

Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study  
into Phase 2

(P21-01)

Since the Regional Transportation Council (RTC) desires the North Central Texas region to be a national leader in transportation technology, the RTC wishes to advance high-speed transportation technologies between Fort Worth, Arlington, and Dallas.

High-speed rail planning has advanced further in the Dallas to Houston corridor. The Dallas, Arlington, Fort Worth connection directly interfaces with the downtown Dallas high-speed rail station. The RTC has approved a presentation to the Texas Transportation Commission to advance high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, Laredo, and Monterrey, Mexico. This policy position supports the connection of a statewide network from Houston to the Dallas-Fort Worth region and south along the IH 35 corridor.

The RTC continues to support Mobility 2045 plan policies TR3-011, TR3-012, and TR3-013, as noted in section 6.4, relating to a “one-seat ride” system operation; station locations in downtown Fort Worth, Arlington, and downtown Dallas; and planning and development of sustainable land uses to support economic development in those three station areas.

Following guidance received from Governor Abbott, the RTC wishes to utilize public right-of-way for this high-speed transportation (HST) facility as much as possible. As such, the RTC directs staff to proceed with the alignment recommendations of the Phase 1 Alternative Analysis for the DFWHST Connections Study, which generally follow the IH 30 corridor, into Phase 2 activities.

The RTC directs staff to advance both high-speed rail and hyperloop into Phase 2 activities pursuant to Phase 1 recommendations, including coordination with the United States Department of Transportation in determining appropriate approval process for environmental clearance. Efforts will continue with the Phase 1 partnership between NCTCOG, the Federal Railroad Administration, and the Federal Transit Administration.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Phase 1 work is on schedule and on budget. The RTC has already funded all planned Phase 2 activities. The RTC will continue to be regularly briefed on Phase 2 activities.

Approved: July 8, 2021