

DFW HIGH-SPEED UPDATE

THE LATEST MOVEMENTS IN THE DALLAS-FORT WORTH
HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

NCTCOG Finalizes Alignments and Modes for Phase 2

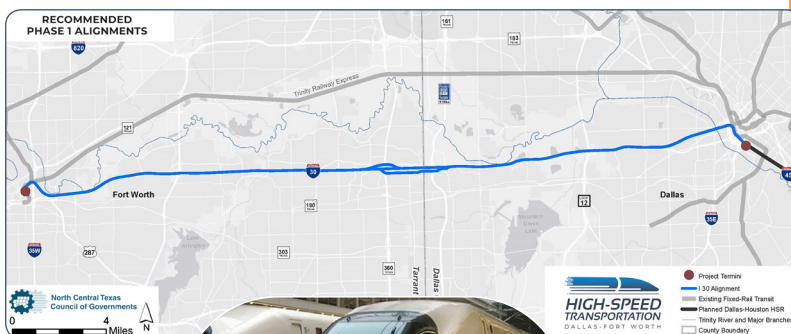
After a year of intense research and analysis coupled with public input, the North Central Texas Council of Governments will soon launch Phase 2 of the Dallas-Fort Worth High-Speed Transportation Connections Study.

Having met Phase 1's goal of identifying technology modes and alignments, two modes are recommended to be carried forward, High-Speed Rail and Hyperloop. Forty-three alignments were studied in the 230-square-mile study area, and a route in the IH 30 corridor with a few options for navigating major highway interchanges is recommended to move into Phase 2.

The Texas Department of Transportation is currently planning to reconstruct the IH 30 corridor between Fort Worth and Cooper St. in Arlington, providing the opportunity for the study team to work collaboratively with the state agency to redesign the freeway to incorporate the High-Speed Transportation System

(HST System) as an integrated corridor. Another option is to design the HST System along the periphery of the existing freeway to avoid infrastructure conflicts.

Phase 2's purpose is to gain federal environmental approval of the preferred alignment and technology for the project. This includes conceptual and preliminary engineering and financial and project management



IH 30 Corridor Alignment



plans. The National Environmental Policy Act requires detailed studies of all aspects of the study area; including

cont. on pg. 2

Your Opinion Matters! Participate **NOW!**

Phase 1 of the Dallas-Fort Worth High-Speed Transportation Connections Study will wrap up this summer, and comments about the possible alignments and technology modes are encouraged before June 18 on the North Central Texas Council of Governments' project website, www.nctcog.org/dfw-hstcs.

An interactive online mapping and survey tool allows the public-at-large to actively participate in, ask questions about, and comment on this phase of the study. By visually exploring the alignments under consideration, the public has the option to drop pins on areas of interest that should be examined further.

cont. on pg. 2

Speak Out!

SUMMER 2021 Calendar

Summer, TBD
Phase 1 Open House

June 2, 6:30 PM
Dallas Bicycle Coalition Presentation

June 3
Dallas Sierra Club Presentation

June 17, 6:30 PM
League of Women Voters of Dallas and Tarrant County Presentation

June 18
End of Public Meeting Comment Period

July 8, 1:00 PM
Regional Transportation Council Consideration of HSTCS Phase 1 recommendations

July 20, noon
Bike DFW Presentation

July 30
WTS Dallas/Fort Worth and COMTO North Texas Texas High-Speed Rail Technology and Public Policy Forum

August 10, 6:30 PM
NAACP of Arlington Presentation

PROJECT Contacts

Dan Lamers
NCTCOG Project Manager
dlamers@nctcog.org

Rebekah Hernandez
Communications Manager
rhernandez@nctcog.org

Ian Bryant, AICP
HNTB Project Manager
ibryant@HNTB.com



North Central Texas
Council of Governments

©North Central Texas Council of Governments • 817-695-9240 • www.nctcog.org



Alignment and Modes... (cont.)

all potential social, biological, and cultural impacts, both positive and adverse.

"Public involvement will be even more important in the upcoming months," said Dan Lamers, NCTCOG Project Manager, North Central Texas Council

of Governments. "Public meetings will be scheduled and our project team is available to present the plan to business and neighborhood groups as well as environmental advocacy groups. We are available to speak to any and all who are interested."



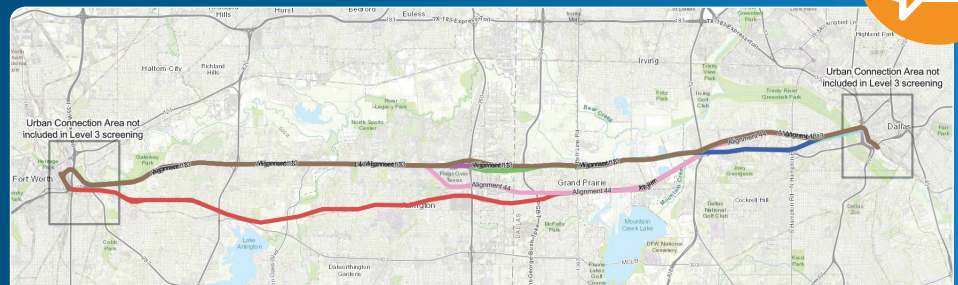
Participate NOW!... (cont.)

"Hearing the public's questions and ideas now is critical as we determine the alignment and technology mode we will take forward into the environmental assessment process," said Dan Lamers, NCTCOG Project Manager, North Central Texas Council of Governments (NCTCOG).

The project team will request approval of the Phase 1 recommendations from the Regional Transportation Council on July 8, 2021, which will authorize the study team to move forward into Phase 2.



NCTCOG INTERACTIVE ROUTE ALIGNMENT TOOL



Speak Out!

INTERACTIVE ROUTE MAP

Above: NCTCOG Interactive Alignment Tool allows users to select different alignment study routes and zoom in on specific areas and neighborhoods for detail.

Study Continues to Explore Hyperloop Possibilities

Hyperloop, a new form of ground transportation currently in development by a number of companies, is one of two modes now under additional review by the Dallas-Fort Worth High-Speed Transportation Connection Study team. Passengers

to high altitudes through less dense air. This is the same concept employed by Hyperloop, effectively allowing the trains to travel at airplane speeds on the ground.

The pressure of air inside the Hyperloop tube would be about one-sixth the pressure of the atmosphere on Mars, as entrepreneur and inventor Elon Musk has explored. This is equivalent to flying 150,000 feet above the ground.

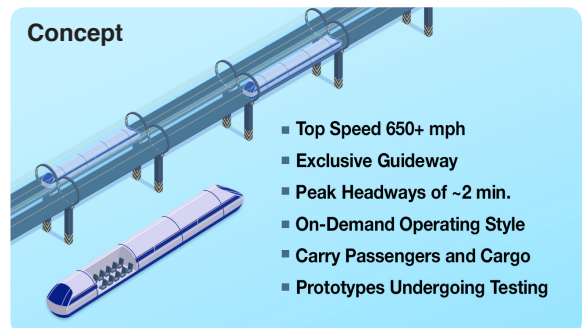
Projected Benefits

Supporters cite Hyperloop could be cheaper and faster than train or vehicular travel as well as being less expensive and quicker to build. Hyperloop could take the pressure off gridlocked roads, making travel between cities easier, and potentially unlocking major economic benefits.

Hyperloop projects nationally and internationally are still in the development phases, although several companies and public/private partnerships are expected to move forward in constructing and operating functional and advantageous systems in the near future.

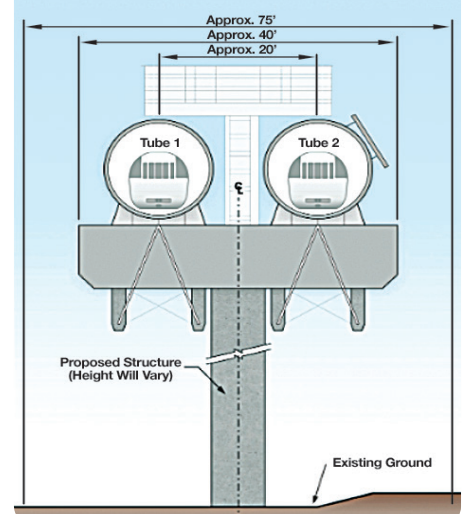
HYPERLOOP TECHNOLOGY

Concept



- Top Speed 650+ mph
- Exclusive Guideway
- Peak Headways of ~2 min.
- On-Demand Operating Style
- Carry Passengers and Cargo
- Prototypes Undergoing Testing

Cross Section



A section of elevated Hyperloop guideway

would travel up to 650+ mph in floating pods which "race along" inside low-pressure, above or below ground tubes, where much of the air has been removed to overcome resistance.

Unlike rail, rather than using wheels like a train or car, the pods are designed to hover, using magnetic levitation to reduce friction.

Airplanes and Hyperloop

Overcoming air resistance is one of the biggest uses of energy in high-speed travel. Commercial airplanes climb

According to Dan Lamers, DFWHSTCS project manager, detailed studies and analysis of Hyperloop and High-Speed

cont. on pg. 3



Hyperloop Possibilities... (cont.)

Rail are recommended to continue into Phase 2. "Right-of-way acquisition and construction costs as well as the costs of general operations are significant

considerations for the viability of the project," Lamers said.

Fort Worth's Central Meadowbrook Neighborhood Association Values Collaboration

Central Meadowbrook, nestled among lush trees and rolling hills, is a neighborhood full of diversity, charm and friendly people on Fort Worth's East Side. A dozen houses which were built prior to 1920 still exist and include a mix of craftsman-style bungalows and large stately homes, several of which are historically significant.

The neighborhood's primary development period began after World War II, when "suburban living" first

roads and safety are being discussed. When the neighborhood's leadership association learned about the Dallas-Fort Worth High-Speed Transportation Connections Study, they immediately expressed interest in learning about a transportation mode that could carry people between Downtown Dallas and Downtown Fort Worth in 20 minutes or less.

According to Board President Cindy Boling, area residents want to know

about the proposed alignments and their proximity to Central Meadowbrook and impact on their homes. "NCTCOG's willingness to host virtual discussions about all of the possibilities is much appreciated," she said.

"Access to all areas of Fort Worth as well as Arlington and the Mid-Cities is important to us," says Daniel Haase, vice president and program director of the Central Meadowbrook Neighborhood Association. "Of course traveling to Dallas always factors into our conversations."

Haase said the Meadowbrook area is exceptional. "I was getting out of the military and not really knowing where I would land a job. I knew by living here I would be centrally located to places I might work."

The study team will continue its outreach to residents of this area including 16 neighborhoods of the East Fort Worth Alliance, specifically addressing the impacts of high-speed transportation along the I-30 corridor.

Wanda Conlin, founder of the East Fort Worth Business Association, understands the value of community engagement. "We have found through the years, unless we raise our voices, East Fort Worth is completely ignored. We have to be involved in a respectful and forceful way," she said.

Cary Moon, one of three Fort Worth City Council members who represent parts of the Meadowbrook area, talks about looking "to be innovative, penny-wise, and an advocate for smart development."

Moon continued, "Central Meadowbrook Neighborhood Association took a leadership step in participating and engaging in this study's public phase. Their participation and input is crucial. They are a great example of valuable collaboration for the betterment of community, city, and region."



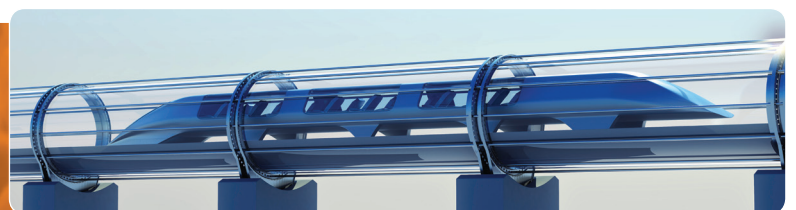
Central Meadowbrook Neighborhood

became so attractive. Streets gained curves, homes had many "modern" conveniences like air-conditioning and one- to two-car, attached garages. While Meadowbrook is a mature neighborhood today, some developable land still exists. About 65 new homes have been built since 2000. Residents take a strong interest in the world around them, especially when



In the Community

We need input from everyone to explore all possibilities to make this project a reality! NCTCOG wants very much to reach out to all interested groups in the study area. We look forward to arranging presentations and/or participating in any upcoming events already scheduled where we can share information and collect input on the study. Please contact us today with your suggestions on groups which need to hear from us. Together, we can ensure all stakeholders' voices are heard.



Rebekah Hernandez
Communications Manager
682.433.0477
rhernandez@nctcog.org

