Review of RTC Policies on Higher (At-Grade) and High (Grade Separated) Speed Rail

RTC High Speed Rail Subcommittee
September 8, 2011

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Mega Regions
Mega Region Partnership Agreements

Map showing Mega Region Partnership Agreements with regions marked in green, blue, red, and orange. The map includes cities such as Dallas/Fort Worth Metroplex, Sherman/Denison, Austin/San Antonio, and East Texas/North Louisiana. The map is dated September 2011.
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.
Develop a comprehensive, flexible, and integrated approach to the multimodal and intermodal needs for the movement of people and goods within the North Central Texas region. This includes intercity opportunities and seamless connections to and from the metropolitan system.
Accomplish needs of Mobility 2035
Higher/High Speed Rail Plan focus on 3 destinations
Maintain opportunities for connections to other regions
Allows for more productive conversations with TxDOT on state rail planning
Hello

U.S.-Japan High-Speed Rail (USJHSR)
- Founded in association with JRC in 2009
- Headquartered in Washington, D.C.
- Market and deploy N700-I Bullet Train internationally

Central Japan Railway Company (JRC)
- World’s premier high-speed rail operator
- Tokaido Shinkansen, known internationally as the “Bullet Train”
- Links Japan’s principal metropolitan areas of Tokyo, Nagoya, and Osaka
Lone Star High-Speed Rail (LSHSR)

- U.S. Company
- Founded in association with USJHSR and JRC in 2009
- Offices in Houston, Dallas, and Washington, D.C.
- Market and deploy N700-I Bullet Train in Texas
<table>
<thead>
<tr>
<th>Company NAME</th>
<th>Lead RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Japan Railway (JRC)</td>
<td>“Japan Group” Lead</td>
</tr>
<tr>
<td>Mitsubishi Corporation</td>
<td>Trading Company</td>
</tr>
<tr>
<td>Hitachi</td>
<td>Rolling Stock Assembly; Control System; Electrical Equipment</td>
</tr>
<tr>
<td>Mitsubishi Electric</td>
<td>Electrical Equipment</td>
</tr>
<tr>
<td>Nippon Sharyo</td>
<td>Rolling Stock Assembly</td>
</tr>
<tr>
<td>Nippon Signal</td>
<td>Control System</td>
</tr>
<tr>
<td>Sumitomo Corporation</td>
<td>Trading Company</td>
</tr>
<tr>
<td>Kyosan</td>
<td>Control System</td>
</tr>
<tr>
<td>Mitsubishi Heavy Industries</td>
<td>Body/Bogie</td>
</tr>
<tr>
<td>Sumitomo Metals</td>
<td>Body/Bogie</td>
</tr>
<tr>
<td>Toshiba</td>
<td>Control System; Electrical Equipment</td>
</tr>
</tbody>
</table>
Extensive Research and Development
Strategic, Long-Term Investments
Dedicated Track
Total System
The Tokaido Shinkansen

- Rail line between Tokyo-Nagoya-Osaka
- 300+ trains/day
- 150 million passengers/year
- 80% market share
- 100% privately owned
- $13B in revenue (fiscal year ending March ’09)
Safety
Speed
Proven Reliability
Environmental Friendliness
Passenger Comfort
Less than 500 miles
Less than 3 hours by train
Minimal government regulation
State vs. Federal
Private Initiative or Private/Public partnership
Reasonable path to profit
Why Texas

Geographic advantage

- 240 miles - HSR outcompetes auto/air
- 92.7% of corridor “Rural Flat”
- Dedicated existing right of way
Why Texas

Private Sector Initiative

- Strong economic viability
- Business Community involvement/support
- Texas “Can-Do” Attitude
Why Texas

Government support
- Support for high-speed rail from the Texas Department of Transportation, and Public
- State budget burden minimized
- Opportunity to coordinate with state officials
Why Texas

Population Advantage

- Texas population second only to CA
- Population centers of over 10 million in city pair
- 38 million trips (auto and air) in 2030
- Dallas and Houston ranked in top 10 most congested cities in the U.S.
Why Texas

Lone Star High-Speed Rail
Why Texas

- San Antonio, TX (MSA: 2,031,445)
- Austin, TX (MSA: 1,652,602)
- Waco, TX (MSA: 230,213)
- Killeen/Temple, TX (MSA: 378,935)
- Dallas-Fort Worth, TX (PMSA: 6,300,006)
- Houston, TX (PMSA: 5,728,143)

Distance:
- 70 miles
- 78 miles
- 94 miles
- 103 miles
- 178 miles
- 239 miles

San Antonio - Austin: 78 miles
Austin - Waco: 178 miles
Waco - Dallas-Fort Worth: 94 miles
Dallas-Fort Worth - Houston: 239 miles
Houston - San Antonio: 198 miles
Why Texas

On 5 flights are delayed for an average of 57 minutes
An Alternative

Dallas to Houston in less than 90 minutes.

- Average annual delay less than 30 seconds.
- $\frac{1}{12}$th carbon dioxide of an airliner per mile seat.
- Leave your computers and phones ON!
issu

Engineering and Route Analysis
Public Outreach and Community Partnerships
Financing and Funding
We are rapidly approaching success with Lone Star in the lead.
Please feel free to contact us at:
E-mail: info@lshsr.com
Phone: 832-698-1368
Website: www.lshsr.com
The State of Texas and High-Speed Intercity Passenger Rail

Jennifer Moczygemba

Texas DOT – Rail Division

Rail System Section Director
Texas Rail Plan

Final Texas Rail Plan (TRP) approved by Texas Transportation Commission November 18, 2010.
Submitted to US DOT December 2010

Establishes Short-Term and Long-Term Program

• Short-Term
  • Statewide ridership
  • Prioritization and studies of corridors

• Long-Term
  • Further development of the corridors
TxDOT Research Project 0-5930

- Completed by Texas Transportation Institute (TTI)
- Evaluated and ranked 18 intercity corridors within Texas to determine need for intercity passenger rail.
Texas HSIPR Grants

- $5.6 m Planning
  - OKC to South Texas
- $15 m PE/NEPA
  - DFW to Houston
- $11 m Construction
  - Heartland Flyer and TRE
Oklahoma City to South Texas Corridor

- Service Development Plan
- Service Level NEPA
## Funding of Planning Study

<table>
<thead>
<tr>
<th>Source of funding</th>
<th>Amount (millions)</th>
<th>Authorization</th>
<th>Tasks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Railroad Administration HSIPR Grant</td>
<td>$5.60</td>
<td>FY 10 Planning funds (80/20)</td>
<td>All as needed</td>
</tr>
<tr>
<td>State General Revenue (non-federal match)</td>
<td>$1.40</td>
<td>HB 1 (TxDOT Appropriations) Rider 35</td>
<td>All as needed</td>
</tr>
<tr>
<td>State General Revenue</td>
<td>$1.40</td>
<td>HB 1 (TxDOT Appropriations) Rider 35</td>
<td>All as needed</td>
</tr>
<tr>
<td>Statewide Planning and Research Funds (FHWA)</td>
<td>$3.00</td>
<td>Proposed SPR Work Program ($4,261,549)</td>
<td>Existing infrastructure analysis; ridership analysis</td>
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<tr>
<td>TxDOT - Texas Turnpike Authority Division</td>
<td>$0.50</td>
<td>TxDOT budget</td>
<td>Environmental data collection and contraints mapping.</td>
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<tr>
<td>North Central Texas Council of Governments in-kind services</td>
<td>$1.40</td>
<td>Interlocal Agreement</td>
<td>Metro station and alternative alignment planning; travel demand modeling; air quality impact modeling</td>
</tr>
<tr>
<td>Oklahoma DOT in-kind services</td>
<td>$0.70</td>
<td>Interstate Agreement</td>
<td>Environmental data collection and contraints mapping for OK; existing infrastructure info; travel demand model for OKC.</td>
</tr>
</tbody>
</table>

$14.00
OKC – STX Corridor Contracting

- Existing TxDOT contracts
  - Existing infrastructure analysis (start Oct. 2011)
  - Ridership
  - Environmental Data Collection and Constraints Mapping (start Oct. 2011)
  - Alternative Alignments

- Remaining tasks for Service Development Plan and Service Level NEPA
  - To be contracted as a project specific contract with limits from Oklahoma City to South Texas
  - Data and other information from the Austin-San Antonio corridor to be coordinated with Lone Star Rail District
In-kind Services

- Prepare Interlocal Agreement with NCTCOG and TxDOT to provide data, services and other deliverables.
- Identify the detailed activities in coordination with FRA
- Interstate agreement with Oklahoma DOT
Path Forward

- Complete Statement of Work with FRA
- Prepare procurement of consultant
- Selection of consultant
- Work with FRA, locals and consultant to finalize detail scope.
- Start work March 2012; complete April 2014
Dallas/Fort Worth to Houston Corridor

- Core Express Passenger Rail Service
- Speeds 150 mph +
- Preliminary Engineering and Project NEPA
Alternative Routes

- UPRR Route (red line)
- BNSF Route (green line)
- Green field along I 45 (purple line)
Path Forward

- FRA grant has been obligated
- Procurement request in progress; expect out by the end of the month
- Start work April 2012; complete February 2016
Construction Grants

- Signal Timing BNSF ($3.8 m)
- TRE double track ($7.2 m)
Additional Information

- www.TxDOT.gov
  - Rail icon
  - Passenger Rail/Schedules – HSIPR

Jennifer.Moczygemba@txdot.gov
Regional Freight Advisory Committee

Multimodal/Intermodal/High Speed Rail/Freight Subcommittee Meeting

September 8, 2011

North Central Texas Council of Governments Transportation Department
Regional Freight Advisory Committee

Committee Purpose

Provide technical expertise to:

• Regional Transportation Council
• Subcommittee
• NCTCOG Staff
• Stakeholders and partners
Committee responsibilities will include:

• Review and provide input on Freight North Texas products

• Review and recommend freight project funding

• Review freight-related publications

• Review and contribute to freight forecasting efforts
Regional Freight Advisory Committee

Membership

Industry professionals interested in:

- Safety
- Multimodal transportation
- Logistics
- Intermodal freight
- Air quality
- Freight North Texas
Regional Freight Advisory Committee

Founding Meeting

When: Tuesday, September 27, 2011 at 1:30 p.m.

Where: NCTCOG Offices

Who: Selected Freight Industry Representatives
## Regional Freight Advisory Committee Invitees

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Bishop</td>
<td>President</td>
<td>TMTA (Metroplex)</td>
</tr>
<tr>
<td>John Esparza</td>
<td>President/CEO</td>
<td>TMTA (Austin)</td>
</tr>
<tr>
<td>Aaron Hegeman</td>
<td>Director, Public Private Partnerships</td>
<td>BNSF Railway</td>
</tr>
<tr>
<td>Russell Laughlin</td>
<td>Senior Vice President</td>
<td>Hillwood Properties</td>
</tr>
<tr>
<td>Kevin McIntosh</td>
<td>Assistant Vice President, State and Local Relations</td>
<td>KCS Railway Company</td>
</tr>
<tr>
<td>Tiffany Melvin</td>
<td>Executive Director</td>
<td>NASCO</td>
</tr>
<tr>
<td>Luis Perez</td>
<td>Vice President, Air Service Development</td>
<td>DFW International Airport</td>
</tr>
<tr>
<td>Mike Rader</td>
<td>President</td>
<td>Southern Dallas County Logistics Project</td>
</tr>
<tr>
<td>Poe Reed</td>
<td>Chairman</td>
<td>Texas Pipeline Association</td>
</tr>
<tr>
<td>Clint Schelbitzki</td>
<td>Director, Public Affairs</td>
<td>Union Pacific Railroad</td>
</tr>
</tbody>
</table>
Regional Freight Advisory Committee

Agenda

Topics to be covered at the meeting will include:

• NCTCOG freight program overview
• Role of freight in the region
• Committee vision and mission
• Membership
• Response and feedback
• Future meeting topics
Regional Freight Advisory Committee

For more information:

Becky Karasko, AICP
Senior Transportation Planner
rkarasko@nctcog.org
(817) 695-9258

www.nctcog.org/freight