

High-Speed Rail Update

Transportation & Infrastructure Committee March 24, 2020

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Purpose

To provide:

1. An update on the high-speed rail project
2. Information on City of Dallas real estate conveyances for high-speed alignment
3. An update on development of new multimodal facility
4. Information on other significant projects in the vicinity of high-speed rail

Presenters/Topics Covered

- *Texas Central staff*
 - High-speed rail update
- *Lockwood Andrews & Newnam staff*
 - Phase I multimodal facility feasibility results
- *City of Dallas staff*
 - Information on real estate conveyances
 - Phase II multimodal study status
 - Update on other projects in the vicinity of high-speed rail

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



Texas Central

Project Update

- **Regulatory Progress**
 - Notice of Proposed Rule Making (NPRM) - Published 3/10/20
 - Federal Railroad Administration's notice of establishing safety regulations for high-speed rail
 - NPRM triggers 60-day public comment period for new safety regulations
 - Final Environmental Impact Statement (FEIS) - Scheduled for May 2020 Publication
 - Record Of Decision (ROD) - Scheduled for July 2020 Issuance
- **All major delivery contractors identified**
 - Civil Infrastructure
 - Stations
 - Systems
 - Systems Installation

Texas Central

Project Update

- **Property acquisition ongoing**
- **Project Schedule**
 - Conclude environmental review July 2020
 - Issue Notice to Proceed to contractors Q3 2020
 - Approximately six years of construction, testing and commissioning

Texas Central

Business and Workforce Opportunity Program

- **Business Opportunities Program (BOP)**
 - Ensure opportunities for small, women, minority, rural, veteran, and persons with disabilities-owned businesses
- **Transportation Workforce Opportunity (TWO) Program Goals**
 - Source job-ready talent
 - Work with various groups to train career seekers to work for Texas Central and its contractors in the future
 - Inspire the future workforce to choose careers in the construction and transportation industries

Texas Central

Public Involvement Plan

- **Preconstruction Phase**
 - Establish vendor-participation programs
 - First responder coordination (ongoing)
 - Support public participation in regulatory process
 - Traffic management planning
- **Construction Phase**
 - Community and local government coordination
 - Traffic management
 - Safety and Environmental Stewardship
- **Completion and Operation Phase**
 - Demobilization of construction staging areas
 - Restoration of local environment and amenities
 - Introduction of Service Timetable

Real Estate Conveyances

(Presented by City Staff)



Real Estate Conveyances

- High-speed rail alignment crosses many City of Dallas properties/rights-of-way
- Recommending execution of leases, licenses or crossing agreements, depending on property type, to convey rights for construction of infrastructure
 - Alignment maps on pages 56-57 in the appendix
 - Items for conveyance will be placed on an upcoming Council agenda

High-Speed Rail Infrastructure

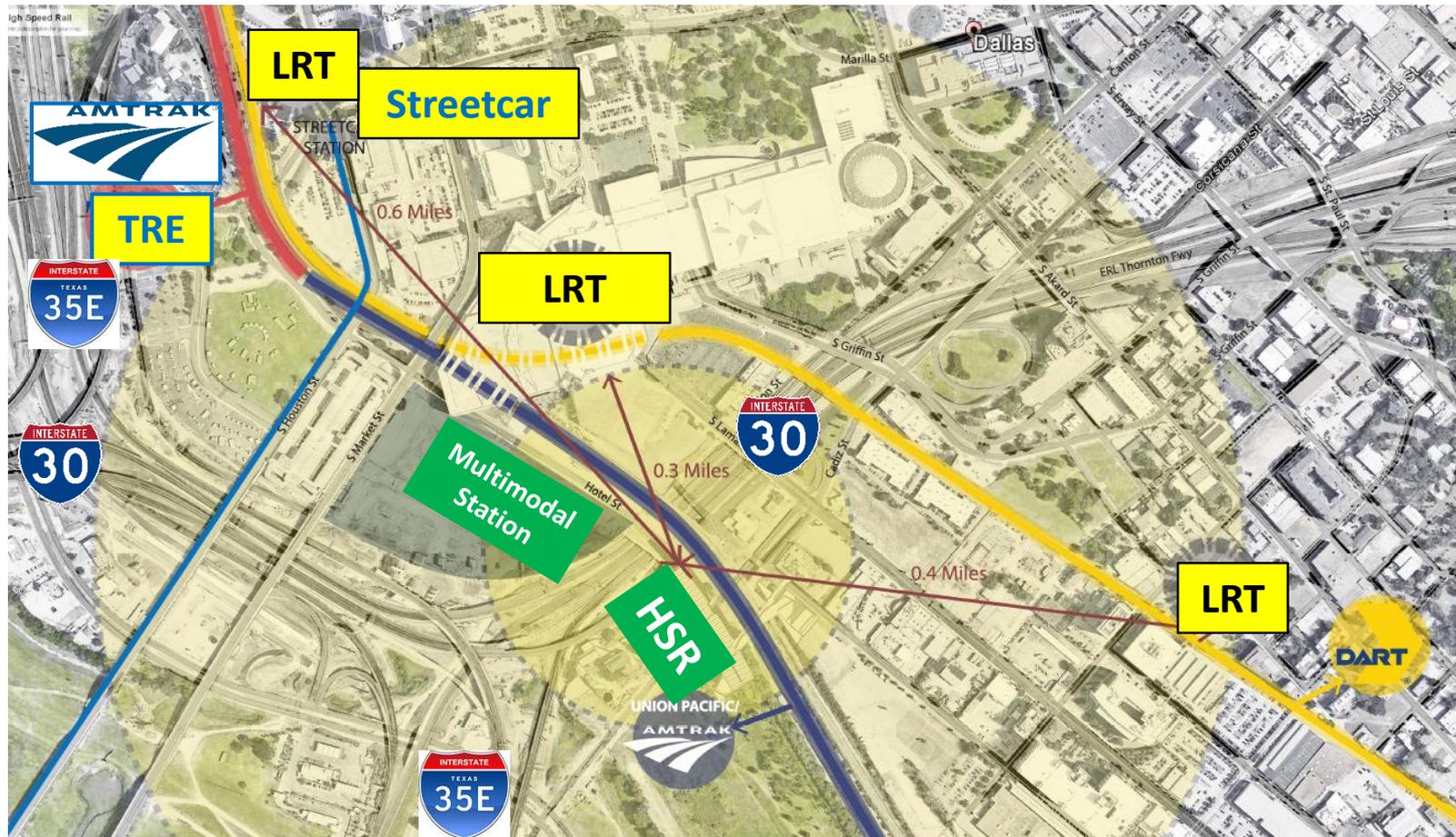


Multimodal Connectivity

(Presented by City Staff)



Current Station Locations & Rail Lines



2018 MSIS Committee Direction

- In October 2018, staff recommended a limited feasibility study for a new multimodal transportation hub on City of Dallas “Lot E” to house:
 - 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
- **Committee directed staff to move forward with feasibility study**

Phase I Feasibility Study

- A “fatal flaw” analysis to determine if the City should move forward with additional, more comprehensive feasibility studies
- The North Central Texas Council of Governments contracted with Lockwood, Andrews, and Newnam (LAN) to conduct the Phase I feasibility

Phase I Findings & Recommendations

Findings

- No fatal flaws that would prevent the further development and implementation of the multimodal concept
- Multimodal connectivity at this site greatly increases the site development potential for the convention center and adjacent properties

Recommendation

- Move forward with a multimodal feasibility study to develop concepts for the multimodal station and adjacent development

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



Marine Gateway

Vancouver

- 5-acre site
- Mixed-use development that anchors South Vancouver's neighborhood town center
- Opened April 2016
- Combines direct transit integration of two major transit hubs (Marine Drive Station on the Canada Line and Sough Vancouver Bus Loop)

Special Features

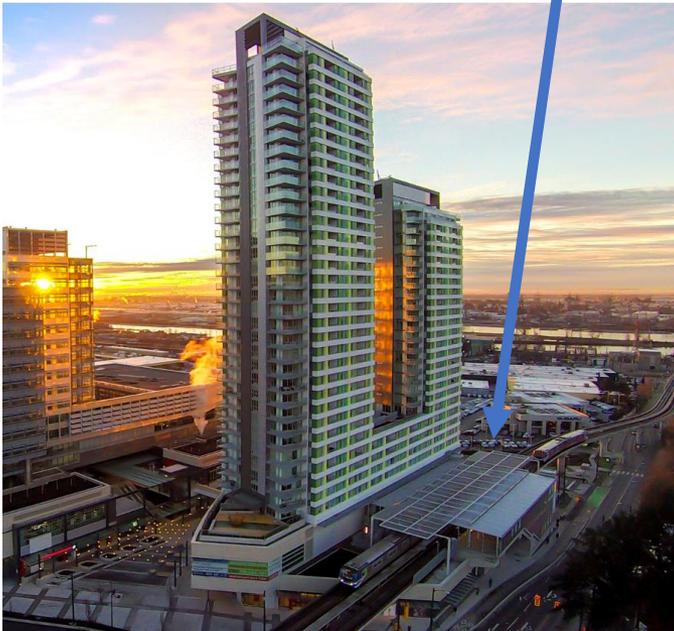
- 240,000 SF multi-story retail
- 250,000 SF, 14-story office building
- 1500 jobs
- Over 800 residents



Marine Gateway

Vancouver

Station connected to high rise building



St. Leonard's Station

Sydney

- New TOD development “Eighty-Eight” across the highway from the existing St. Leonard's Station (1.5 -acre site)

Special Features

- Two residential (47 and 26 stories)
- a 320,000 square foot commercial building
- Three-story retail building,
- New public library
- Public open space including a new civic square

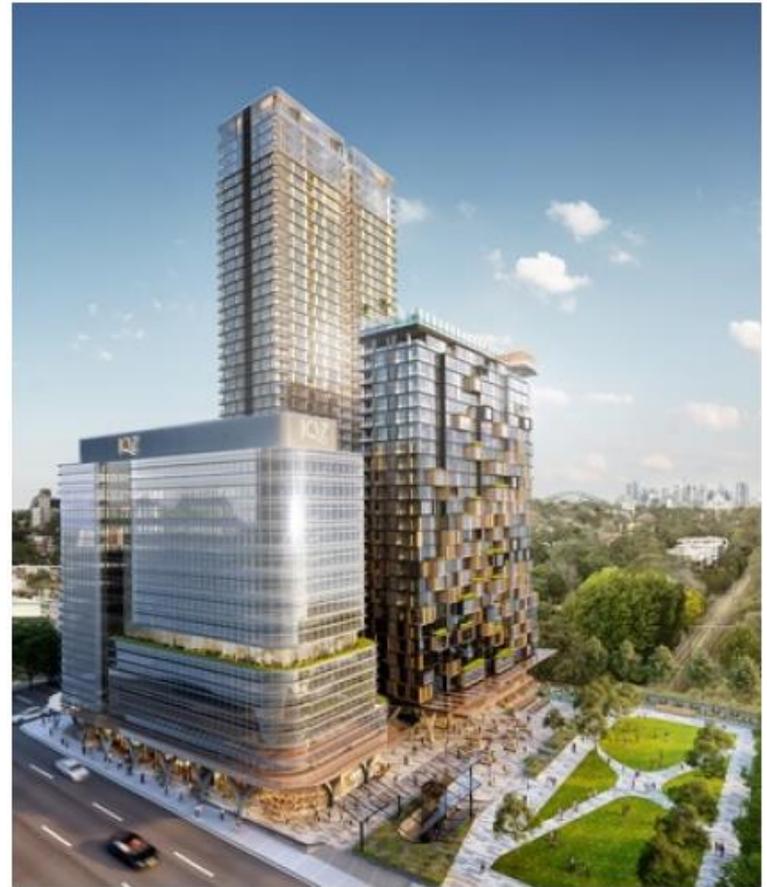
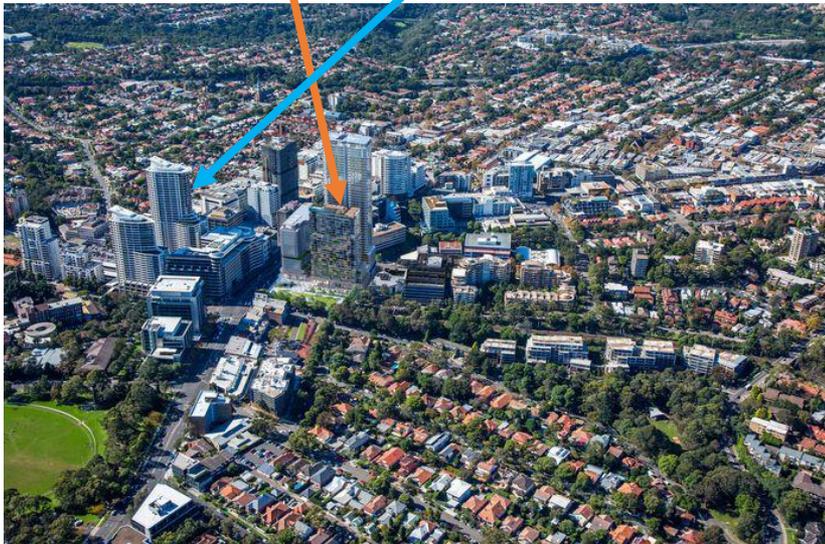


St. Leonard's Station

Sydney

Existing Station

New TOD



Findings from Phase I Feasibility Study (Presented by LAN Staff)

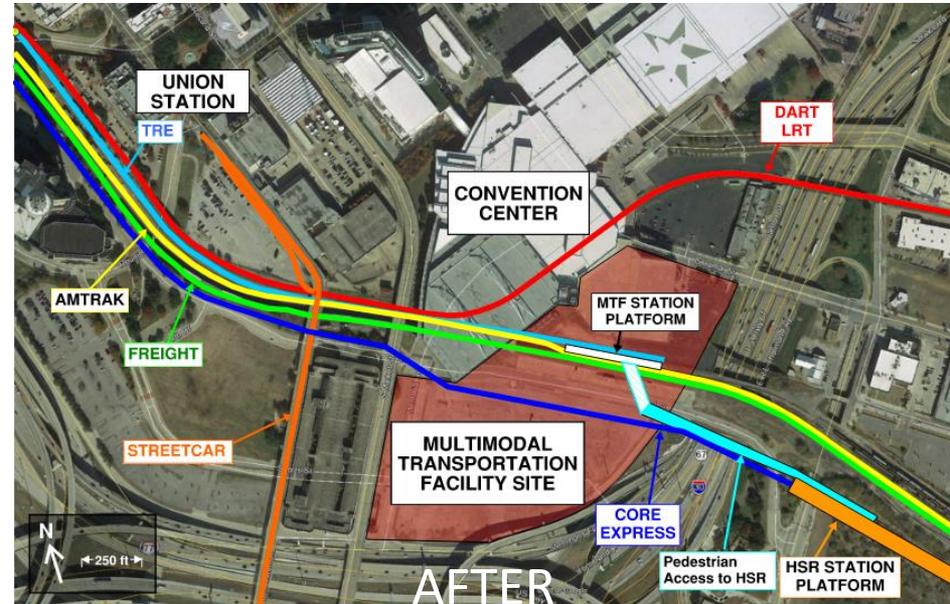
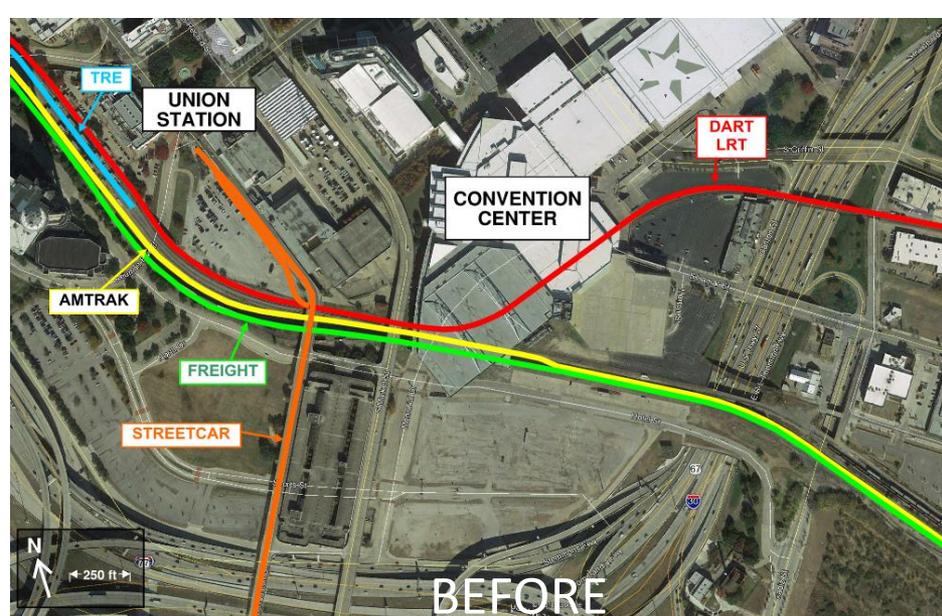


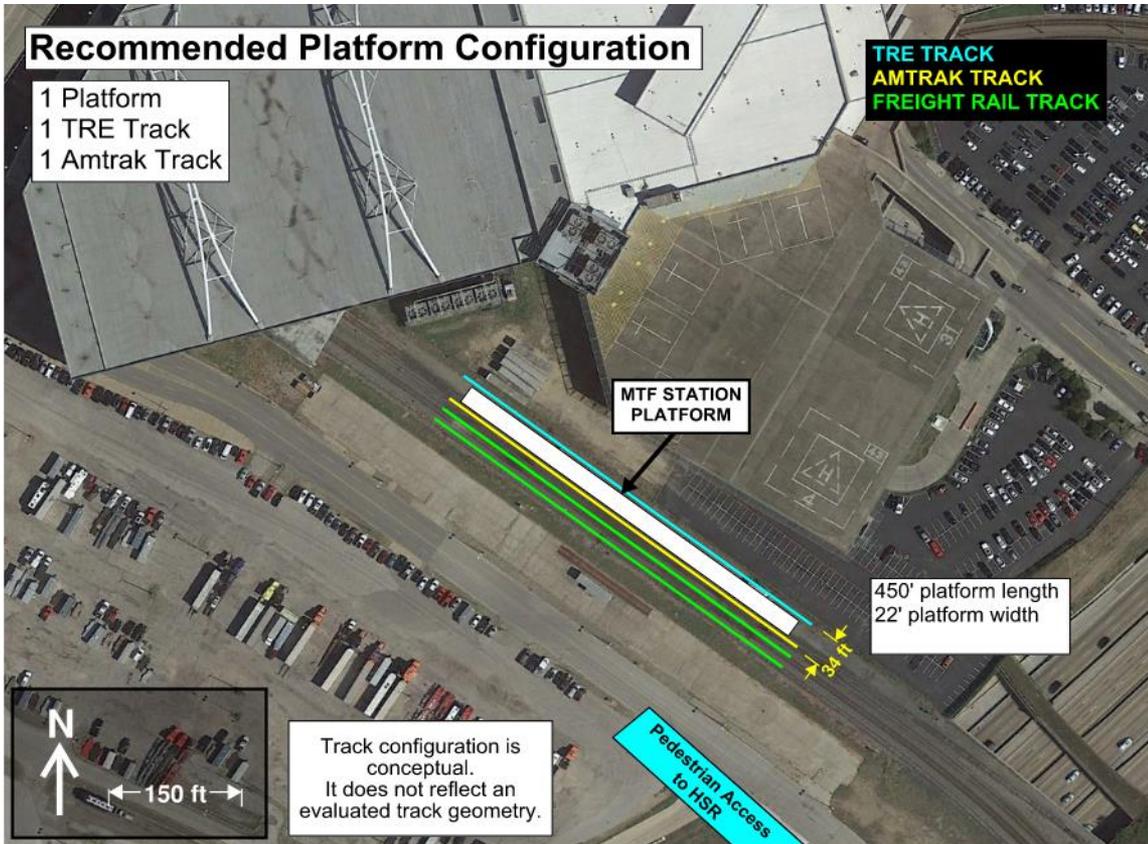
Dallas Multimodal Transportation Facility Concept & Fatal Flaw Analysis – Lockwood Andrews & Newnam



The Dallas Multimodal Transportation Facility

- Offers Multiple Transit Connections to High Speed Rail
- Provides Opportunity for Land Development Adjacent to the Convention Center
- Has No Fatal Flaws Regarding Overall Connectivity, Rail Operations, Site Development and Traffic Circulation



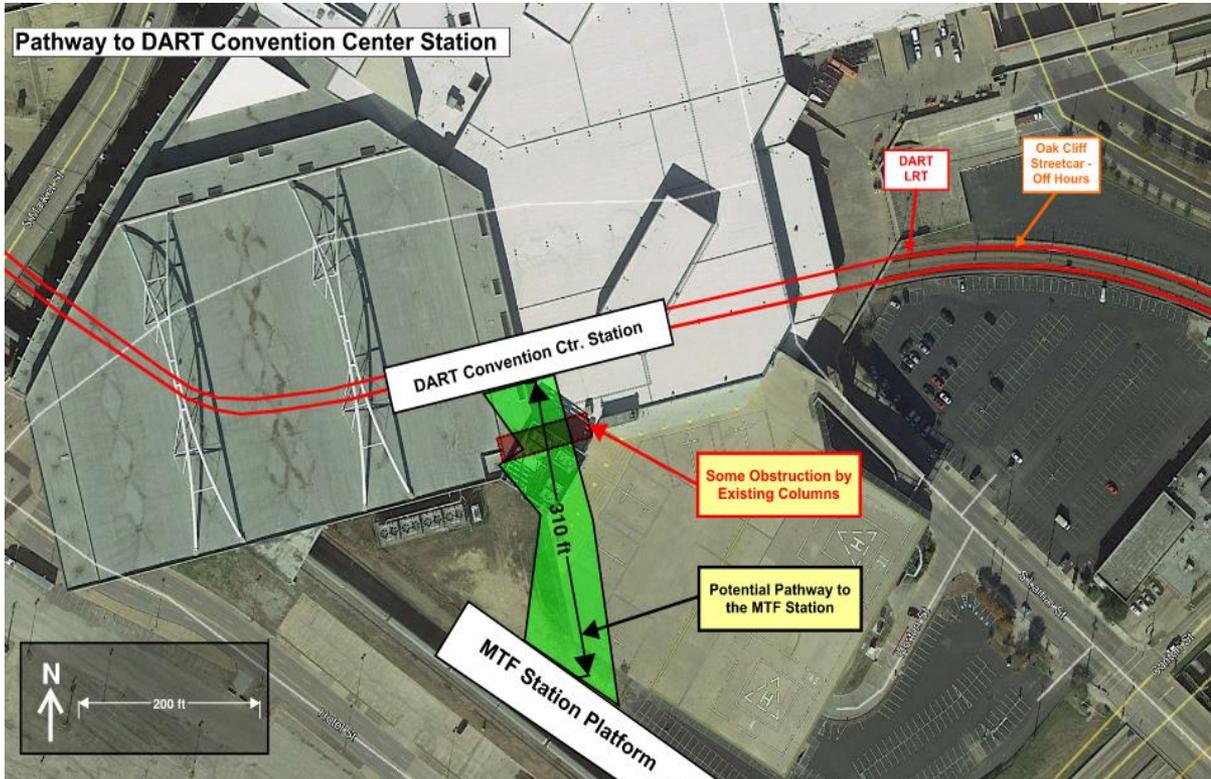


❖ MTF Platform has Minimal Footprint

- 22 ft wide center platform
- 450 ft platform length
- Serves AMTRAK & TRE

❖ Platform can Shift Toward City Right of Way

- Platform on UP right of way as shown
- Possible to move platform onto parking area
- Still requires some UP right of way

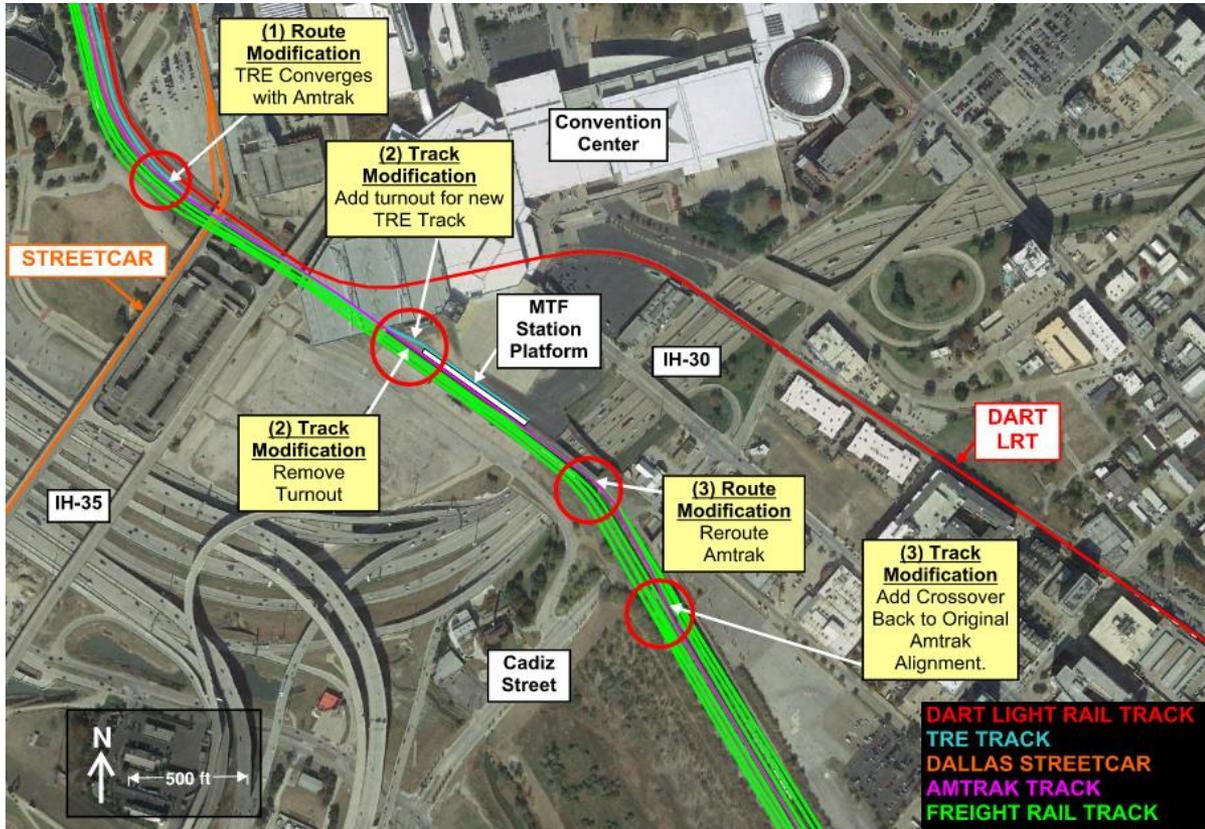


❖ DART Light Rail Access an Easy Walk

- *LRT & MTF Platforms only 310 ft Apart*
- *New Pedestrian Pathway Relatively Easy to Create*

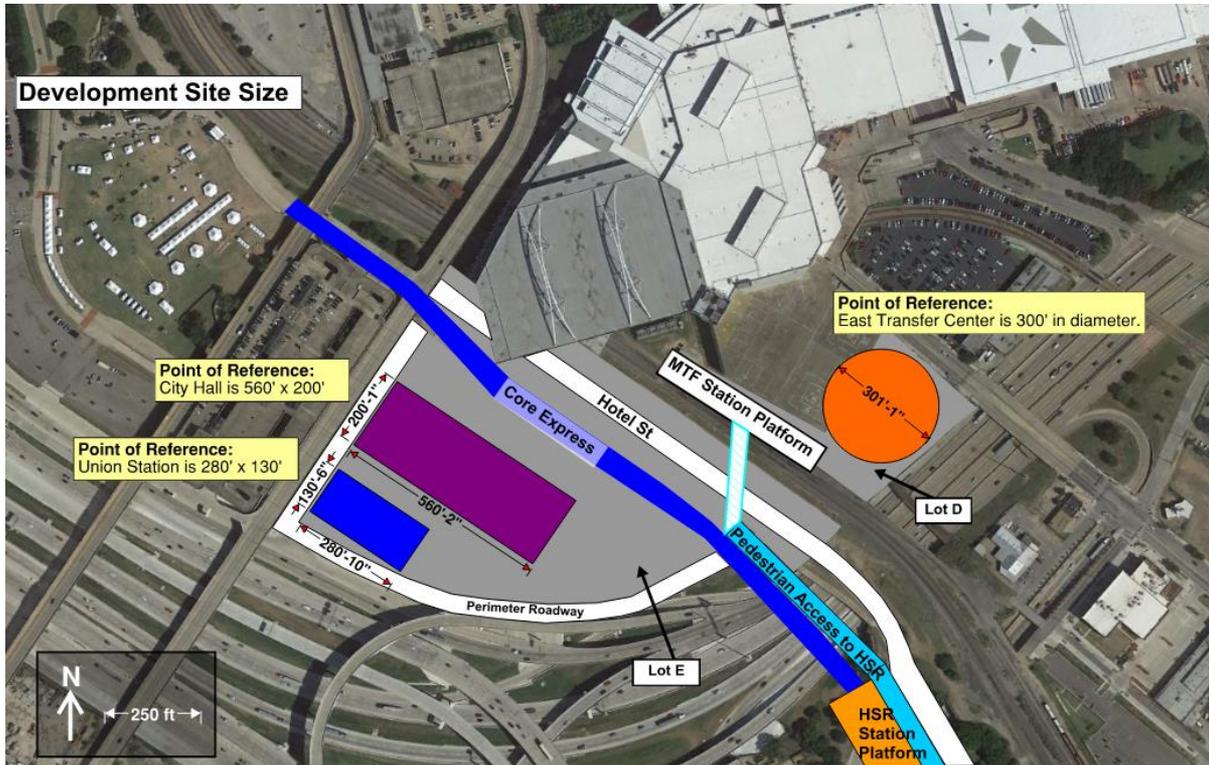
❖ Oak Cliff Streetcar Uses LRT Alignment

- *During Off-Hours Today*
- *Operations Coordination Needed for Passenger Service*



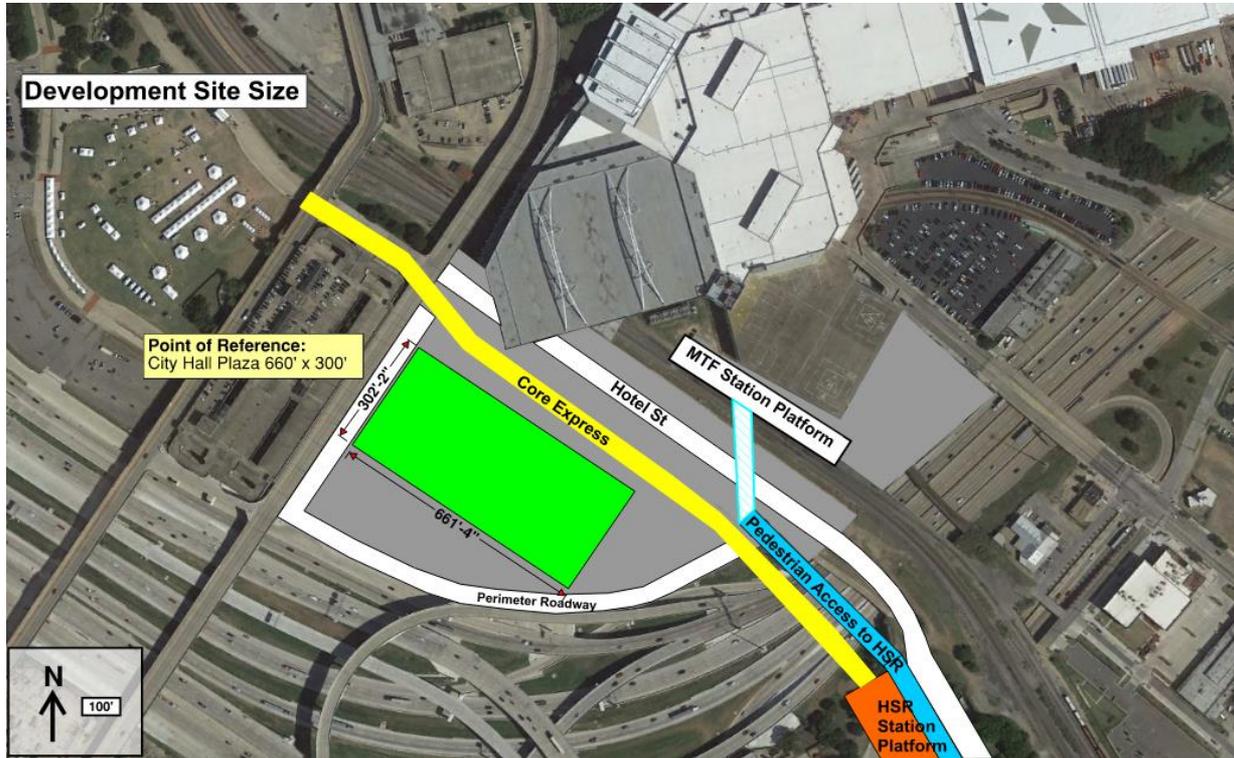
❖ Extending TRE & Shifting AMTRAK Involves Some Track Changes

- *(1) Southeast of Union Station TRE would begin sharing AMTRAK track*
- *(2) Two turnout changes needed west of the MTF platform (TRE & AMTRAK)*
- *(3) AMTRAK reroute back to current alignment requires a new crossover in freight right-of-way*



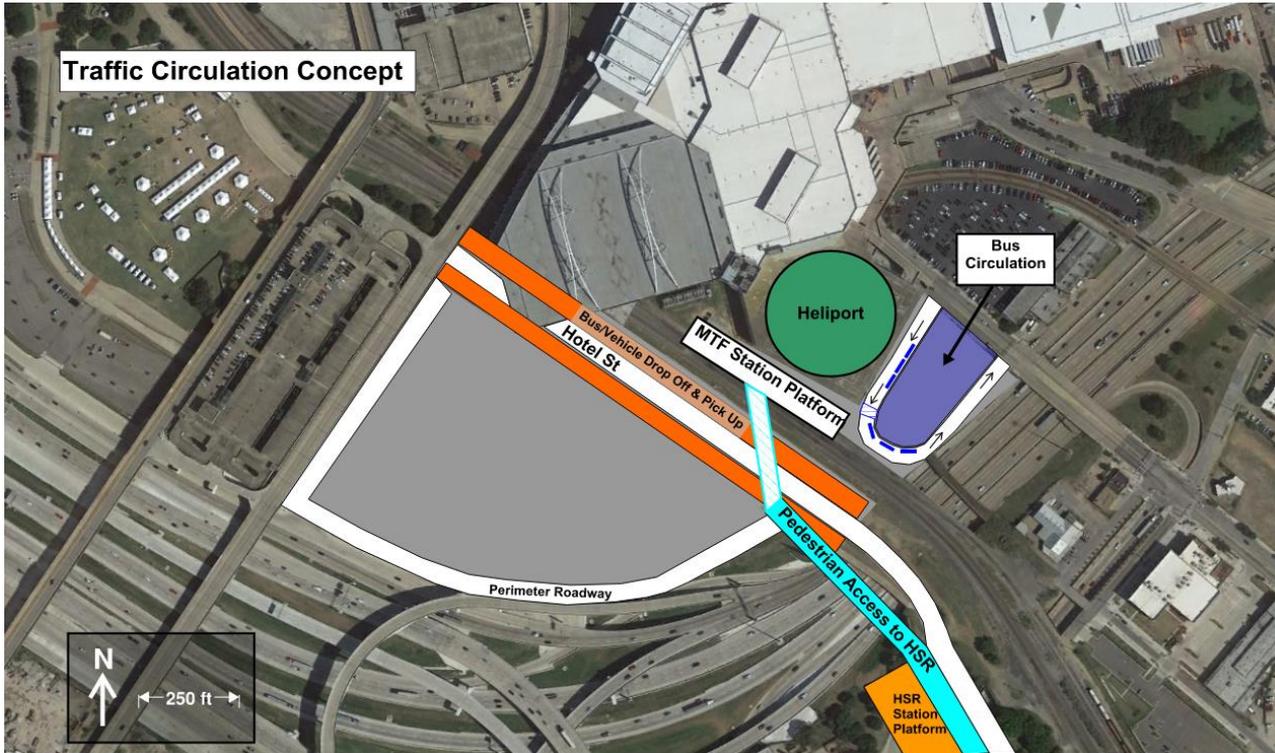
❖ Site Offers Development Possibilities

- Lot E & Lot D are approximately 25 acres combined
- Known facilities are placed for reference & visual effect
 - City Hall
 - Union Station
 - DART East Transfer Center



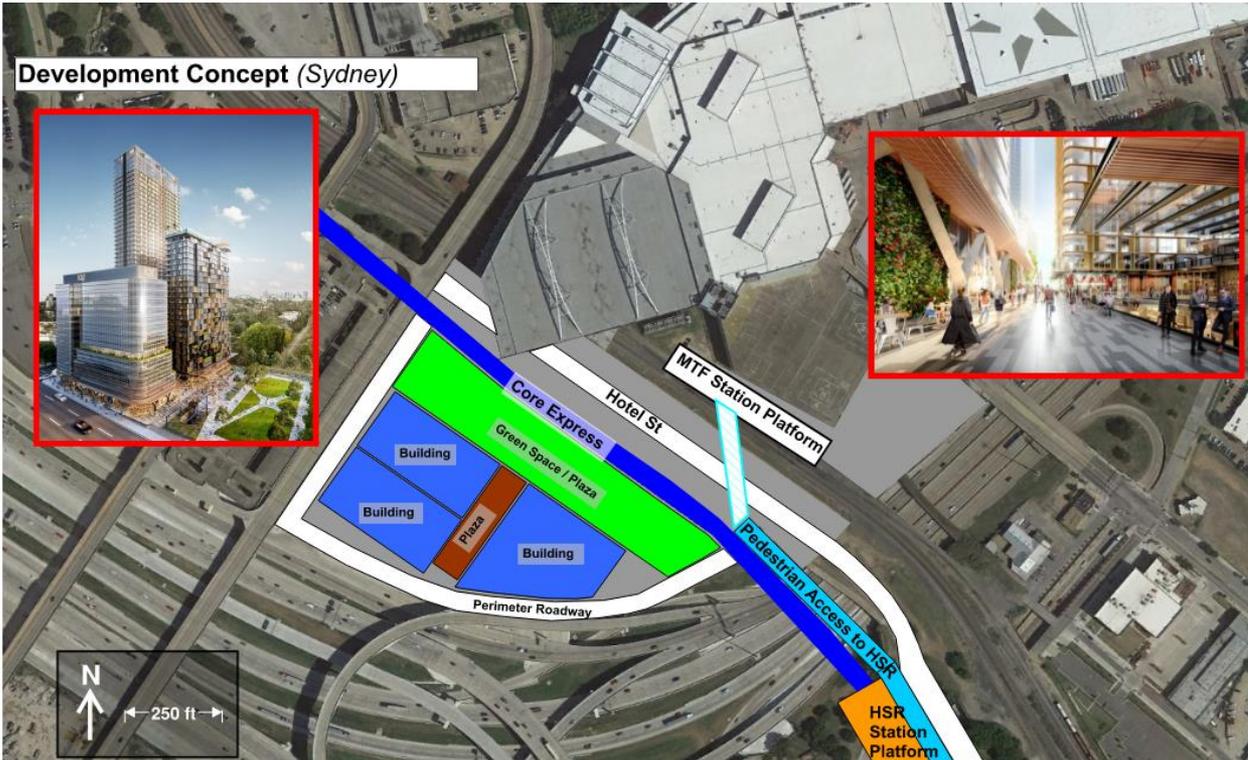
❖ Site Offers Development Possibilities

- *Lot E & Lot D are approximately 25 acres combined*
- *Known facilities are placed for reference & visual effect*
 - *City Hall Plaza*



❖ Site Traffic Circulation Presents Options

- Perimeter Roadway & Hotel St. support site access
- Vehicular access possible from both sides of the platform
- Good bus and vehicle drop-off options
- Pedestrian access for HSR easily extended
- Potential expansion of convention center heliport



❖ High Density Development Near the MTF is Physically Possible

- *St Leonards Eighty Eight Development near Sydney Australia can work well*
- *The Eighty Eight development is mixed-use*
- *The development has a variety of multi-story buildings and open space features*



❖ MTF Site Allows Many Development Options

- *Ontario, Canada's Transit City Development also mixes high density and open space*
- *This development also has a transit hub as a central focus*



❖ MTF Site Allows Many Development Options

- *Vancouver, Canada's Marine Gateway Development is the City's largest TOD*
- *This mixed-use development adjoins a Sky-train rail station.*

Agency Coordination is Essential to Project Success

- NCTCOG
- City of Dallas
- Texas Central Railway
- Freight Railroads
- DART
- Trinity Metro
- AMTRAK
- TxDOT



Multimodal Transportation Facility Fatal Flaw Analysis Conclusions

This Study Analyzed One Particular MTF Site Scenario. Key Conclusions Are:

Rail Feasibility: *There are no major physical constraints preventing the transfer of commuter rail and passenger rail service from Union Station to a new MTF rail station.*

Site Concept: *The Core Express corridor, existing freight, passenger rail corridor and surrounding roadways and utilities create a conducive environment for an adjacent modern multi-use high-rise development.*

Connectivity: *The MTF Station and development are immediately accessible by all primary modes of transportation, including the future High-Speed Rail and Core Express services.*



Multimodal Transportation Facility Fatal Flaw Analysis Conclusions - Continued

Preliminary Cost: Track modifications and the MTF rail station platform are estimated to cost about \$18M, inclusive of construction and professional services.

Federal & Environmental: Federal grants & loans have been identified and environmental processes evaluated supporting further advancement of the MTF project and adjacent development.

Implementation: A project implementation plan and schedule are identified and establish a starting point for next steps in this project.

Entity Coordination: Critical project stakeholders and jurisdictional authorities are identified along with relevant critical points of coordination.

Phase II Multimodal Study



Phase II Feasibility Study

- Phase II feasibility included as part of the Convention Center Master Planning RFP with the following scope:
 - Governance, financing and funding strategies
 - Roadway infrastructure assessment and preliminary engineering concepts
 - Preliminary engineering concepts to interconnect multimodal facility with High-Speed Rail station
 - Assessment of the current capacity and projected capacity needs of utilities
- Convention Center Master Plan consulting contract is planned for City Council consideration on May 27, 2020

Future Studies



Additional Studies/Engineering

- The Regional Transportation Council approved funding to advance engineering concepts for multimodal connectivity
- The specific scope of this additional work will be informed by the findings in Phase II
- Anticipate starting this work in mid 2021

Other Projects in the Vicinity of High-Speed Rail



I-30 Canyon Reconstruction

- The Texas Transportation Commission approved \$300M for reconstruction of I-30 Canyon (from I-35 to I-145) in 2019
- City staff from multiple departments have been coordinating with TxDOT staff and other stakeholders for more than a year on the reconstruction design



I-30 Canyon Reconstruction (cont'd)

- Reconstruction of the I-30 Canyon:
 - Necessitates review of neighborhood roadway infrastructure that supports highway ingress and egress
 - Provides an opportunity to reconnect neighborhoods separated by the original I-30 construction via strategic decking
 - Will net approximately 14 acres of surplus property which presents economic development opportunities

High-Speed Connection between Dallas and Fort Worth

- NCTCOG leading process to explore high-speed connection between Dallas and Fort Worth
- NCTCOG Board will select consultant in April to:
 - Develop alignments & technology recommendations for high-speed connection between Dallas and Fort Worth and to proposed high-speed systems
 - Lead the National Environmental Policy Act (NEPA) Process leading to a Record of Decision for the project
- An existing Memorandum of Understanding between High-Speed Rail and the NCTCOG agrees to work toward seamless interface between passenger services

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
- Phase II engineering study completed by NCTCOG Summer 2019
- Phase III urban wetlands design and hydrology study currently underway
- \$7M included in the 2017 Bond Program for project
- Bond sale scheduled for 2021
- Project will need continued support from federal, state, local entities as well as private sector sponsors



Dallas Water Gardens



Next Steps



Next Steps

Request Committee's support for

1. Approval of real estate conveyances on upcoming Council Agenda
2. Proceeding with Phase II feasibility as part of the Convention Center Master Plan with the following scope:
 - Market analysis and master planning of Lot E and other Convention Center properties surrounding the multimodal facility
 - Financing strategies for development of multimodal facility
 - Infrastructure capacity and needs assessment
 - Financial analysis including cost projections for public infrastructure in and around multimodal facility and value capture projections
3. Execution of a Memorandum of Understanding with Texas Central regarding commitments to Minority and Women-Owned Business Enterprise (M/WBE) participation goals and workforce development efforts

Questions



Appendix



