

DFW HIGH-SPEED UPDATE

WINTER 2023

Your High-Speed Rail; Your Input.

To engage the community and collect input on the Dallas-Fort Worth High-Speed Transportation Connections Study, open houses were held in Fort Worth, Arlington, Grand Prairie, and Dallas this fall. More than 200 people attended, and the presentations and meeting materials are available on the website of the North Central Texas Council of Governments (NCTCOG) at nctcog.org/dfw-hstcs.

"Our goal continues to be hearing the community's thoughts and concerns. Listening carefully affirms our direction for a successful completion of Phase 2," said Ian Bryant, AICP, HNTB Project Manager.

"We heard several common themes at each open house, and we are using community input to bolster our understanding of how this project could be successful," Bryant continued.

Expressing diverse opinions during the open houses, attendees commented on the proposed I-30 alignments, economic development opportunities, environmental effects, traffic congestion, and right-of-way acquisition.

Phase 2 public comments are varied. Open house participants in the study area see the potential of a high-speed rail system providing energy-efficient public transit as an alternative to personal vehicles.

Laura from Dallas shared concerns about the effects of construction on ecosystems like the Trinity River. Beth from Fort Worth supports the project but is concerned about flooding and water quality.

"Environmental considerations are being addressed in depth during documentation for the National Environmental Policy Act (NEPA), a requirement of this federally funded initiative," said Dan Lamers, PE, NCTCOG Senior Project Manager.

NEPA considers the potential effects a project may have on the environment or community and proposes mitigation measures as needed. Learn more about NEPA [here](#).

See Community, pg. 2



Let Your
Voice Be
Heard!

Let's Talk About
Travel Across DFW.
We Want Your Feedback!

www.nctcog.org/dfw-hstcs

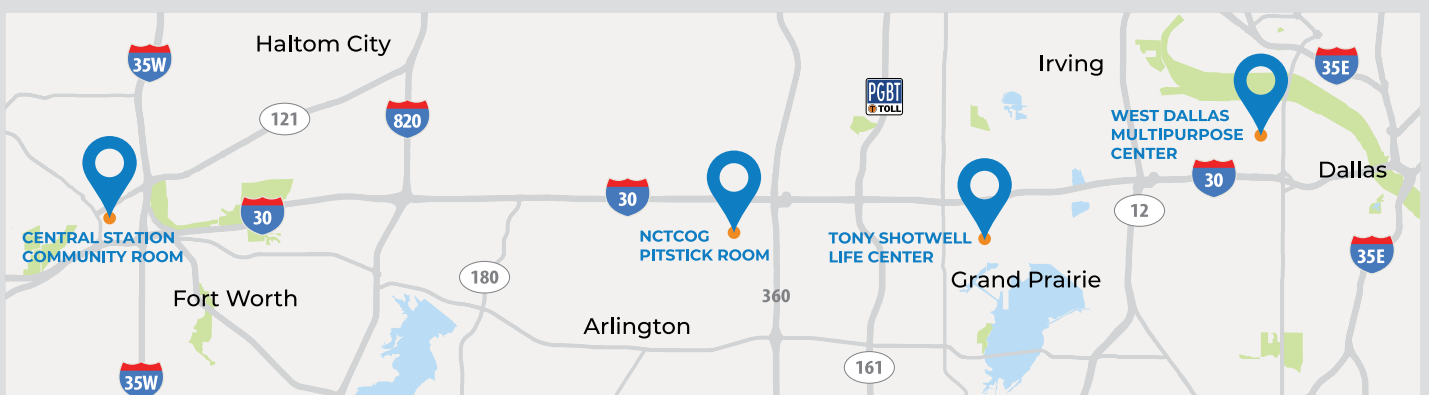
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Fall 2023 open house locations



Community (cont.)

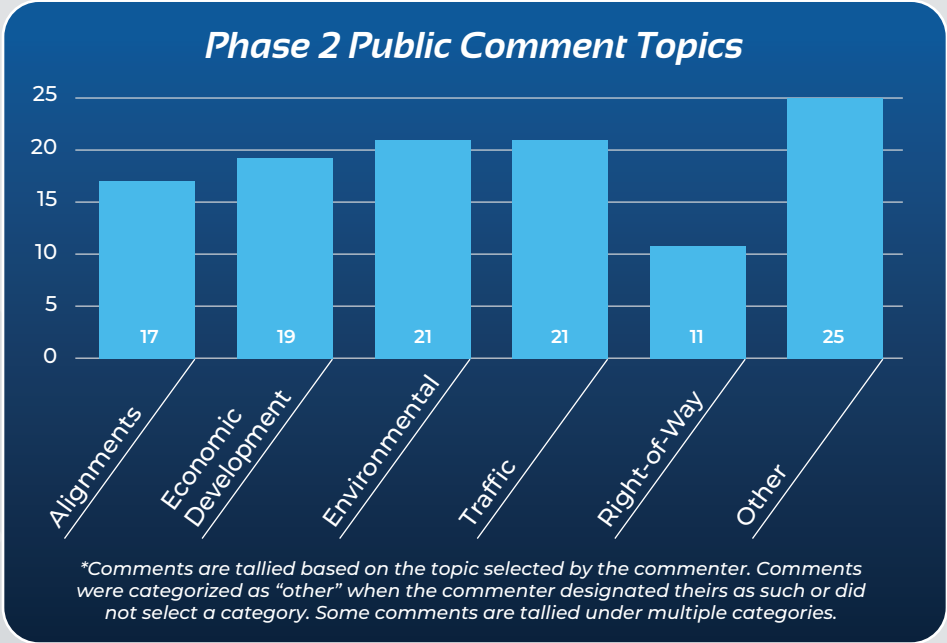
Ronnie and Jeff from Dallas were concerned about the alignment’s effects on certain areas of West Dallas, such as the historic Ledbetter neighborhood.

“We thoroughly reviewed ways to minimize impacts to Ledbetter and determined moving the alignment from the north side of I-30 into the median is the best path forward,” explains Lamers. “Moving the alignment to the south side of I-30 is not possible because doing so would interfere with the proposed direct-connector ramps planned for upcoming I-30 and Loop 12 interchange improvements.”

Other commenters, such as Marc from Dallas, express support for the improvements this project could bring to the DART and Trinity Metro public transit systems. Chris and Bailee, both from Arlington, are enthusiastic about the project but want to know more about the potential to access the high-speed rail stations, particularly in Arlington and Grand Prairie.

The western terminus of the line will be the existing Fort Worth Central Station, now served by Trinity Railway Express (conventional rail connecting Fort Worth, the mid-cities, and Dallas); TEXRail (conventional rail to DFW International Airport); Trinity Metro (buses in the greater Fort Worth area); and ZIPZONE (ride-share service in Fort Worth).

The eastern terminus location in downtown Dallas would tie into the proposed Dallas Station associated with the Dallas to Houston high-speed rail project.



Phil from Fort Worth wants to reduce the number of gas-powered vehicles on the road and supports this “visionary project for sustainable development.”

Michael from Arlington noted, “the environmental impact of taking cars off the road would much outweigh any construction impacts from this rail line.”



Arlington North Central Texas Council of Governments open house



West Dallas Multipurpose Center open house

The project team is also studying enhanced connections from the proposed Dallas high-speed rail station to Dallas Union Station, which would provide easy access to DART rail and bus networks connecting the greater Dallas area. A station location is also planned in the Arlington entertainment district.

The majority of the alignment (see pg. 4) is within the I-30 right-of-way, with portions of the track elevated, tunneled, or trenched/at-grade. “We are closely examining each piece of the alignment and proposing station locations and track elevations that would most benefit the community. Looking at the big picture of a regional transportation asset such as this is a core charge of NCTCOG,” said Lamers.

Access the [open house report online](#) to read the complete list of public comments and responses.

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High-Speed Rail Station, West Kowloon, Hong Kong



"We are proposing station locations that bring riders closer to major destinations. We expect the areas around stations to develop into major economic hubs served by other public transit providers," said Dan Lamers, PE, NCTCOG Senior Project Manager.

"Station locations were identified to maximize intermodal connectivity with other regional transit systems," explains Ian Bryant, AICP, HNTB Project Manager.



Fort Worth Central Station Community Room open house



Grand Prairie Tony Shotwell Life Center open house

Let Your Voices Be Heard

"The success of the Dallas to Fort Worth high-speed rail study depends on community engagement," said Rebekah Gongora, NCTCOG Communications Manager. "The feedback we received through our open houses and continue to collect online, by mail, and by telephone is invaluable in helping us address community needs and concerns."

Visit www.nctcog.org/dfw-hstcs to leave your feedback or request a speaker for your organization today.

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High-speed rail is an environmentally sound alternative to personal vehicle and air travel. An independent ridership and revenue forecast conducted on another potential high-speed rail alignment in Texas predicted the project would result in a 26 percent mode shift from vehicles and a two percent mode shift from air to the high-speed rail system by 2040. Because high-speed rail is electrically powered, these trains emit approximately 85 percent less carbon per passenger mile when compared to the average commercial plane.

EMIT 85% LESS CARBON PER PASSENGER MILE VS PLANES

Engineering, Viability, and Community Support Fundamental to Study’s Success between Dallas and Fort Worth.

The ease, efficiencies, and costs of traveling from one location to another in North Central Texas, whether to work, school, healthcare, entertainment/sports venues—or even other Texas cities—are among the biggest considerations in the region today.

Phase 2 of the Dallas-Fort Worth High-Speed Transportation Connection Study continues to explore how best to connect the Metroplex with cutting-edge transportation technology. The study is led by the North Central Texas Council of Governments

(NCTCOG) and the Regional Transportation Council, which you can read more about on page 5.

“High-speed rail will be a gamechanger in terms of connecting our community across North Central Texas and beyond,” said Michael Morris, PE, NCTCOG Director of Transportation. “Making this transformative technology a reality in DFW requires a strong foundation, like a three-legged stool. Its success depends on all the pieces being in the right place and solid.

“Getting it right will depend on not only having top-notch engineering, technology, and design. We must also know that high-speed rail is practical and viable in our region, considering and balancing long-term needs, economic benefits, and development and operational costs.”

High-speed transportation in North Central Texas will not stand without the legs of viability; engineering and technology—and community support. “We are depending on the public’s engagement. Whether words of engagement or pointed questions, we value what everyone has to say,” Morris stated emphatically.



North Central Texas Council of Governments— Always Out Front, Solving Transportation Challenges to Enhance Quality of Life.

The North Central Texas Council of Governments (NCTCOG) works closely with regional, state, and federal partners to plan and recommend transportation projects to improve mobility and encourage more efficient land use, all while minimizing the impact on the region’s air quality.

“The complex makeup of North Texas requires a coordinated effort to plan and administer programs ensuring the quality of life we all expect and deserve is preserved and enhanced—even as our area continues to develop, booming beyond our predictions,” said Michael Morris, PE, NCTCOG Director of Transportation.

Since 2000, NCTCOG has leveraged over \$32 billion in federal, state, regional, and private sector funds through an array of financing strategies to build numerous highways, toll roads, managed lanes, major interchanges, and public transit projects. NCTCOG, one of the nation’s largest

Metropolitan Planning Organizations, has over 180 team members in its Transportation Department.

The Regional Transportation Council oversees the metropolitan transportation planning process and is the policymaking body of NCTCOG. RTC consists primarily of local elected officials and representatives of North Texas transportation providers.

“We are fortunate the Regional Transportation Council is an incredibly diverse and strong group of leaders, guiding the development of multimodal transportation plans and programs in North Central Texas,” said Morris. “They understand the potential for growth in our dynamic region. Likewise, they know high-speed transportation could benefit the members of our community and increase their quality of life. At the conclusion of the Dallas to Fort Worth high-speed rail study, they will ensure the findings are incorporated into policies that achieve these goals.”

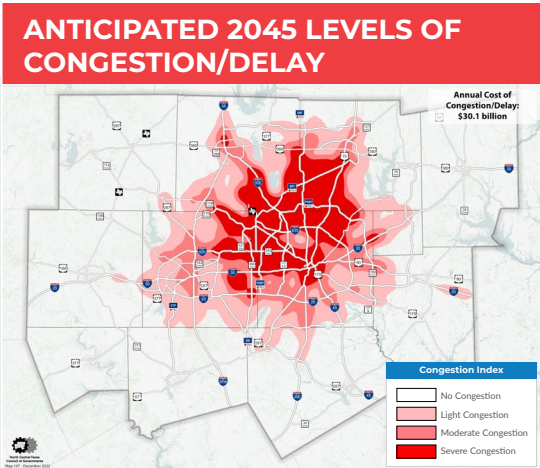
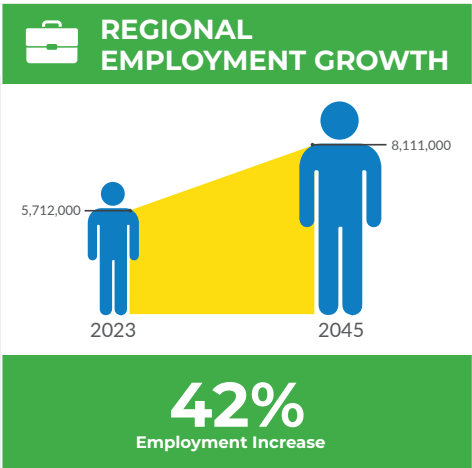


Michael Morris, PE,
NCTCOG Director of
Transportation

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Growth Planning

“As the region experiences unprecedented employment growth over the next two decades, leveraging innovative transportation solutions is key to mitigating increasing traffic congestion,” explains Morris.



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Traffic congestion is highly influenced by accidents, work zones, rush hour, inclement weather, and more. High-speed rail is comparatively insulated from these factors and can run uninterrupted regardless of the time of day, weather, or number of commuters.



**FASTER THAN
DRIVING**

**NOT AS SENSITIVE
TO INCLEMENT
WEATHER**



Statewide Connections Bring Economic Opportunity.

As a region, the Metroplex represents 30% of the gross domestic product (GDP) of the State of Texas, according to 2020 data. Were it a sovereign state, the area would have the 28th-largest economy in the world.

Dallas-Fort Worth is home to 23 Fortune 500 companies—the fourth-largest concentration of Fortune 500 companies in the US.

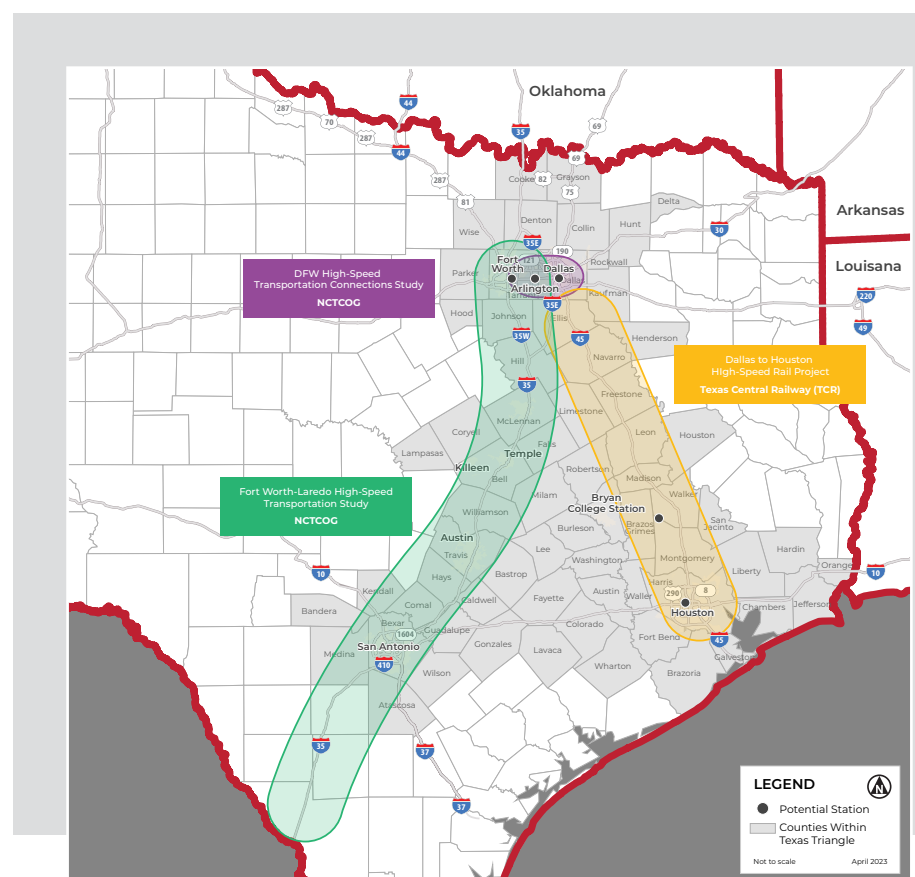
The proposed high-speed rail line connecting Fort Worth and Dallas will be a boon to the Metroplex, but its greater value is being part of a larger, statewide high-speed rail system.

Eventual plans to connect the “Texas Triangle” megaregion would link the Metroplex, Houston, San Antonio, Austin, and other major economic hubs.

Combined, the greater DFW, Houston, Austin, and San Antonio metro areas represent over half of Texas’ population, 75% of its GDP, and the headquarters of 51 of the state’s 54 Fortune 500 companies.

By reducing travel times and costs between these economic juggernauts, a statewide high-speed rail system would propel the Texas economy into the next generation.

»» Potential Statewide High-Speed Rail System



»» Examples of High-Speed Rail in Asia