Why not upgrade the TRE?

HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH

Upgraded TRE

Max Speed: Less than 125 mph (at-grade service limited by FRA regulation)

End-to-End Travel Time: Slightly longer than High-Speed Rail

Competes for capacity in busy corridor with varying speeds; dedicated track requires significant additional right-of-way

At-grade crossings introduce safety and reliability risk

Violates “one-seat” ride purpose; significant transfer delay (see Dallas Alignment Whitepapers)

High-Speed Rail in IH 30 Corridor

Max Speed: 160± mph (based on corridor geometry)

End-to-End Travel Time: 21 minutes express and 25 minutes with Arlington stop

Leverages existing IH 30 highway corridor to minimize impacts and additional right-of-way needs

Grade-separated and fully dedicated corridor prioritizes safety and reliability

Best serves intercity market with continuous service from Dallas-Fort Worth region to Houston and beyond with “one-seat” ride

For additional information, refer to Why the TRE Cannot be Repurposed for High-Speed Rail whitepaper on the project website: www.nctcog.org/dfw-hstcs >> Project Information

Explanation of DFW Growth Visualization

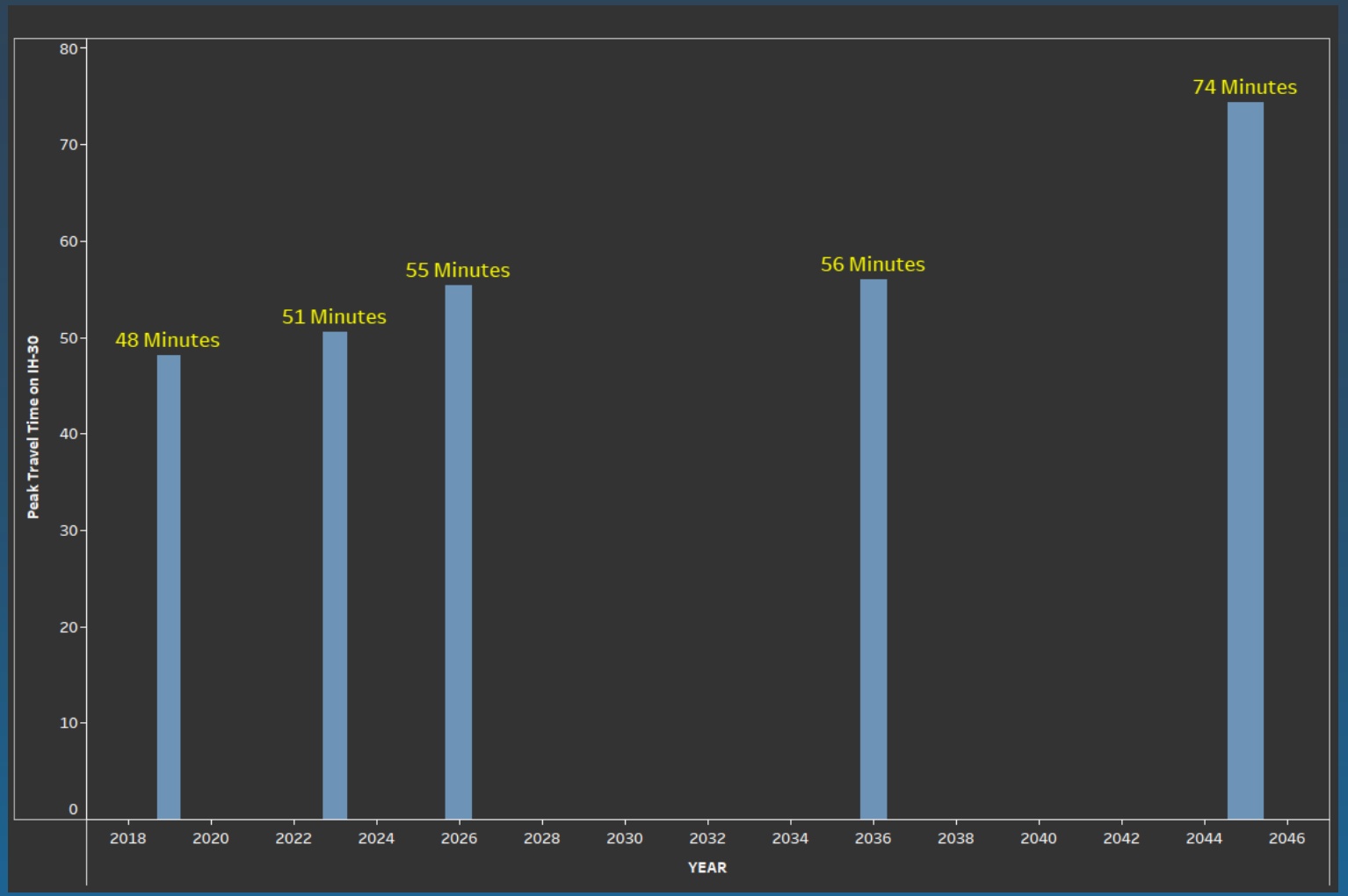
Focused on TRE and HSR

Model and Data Development

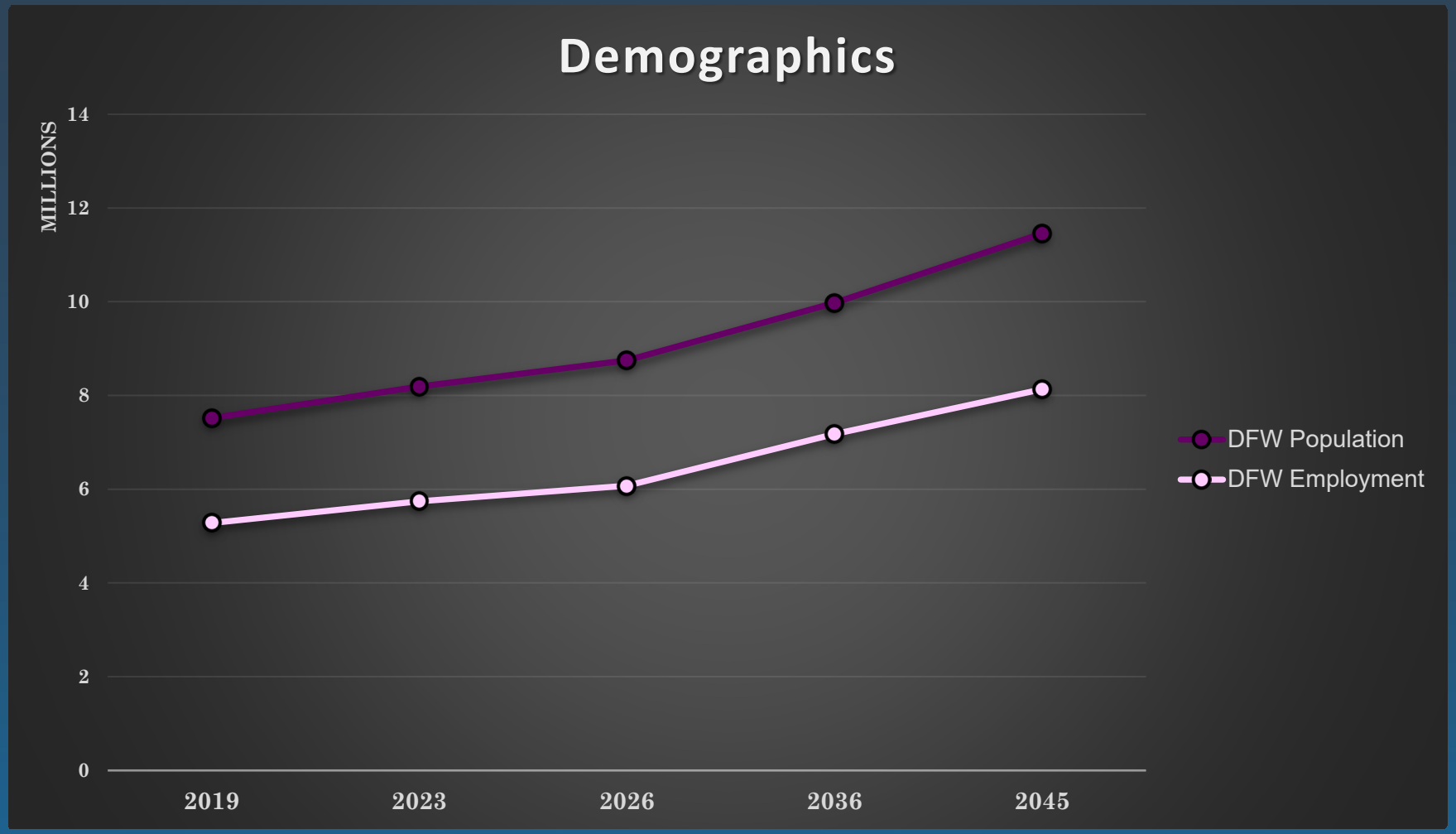
DFW Regional Growth - 2019 to 2045

- Rush hour travel times on IH 30 between two CBDs are significantly longer
- DFW's demographics increase dramatically for both Population and Employment
- Roadway congestion gets worse
- TRE ridership increases continuously
- Introduction of HSR in 2045 will not impact TRE's service since they serve different markets

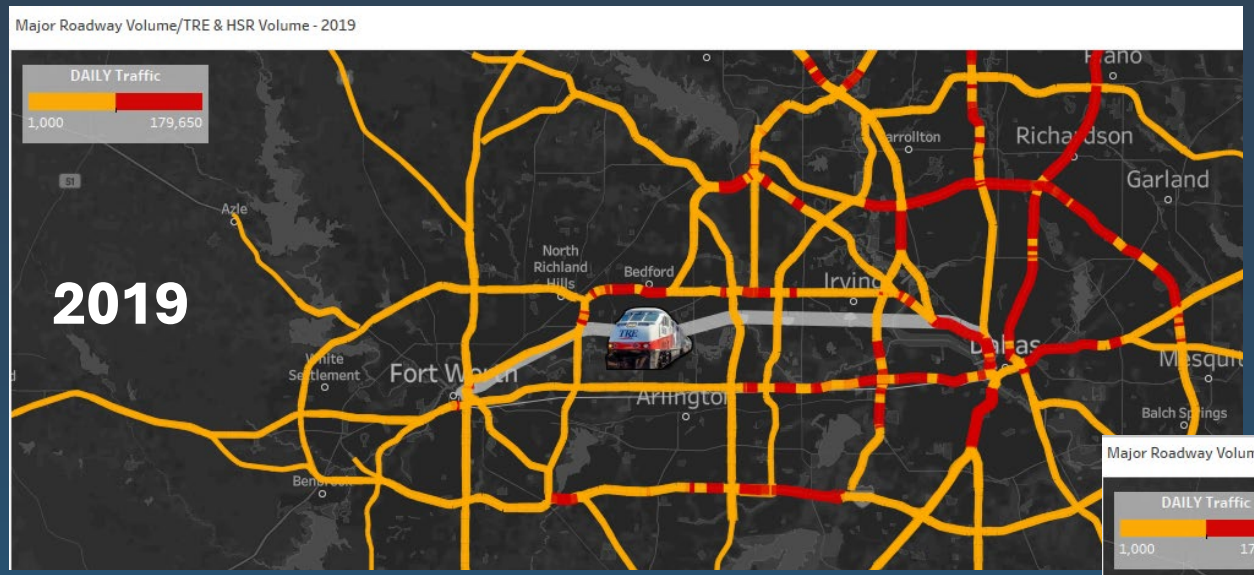
Rush Hour Travel Times on IH 30 between two CBDs are Significantly Longer

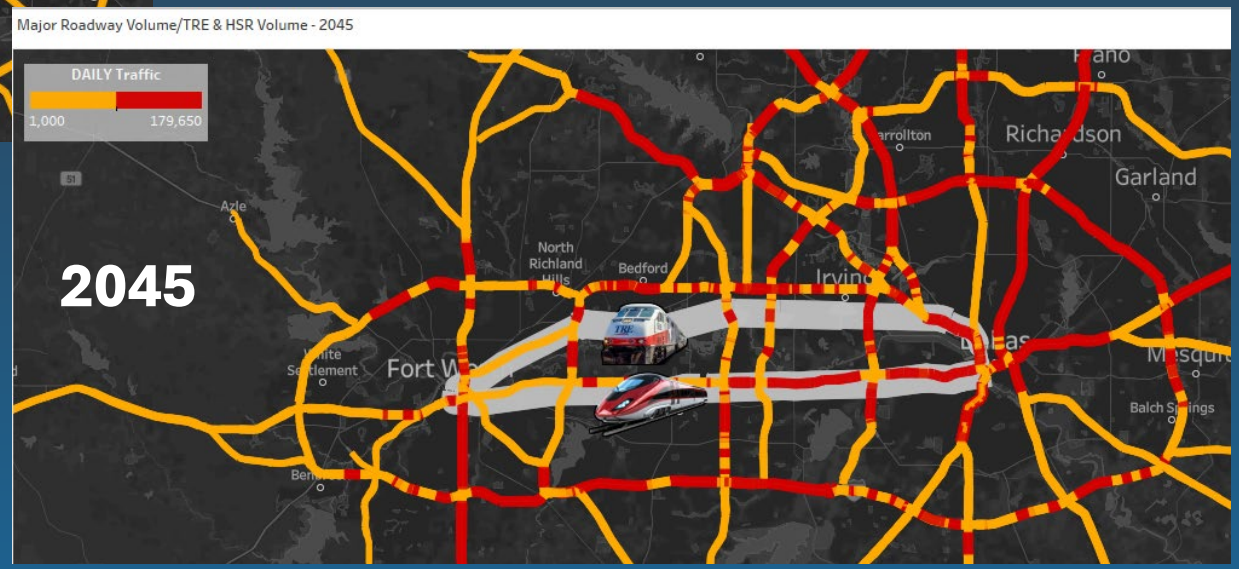


DFW's Demographics Increase Dramatically for both Population and Employment



Roadway Congestion Gets Worse





TRE Ridership Increases Continuously and HSR Will Not Impact TRE's Ridership