Meeting Date: August 29, 2013 WORK SESSION
Prepared By/Phone Number: David Salazar, 854-9555
Elected/Appointed Official/Dept. Head: Samuel T. Biscoe
Travis County Judge
Commissioners Court Sponsor: Judge Biscoe

AGENDA LANGUAGE:
DISCUSS TEXAS HIGH SPEED RAIL AND TRANSPORTATION CORPORATION AND UPDATE ON TEXAS HIGH SPEED RAIL DEVELOPMENTS.

BACKGROUND/SUMMARY OF REQUEST AND ATTACHMENTS:

STAFF RECOMMENDATIONS:

ISSUES AND OPPORTUNITIES:

FISCAL IMPACT AND SOURCE OF FUNDING:

REQUIRED AUTHORIZATIONS:
July 19, 2013

The Honorable Samuel Biscoe
County Judge
Travis County
P.O. Box 1748
Austin, TX 78767

RE: Invitation to join the Texas High Speed Rail and Transportation Corporation (THSRTC)

Dear Judge Biscoe,

When President Eisenhower signed the National Interstate and Defense Highways Act on June 29, 1956, he began a new epoch in the history of America. Through this historic piece of legislation, the coasts came closer together because dependable highways allowed efficient and timely movement of goods and people.

In our lifetime, the emergence of high-speed rail technology will revolutionize transportation and commerce in America and in Texas in a similar way. For Texas specifically, the second largest state in the Union will become strikingly smaller—distances shrink as travel speed accelerates. Travel times from the DFW Metroplex to Houston and Austin and San Antonio will be less than ninety minutes.

High-speed rail is defined as passenger trains capable of operating at speeds in excess of 200 miles per hour, for companies, this dramatic shrinking of travel times opens up new possibilities for employers, workers and customers alike to access new opportunities, and rethink where and how they live, work and shop.

Numerous countries have demonstrated that by embracing and developing true high-speed intercity passenger rail, their ability to reduce traffic congestion, promote higher-density sustainable development, assist economic development, and improve air quality and travel efficiency is dramatically enhanced. In countries around the world high-speed trains have succeeded, and enhanced all modes of travel by connecting major airports, cities and population corridors. Many of these successful countries have sent representatives to Texas, studied our state, and believe their successful technology will work here.

The efforts to bring safe, fast, and energy-efficient high-speed passenger rail to serve the State of Texas have entered a new and rapidly evolving phase of development.

Recent actions signal that high-speed passenger rail (HSR) is closer than ever to becoming a reality in Texas, and the Texas High Speed Rail and Transportation Corporation (THSRTC) has quickly established itself as the preeminent voice for high-speed rail across this state. Many consider THSRTC’s unique Texas T-Bone alignment, with its extensions into Arkansas, Louisiana, and Oklahoma along the federally designated corridors, an ideal candidate to champion the technology in the United States. We believe that you can play a significant role in helping us make this a reality.

THSRTC’s mission is to connect the major population centers of the state: Dallas-Fort Worth, Houston, Austin, and San Antonio, through the “Texas T-Bone” alignment. The Texas T-Bone is a much more cost competitive and efficient corridor and serves a larger population than the previously proposed and antiquated Texas Triangle from the early 1990s. The “Texas T-Bone” also links a much greater percentage of our population at less cost because it spans a shorter distance. Meanwhile, it facilitates our military’s need for quicker deployment of personnel, equipment, and munitions.
What is THSRTC? THSRTC is a not-for-profit corporation created and owned by its numerous member cities, counties and other transportation related organizations. Our distinguished members share a legitimate concern for the future of transportation and the quality of life along these strategic corridors and a willingness to proactively pursue the development of a HSR network that will be seamlessly integrated into existing and future transportation systems to transform passenger travel and stimulate economic development for generations to come. Led and directed by cities and counties, THSRTC has developed a business plan and performance and design standards that prioritize the mobility and planning needs of the communities and stakeholders along the Corridor.

Global Outreach Program. THSRTC has been executing an extensive outreach program for both domestic and international businesses. This focus arose from the realization that the Federal and State governments will be unable to assist in funding high-speed rail projects. The international business community’s knowledge, resources and financing capabilities are a key to success for the THSRTC vision as we seek to leverage their expertise in bringing high-speed rail to Texas. The THSRTC model - a model that is widely used with other modes of transportation including seaports and airports - presents the best financing system for bringing high-speed rail to Texas.

The Financing Model that THSRTC advocates for requires no new taxes. Using a public private partnership between local cities and counties and developers, there will be no need for Federal or even State funds for the project. The private developer will carry the risk, and the citizens of the State of Texas will reap the benefits.

THSRTC has wide-ranging and high-ranking support. In addition to building a stable foundation of city and county membership, THSRTC has gained immense support for the Texas T-Bone at the local, state, and federal levels of government, as well as from our military. We have an established caucus supporting us in the Texas Legislature and in the U.S. Congress.

THSRTC: Providing you a seat at the table. As more and more important decisions regarding project financing, governance, alignments, station locations, and development strategies are made in the coming months, it is especially important that all stakeholders be sufficiently represented. Please join us at our Regional Quarterly Meetings, held each quarter in cities across the state. These meetings provide the opportunity for our member cities and stakeholders to come and work together to bring the best possible high-speed rail system to the citizens of Texas.

Please join THSRTC. We need your help. It is now more important than ever that those cities, counties, businesses, and institutions along the South Central High Speed Rail Corridor and those in the international community create and sustain a collective focus on making this project a champion for high-speed rail in the U.S. We believe that you can and should be a valuable partner in this effort, and we strongly encourage you to consider active membership in our organization. Your knowledge and presence is essential to our success. It is our hope that we can work together to provide the best high-speed rail service in the world to the great State of Texas. Travis County’s membership dues are $50,000 for FYE 2014.

We would like to schedule a meeting with you to discuss this opportunity, a partnership with THSRTC. Russell Schaffner, Sr. Public Policy Consultant or Public Policy Consultant, Matt Brasseaux will contact your office to schedule a formal briefing. Should you have any questions or desire additional information, prior to a scheduled formal briefing on this opportunity, please contact Russell at Dean International, Inc. at 214.750.0123 or at RSchaffner@dean.net or Matt at 214.750.0123 or at Mbrasseaux@dean.net.

Best Regards,

Rose Cannaday
Councilmember, City of Irving
THSRTC Chair

Gary Fickes
Commissioner, Tarrant County
THSRTC Co-Chair
The Future of Transportation and Economic Development in Texas
THSRTC Vision

A multimodal and inter-modal transportation system linking the four major metropolitan areas of the State of Texas together by the most advanced high speed rail system in the world located in the Texas T-Bone Corridor.

Major areas connected:
- Austin
- Dallas/Fort Worth
- Houston
- San Antonio
Grassroots Approach

• THSRTC is a not-for-profit corporation dedicated to bringing together specific regions of the State of Texas in a grassroots, collective effort to improve multi-modal surface transportation and bring high speed rail to the State of Texas.

• Since its inception in October 2002, the corporation’s membership has grown to represent close to 12 million Texans.

• Our members share a legitimate concern for the future of transportation in the State and a willingness to proactively pursue Texas’ best interests.
Siemens-ICE 3 Class 407

Germany

- Siemens Velaro Trains have been a leading competitor in the High Speed Rail Industry.
- Set to begin operation in 2013, the new ICE 3 will not disappoint.
- Travel at speeds over 200 mph
- Seats over 450 passengers
- Energy Efficient
- Safety Tested
- Comfortable atmosphere that provides an enjoyable experience for all those traveling.
Bombardier- Zefiro 380

Germany

- Bombardiers new Zefiro 380 takes traveling by train to the next level.
- Set to begin operation in 2013
- Capable of speeds up to 230 mph
- Compatible to either an 8 or 16 car formation
- Energy Efficient
- Safety tested
- Interior flexibility for maximum comfort for all passengers.
Hitachi- Shinkansen E6

Japan

- Scheduled to begin operation in March of 2013, the Shinkansen E6 series is expected to quickly become an industry leader.
- Travel at speeds up to 200 mph
- Capable of carrying over 300 passengers.
- Energy Efficient
- The Shinkansen not only provides a comfortable, safe, and efficient means of travel but it also provides national pride and heritage behind the sleek design.
Spain

- The Avril High Speed Train is a state of the art high speed rail system that has surpassed all expectations.
- Travel at speeds of 230 mph
- Capacity of 600 passengers
- Energy Efficient due to its lightweight construction
- Proven to provide a comfortable and enjoyable ride for all traveling passengers.
Eurotunnel- EuroStar

United Kingdom, France, Belgium

- The Eurostar has a 20 year track record that has proven its sustainability, its speed, and its comfort.
- Since operation began the Eurostar has become the dominant mode of transportation, carrying more passengers than all airlines combined.
- Capable of maintaining speeds of 186 mph
- It has proven to be safe, comfortable, and efficient for those traveling in England, France, and Belgium.
China South Locomotive- CRH380A

China

- The CRH380A is an upgrade to a long lasting line of high speed rail systems in China.
- Operation began in 2010 and the CRH380A has made its presence in China.
- Cruising speeds reach 217 mph, but is capable of reaching speeds up to 236 mph.
- Option between an 8 car formation (494 passengers) and a 16 car formation (1066 passengers)
- The new sheik design inside and out is allowing the CRH380A to provide a safe, comfortable, and enjoyable experience for all passengers.
Taiwan

- Since operation began in 2007 the THSR 700T has progressively become the ideal way to travel in Taiwan.
- The THSR 700T is capable of moving over 900 passengers at speeds of up to 186 mph.
- With upgraded safety features to meet the European safety measures the THSR 700T is able to provide a comfortable, safe, and enjoyable ride through the mountainous terrain of Taiwan.
Korail- KTX

Korea

- The KTX has been Korea’s preeminent mode of transportation since operation began in 2004.
- Over 110,000 passengers ride the high speed rail everyday.
- Capable of reaching speeds of 190 mph.
- Fast, comfortable, and convenient for all passengers.
- The KTX has performed and proven its sustainability and ranks amongst the top High Speed Rail Systems in the world.
Global High Speed Rail Comparisons

Texas / Japan Comparison

Texas / North East Corridor
Global High Speed Rail Comparisons

Texas / Korea

Texas Width: ~750 mi.
Texas Height: ~730 mi.
South Korea Width: ~160 mi.
South Korea Height: ~240 mi.
Texas Population: 25 Million
South Korea Population: 48 Million

Texas / Taiwan

Texas Width: ~750 mi.
Texas Height: ~730 mi.
Taiwan Width: ~100 mi.
Taiwan Height: ~235 mi.
Texas Population: 25 Million
Taiwan Population: 23 Million
Texas T-Bone

- Most efficient route connecting the 4 largest metropolitan city centers in the state, covering 470 miles
- The route covers over 70% of Texas’ current population
- Will cover 80% of population by 2040

The Future of Transportation and Economic Development in Texas
T-Bone Corridor Extensions

Key
- Major Metro Areas
- Major Interstate Highways
- Proposed High Speed Rail Route
- Federally Designated High Speed Rail Gulf Coast Route
Texas T-Bone vs. Texas Triangle Design

395 Miles

705 Miles
Transit Oriented Development

Offices close to the station would allow workers to take the train instead of fighting traffic.

Retail stores thrive from pedestrians.

Areas around the stations are ideal for mixed use and dense development.

Living close to the station allows commuters to work in different city.
Trade and Economic Impacts

Texas is the number one exporter in the U.S.
  • Texas accounts for more than 17% of all U.S. exports.

Business and Industry Data Center 2011
http://www.bidc.state.tx.us/

#12 World ranking of Texas’ Gross State Product in comparison to the Gross Domestic Products of other countries.

Business and Industry Data Center 2009
http://www.bidc.state.tx.us/
Why Texas?

• Central Time Zone and Central Location
• Southern climate
• Right to work state
• No corporate taxes
• No personal income tax
Why Texas?

• Surface highway infrastructure is lacking funds for sufficient maintenance.

• 1,200 mile border with Mexico

• 950 mile border with gulf of Mexico

• Sustainable population growth
  ➢ Births
  ➢ Immigration
  ➢ Relocation
51.7 million

The projected Texas population in 2040.

- An increase of approximately 26.6 million from 2010.
- Our population more than doubles!

80%

Percentage of Texas population along THSRTC Texas T-Bone Corridor in 2040.

- The population along Texas T-Bone Corridor is projected to be **40,589,538 in 2040**.

- The present population along the Texas T-Bone Corridor is **17,961,075**. That’s over 2/3 (71%) of Texas’ population.
## Trains, Planes and Automobiles

### Travel Means

<table>
<thead>
<tr>
<th>Travel Means</th>
<th>Travel Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway – 110,000</td>
<td>Routes</td>
</tr>
<tr>
<td>I-35 – 50,000</td>
<td></td>
</tr>
<tr>
<td>I-45 – 26,000</td>
<td></td>
</tr>
<tr>
<td>I-10 – 22,000</td>
<td></td>
</tr>
<tr>
<td>SH 290 – 12,000</td>
<td></td>
</tr>
<tr>
<td>Air – 25,000 (approx)</td>
<td>Routes</td>
</tr>
<tr>
<td>Dallas/Fort Worth – Houston 6,500</td>
<td></td>
</tr>
<tr>
<td>Houston – San Antonio 8,750</td>
<td></td>
</tr>
<tr>
<td>San Antonio – Dallas/Fort Worth 3,950</td>
<td></td>
</tr>
<tr>
<td>Austin – Houston 2,700</td>
<td></td>
</tr>
<tr>
<td>Dallas/Fort Worth – Austin 2,990</td>
<td></td>
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</tbody>
</table>

### HSR Ridership

<table>
<thead>
<tr>
<th>Route</th>
<th>Distance</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas/Fort Worth to Houston</td>
<td>294 miles</td>
<td>1 hour 30 minutes</td>
</tr>
<tr>
<td>San Antonio to Dallas/Fort Worth</td>
<td>273 miles</td>
<td>1 hour 20 minutes</td>
</tr>
</tbody>
</table>
Transportation Study

HSR In Texas

- Estimated HSR Market Share: 85%
- Estimated Texas HSR Annual Ridership: 8 Million
- Daily Ridership: 22,000
- Estimated Annual Revenues for HSR Tickets: $650 Million!
THSRTC Board of Directors

Executive Committee

Rose Cannaday
Chair
Councilmember
City of Irving

Gary Fickes
Co-Chairman
Commissioner
Tarrant County

Kenny Mallard
Vice Chairman
Commissioner
Brazos County

Paul Lovier
Vice Chairman
Judge
Franklin County

Tim Welch
Secretary
Councilmember
City of North Richland Hills

Tim Campbell
Treasurer
Councilmember
City of Garland

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Pat McCoy
Commissioner
Bowie County

Stephen Lindsey
Councilmember
City of Mansfield

Mary Lib Saleh
Mayor
City of Euless

Danny Dunn
Mayor
City of Temple

Edith Omberg
Mayor
City of Hillsboro

Ann Horton
Mayor Pro Tem
City of Bryan

William Tate
Mayor
City of Grapevine

John Terrell
Mayor
City of Southlake

Paul Lovier
Judge
Franklin County
Members of THSRTC

Resource Agencies

Da Hsuan Feng
Senior Executive Vice President, National Cheng Kung University

Dr. Dan Jones
President, Texas A&M University- Commerce

R. Bowen Loftin
President, Texas A&M University- College Station

Keith McFarland
President, Texas A&M University- Texarkana

Carroll Robinson
Associate Dean, Texas Southern University

Elton E. Stuckly, Jr.
President, Texas State Technical College - Waco

Cooperating Agencies

Jim Reed
Executive Director
Central Texas C.O.G.

Tom Wilkinson, Jr.
Executive Director
Brazos Valley C.O.G.

David Cleveland
Executive Director
East Texas C.O.G.

Alan C. Clark
Director of Transportation
Houston-Galveston Area Council

Kenneth Simons
Executive Director
Heart of Texas C.O.G.

Gary Fickes
Tarrant Regional Transportation Coalition

L.D. Williamson
Executive Director
Ark-Tex C.O.G.

Bill Hammond
President
Texas Association of Business
LEGISLATIVE CAUCUS

State Senate

Senator
John Carona,
District 16, TX

Senator
Wendy Davis,
District 10, TX

Senator
Robert Deuell,
District 2, TX

Senator
Rodney Ellis,
District 13, TX

Senator
Craig Estes
District 30, TX

Senator
Carlos Uresti,
District 19, TX

Senator
Royce West,
District 23, TX

Senator
Kirk Watson,
District 14, TX

Senator
John Whitmire,
District 15, TX

Senator
Tommy Williams,
District 4, TX
State House of Representatives

Rep. Joe Pickett, District 79, TX
Rep. Roberto R. Alonzo, District 104, TX
Rep. George Lavender, District 1, TX
Rep. Dan Flynn, District 2, TX
Rep. Jim Pitts, District 10, TX
Rep. Charlie Geren, District 99, TX
Rep. Linda Harper-Brown, District 105, TX
Rep. Patricia Harless, District 126, TX
Rep. Wayne Smith, District 128, TX
Rep. Gary Elkins, District 135, TX
Rep. Ralph Sheffield, District 55, TX
Rep. Walls McCrary, District 15, AR
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The Future of Transportation and Economic Development in Texas