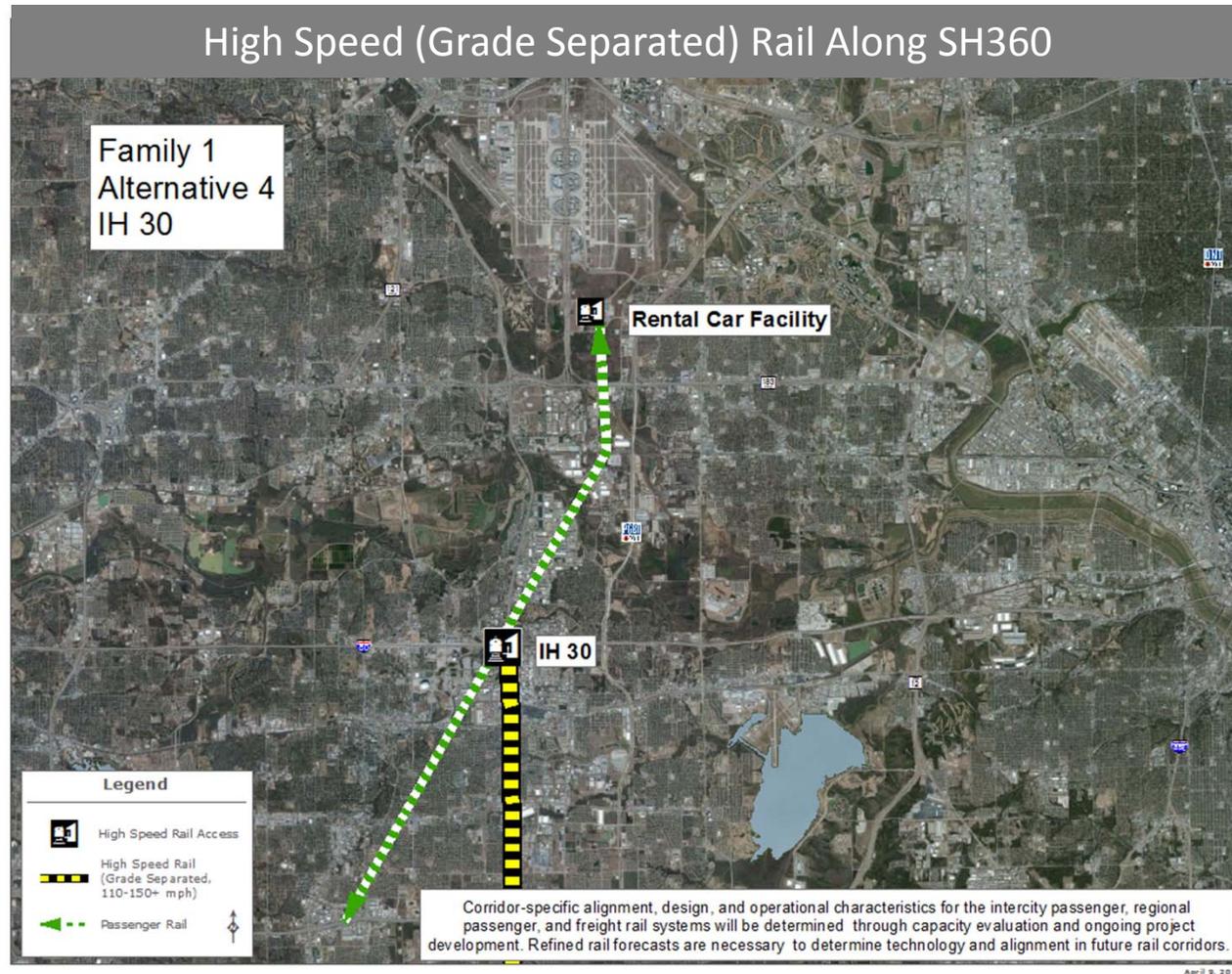
Family #1 – North/South Grade Separated High Speed Rail Along SH360

Alternative #3 – TRE CentrePort



Family #1 – North/South Grade Separated High Speed Rail Along SH360

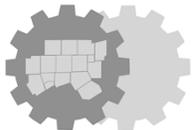
Alternative #4 – IH30



Family #1: Regional Rail

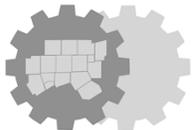
Access and Egress

Termini Alternatives	Light Rail	Regional Rail	High Speed Rail
Alternative #1 – D/FW Airport Terminal A/B	√	√	No
Alternative #2 – D/FW Airport Rental Car Facility / Intermodal	No	√	No
Alternative #3 – TRE CentrePort	No	√	√
Alternative #4 – IH30	No	No	√

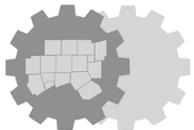
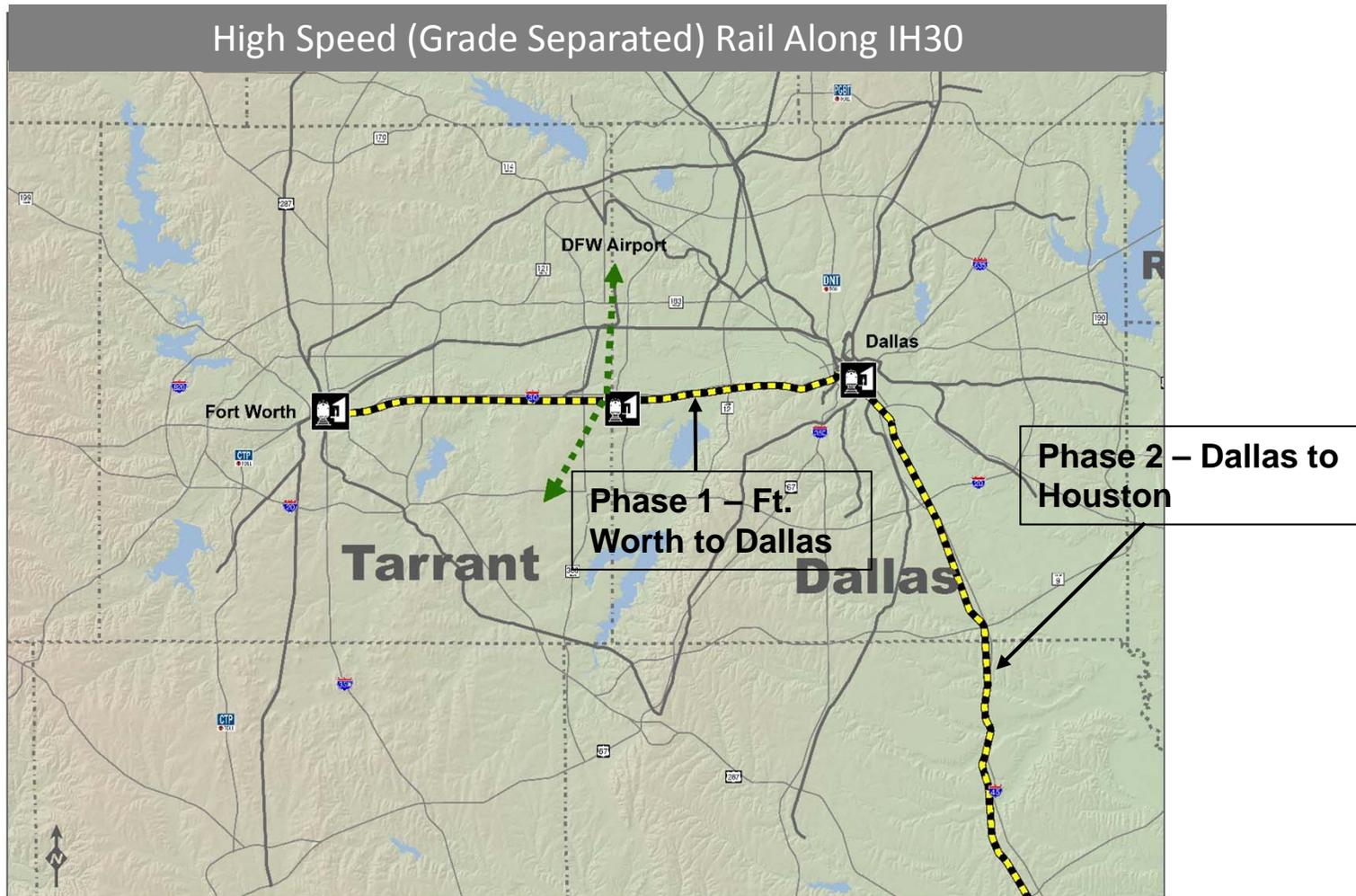


Alignment/Station Options

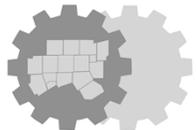
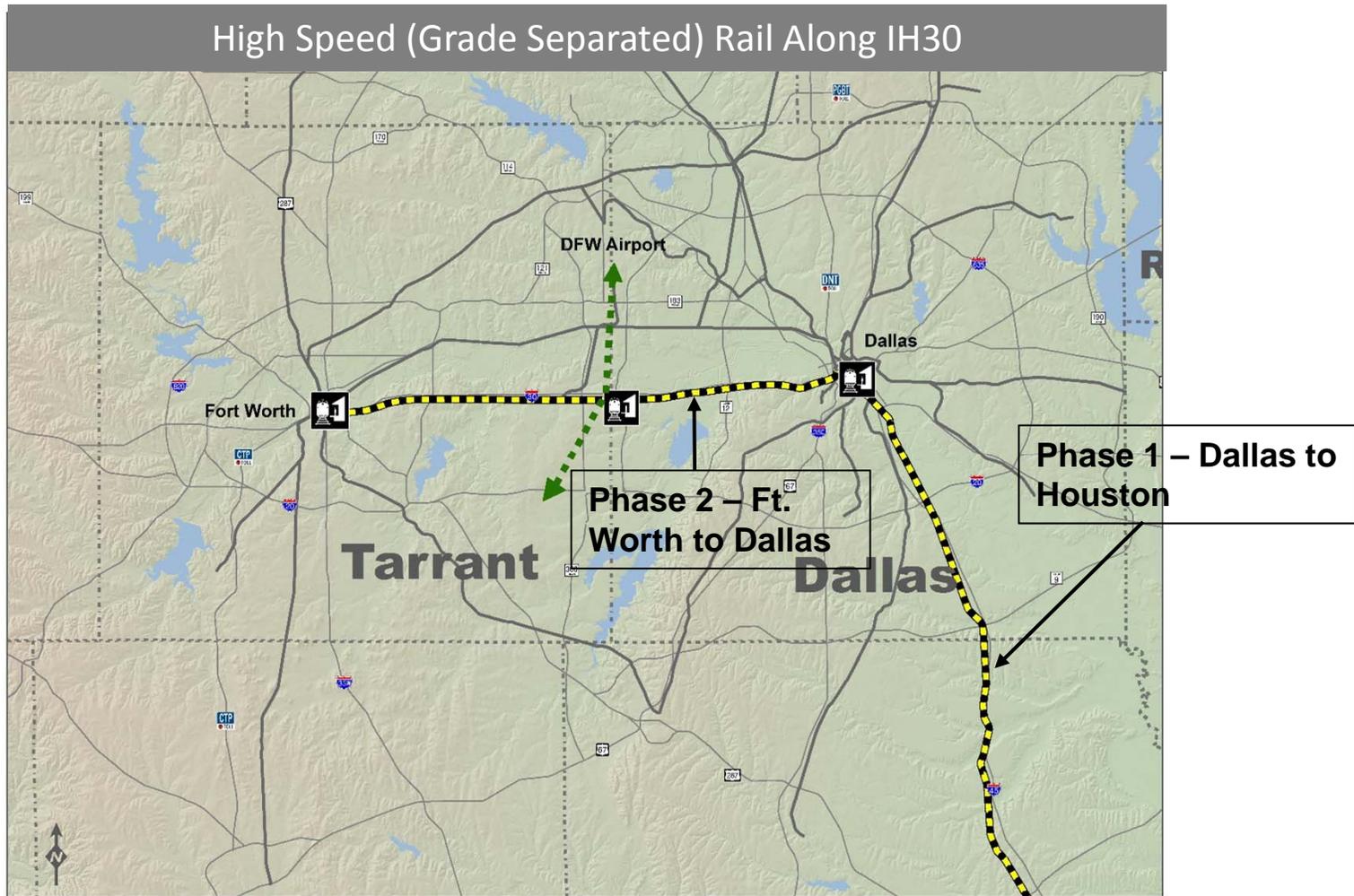
- Family #2 – East/West Grade Separated High Speed Rail Options (Along IH30)
 - Alternative #1 – East/West Along IH30
 - Phase 1 – Fort Worth to Dallas
 - Phase 2 – Dallas to Houston
 - Alternative #2 – East/West Along IH30
 - Phase 1 – Houston to Dallas
 - Phase 2 – Dallas to Fort Worth



Family #2 – East/West Grade Separated High Speed Rail Along IH30 - (Alternative #1)

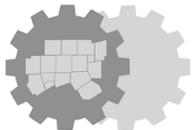


Family #2 – East/West Grade Separated High Speed Rail Along IH30 - (Alternative #2)



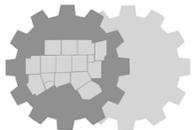
Role of NCTCOG/Region's Efforts

- In Coordination With TxDOT and Private Sector Investigations, NCTCOG and DFW Region Will Perform General Functions:
 - Conceptual Planning and Location Analysis
 - Develop Principals and Guidelines for 3 Station Concept
 - Air Quality and Affected Environment Analysis
 - Coordination With AMTRAK on Potential Inter-regional Service
 - Coordination With STTC and RTC Members



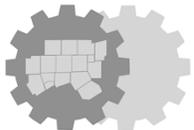
Funding of NCTCOG/Region's Efforts

- \$1,500,000 in Place for High Speed Rail Investigations of Dallas to Houston Corridor
- \$1,400,000 in Place for High Speed Rail Investigations of OKC/Dallas-Fort Worth/South Texas Corridor
- Anticipated Four Year Effort
- Funding Available for NCTCOG Staff and Regional Partners



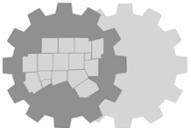
Evaluation Process

- Process Definition Criteria for Evaluation of:
 - Technologies
 - Vehicle
 - Fare
 - Operation
 - Alignments
 - Stations
- Quantitative and Qualitative Measures



Planning Process (Alignment and Stations)

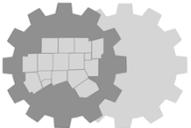
- Develop Alternatives
- Gather Technical Data
- Gather Stakeholder Input
 - RTC
 - Local Leaders
 - Public
- Analyze Data
- Develop Alignment Selection Decision Matrix



Planning Process

(Alignment and Stations) (cont.)

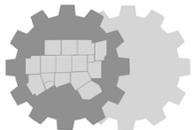
- Subcommittee Participation
 - Information Exchange
 - Recommendation
- RTC Participation
 - Information Exchange
 - Subcommittee Recommendation
 - Action
- Inclusion in Mobility 2040



Evaluation Criteria

(Quantitative)

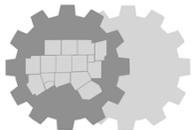
- Ridership
- Capital Cost
- Annual Operation and Maintenance Cost
- Activity Centers Served
- ROW Needs
- Business Relocations
- Residential Relocations
- Local Passenger Rail Connections



Evaluation Criteria

(Qualitative)

- Private Sector Interest
- Roadway Access
- General Public Acceptance
- Local Government Acceptance
- Economic Development Potential
- Constructability



Questions?

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