HIGH-SPEED TRANSPORTATION

Dallas-Fort Worth

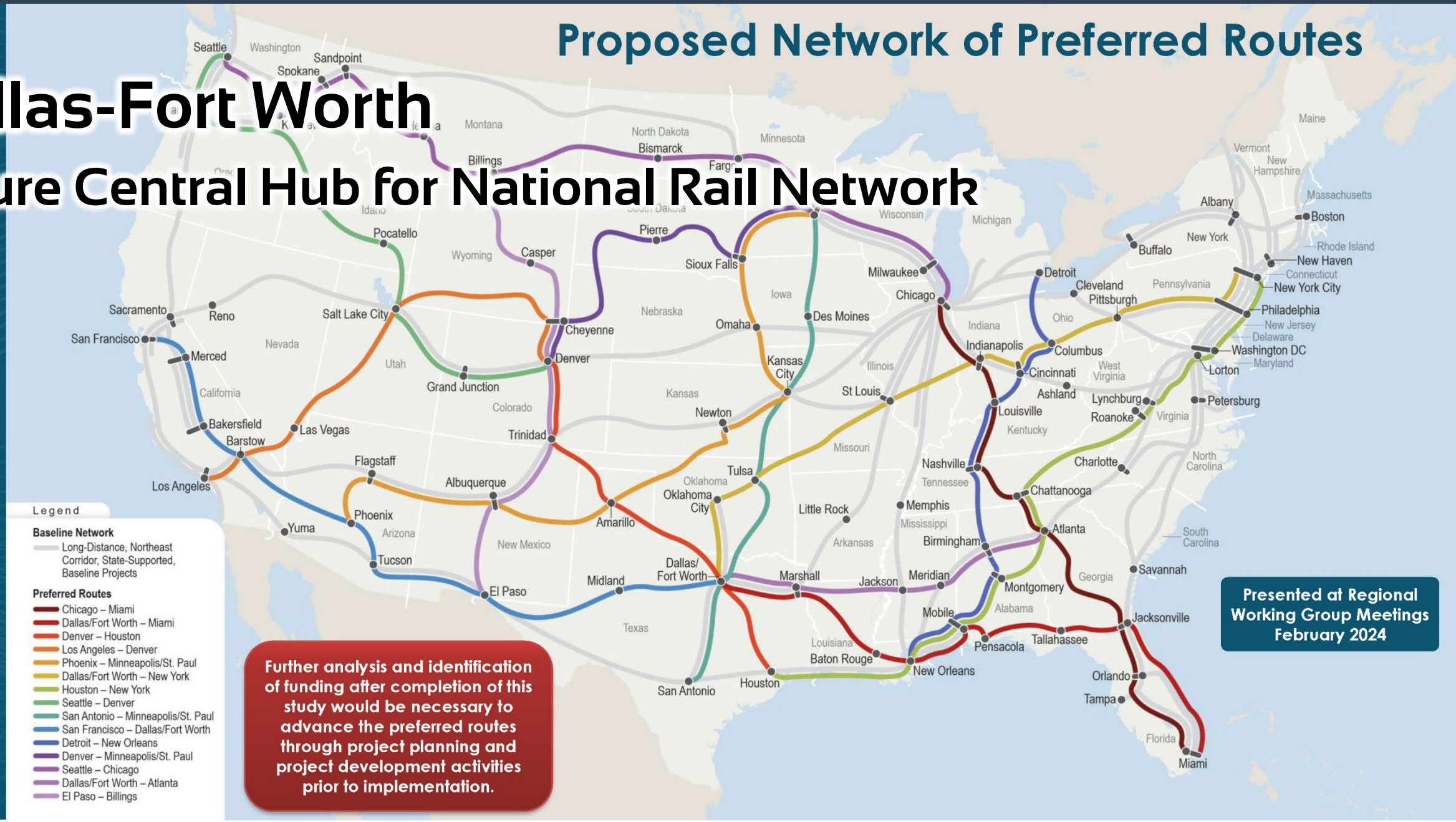
September 9, 2024 – NCTCOG Public Meeting

Rebekah Gongora and Brendon Wheeler

North Central Texas Council of Governments

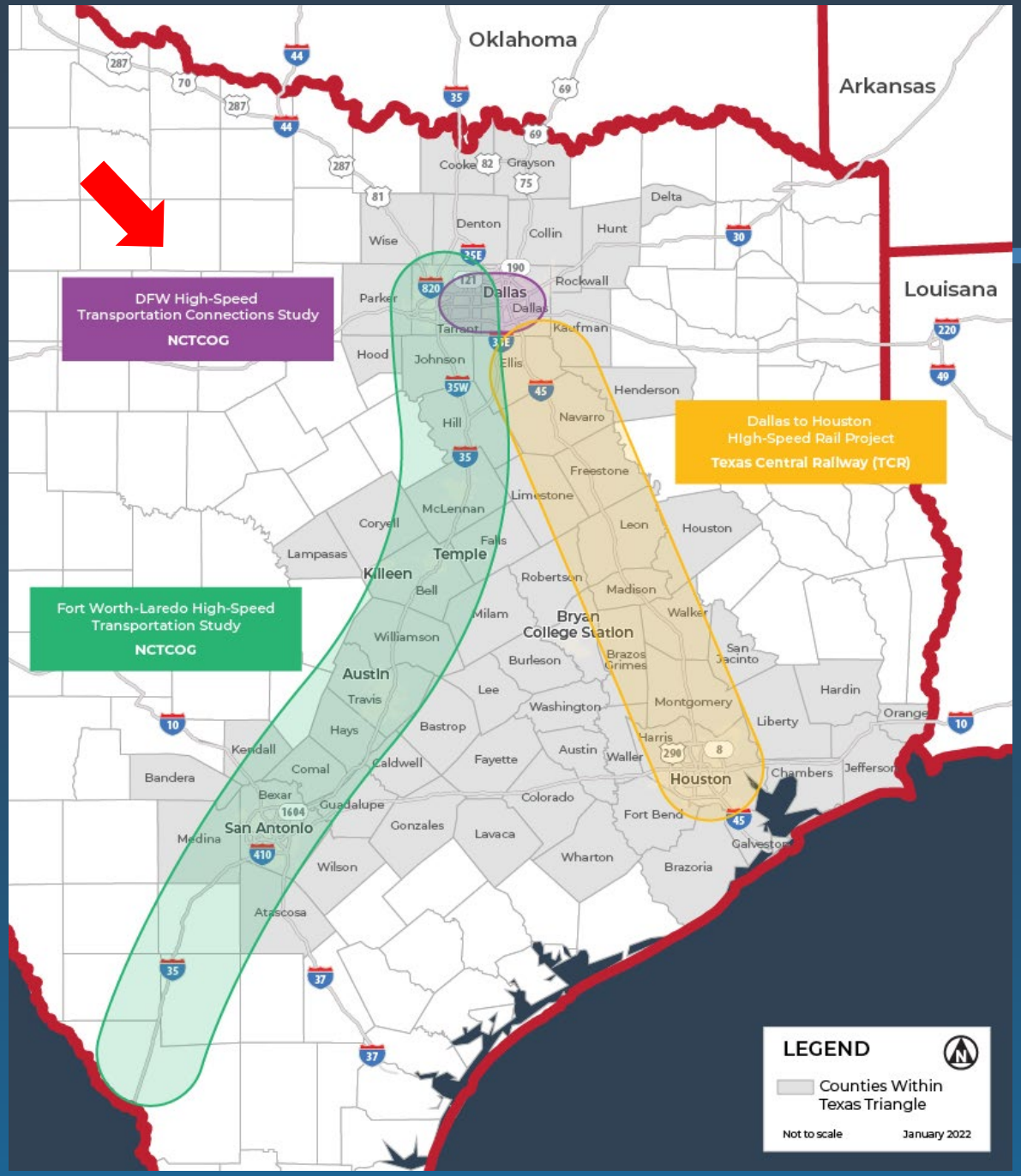
Dallas-Fort Worth

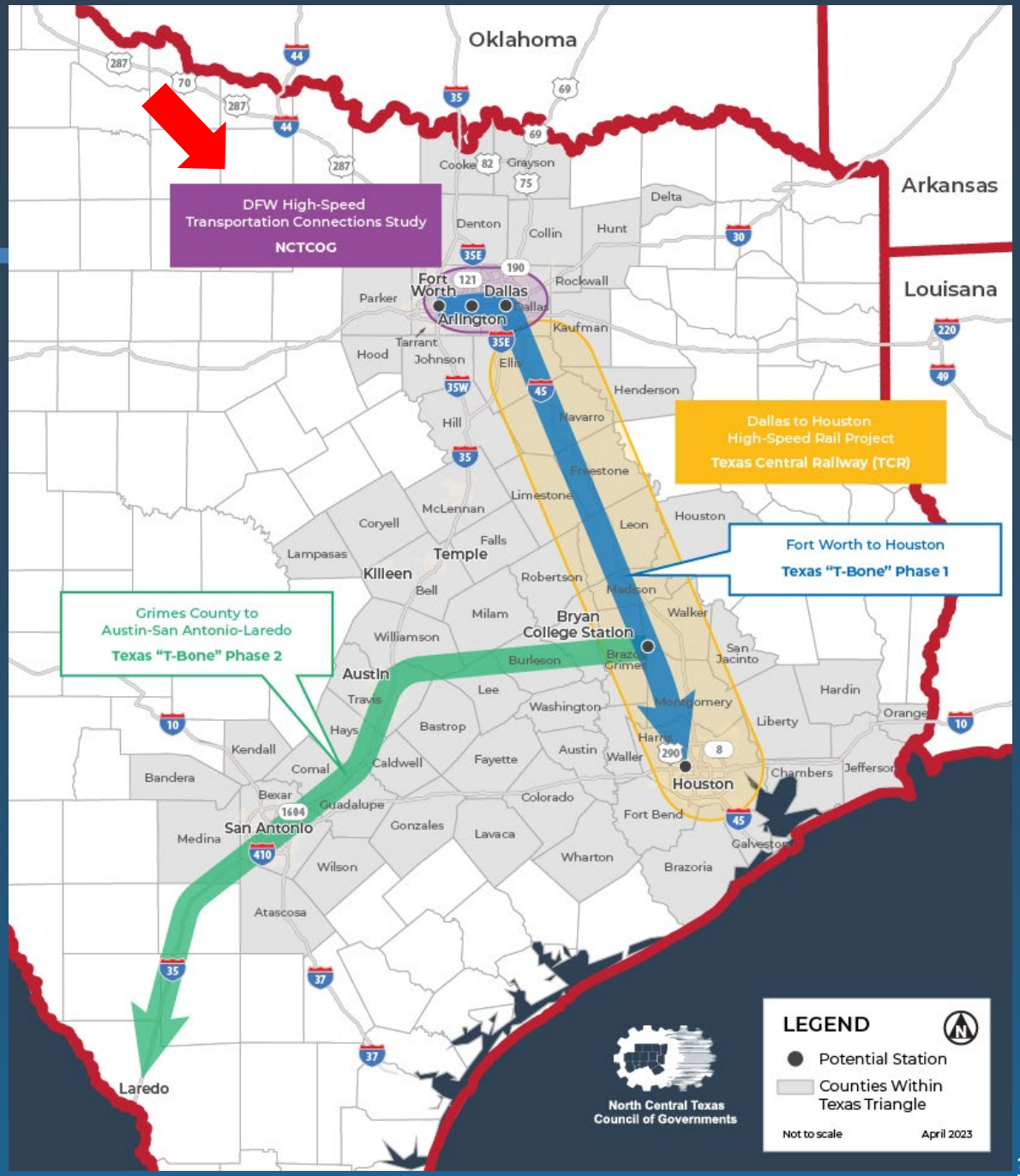
Future Central Hub for National Rail Network



U.S. Department of Transportation
Federal Railroad Administration

*Potentially 6 new long-distance routes through Dallas-Fort Worth identified in FRA's Long-Distance Service Study


DFW High-Speed Transportation Connections Study
NCTCOG
Dallas to Houston High-Speed Rail Project
Texas Central Railway (TCR)
Fort Worth-Laredo High-Speed Transportation Study
NCTCOG
Oklahoma
Arkansas
Louisana
Dallas
Houston
San Antonio
Austin
Bryan College Station
Killeen
Temple
LEGEND
Counties Within Texas Triangle
Not to scale
January 2022


DFW High-Speed Transportation Connections Study
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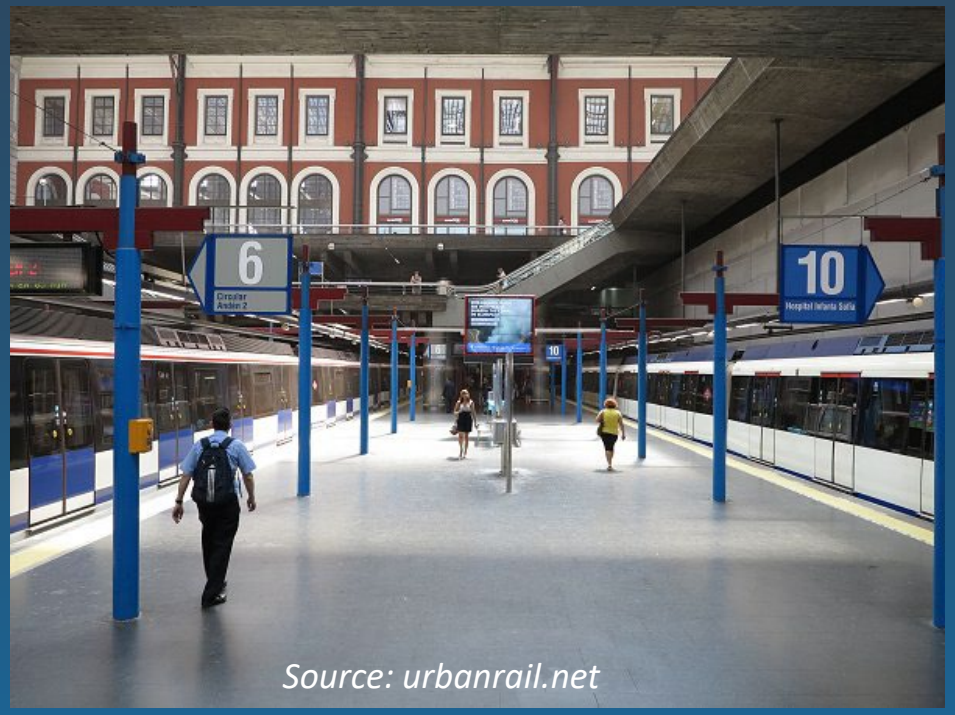
Fort Worth to Houston
Texas "T-Bone" Phase 1
Grimes County to Austin-San Antonio-Laredo
Texas "T-Bone" Phase 2
Oklahoma
Arkansas
Louisana
Fort Worth
Arlington
Dallas
Houston
San Antonio
Austin
Bryan College Station
Killeen
Temple
Laredo
North Central Texas Council of Governments
LEGEND
Potential Station
Counties Within Texas Triangle
Not to scale
April 2023

What is a "One-Seat Ride"?

RTC Policy: "Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas and Houston through Texas Central's Dallas passenger station" (2016)



Source: urbanrail.net

- "Through" passengers can stay in their seats or short walk across platform required
- Major transfers (more than 5-minute walk) are inconvenient
- Convenience drives ridership
- Conversely, inconvenience kills ridership

High-Speed Rail Benefits

Safe

Japanese HSR in operation for 60 years without a single injury or fatality.

Reliable

- Use of dedicated ROW means no traffic jams
- No shared ROW with freight trains means consistent on-time performance

Comfortable and Convenient

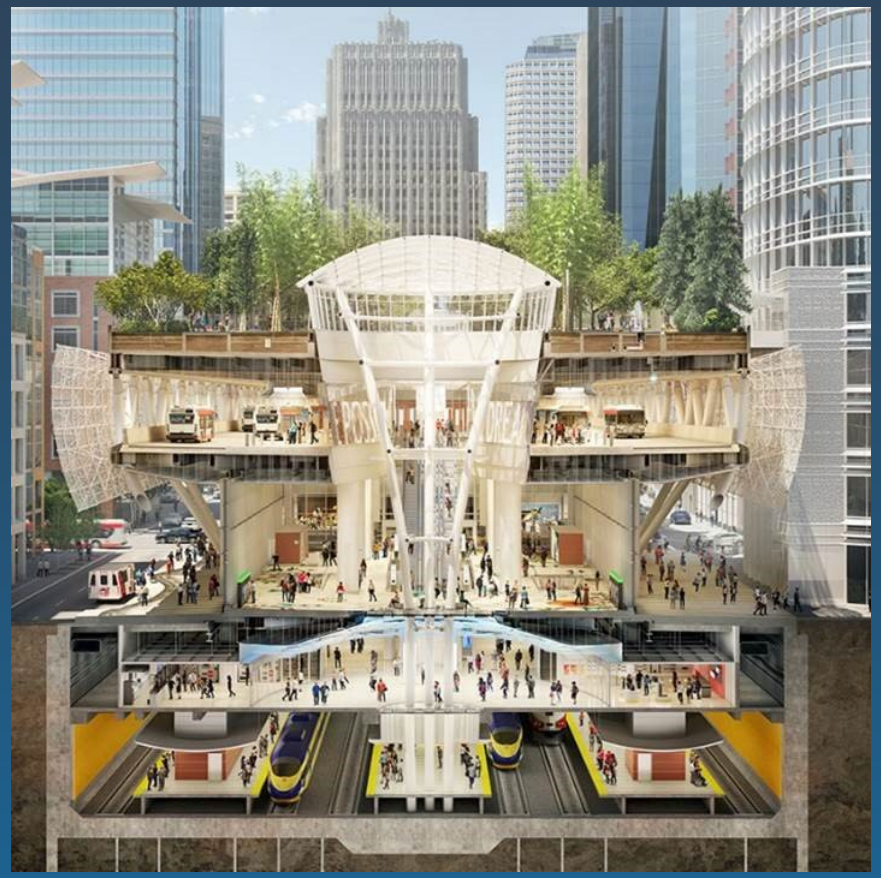
- Extensive customer amenities
- Work, play, relax, sleep? The choice is yours!

Source: JR Group, 2024.

Source: Brightline, 2024.

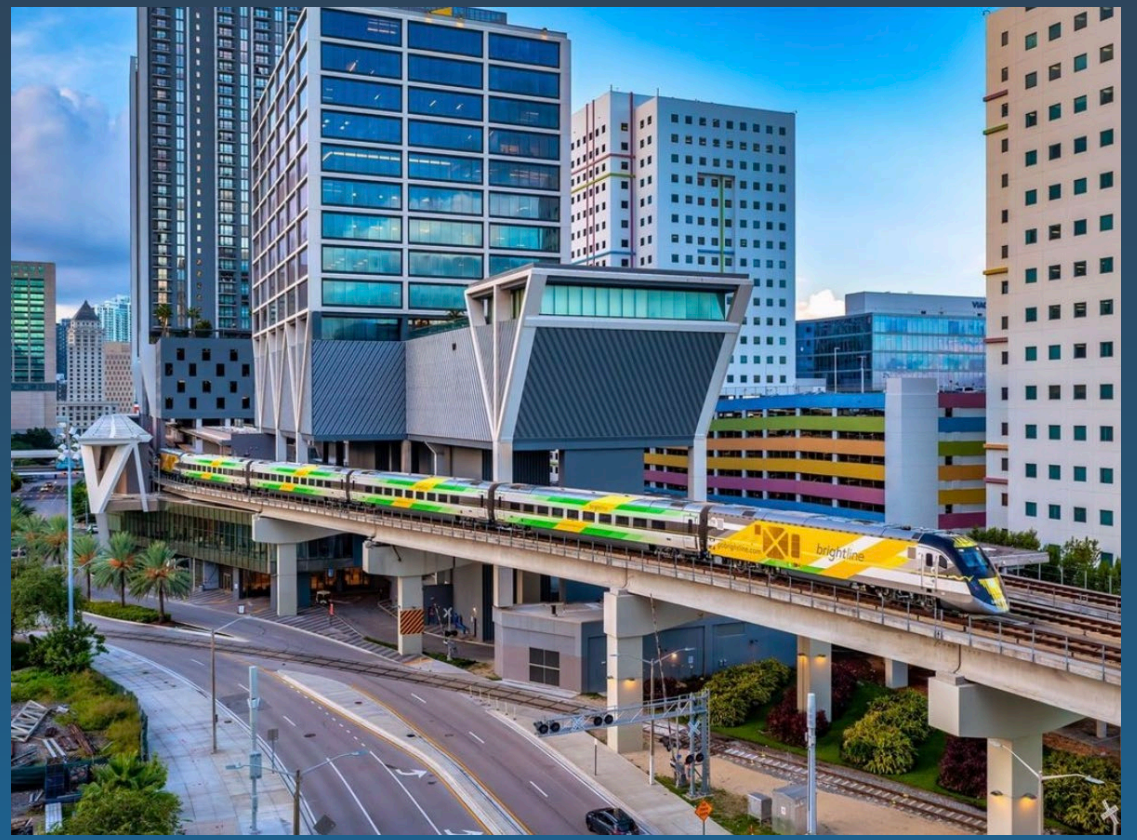
Development Opportunity at High-Speed Rail Stations

San Francisco Salesforce Transit Center



Source: Transbay Program media gallery, 2023

Brightline MiamiCentral Station



Source: Courtesy of Brightline

Dallas-Fort Worth High-Speed Transportation Connections Study

Study Purpose

- **CONNECT** Dallas-Fort Worth to other proposed high-performance passenger systems in the state (Texas Triangle)
- Obtain federal **ENVIRONMENTAL APPROVAL** of the viable alternative

RTC Policy P21-01 (2021) reaffirmed support for:

- One-Seat Ride
- Three Station Concept

Study Phases

✓ *Phase 1*: Alternatives Analysis
- Alignments and Modes
- RTC advances IH 30 Corridor through Policy P21-01

✓ *Phase 2*: Pre-NEPA Refinement
- Alignment Refinement
- Urban Connections Screening

Phase 2: NEPA ← *We are here*
- Preliminary Engineering
- Environmental Documentation

Public Engagement

Public and Agency Engagement

Over 300 meetings held since 2020

- Public meetings and open houses
- Technical Working Group meetings
- Federal and state coordination, monthly FTA/FRA meetings
- Technology Forum & one-on-ones with providers
- Transportation agencies and railroads
- Study area cities
- Elected officials
- Stakeholder interviews
- Community groups and organizations

For public meeting documents go to: www.nctcog.org/dfw-hstcs, see Presentations and Public Outreach Efforts

Additional Engagement

DFW High-Speed Update Newsletter

- Latest updates on progress
- Includes upcoming events for the public to attend

Online Speaker Request Form

Staff continue to present to community groups and organizations


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

PROJECT Contacts

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HNTB Project Manager
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Fall 2023 open house locations

DFW HIGH-SPEED UPDATE

Phase 2 Public Comment Topics

*Comments are tallied based on the topic selected by the commenter. Comments were categorized as "other" when the commenter designated them as such or did not select a category. Some comments are tallied under multiple categories.

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

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.

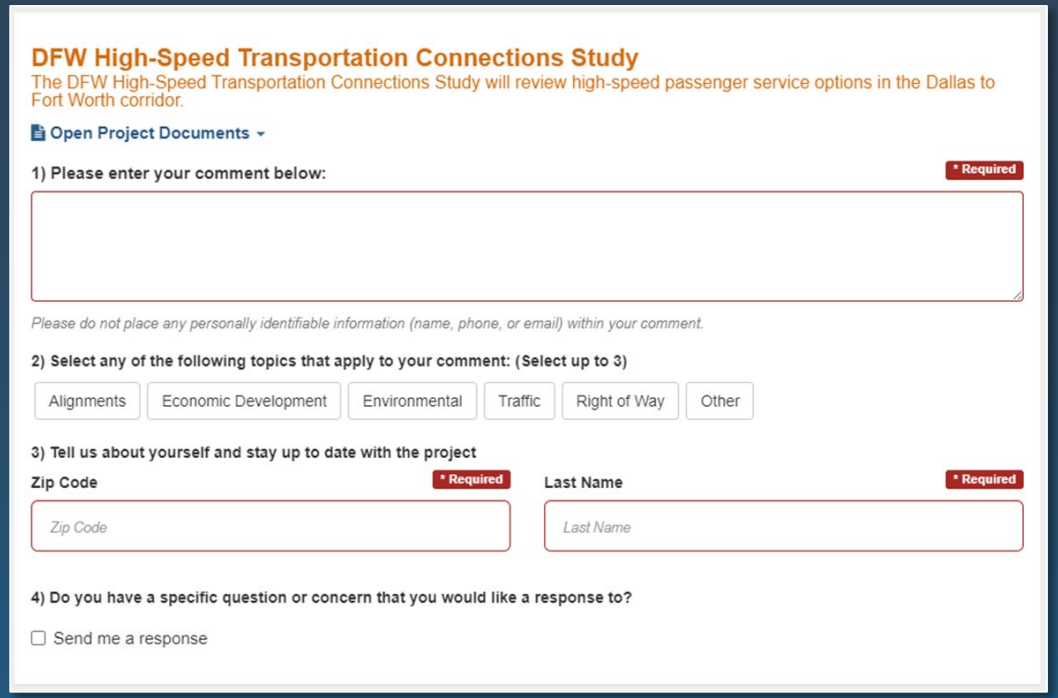
The majority of the alignment (see pg. 4) is within the I-30 right-of-way, with portions of the track elevated, tunneled, or trenched/at-grade. "We are closely examining each piece of the alignment and proposing station locations and track elevations that would most benefit the community. Looking at 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.

Public Comments

- Public comments and questions are always encouraged
- General comment form online asks for zip code, topic
- FAQs and responses to questions from previous meetings available online

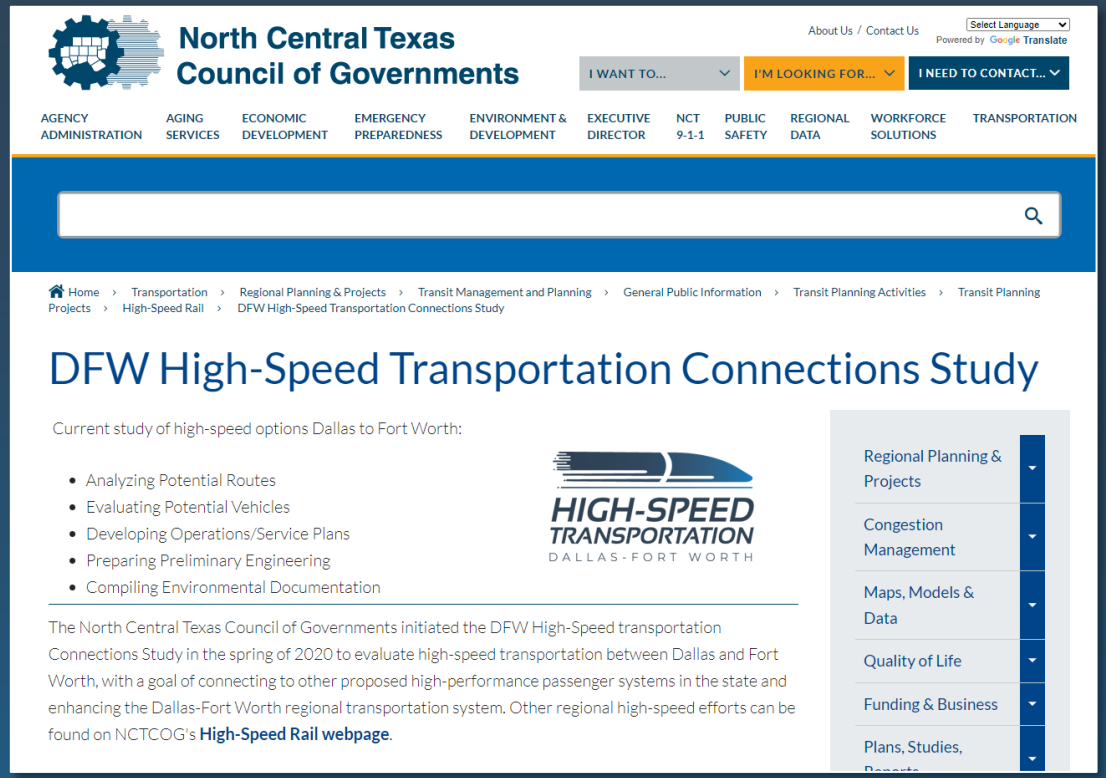
  See Project Information (FAQs), Presentations, and Public Outreach Efforts (Open House Summary)



Example of comment form

Project Information

- Project information online in English and Spanish
- Sign up for project notices
- View future public meeting dates
- Request a speaker
- Provide comments or questions:
  - Electronic comment form online
  - In writing to DFW-HSTC Study, P.O. Box 5888, Arlington, Texas 76005
  - email: HST_DFW@nctcog.org



Project Website:

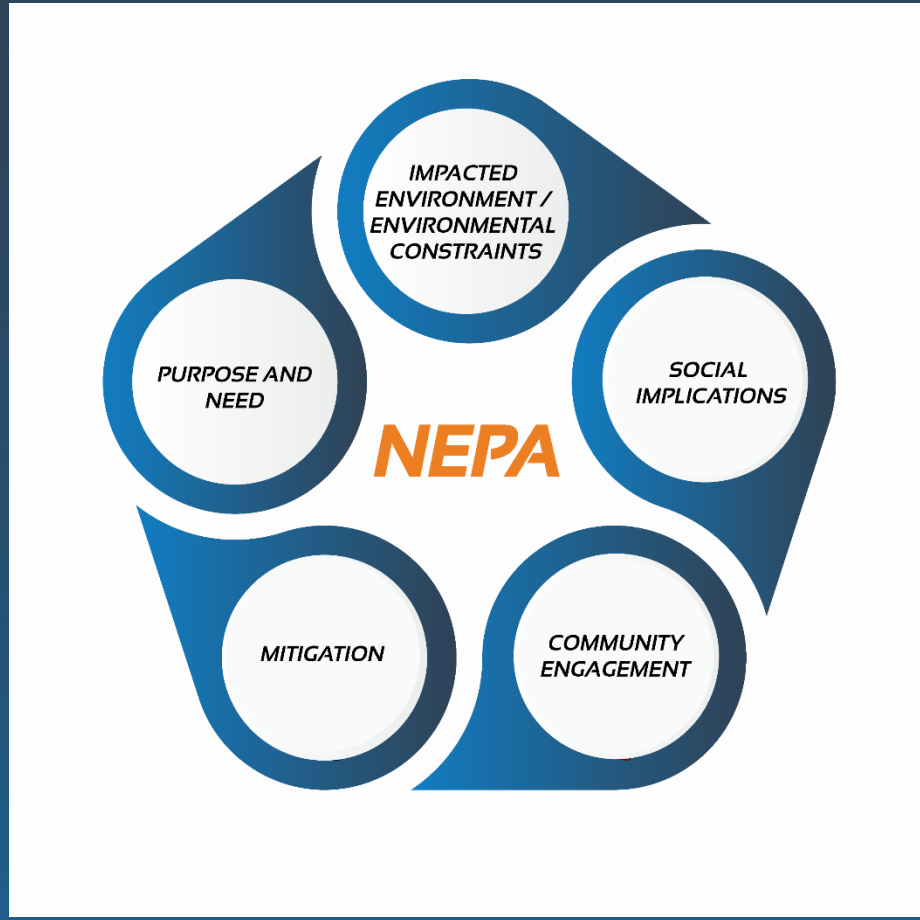
www.nctcog.org/dfw-hstcs

Current Progress

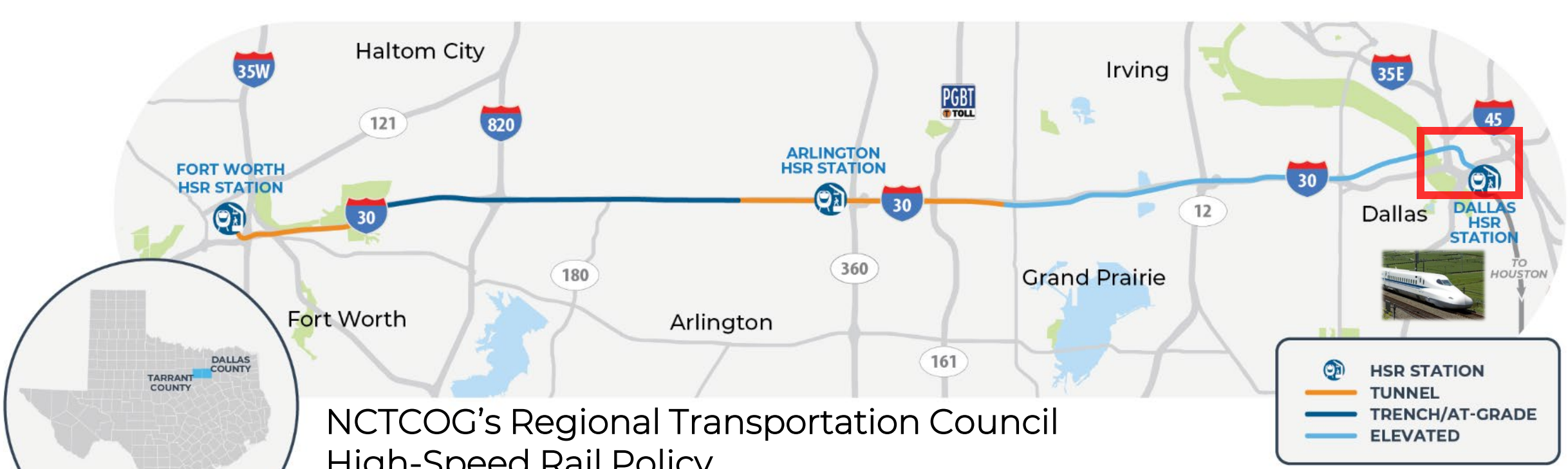
Project Progress: NEPA

NEPA: Environmental Assessment

- Began in March 2024 with Federal Transit Administration as lead federal agency
- Will continue to advance analysis of alignment refinement in downtown Dallas
- Study the effects of a proposed project on neighborhoods, parks, schools, air quality, noise, water systems, cultural resources, and more
- Study and plan to mitigate or avoid any possible adverse effects



Alignment for NEPA Review (Early 2024)



NCTCOG's Regional Transportation Council High-Speed Rail Policy

- One-Seat Ride
- Three Station Concept

TxDOT IH 30 Corridor Study

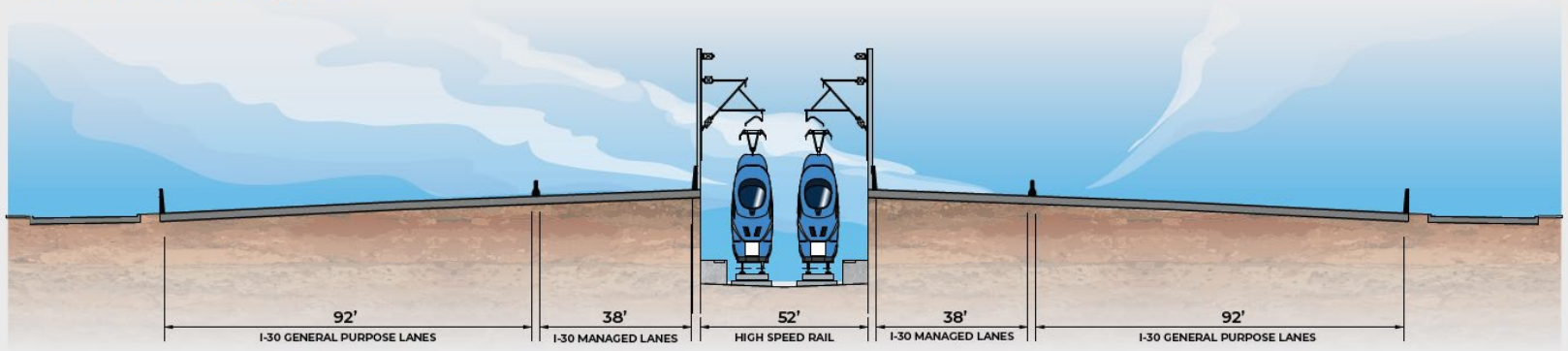
- TxDOT is conducting a study on IH 30 from IH 35W in Fort Worth to Cooper Street in Arlington.
- The study is currently in the alternatives analysis phase, evaluating improvement concepts.
- Future study phases include development of a design schematic, interstate access justification report, and environmental studies. TxDOT will provide public involvement opportunities as part of the IH 30 study process.
- TxDOT's goal for the study is to receive environmental and federal approval by the end of 2027.

Slide provided by TxDOT

Concept HSR Typical Sections

High-Speed Rail I-30 Trenched Typical Section

Riverside Dr. to Cooper St.

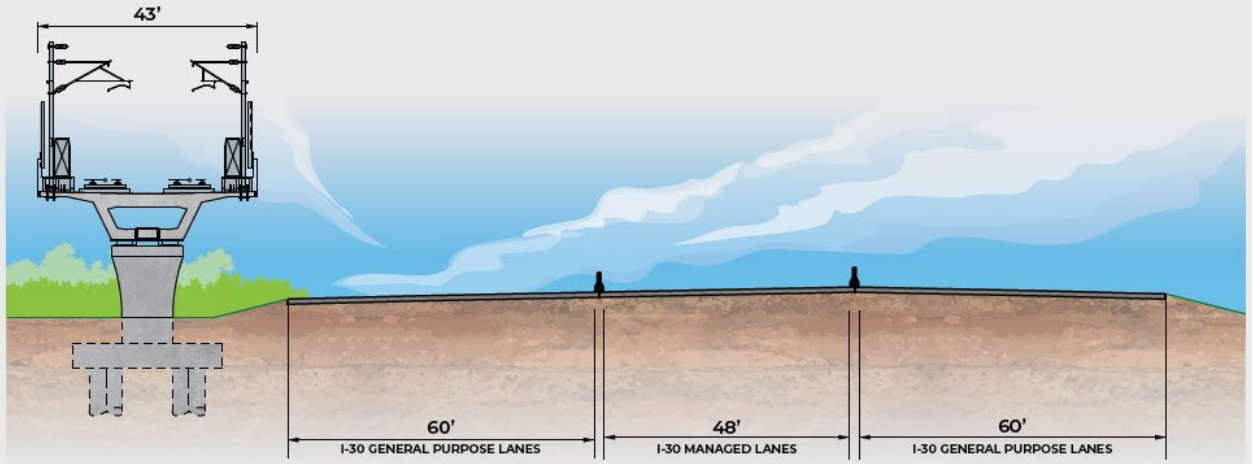


Typical Sections shown to communicate concept only.

Graphics by HNTB

High-Speed Rail I-30 Elevated Typical Section

MacArthur Blvd. to Cockrell Hill Rd.



Dallas High-Speed Rail Station Planning Background

2016 RTC Resolution and Memorandum of Understanding between RTC and Texas Central

2016 City of Dallas and Texas Central Cooperation Agreement

2017 City of Dallas completed Station Area Zone Assessment (Perkins+Will); led by City of Dallas staff

2019 NCTCOG funded Dallas Intermodal Transportation Facility Fatal Flaw Analysis (Lot E Study – LAN); led by City of Dallas staff

2020 Dallas staff provided comments on Draft Environmental Impact Statement for Dallas to Houston High-Speed Rail (including station location)

Approved Dallas High-Speed Rail Station with platform at 70'+ above existing ground

Image Credit: Texas Central

Downtown Dallas Alignment Coordination Timeline

3/6/2024 City Council Briefing by NCTCOG and Amtrak

3/22/2024 Dallas City Manager's Meeting

5/15/2024 National High-Speed Rail Conference: Briefing by NCTCOG and Amtrak

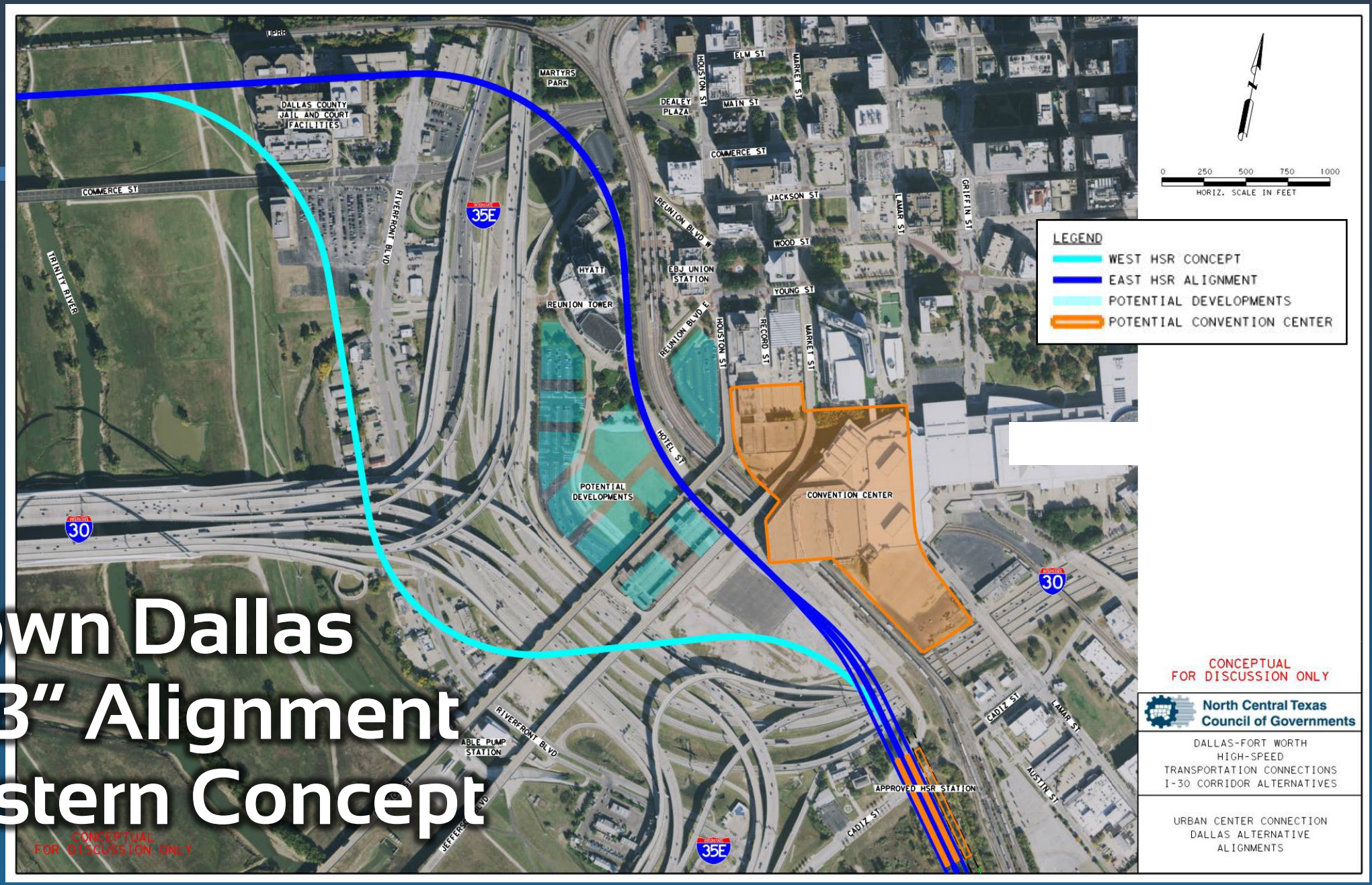
6/12/2024 Dallas Resolution

6/13/2024 RTC Decision to Schedule July Workshop

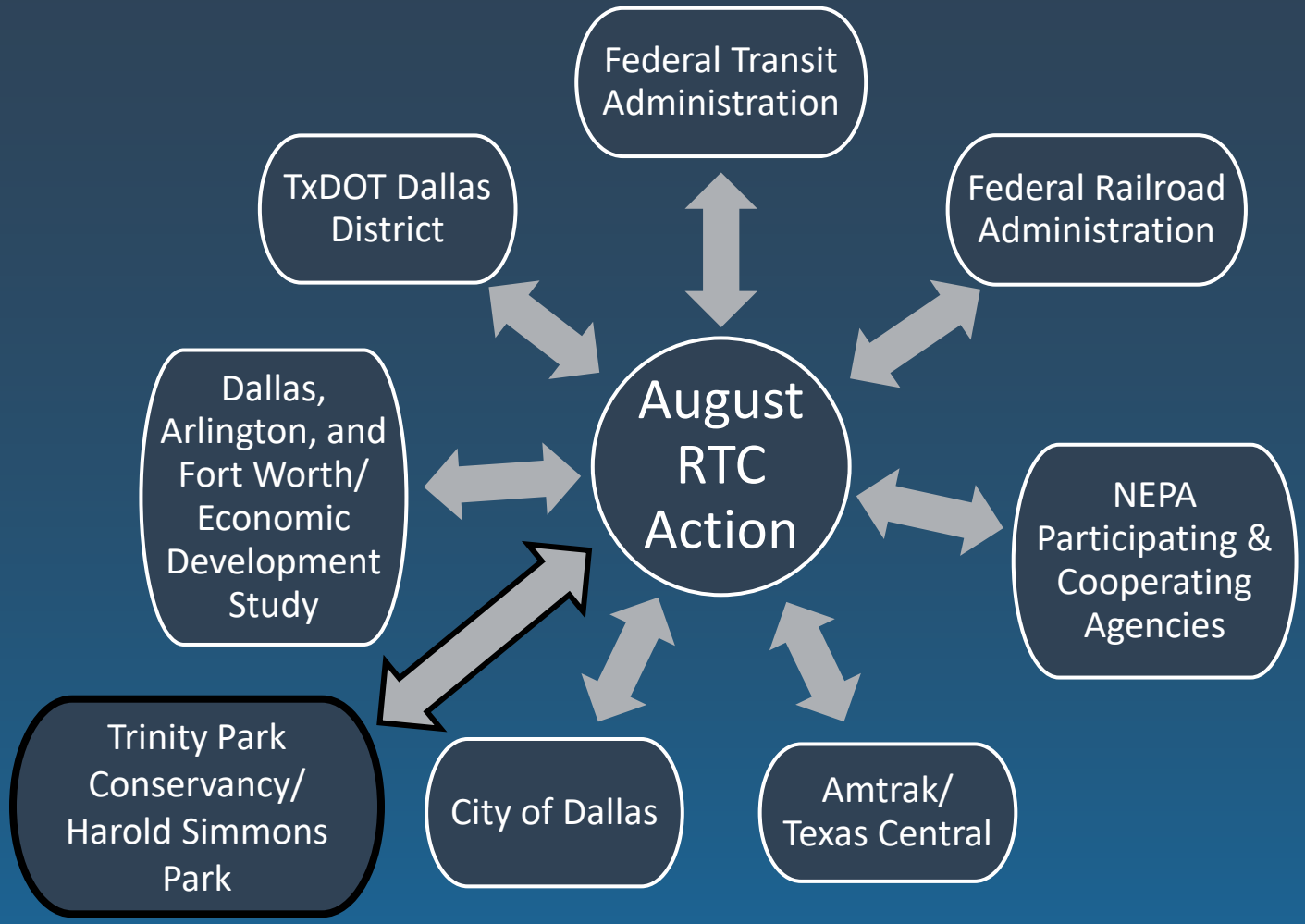
7/11/2024 July Workshop/RTC Decision on How to Advance

8/8/2024 RTC Action to advance High-Speed Rail Project

Downtown Dallas HSR "2B" Alignment and Western Concept



Coordination Following July RTC Workshop



Next Steps for Study

- Advance engineering for western alternative in downtown Dallas
- Continue stakeholder coordination
  - Dallas: opportunity for city and local stakeholders to inform alternatives through Dallas' Economic Development Analysis
  - Entire Corridor: inform design decisions through stakeholder meetings
- Continue FRA and FTA coordination
- Continue environmental analysis and documentation for entire corridor

Supplemental Materials

Under newly added “RTC Workshop July 2024” banner on www.nctcog.org/dfw-hstcs:

- July RTC Workshop Presentation Slides
- Information on Elected Official Briefings
- 3/06/2024 Presentation to Dallas City Council
- Dallas Alignment Whitepapers
- Past Resolutions and Policies
- Responsive Information to Public Comments and City of Dallas Questions

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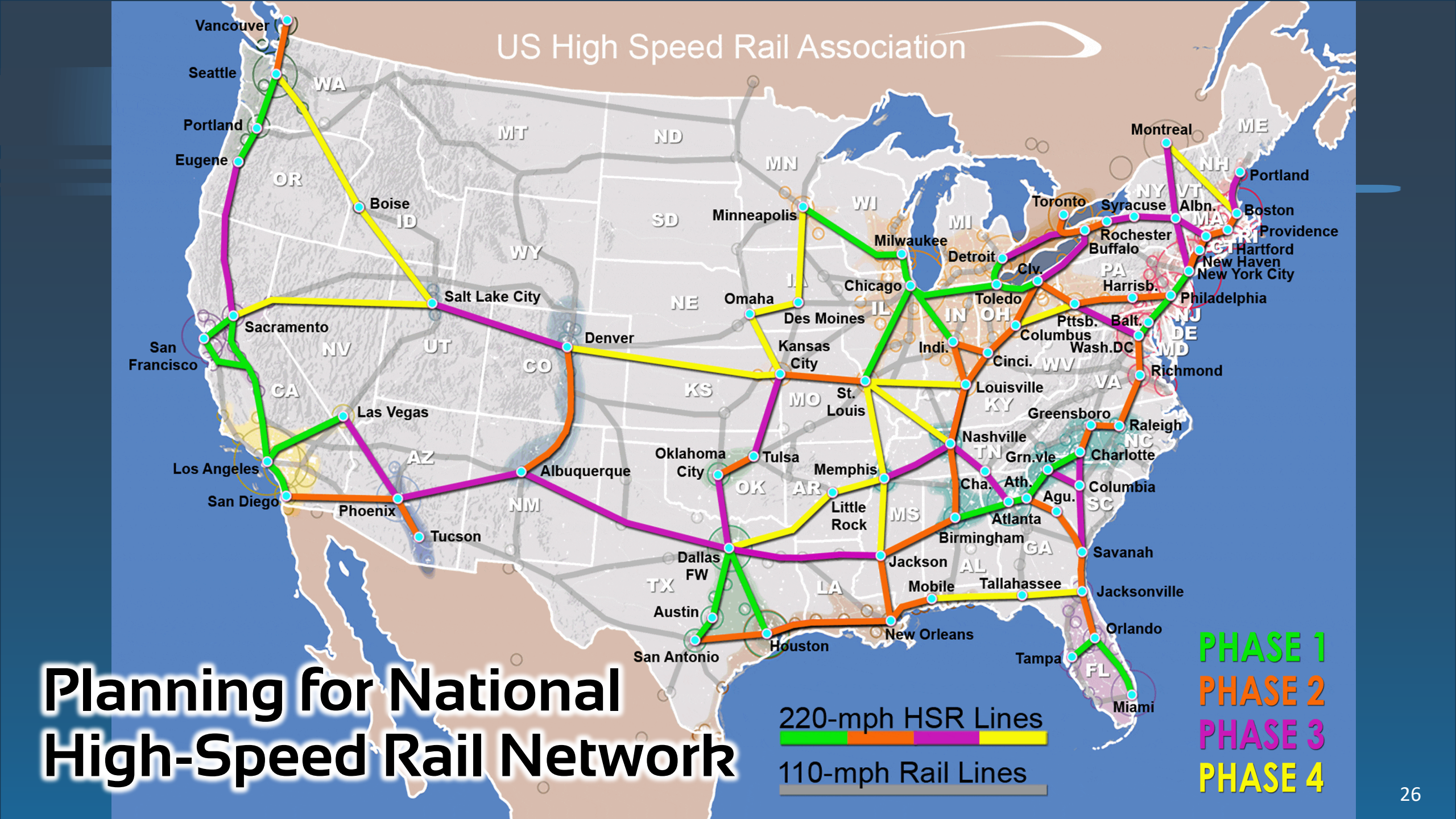
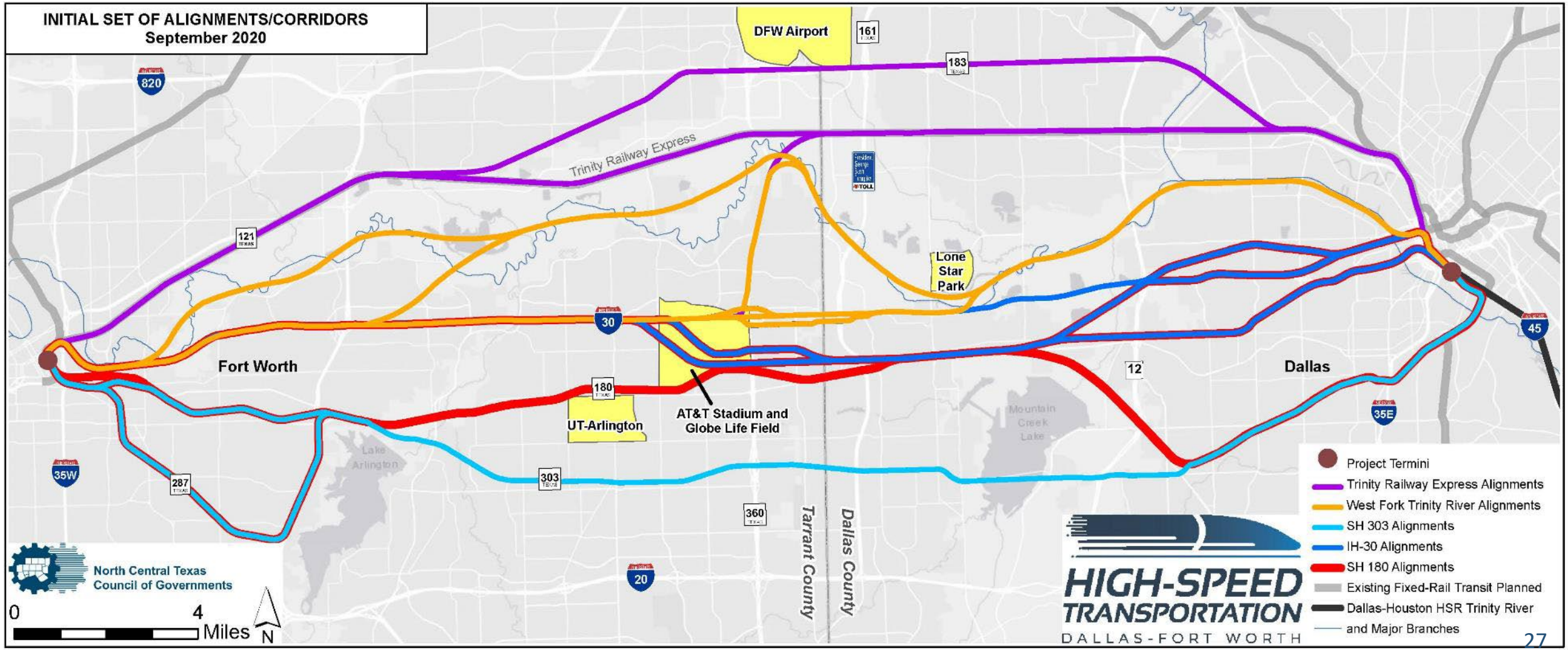
Supporting Information

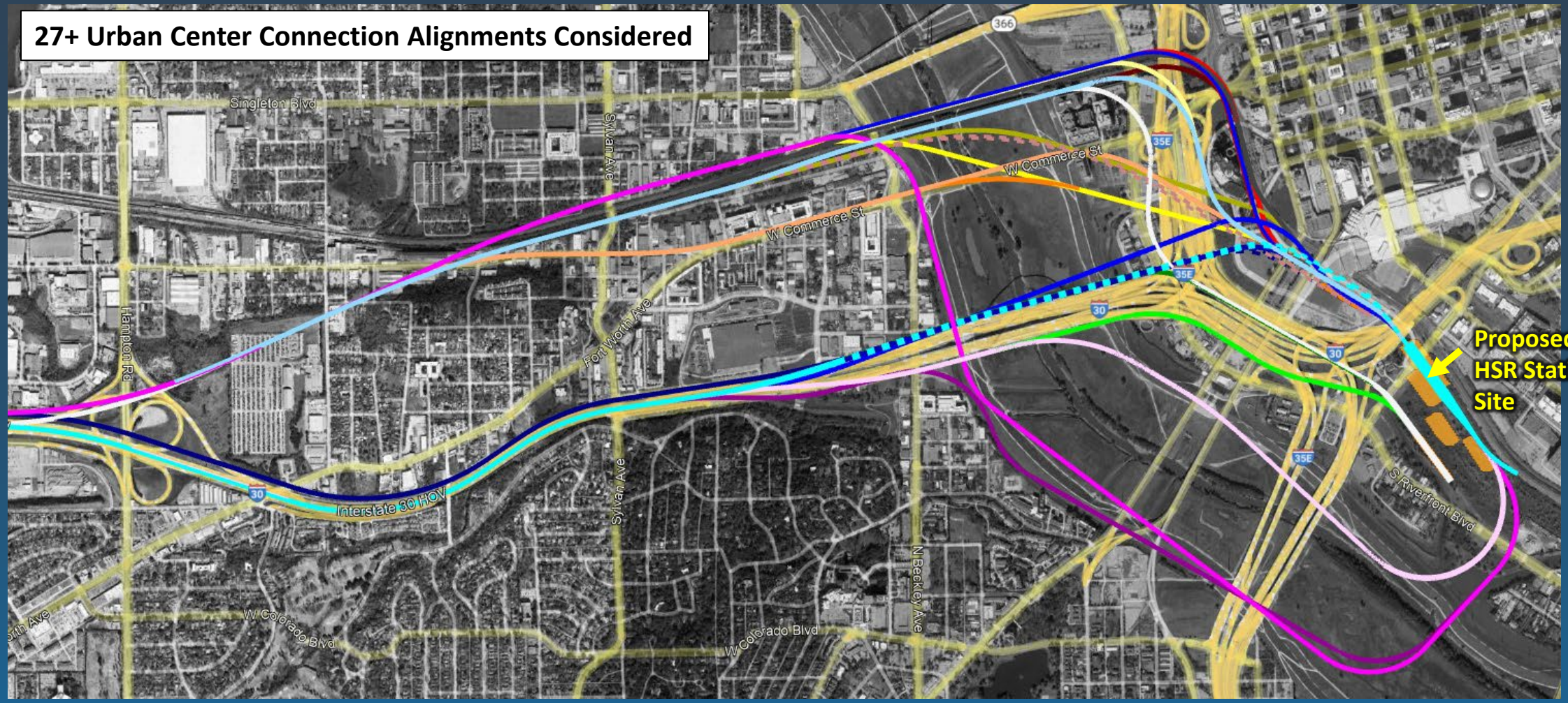


Planning for National High-Speed Rail Network

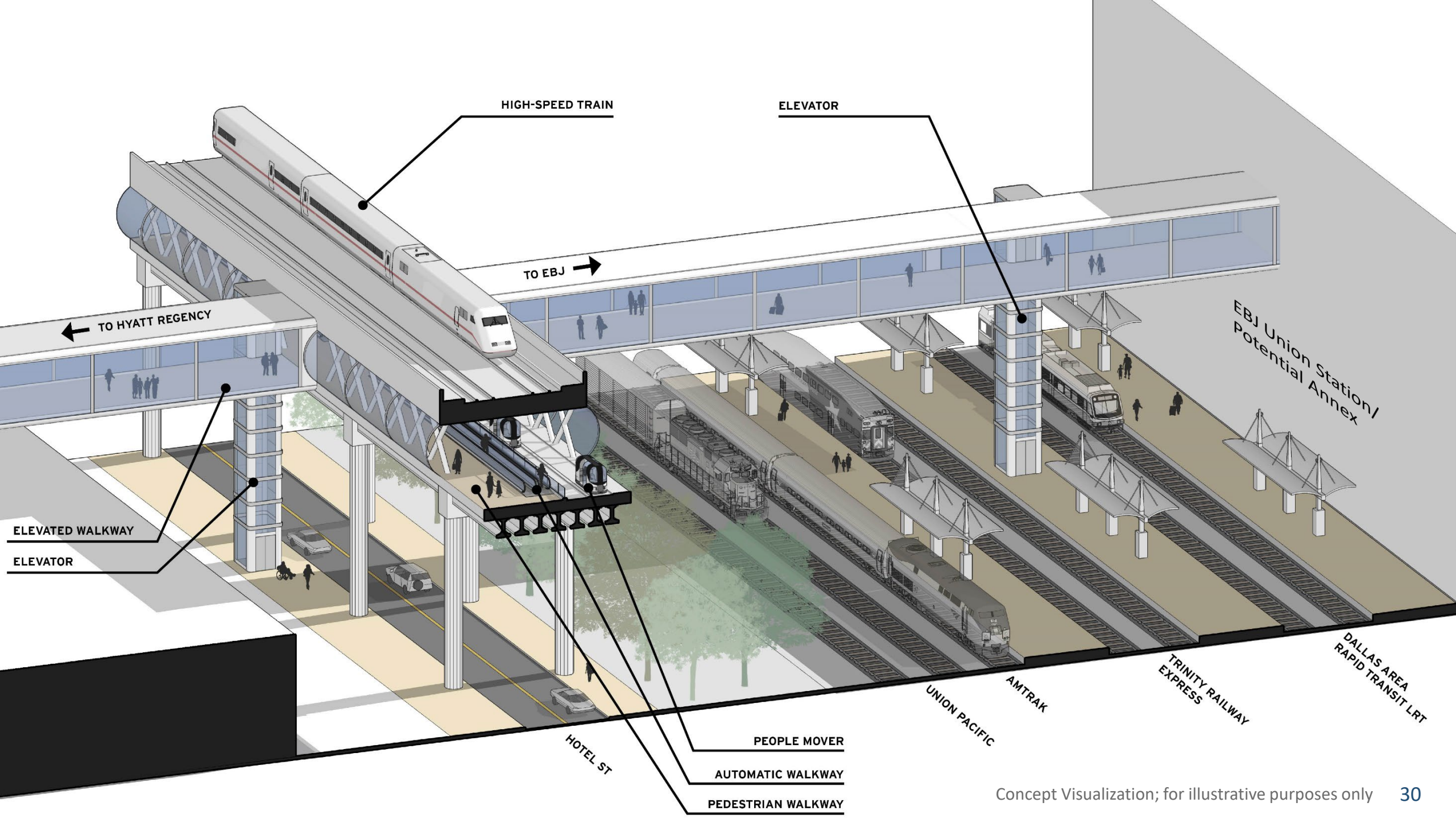
Initial Set of Alignments/ Corridors (Fall 2020)



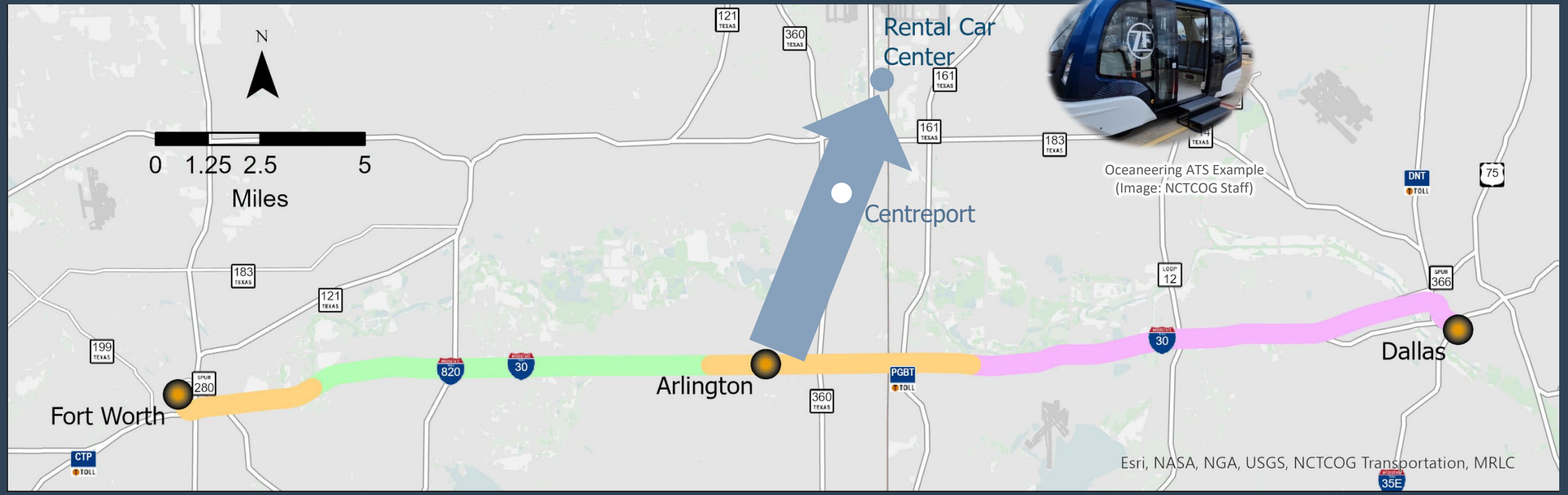
Dallas Urban Center Connections (Summer 2022)



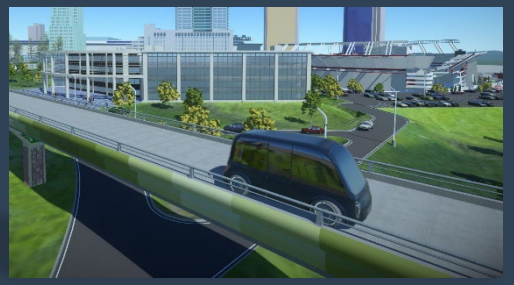
Concept Visualization; for illustrative purposes only


HIGH-SPEED TRAIN
ELEVATOR
TO EBJ
TO HYATT REGENCY
EBJ Union Station/
Potential Annex
ELEVATED WALKWAY
ELEVATOR
HOTEL ST
PEOPLE MOVER
AUTOMATIC WALKWAY
PEDESTRIAN WALKWAY
UNION PACIFIC
AMTRAK
TRINITY RAILWAY
EXPRESS
DALLAS AREA
RAPID TRANSIT LRT

Arlington HSR-Airport ATS[1] Link



[1]Automated Transportation System (ATS) recommendation provides dedicated connectivity between proposed HSR Station, TRE Centerport Station, and DFW Airport



Airport Link Stations
Airport Link
High Speed Rail Stations

High Speed Rail
Elevated
Trench/At-Grade
Tunnel

Dallas to Fort Worth High-Speed Rail Corridor Characteristics

What are expected travel times along corridor? Can it really get to "high" speed?

Yes – "high" speed is defined as over 125 mph

Fort Worth to Dallas

Express Run: Max Speed = 160 mph, 21-minute travel time

Arlington Stop: Max Speed = 160 mph, 25-minute travel time

Dallas to Houston

Max Speed = 200+ mph, 90-minute travel time

*Fort Worth to Houston**

Max Speed = 200+ mph, approximately 2-hour travel time

**With stop in Arlington and Grimes County*

Dallas to Fort Worth High-Speed Rail Corridor Characteristics

High-Speed Rail Corridors around the World

Location	Line	Line Distance (mi.)	Average Line Speed (mph)
China	Beijing - Shanghai	819	143
Texas	**Fort Worth - Houston**	**271**	**140**
Japan	Tokaido Shinkansen - Nozomi	320	129
France	LGV Sud-Est	266	123
France	LGV Atlantique - Bordeaux	371	122
France	LGV Est (all stops)	273	122
Spain	Madrid - Barcelona	390	122
France	LGV Nord - Calais	209	112
Italy	Turin - Milan	92	97
Germany	Berlin - Hanover	160	93

Note: Table above shows comparison for average line speed (end-to-end) between proposed Fort Worth to Houston corridor and representative international examples in operation today (2024). Operating schedules will vary between corridors; the operations which stopped at each station were used for this comparison.

Why not Upgrade the TRE?

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

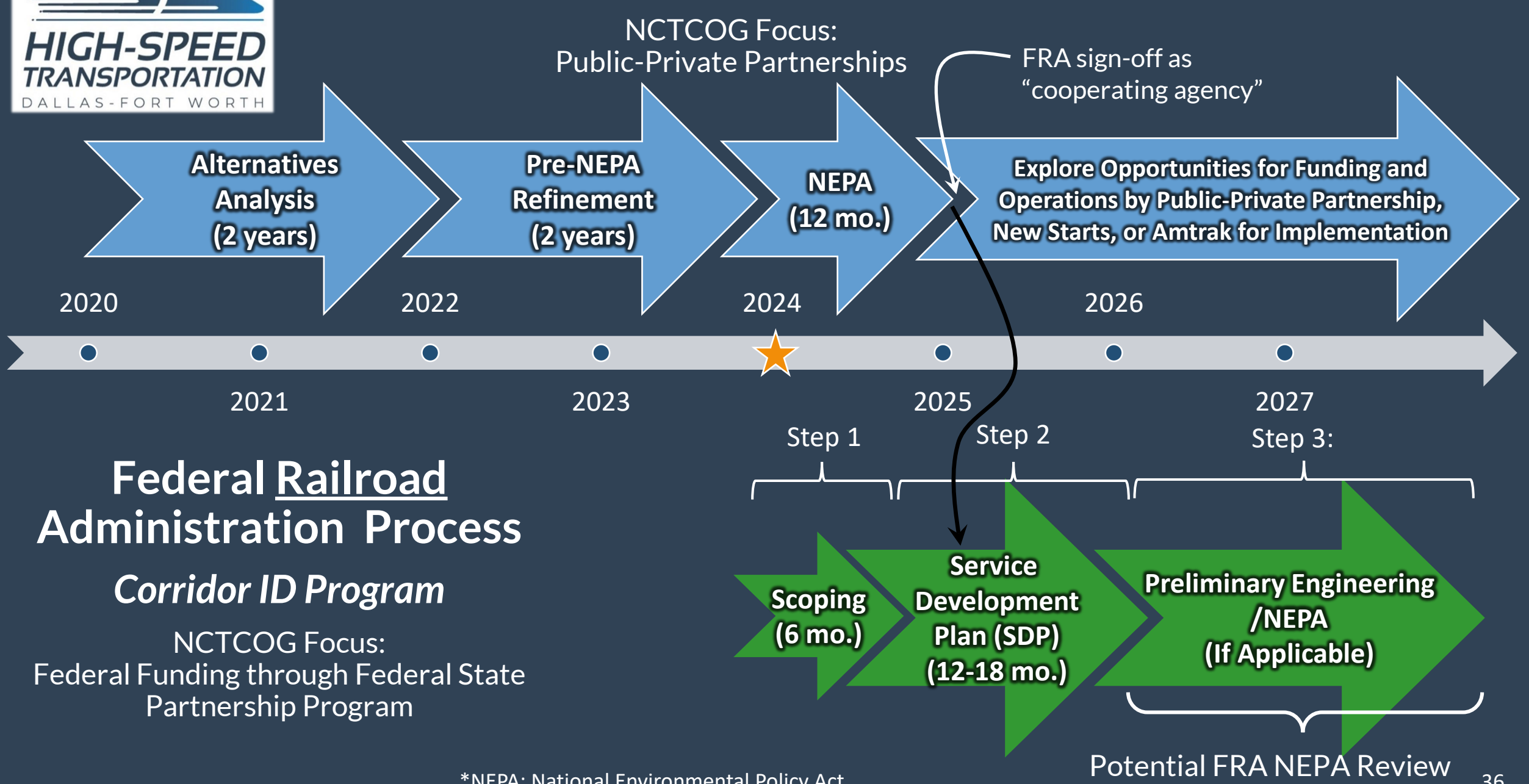
For additional information, refer to Why the TRE Cannot be Repurposed for High-Speed Rail whitepaper on the project website: www.nctcog.org/dfw-hstcs >> Project Information

Study Background

High-Speed Rail Planning in Texas:

- Dallas to Houston High-Speed Rail – Amtrak / Texas Central
- Texas-Oklahoma Passenger Rail Study – TxDOT
- Fort Worth to Laredo High-Speed Transportation Study – NCTCOG
- Dallas-Fort Worth Station Area Planning Studies – NCTCOG
- Dallas-Fort Worth Core Express Service – TxDOT/FRA
- Trinity Railway Express *Higher* Speed Rail Support - DART

Federal Transit Administration Process



Federal Railroad Administration Process

Corridor ID Program

NCTCOG Focus:
Federal Funding through Federal State Partnership Program

*NEPA: National Environmental Policy Act

Road to Implementation

- Phase 2 Completion
- NEPA Document Finalized and Approved
- Implementing Agency Identified
- Funding Identified
- Final Design
- Construction
- High-Speed Rail in North Texas!