

DFW HIGH-SPEED UPDATE

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

It's True!

High-Speed Rail Is One of the Safest Transportation Options!

Safety must be a top consideration as the North Central Texas Council of Governments (NCTCOG) studies high-speed transportation options connecting Dallas, Arlington, and Fort Worth. Traffic congestion, regardless of how many new freeways are constructed, continues to increase exponentially, and accidents are more and more likely to occur.

"In a region with over 1,000 centerline miles of freeways, tollways, and tolled managed lanes, along with nearly 2,400 miles of regional arterials, we

experience more than our fair share of traffic incidents and crashes on our roadway system," says Michael Morris, P.E., NCTCOG Director of Transportation. "In fact, about 50% of our regional roadway congestion is caused by traffic incidents and crashes."

See "Rail Safety", pg. 2



RTC Moves Forward With 3-station, 1-seat Ride Concept

POLICY UPDATE



The Regional Transportation Council (RTC) on July 8 approved the study team's Phase 1 recommendations and adopted a high-speed corridor policy in continued support of the North

Central Texas Council of Governments (NCTCOG) Mobility 2045 Plan by moving the Dallas-Fort Worth High-Speed Transportation Connections Study (HSTCS) into Phase 2.

In a unanimous vote, RTC acknowledged the strong possibilities of the 3-station and 1-seat ride concept. Further study will include High-Speed Rail and Hyperloop transportation modes as well as possible alignments on the I-30

corridor connecting the cities of Dallas, Arlington, and Fort Worth.

"DFW is a national leader in technology advancement, and if all comes together, the project will solidify DFW as a national hub with possible future connections to the Dallas/Fort Worth International Airport," Brendon Wheeler, Principal Transportation Planner, told RTC members.

See RTC Support, pg. 2

SUMMER 2021 Calendar

August 10

Stakeholder - NAACP of Arlington

AUG

August 12

Stakeholder - Sierra Club, Greater Fort Worth Group; Tarrant Coalition for the Environment, 350.org., Friends of Tandy Hills Natural Area, and Liveable Arlington

SEP

September 2

Stakeholder - East Fort Worth Business Association

More Information at nctcog.org/dfw-hstcs

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Rail Safety (cont.)

“Rail is remarkably safe high-speed transportation,” Morris said, noting the “bullet train” in Japan has operated since its inception more than half a century ago without a passenger fatality.

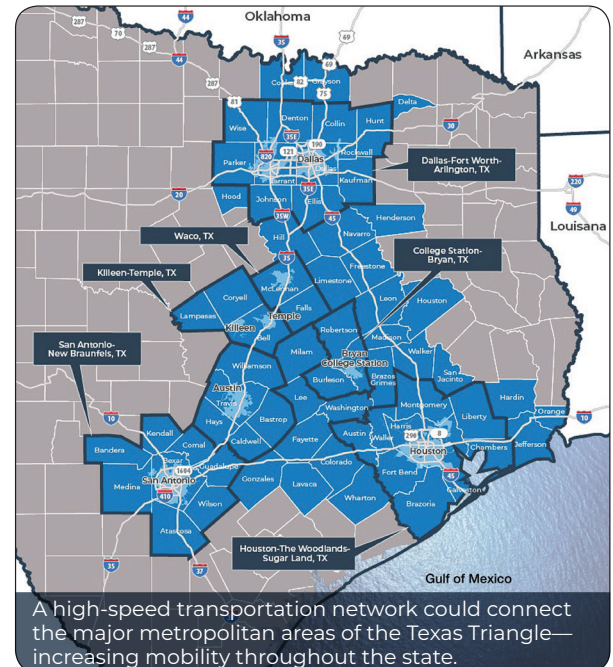
The first high-speed rail (HSR) system, known as the Shinkansen, or “bullet train”, began operations

in Japan in 1964. Today, Japan has a network of nine high-speed rail lines serving 22 of its major cities, carrying more than 420,000 passengers on a typical weekday. These trains use a dedicated system, meaning no other trains travel on the same tracks. But, because it never crosses a road at grade, it removes any conflict with vehicles on the ground.

The National Highway Traffic Safety Administration has ranked Dallas as the most dangerous city for driving in the entire U.S. Dallas has more than 14 deaths per 100,000 residents annually, and a person is about 46 percent more likely to be involved in a car crash in Dallas than the national average.

Dallas Morning News, July 27, 2021

HSR is now under development in the United States as well. The first system, located in California, is currently under construction. The initial phase, connecting San Francisco to Los Angeles and Anaheim, is expected to be completed in 2029. Construction has yet to start on the Texas Central rail project expected to connect Dallas and Houston.



Root Causes of Congestion Are:

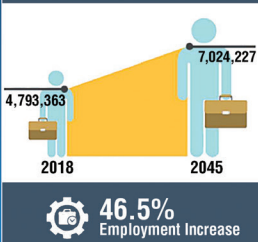
- 1. Traffic Incidents.** Events disrupting the normal flow of traffic, usually by physical impediment in travel lanes. Traffic incidents cause more than half the congestion in this region. The most common incidents are vehicular crashes, breakdowns, and debris.
- 2. Physical Bottlenecks.** Capacity is determined by many factors: the number and width of lanes and shoulders; merge areas at interchanges; and roadway alignment (grades and curves).
- 3. Work Zones.** Construction activities on the roadway resulting in physical changes to the highway environment including a reduction in the number or width of travel lanes, lane “shifts,” lane diversions, reduction or elimination
- of shoulders, and temporary roadway closures.
- 4. Weather.** Environmental conditions leading to changes in driver behavior, affecting traffic flow.
- 5. Special Events.** Demand fluctuations and traffic surges that overwhelm the system.
- 6. Fluctuations in Normal Traffic.** Regularly occurring traffic surges and demand fluctuations.

DID YOU KNOW?

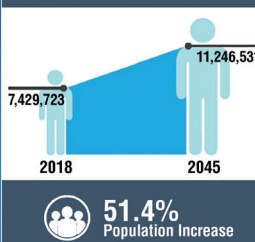


Increasing DFW Regional Growth

REGIONAL EMPLOYMENT GROWTH

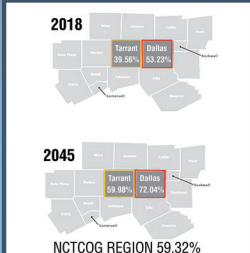


REGIONAL POPULATION GROWTH

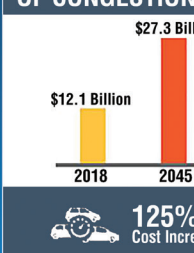


Increasing Congestion and Travel Time

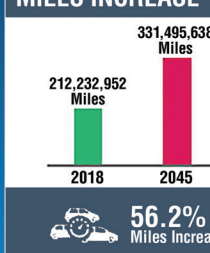
INCREASE IN TRAVEL TIME DUE TO CONGESTION



ANNUAL COST OF CONGESTION



DAILY VEHICLE MILES INCREASE

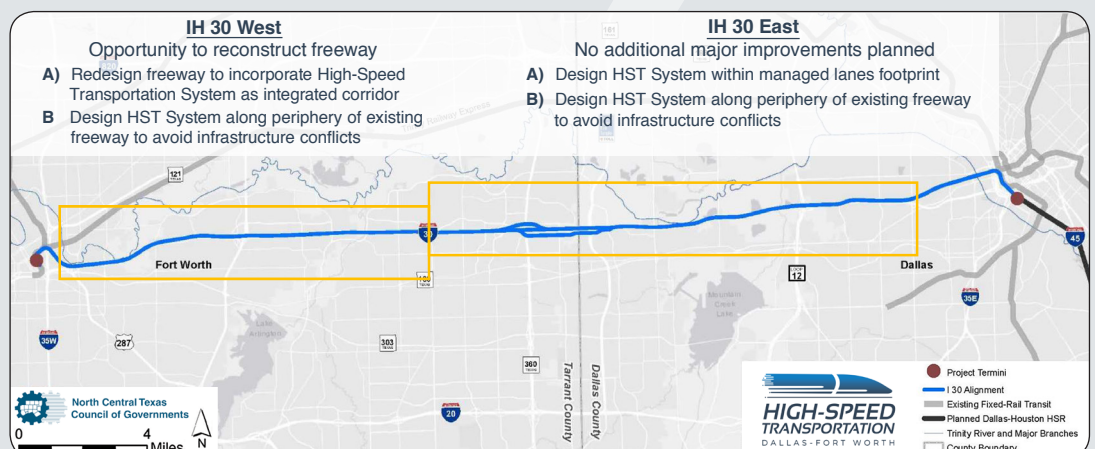


RTC Support (cont.)

NCTCOG’s transportation team are coordinating with the Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) to determine the appropriate path forward in the National Environment Policy Act (NEPA) review process. “We will continue coordination with the Texas Department of Transportation (TxDOT)

See RTC Support pg. 3

POLICY UPDATE



U.S. Department of Transportation
Federal Railroad Administration

Enabling the safe, reliable and efficient movement of people and goods.



U.S. Department of Transportation
Federal Transit Administration

To improve the quality of life for all American people and communities, from rural to urban, and to increase the productivity and competitiveness of American workers and businesses.



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RTC Support (cont.)

POLICY UPDATE

and local governments as well,” Wheeler added. “It is also important for us to integrate the alignment and mode recommendations we are making into other transportation planning activities.”

As NCTCOG's independent transportation policy body, RTC's 44 members are local elected or appointed officials from a 12-county region.

The Regional Transportation Council oversees the metropolitan transportation planning process including:

- Guiding the development of multimodal transportation plans and programs.
- Determining the allocation of federal, state, and regional transportation funds.

- Selecting transportation projects in some programs and recommending projects to the Texas Transportation Commission for other programs.
- Ensuring transportation providers coordinate services.
- Ensuring the metropolitan area complies with state and federal laws and regulations regarding transportation and air quality.



Clean-air Technologies Boost Economic Development Across North Central Texas

High-speed transportation connections are game-changers, according to Michael Morris, P.E., North Central Texas Council of Governments (NCTCOG) Director of Transportation. As the world redefines itself with innovation and technology, workforce development tactics and livability expectations change too.

“We’re striving to enhance connectivity throughout the region and the state of Texas,” said Morris. “From cities to cities, downtowns to downtowns, sports stadiums to cultural arts centers, hometowns to regional medical facilities — we will have affordable transit options to allow people to get to their destinations quickly—and safely.”

Construction of large infrastructure projects like high-speed transportation systems will create jobs and promote economic development near stations. Growth in the technology and commercial sectors as well as mixed-use development (housing, retail, neighborhood services, restaurants, etc.) are examples of where jobs are most likely to be created.

“With high-speed options, our central business districts can become like airports. We’ll be moving swiftly to our business and leisure destinations.”
— Michael Morris.



Michael Morris,
NCTCOG Director of
Transportation

Additionally, state-of-the-art transportation options have been recognized as a differentiator for companies and employees as they consider relocating to North Central Texas.

Morris is enthusiastic about how this high-speed transportation investment can drive the conversation to increase reliability of the power grid and the elimination of coal-fired electric power plants. In like manner, the investment contributes to cleaner air by offering a way to decrease roadway congestion utilizing clean-air technologies.



Above: High-speed rail station West Kowloon, Hong Kong

Left: Conceptual Hyperloop station rendering - Virgin Hyperloop, Inc.

Public Involvement Builds Understanding and Collaboration



For decades, the nation's Sierra Club has defended everyone's right to live in a healthy and sustainable world. Solutions-driven, its members are committed to bringing people together to collaborate and partner in addressing environmental concerns.

When the North Central Texas Council of Governments (NCTCOG) first began encouraging the public to become involved with the

planning process for a high-speed transportation connection between Dallas and Fort Worth, the Sierra Club of Dallas enthusiastically engaged, scheduling a virtual presentation for its members and other area advocacy groups in early June.

“Potential environmental impact issues and eminent domain seizures are always first and foremost in our minds when evaluating any new infrastructure project,” said Victoria Howard,

Conservation/Eco Action Chair.

“We appreciate the opportunity to comment on this project and look forward to the continued updates from NCTCOG as details are fine-tuned.”

In August, the Sierra Club of Greater Fort Worth will host a virtual update by the project team, explaining Phase 1's recommendations and discussing the environmental assessment process. Also hosting will be 350.org, Friends of Tandy Hills Natural Area, and Livable Arlington.