

DFW HIGH-SPEED UPDATE

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

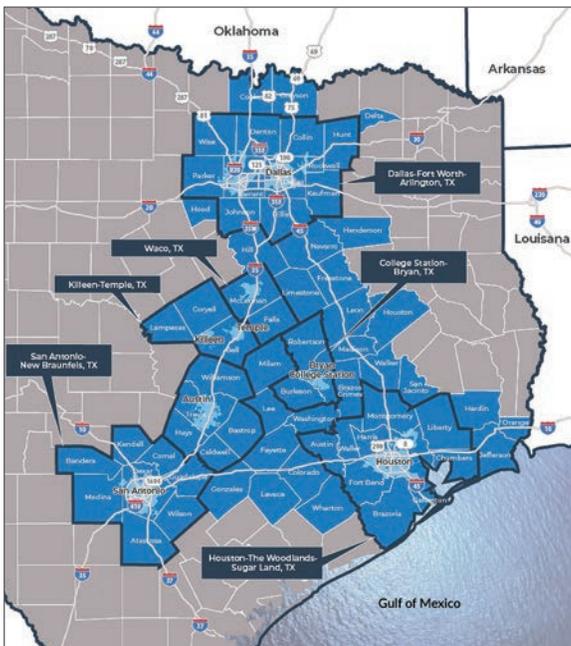


Study Investigates High-Speed Transportation Between Dallas and Fort Worth

Just think about the benefits of traveling between Downtown Dallas and Downtown Fort Worth in 20 minutes—and then also connecting with transit services throughout Texas and beyond!

How to connect these two downtowns quickly and safely is being explored in the comprehensive DFW High-Speed Transportation Connections Study (HSTCS) directed by the North Central Texas Council of Governments (NCTCOG), the local Metropolitan Planning Organization which has been tackling complicated regional growth issues like traffic congestion for decades.

The Dallas-Fort Worth area's population is projected to grow from 7.5 million today to 11.2 million in 2045; that's a 51.2 percent increase. Employment numbers are expected to jump by 46.5 percent in this same time period. Lane expansions and more freeways will not be sufficient to keep vehicles moving. Intensifying traffic congestion will continue to create bigger and bigger hurdles for traveling to jobs, schools, healthcare, retail locations, mega-entertainment centers, and even leisure travel.



Texas Triangle Mega-Region

"Now is the time for us to be exploring all aspects of developing a high-speed transportation mode connecting Downtown Dallas and Downtown Fort Worth," Michael Morris, P.E., the agency's Director of Transportation, says with determination.

"Equally important to all Texans, if our vision becomes a reality, will be how this service successfully connects with other high-speed passenger projects now in planning. These combined efforts will build out a geographic area known as the Texas Triangle for unparalleled mobility among our major urban areas."

"Because of high construction costs and a lack of available land, expanding highways between these two cities is cost prohibitive. New travel modes are needed to keep the DFW region moving," Morris added.

Partner agencies in the study are the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Texas Department of Transportation (TxDOT), U.S. Army Corps of Engineers, Dallas Area Rapid Transit (DART), and Trinity Metro among others. Once a technology is recommended, either the FRA or FTA will assume responsibility for leading the federal environmental assessment process.

"Contributing significantly to this ongoing process is the input of local community members, governments, property owners, businesses, advocacy groups, and other stakeholders," Morris emphasized. "We encourage everyone to participate in our public meetings, as well as to go on our website at www.nctcog.org/dfw-hstcs to keep updated on our progress, ask questions, and make comments. This project benefits all of us."

SPRING 2021 Calendar

- MAR 4, 9am**
Virtual Event:
Greater Dallas
Planning Council
- MAR 11**
Presentation to the
Regional Transportation
Council
- MAY 19 and 20**
Virtual Public Meetings

Let Your
Voice Be
Heard!

Let's Talk About
Travel Across DFW.
Give Us Your Ideas.

www.nctcog.org/dfw-hstcs

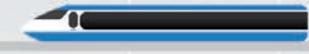
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The Best and the Brightest Technologies

When the study began, a wide range of existing and emerging technologies were considered. A thorough screening process removed two technologies from further consideration; conventional rail and higher-speed rail. Both scored poorly in the first two screening evaluations

due to a number of operational and performance characteristics. The TRE, TEXRail and the A-Train are local examples of conventional rail. Amtrak Acela, in service in the northeastern United States, is an example of higher-speed rail.

Types of Passenger Rail and Advanced Guideway Technologies Considered			
CONVENTIONAL RAIL  <ul style="list-style-type: none"> • 80mph • Use Existing Tracks • Fixed Schedule • Operational 	HIGH-SPEED  <ul style="list-style-type: none"> • 250mph • New Tracks Built • Fixed Schedule • Operational 	HYPERLOOP 	
HIGHER-SPEED RAIL  <ul style="list-style-type: none"> • 125mph • Use Existing Tracks • Fixed Schedule • Operational 	MAGLEV  <ul style="list-style-type: none"> • 300+mph • New Tracks Built • Fixed Schedule • Operational 	<ul style="list-style-type: none"> • 650+mph • New Tubes Built • On-Demand • Prototype Stage 	

Analysis continues on the following three high-speed transportation technologies:

- **High-Speed Rail** – Operating on fixed schedules in Asia and Europe, high-speed rail requires an exclusive guideway (a track used by only one passenger rail service), and requires three to 30 minutes between trains (peak headway). It can mix cargo with passenger transport. In the United States, high-speed rail is currently under construction in California, from San Francisco to the Los Angeles basin.
- **Magnetic Levitation or Maglev** – Operating in China, Germany, Japan, and South Korea on fixed schedules, maglev needs an exclusive guideway and requires 15 to 20 minutes between trains. It does not mix cargo with passenger transport in the same train. An additional example is under environmental study in the United States from Washington, D.C. to Baltimore, Maryland.
- **Hyperloop** – Although not currently operational, hyperloop passenger technology prototypes are currently undergoing testing. Hyperloop requires an exclusive guideway and generally requires around two minutes between pods. It is predicted to operate in an on-demand condition, and offers the ability to carry both passengers and cargo in separate pods.

What's Next

Level 1 and 2 screening evaluations are now complete. Forty-three end-to-end alignments/corridors were originally identified between Dallas and Fort Worth, all connecting the proposed Dallas high-speed rail station and

the Fort Worth Central Station. After rigorous investigation and analysis, the Project Team is now moving forward with 10 alignments (seven near the I-30 corridor and three traveling near SH 180) and three travel technologies (high-speed rail, maglev, and hyperloop).

Criteria being used in Level 3, scheduled for completion this spring, include: constructability and construction costs per mile; annual operations and maintenance costs per mile; need and cost of right-of-way; environmental impacts; and technology safety and maturity of operations systems among others.



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 are looking 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.

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