

Houston – Dallas High Speed Rail (HSR)

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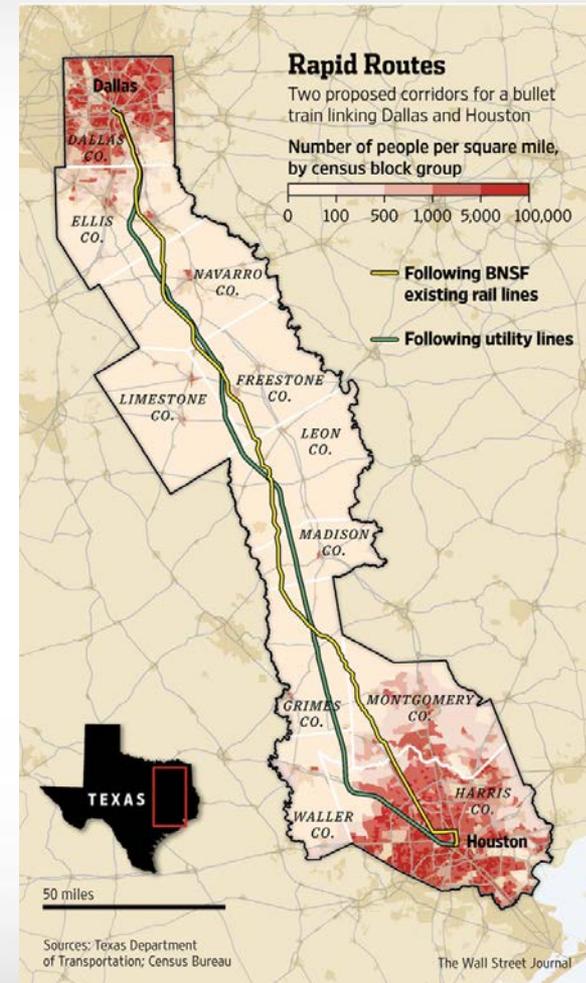
Acknowledgment

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Overview

- High Speed Rail in the U.S.A:
 - How it all started?
 - Interesting Facts
 - Rumors
 - Clearing some Rumors
- HSR Route choices
- HSR Station Locations
- Opportunities:
 - Economic
 - Mixed- Use Development
 - Multi-modal transportation
- Lessons Learned



"Imagine waking up in Dallas, going to Houston for lunch, and being back in Big D for a 3 p.m. meeting. Sound like a fantasy? It could be reality in just a few years, thanks to a fast-moving Texas company that plans to deploy fast-moving trains."

Reporter Shelley Kofler



How it all STARTED.....

- On April 16 2009, President Obama, together with Vice President Biden and U.S. Transportation Secretary Ray LaHood, announced a new vision for developing high-speed intercity passenger rail in America.

- To realize President Obama's vision of giving 80% of Americans access to high-speed rail within the next 25 years, Congress made \$8 billion available through the American Recovery and Reinvestment Act of 2009 (ARRA).



Interesting Facts



240 mile high-speed rail line

386km long (240 miles) in approximately 90 minutes



Stations only slated for Houston & Dallas

3000

Acres required for the project

10

Billion Dollar Budget

Economy needed to boost the HSR working would be around \$36 billion until 2025.



Portion of elevated track



3D Model of PROPOSED elevated track

65

trains per day, everyday

108,000 riders per day in 2025 based on a 2009 study, (Texas Rail Plan)



Dedicated Northbound & Southbound tracks

210

MPH



Rumors...

- The project will split properties in half, cut farmers and ranchers off from large portions of their land, restrict their access to water, and prevent the movement of equipment, cattle and wildlife.
- The project is seeking federal loans, which means it is not private. If the project fails, taxpayers will still get stuck paying for a bail out.
- A private company does not have the right to use eminent domain.
- High-speed rail is not profitable – it has failed everywhere it has been tried.
- High-speed rail isn't viable in America —people can already drive or fly. High-speed trains offer minimal advantages at best, your “final mile” travel options are limited, and Texans just love their trucks too much to ride trains.
- First responders in the smaller counties between North Texas and Houston will be unable to handle the care and management of a high-speed train accident or derailment.

Lets clear some NOW...

Is HSR safe, beneficial and environment friendly?



Case Study: The Shinkansen—Japan’s bullet train that brought high-speed rail to the world in 1963

- In the over 50 years it’s been running, there have been zero accident-related injuries or deaths for passengers.
- It has phenomenal anti-quake technology.
- The Shinkansen is often celebrated worldwide for its average delay of a mere six seconds.
- Maximum speeds of 240–320 km/h (150–200 mph).
- Increase in employment and industrial shipments
- Increase in number of tourists and conferences.
- The amount of CO₂ per unit transport volume produced directly by the Shinkansen is only about 16% that of a passenger car

Lets clear some NOW...



*Dedicated To Representing Property Owners
In Eminent Domain*

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— A Nationwide Network of Eminent Domain Lawyers Protecting Your Private Property

Property Owners' Frequently Asked Questions About Eminent Domain

When you learn that your property may be condemned, you need information and advice as to how to proceed and what actions to take. Here are a number of common questions and answers which may be helpful.

Q. What is eminent domain?

A. Eminent domain is the power of the government to take private property belonging to its citizen's for public use, provided just compensation is paid to the owner. It can also be called "condemnation" or, in some states, "expropriation."

Q. Who can use eminent domain?

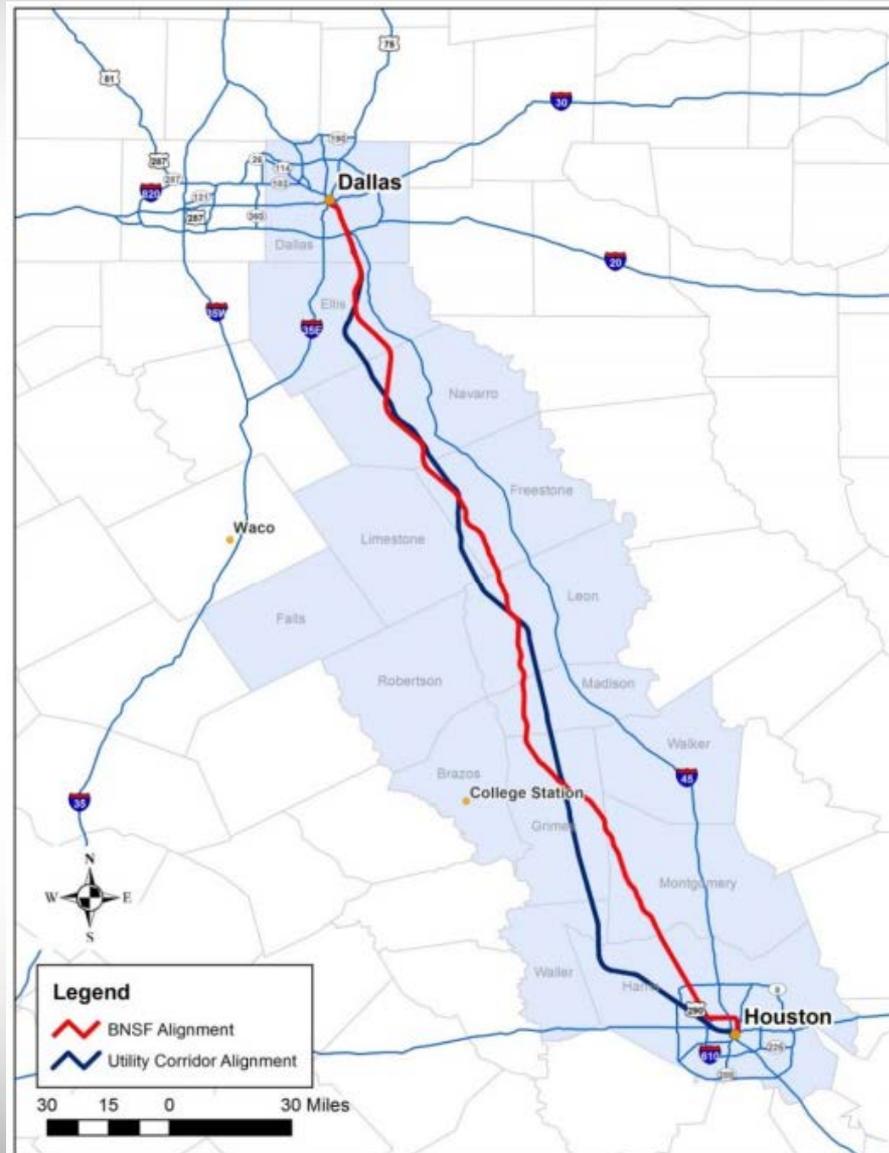
A. Local, state and the federal government have the power of eminent domain. The government's power of eminent domain extends to government agencies, such as your municipality's public works department, state's Department of Transportation or the U.S. Forest Service. Some private companies or individuals may also be granted the power to condemn private property to complete certain projects intended to benefit the public. These private companies may include redevelopment authorities, oil and gas companies, railroads or other privately-owned utility companies.

News

▶ Property



HSR Route Choices...



Proposed Station Locations

Dallas- Dallas County



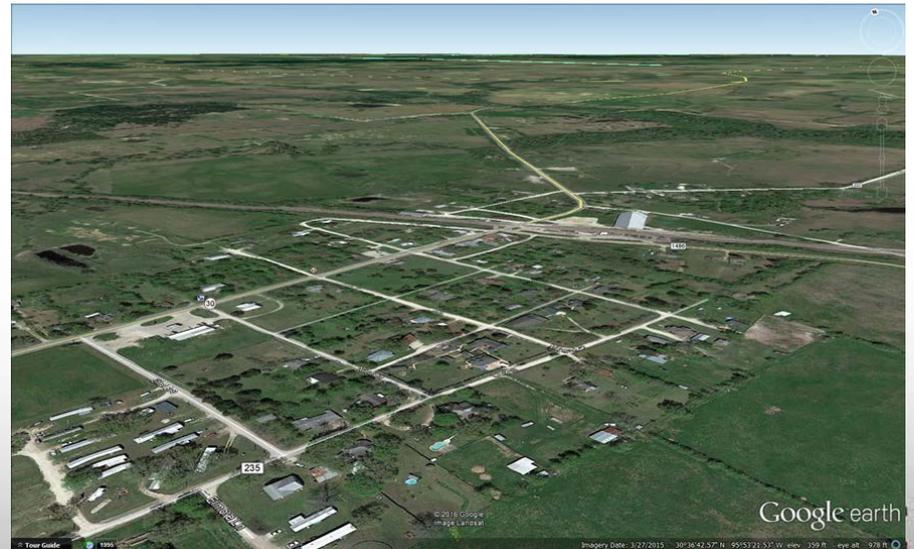
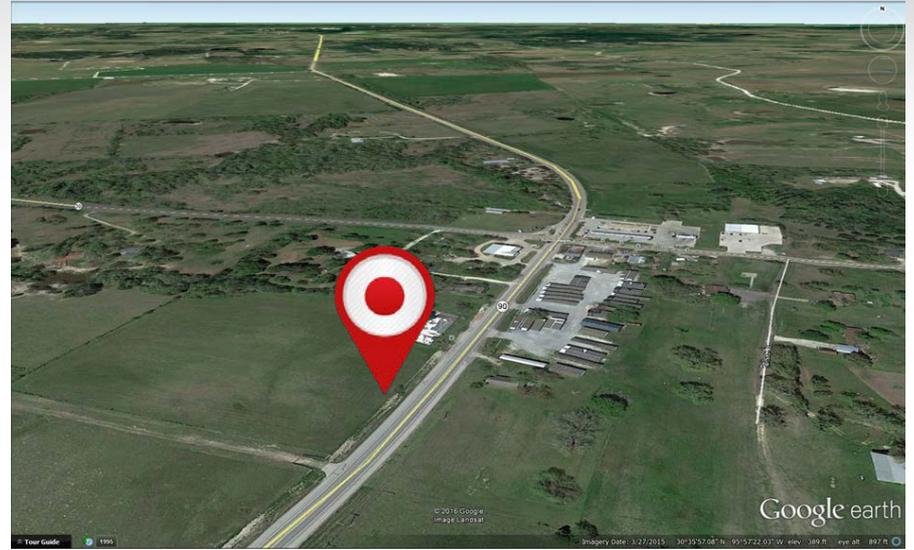
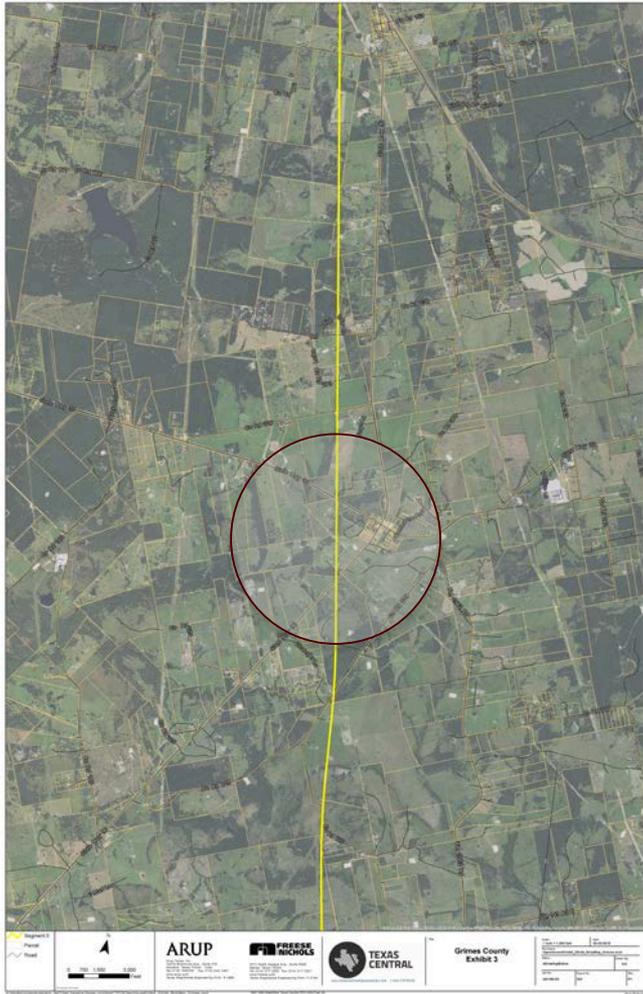
Proposed Station Locations

Houston- Harris County



Proposed Station Locations

Grimes County



Yes, its Necessary!

Texas bullet train property access lands in Houston court
By Dug Begley Updated 7:30 am, Tuesday, September 27, 2016

Possible routes for the Houston-to-Dallas bullet train

The proposed N700 bullet train that would move people between Dallas-Fort Worth and Houston in 90 minutes on the proposed Texas Central High-Speed Railway (TCR). But where will that railway be? The Federal Railroad Administration and Texas Department of Transportation have released maps of the nine routes they are considering. Here are the counties along the trail, from start to finish, and those maps.

Lawyers for a proposed high-speed rail line between Houston and Dallas recently withdrew their request for entry to a local landowner's property, after opponents and the landowner opposed it in front of a Harris County judge, according to opponents of the project.

"It is a great day for the vindication of landowner rights," lawyer Blake Beckham of Dallas said.

In a statement, Texas Central confirmed the hearing, but was less decisive about its significance.

"No ruling was issued," the company said. "The parties agreed to come back to the court as soon as possible to have another hearing."

Beckham represented Calvin House, owner of 440 acres in northwestern Harris County. Texas Central, planners of the high-speed rail line, want access to House's property as they determine the best route for the train line. In its filings, the company cited its power of eminent domain as a railroad. Opponents, however, argued the company is not a railroad because it is neither operating a rail system, nor does it own any tracks or trains. As part of their filing, Beckham listed the dictionary definitions for "railroad" and "operating" among the exhibit he planned to enter. Texas Central's lawyers opposed those exhibits in a filing Thursday.

Beckham called the hearing significant in a video statement released by Texans against High-Speed Rail, a group formed to oppose Texas Central's plans.

"This was the first case where this issue was to be decided," Beckham said. "We had a complete victory."

WACAG

Waller County Advocacy Group



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August 12, 2016

Grimes County Passes High Speed Rail Legislation

Grimes County Commissioners pass significant legislation regulating high speed rail in Grimes County. As with any other entity, high speed rail projects must now show proof of eminent domain before constructing any rail that passes over county roads. Read The Texas Tribune article at: <https://www.texastribune.org/2016/08/09/rural-texas-county-tries-derail-high-speed-train/>

[train/](#)



Yes, its Necessary!

Study finds high-speed rail line an economic shot for Texas
By Dug Begley

Published 9:42 am, Thursday, October 15, 2015



Photo: JR Central

The developers behind the proposed Dallas-Houston high-speed rail line have gone on the offensive against groups who are against their project. Titled "Rum or vs. Reality," Texas Central Partners sets out to dismantle the opposition's main talking points. Keep clicking to see the key excerpts from their flier.

A study commissioned by Texas Central Partners, the company planning a high-speed train between Houston and Dallas, estimates the 240-mile line would have a \$36 billion impact on Texas over the next 25 years.

Texas Central CEO Tim Keith said the economic analysis — one of many the company is preparing as part of its federal review and the process of selling communities on the privately funded line — supports the benefits the company has claimed.

"The overall message here is we are on a path to keep our development pace moving quickly," Keith said.

The company plans to begin construction in 2017, and start ferrying passengers in 2021. A number of regulatory hurdles remain for trains to start whisking riders between the metro areas at more than 200 mph.

Texas Central released the report, by Allen-based Insight Research Corp., on Thursday morning. The company also confirmed it plans a third station in addition to Houston and Dallas in Grimes County. The Grimes stop is meant to lure riders from the Bryan-College Station area.

Though the line has been criticized in rural areas as benefiting only the Houston and Dallas metro areas, the economic analysis found all counties will reap economic benefits. Most of the windfall would come from Texas Central paying property taxes for their lines in those communities.

Grimes County, for example, would receive an estimated \$50 million, while the local school district would receive more. Across Texas, the project would create about \$2.5 billion in tax revenue between now and 2040.

Whether that is incentive enough to change critics into supporters is unknown. Many rural residents and the elected officials who represent them have been very skeptical of Texas Central's claims, saying the lines would benefit metro residents but only leave a scar along the Texas countryside.

Grimes County might be the exception, according to the analysis. Because of the station, new commercial and residential development is expected. Long-time residents, however, have said they want the county to remain a pristine landscape.

In Houston and Dallas, meanwhile, the line is predicted to be a development anchor.

"From an economist's perspective, adding a high-speed station will drive commercial and residential growth," Keith said. Keith said officials later this year will declare their preferred choice for a Houston station. Plans drafted by the company and submitted to the Federal Railroad Administration for the approval process show a station in or near Houston's central business district, and a station just outside Loop 610 near U.S. 290. One of those will be the terminus of the line.

Yes, its Necessary!



FOR IMMEDIATE RELEASE: August 9, 2016
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HIGH-SPEED RAIL HITS ROADBLOCK IN GRIMES COUNTY

HSR Entities or Facilities Must Show Proof of Eminent Domain Prior to Receiving Authorization to Cross Grimes County Roads

Anderson, Texas – From the steps of the historic Grimes County Courthouse steps, Grimes County Judge Ben Leman announced today an action taken by the county's Commissioners Court will restrict authorization for high-speed rail projects crossing county roads to only those projects with proof of eminent domain authority. This Grimes County regulation, the only high-speed rail regulation at either local or state levels, will force Texas Central and any affiliate of the proposed Dallas Houston HSR to show proof of their eminent domain authority before they can move forward with their project through Grimes County.

Referencing Texas Central's public response after the recent Surface Transportation Board ruling, Judge Leman said, "Texas Central now claims that without federal jurisdiction, they do not need any sort of approval from the State of Texas to use eminent domain or to begin construction. It is unfathomable to think any entity, could ever self-declare they are a railroad, give themselves eminent domain authority, and start bullying landowners, using scare tactics and issuing legal threats against our citizens...without any governmental body granting them this authority, approving this project, or regulating this endeavor."

Judge Leman went on to say, "I stand here today to announce Grimes County will not let that happen... Grimes County will require a permit to be approved by Commissioners Court before construction can begin on any high-speed rail project where it crosses a county road. Included in this permit, among other regulations, will be a requirement for any high-speed rail entity to provide sufficient proof that they have been granted the power of eminent domain by the federal or state government. Without such proof, the permit will be denied and that high-speed rail project would not be able to come through Grimes County." Noting, "I will be reaching out to all of the eight pass-through counties in the path of this project to coordinate our efforts for them to pass similar regulations."

Texans Against High-Speed Rail President Kyle Workman was on hand to offer words of caution directly to Texas Central and its investors, "Texas Central...hear me when I say...we, the landowners you are intimidating and harassing, are prepared to challenge you at every available juncture, with unparalleled passion and commitment. Your dishonest and disingenuous business tactics...from the bullying of landowners to the lengths undertaken to hide information from the citizens of this state...will not be tolerated."

Workman reinforced our state leadership's commitment to private property rights. Adding, "Although the Texas Legislature could potentially provide Texas Central some relief, it would only do so after abandoning the private property rights of not only Texas landowners who stood together to protect their land, but ALL Texans. However, we know that both Governor Abbott and Lt. Governor Patrick are champions of private property rights and wouldn't tolerate any relinquishing of those rights, especially for foreign gain...Any support for this project is an affront to private property rights and endorsement of taxpayer subsidies."

This Grimes County regulation is commensurate with previous requests for proof of eminent domain authority from private entities requesting to cross county rights-of-way. However, today's measure will likely be the first of many at the local level to address the regulatory issues surrounding the Dallas Houston HSR.

Full transcripts of press conference remarks are available at www.TexansAgainstHSR.com.

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www.TexansAgainstHSR.com



Connecting A&M to Campus

Why?

- High student Population from Houston and Dallas.
- Good activity centers around College Station are scattered across Houston, Dallas, Austin, and San Antonio.
- Students travel frequently by :
 - Greyhound
 - Mega bus
 - Zimrides and other rideshare options
- Ground Shuttles for airport run to and fro around SIX times all throughout the day.
- National and state level conferences in Transportation as well as other sectors throughout the year, attracts a huge crowd from the big cities.



Opportunities

- Economic Growth
- Mixed-use development
- Multi-modal transportation



Economic Growth

- Increase in employment opportunities
- Avenues for local businesses
- Reduces dependence on oil resource
- Mitigates congestion (by diverting the traffic from Houston-Dallas)
- Studies proves that transit line promotes economic development
- Encourages tourism



Mixed-use development

- Increase development around the transit corridor
- Increase in population density
- Promotes technological cluster through accessibility



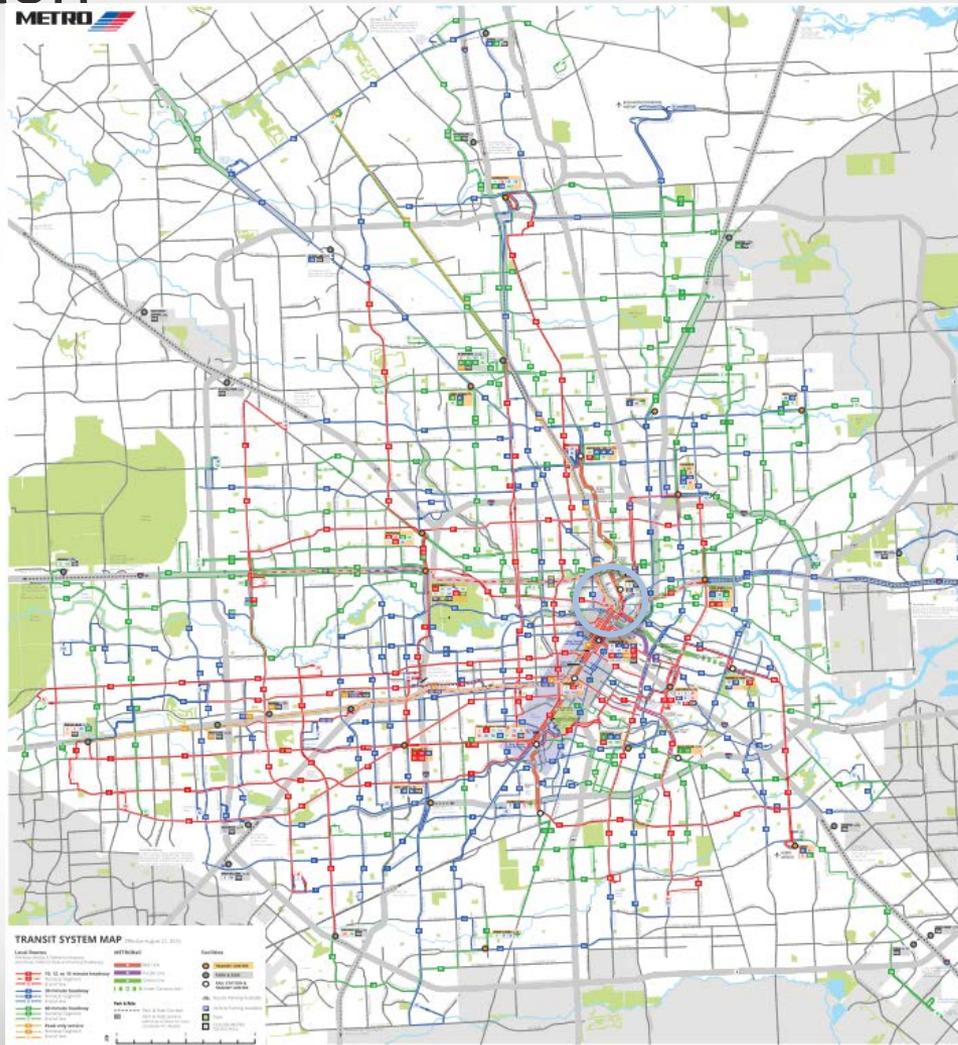
Multimodal Transportation

- Opportunity to reduce auto dependency
- Connect the existing transit to the HSR
 - Spatially
 - Coordinated scheduling



<http://smartergrowth.org/wp-content/uploads/2015/11/multimodal-transportation-400x300.png>

Multimodal Transportation: Houston



- Bus to some areas
- Light rail extends to certain points (need more...)
- Park and ride options
- Bike share
- Uber

Government Policies

Brazos and Grimes county

- In the Bryan College Station 2040 Metropolitan Transportation Plan (2014)
- Access to high-speed rail was most very important with 36% focusing it as most or second most important while 32% considered it least important to their livelihood.
- But now the project faces opposition from the Brazos county

Federal

- There is a need for the Federal government to develop regulations and specifications for HSR design and construction, as the different performance characteristics make them incompatible with the current specifications for rail in the US. (MTI)
- Education and training to build up the HSR workforce in the country is required. (MTI)



Lessons Learned

- Participatory process
- Careful process for land acquisition
- Focus on the last mile connectivity
- Current Partners: Dallas City Council, DART, Houston Area Business Organizations
- Potential Partners: **Texas A&M University, TTI**



References

- Darren A. Prum , Sarah L. Catz , 2012 , High Speed Rail in America: An Evaluation of the Regulatory, Real Property, and Environmental Obstacles a Project will Encounter NORTH CAROLINA JOURNAL OF LAW & TECHNOLOGY VOLUME 13, ISSUE 2: SPRING 2012
- Advancing High-Speed Rail Policy in the United States
- Mineta Transportation Institute (MTI) Report 11-18
- Funded by U.S. Department of Transportation and California Department of Transportation
- <http://texasrailadvocates.org/2016/02/06/dallashoustonhighspeedrailopponentsprepflegalfight/>



PANEL DISCUSSION

