

AGENDA

**Regional Transportation Council
Dallas-Fort Worth High-Speed Rail Workshop
Thursday, July 11, 2024
11:00 am**

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

- 11:00 – 11:05 1. Introductions/Context**
 Action Possible Action Information Minutes: 5
Presenter: Michael Morris, NCTCOG
Item Summary: North Central Texas Council of Governments (NCTCOG) staff will provide the Council with an overview of the agenda and the workshop's purpose.
- 11:05 – 11:25 2. Response to the City of Dallas Resolution and Presentation of Alternative High-Speed Rail Route Avoiding Downtown**
 Action Possible Action Information Minutes: 20
Presenter: Michael Morris, NCTCOG
Item Summary: Following a presentation to Dallas City Council on March 6, 2024, where staff presented high-speed rail alignment alternatives traversing through the southwest corner of downtown Dallas to connect with the planned Dallas High-Speed Rail Station, City Council presented questions/concerns related to the alternatives and the purpose and need of the project. Subsequent meetings with City Councilmembers, staff, and other stakeholders have prompted the project team to re-review any and all alternatives that address City concerns. City of Dallas Resolution, passed June 12, 2024, stating "...Council does not support construction of new aboveground passenger rail lines through Downtown..." and that "Council commits to revisit...after it receives and considers the economic impact study requested by City Council..." prompted the immediate need to hold this workshop. Staff will present a new alignment that intends to meet the objectives of both the Regional Transportation Council and the City of Dallas in [Reference Item 2](#).

- 11:25 – 11:30 3. Review of Public Engagement Throughout Study**
 Action Possible Action Information Minutes: 5
Presenter: Rebekah Gongora, NCTCOG
Item Summary: Regional Transportation Council members will be provided with a brief background of public engagement activities from the beginning of this study in 2020, including how and where information was shared, as well as an overview of public comments received to date. For a detailed background of public engagement activities, additional resources are provided on the project website at www.nctcog.org/dfw-hstcs.
- 11:30 – 11:40 4. Study Context and Review of Purpose and Need**
 Action Possible Action Information Minutes: 10
Presenters: Dan Lamers and Brendon Wheeler, NCTCOG
Item Summary: A brief overview of the study process, including the Phase 1 alignment screening and follow-on urban connection refinement process, will be presented. Additional background information will include previous Regional Transportation Council (RTC) resolutions/policies and agreements that founded the “one-seat ride” and “three-station concept” within the Dallas-Fort Worth region, establishing the purpose and need for this study. RTC members will also be provided with the next steps in the Federal Transit Administration’s NEPA (National Environmental Policy Act) process and the Federal Railroad Administration’s Corridor Identification and Development program. RTC Resolution R16-06 approving a Memorandum of Understanding with Texas Central Partners is included as [Reference Item 4.1](#), and RTC Policy P21-01 reaffirming support for the “one-seat ride” and three high-speed rail stations within the region is included as [Reference Item 4.2](#).
- 11:40 – 12:40 5. Open Discussion and Lunch:** This item provides an opportunity for members to have lunch and discuss the items presented and confirm next steps for a future Regional Transportation Council meeting.

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth



North Central Texas
Council of Governments

July 11, 2024 – Regional Transportation Council Workshop



Agenda

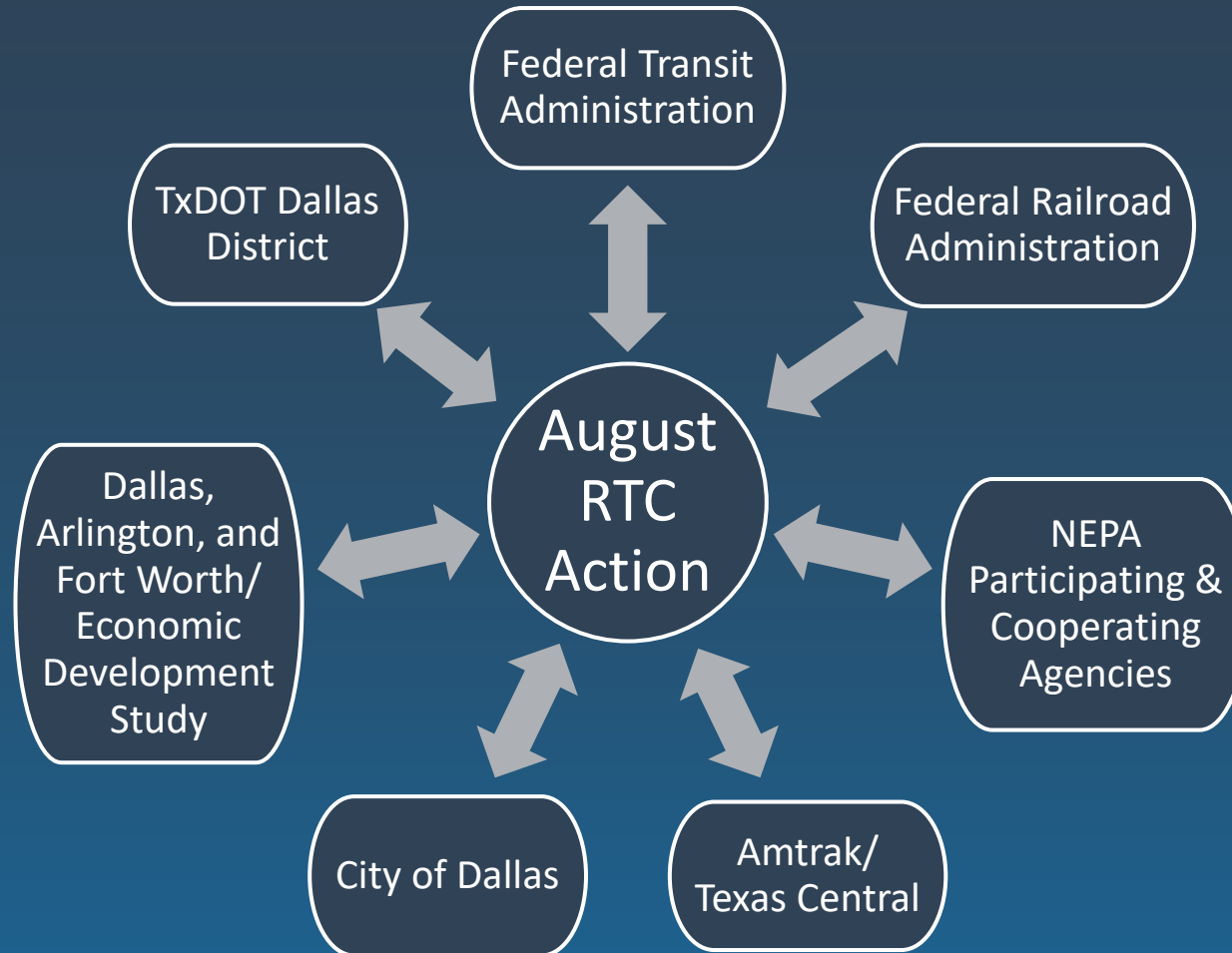
1. Introductions/Context
2. Response to City of Dallas Resolution and Presentation of Alternative High-Speed Rail Route Avoiding Downtown
3. Review of Public Engagement Throughout Study
4. Study Context and Review of Purpose and Need
5. Open Discussion and Lunch

Dallas to Fort Worth High-Speed Rail Corridor Characteristics

"Top 10" High-Speed Rail Corridors in 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

Effects of July Workshop





Path to July Workshop

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

Dallas High-Speed Rail Station Planning Background

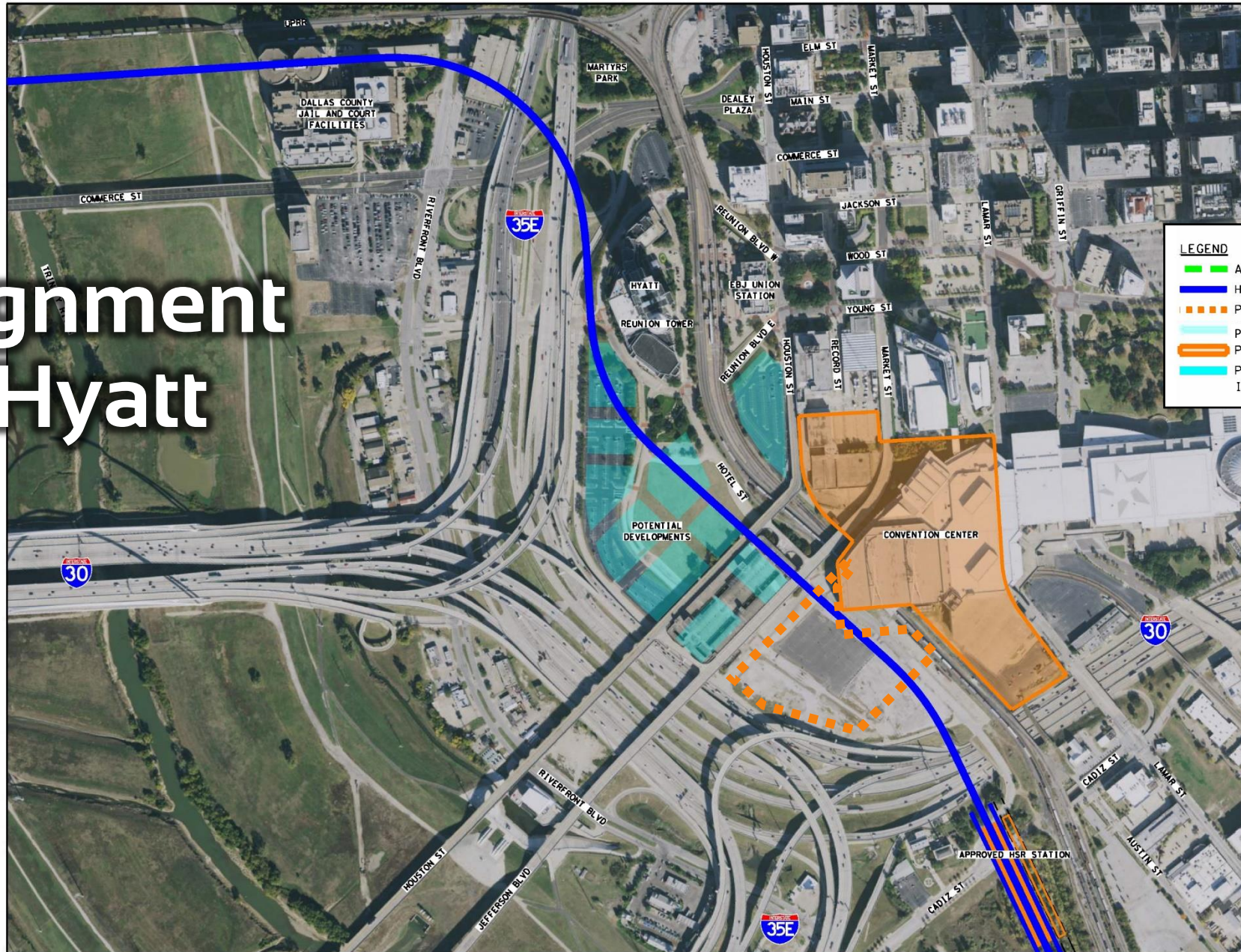
- 2016 RTC Resolution and Memorandum of Understanding between RTC and Texas Central
- 2016 City of Dallas and Texas Central Cooperation Agreement
- 2017 City of Dallas completed Station Area Zone Assessment (Perkins+Will); led by City of Dallas staff
- 2019 NCTCOG funded Dallas Intermodal Transportation 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

HSR Alignment West of Hyatt



LEGEND

- █ ALTERNATE PEOPLEMOVER / LOBBY
- █ HSR ALIGNMENT
- - - POTENTIAL TRAIN SHED
- █ PREVIOUS CONVENTION CENTER CONCEPT
- █ POTENTIAL CONVENTION CENTER
- █ POTENTIAL UNION STATION IMPROVEMENTS

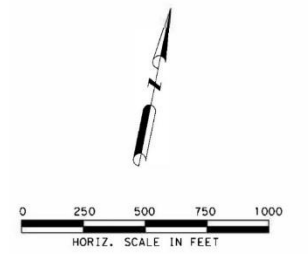
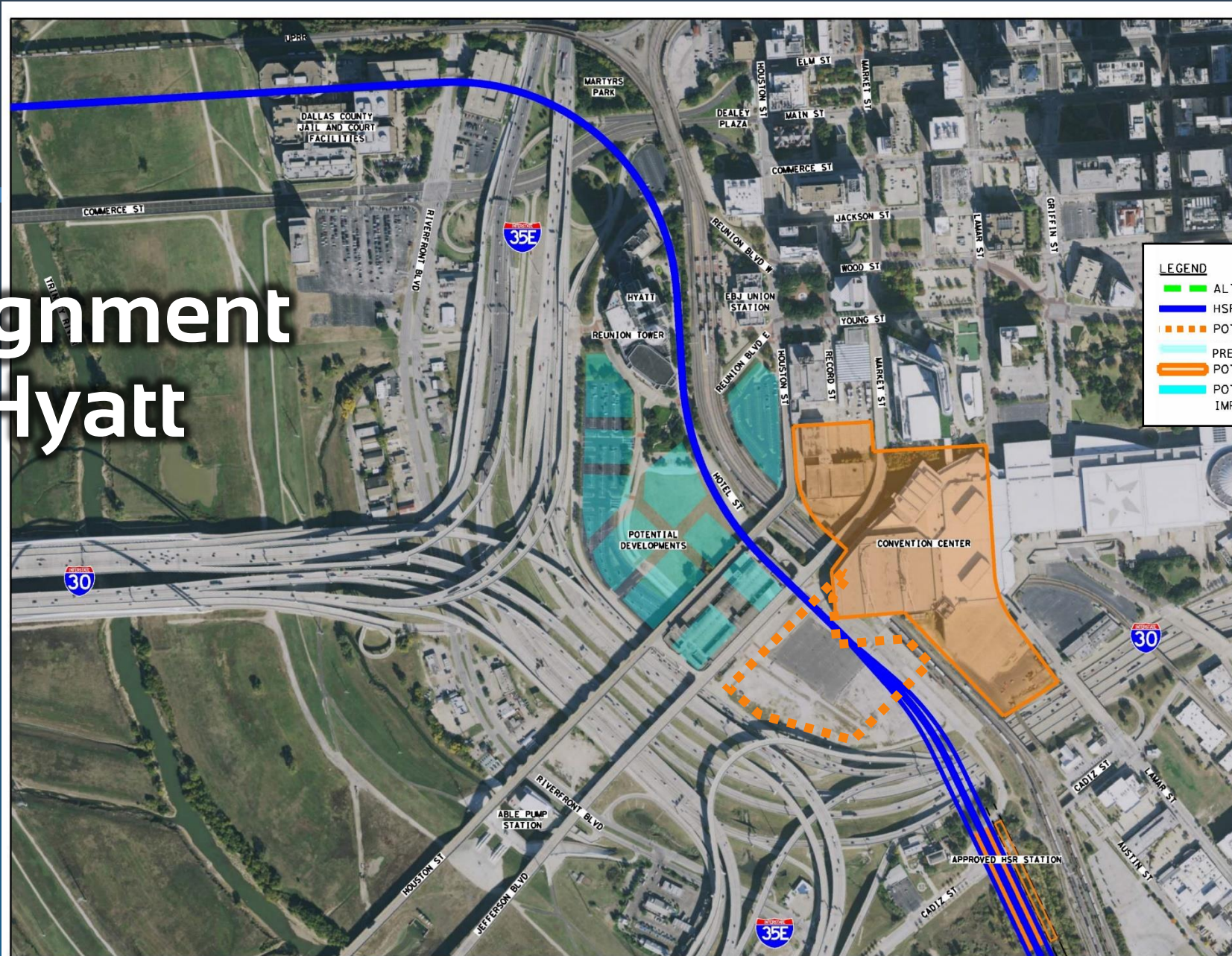
Alignment 1 Elevated - West of Hyatt Regency
(Shown at 3/6/24 Dallas City Council)

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 4B ALTERNATIVE
ALIGNMENT

HSR Alignment East of Hyatt



LEGEND

- ALTERNATE PEOPLEMOVER / LOBBY
- HSR ALIGNMENT
- POTENTIAL TRAIN SHED
- PREVIOUS CONVENTION CENTER CONCEPT
- POTENTIAL CONVENTION CENTER
- POTENTIAL UNION STATION IMPROVEMENTS

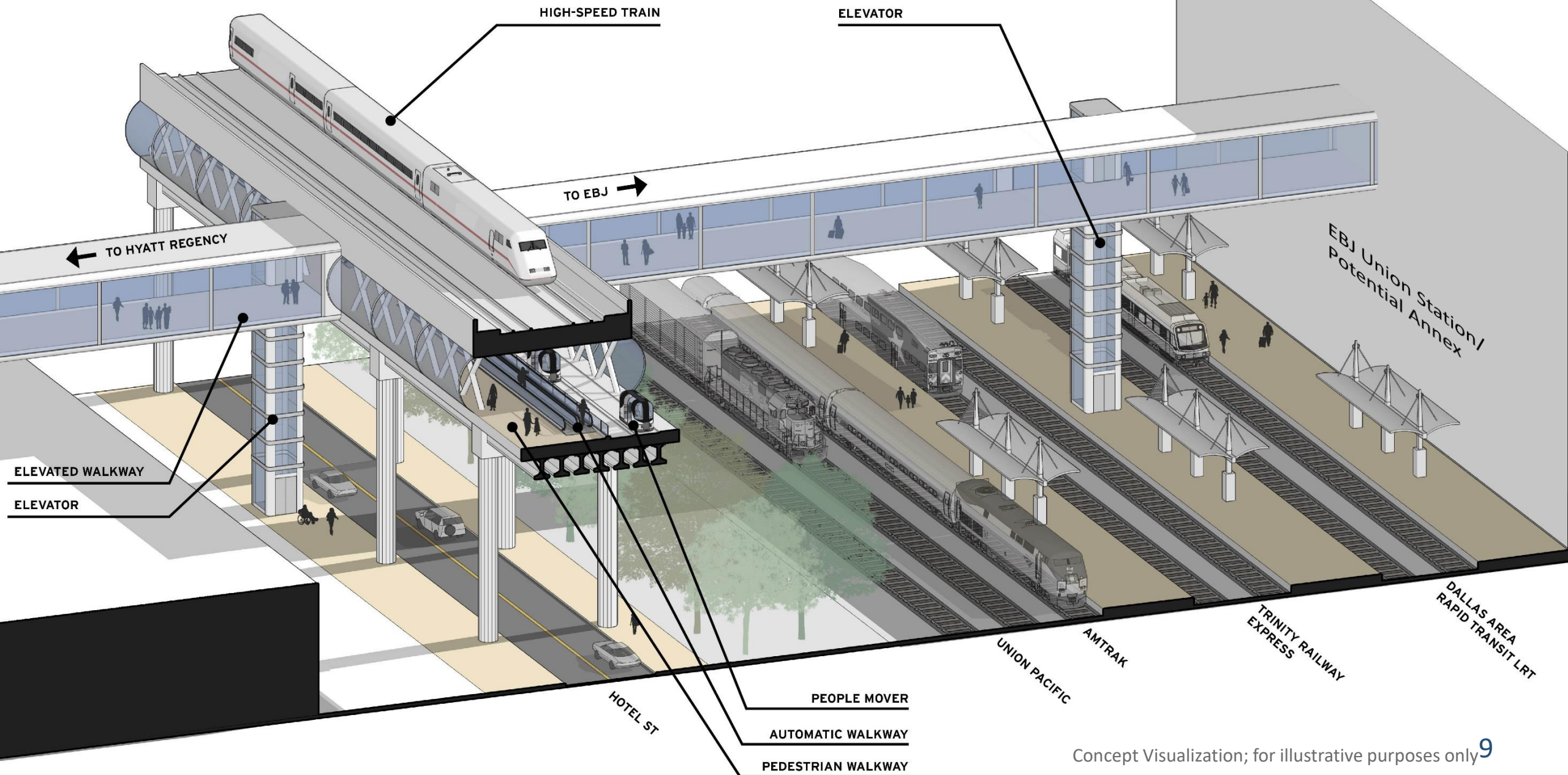
Alignment 2A Elevated - East of Hyatt Regency (Shown at 3/6/24 Dallas City Council)

North Central Texas Council of Governments

DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION DALLAS 23 ALTERNATIVE ALIGNMENT

Leveraging HSR to Create Connections



Leveraging HSR to Create Connections



Reunion Tower /
Hyatt Regency

EBJ Union Station /
Potential Annex

REUNION BLVD E

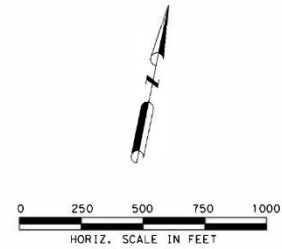
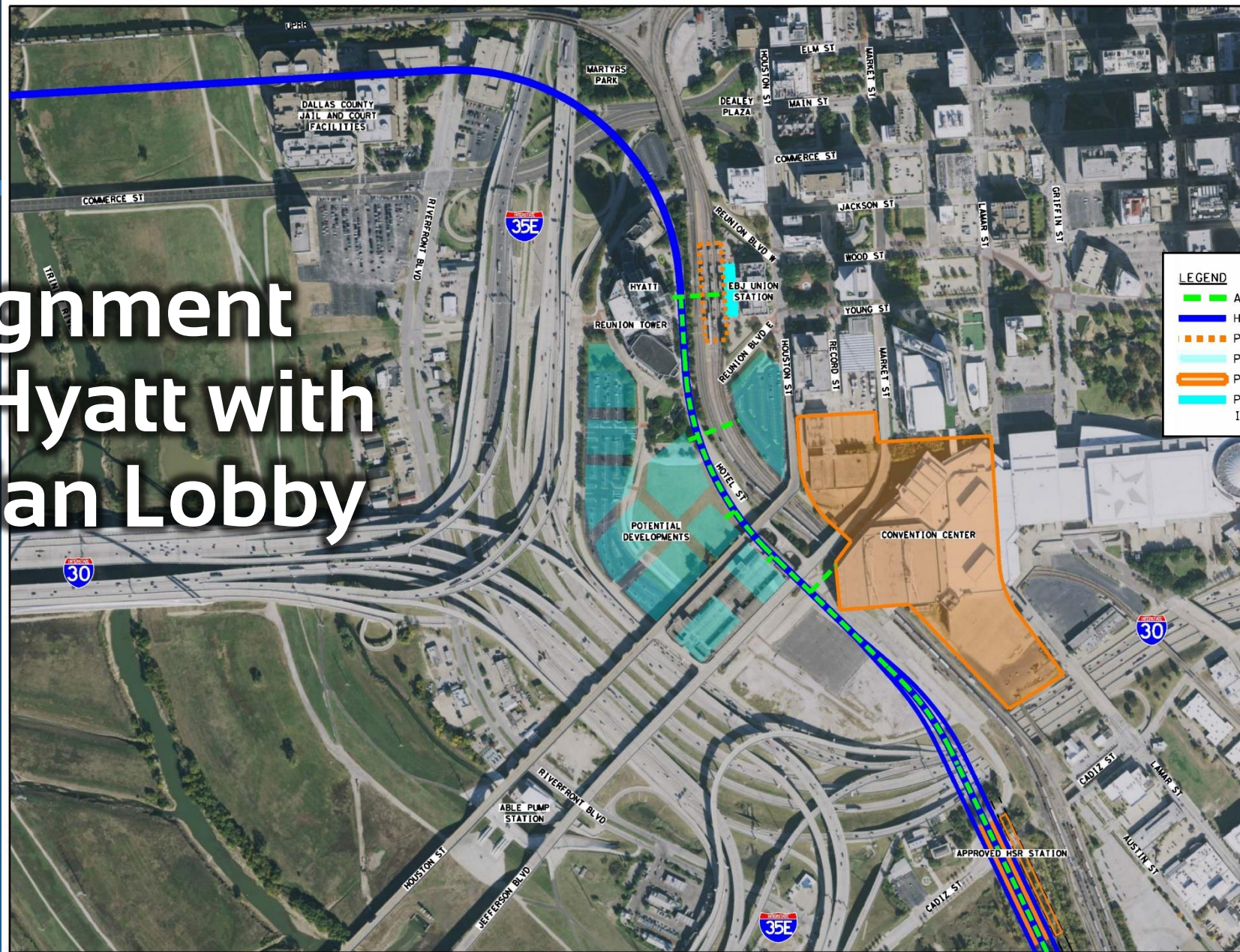
Potential Development

S HOUSTON ST

HOTEL ST

Potential Development

HSR Alignment East of Hyatt with Pedestrian Lobby



- LEGEND**
- ALTERNATE PEOPLEMOVER / LOBBY
 - HSR ALIGNMENT
 - POTENTIAL TRAIN SHED
 - POTENTIAL DEVELOPMENTS
 - POTENTIAL CONVENTION CENTER
 - POTENTIAL UNION STATION IMPROVEMENTS

Alignment 2B Elevated - East of Hyatt Regency with Pedestrian Lobby
(Shown at 3/6/24 Dallas City Council)

North Central Texas Council of Governments

DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

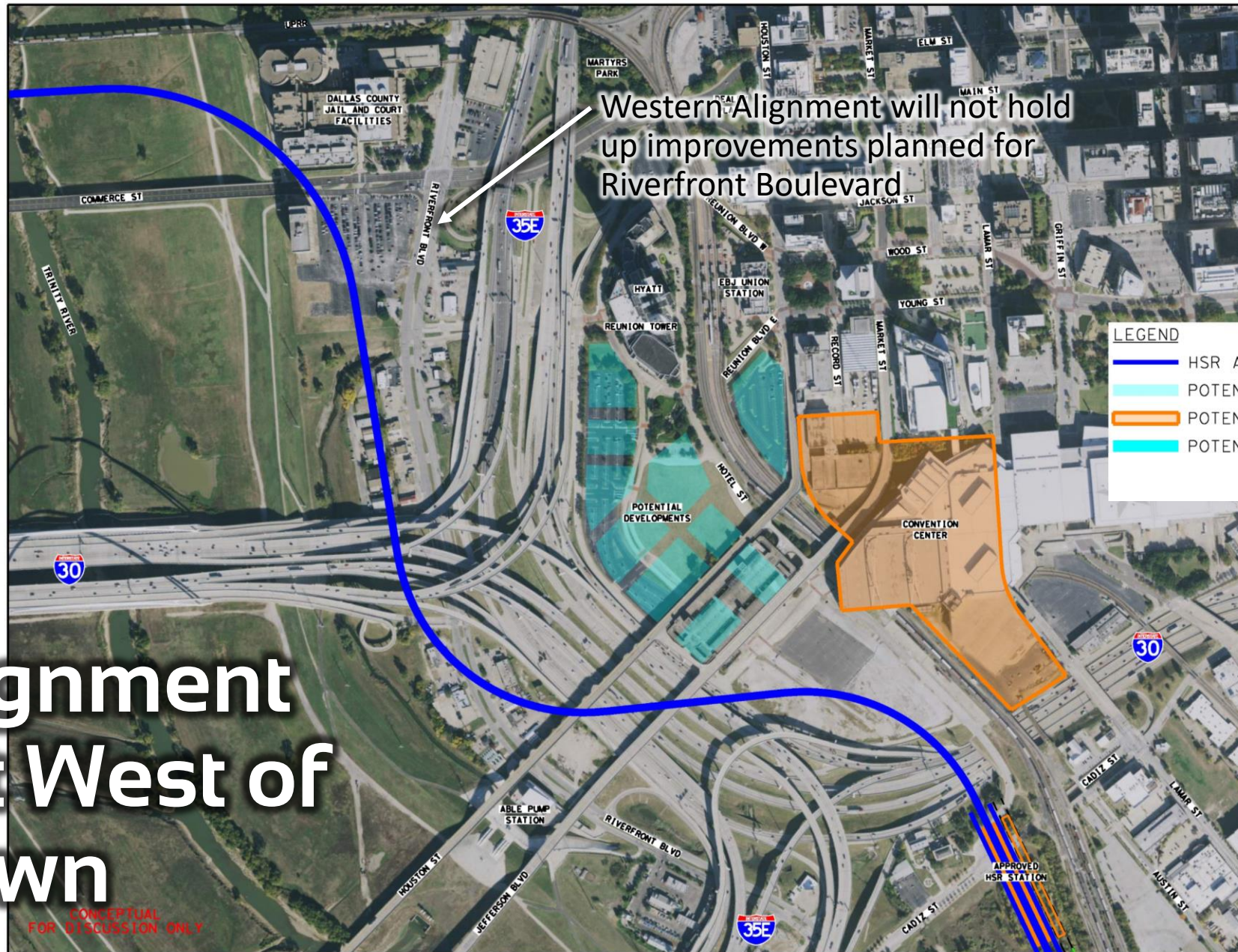
URBAN CENTER CONNECTION DALLAS 23 ALTERNATIVE ALIGNMENT

Potential Connections between Points of Interest in Downtown Dallas

Connections between Points of Interest		2B. Elevated - East of Hyatt Regency Hotel with Pedestrian Lobby (Shown at 3/6/24 Dallas City Council)	Family of Elevated Alignments West of Downtown (7/11/24 RTC Workshop)
6	Hyatt Regency Hotel to Union Station	✓	✗
5	Convention Center to Union Station	✓	✗
4	Convention Center to Convention Center Hotels	✓	✗
3	High Speed Rail to Union Station	✓	✗
2	High Speed Rail to Convention Center Hotels	✓	✗
1	High Speed Rail to Convention Center	✓	?

Note: Connections between points of interest considered to be direct, air conditioned/comfortable, and ADA accessible

HSR Alignment Concept West of Downtown



CONCEPTUAL FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION DALLAS 4H.11A ALTERNATIVE ALIGNMENT



Review of Public Engagement Throughout Study



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 and one-on-ones with providers
- Transportation agencies and railroads
- Study area cities
- Elected officials
- Stakeholder interviews
- Community groups and organizations





Public and Agency Engagement

Official Project Public Meetings – 14

- Virtual meetings in September 2020 (2), January 2021 (2), May 2021 (2)
- In-person open houses in October 2021 (4), August/September 2023 (4):
Dallas, Grand Prairie, Arlington, Fort Worth

NCTCOG Hybrid Public Meetings (5) in February 2021, December 2022, April 2023, October 2023, May 2024

Elected Official Briefings (2) – January 2021, May 2021

All public meeting documents are available online at www.nctcog.org/dfw-hstcs under 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 Connectors 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

CONTACTS

Dan Lamers, PE
NCTCOG Senior Project Manager
diamers@nctcog.org

Rebekah Gongora
NCTCOG Communications Manager
682-433-0477
rgongora@nctcog.org

Ian Bryant, AICP
HNTB Project Manager
ibryant@HNTB.com

Fall 2023 open house locations

North Central Texas Council of Governments • 817-695-9240 • www.nctcog.org

DFW HIGH-SPEED UPDATE

Phase 2 Public Comment Topics

Topic	Count
Alignments	17
Economic Development	16
Environmental	20
Traffic	22
Right-of-Way	15
Other	25

*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 listed under multiple categories.

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

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

Arlington North Central Texas Council of Governments open house

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 A) is within the I-30 right-of-way, with portions of the track elevated, tunneled, or trenchcut/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.

North Central Texas Council of Governments • 817-695-9240 • www.nctcog.org

Public Comments

- General comment form online asks for zip code, topic
- Online mapping tool asked for feedback on areas of significance and concern
- 263 total comments to date
 - Not in favor – 2%
- FAQs and responses to questions from previous meetings available

www.nctcog.org/dfw-hstcs see under Project Information (FAQs); Presentations and Public Outreach Efforts (Open House Summary)

DFW High-Speed Transportation Connections Study
The DFW High-Speed Transportation Connections Study will review high-speed passenger service options in the Dallas to Fort Worth corridor.

[Open Project Documents](#) ▾

1) Please enter your comment below: * Required

Please do not place any personally identifiable information (name, phone, or email) within your comment.

Topics that apply to your comment: (Select up to 3)

Development Environmental Traffic Right of Way Other

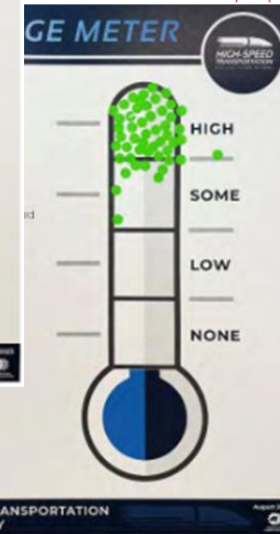
How up to date with the project * Required

Last Name * Required

Last Name

How much do you know about the DFW High-Speed Transportation Connections Study? * Required

How much do you know about the DFW High-Speed Transportation Connections Study? * Required



Example of comment form

Knowledge meter before and after 2023 open house

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

The screenshot displays the website for the North Central Texas Council of Governments. The header includes the organization's name, a logo, and navigation links such as 'About Us / Contact Us' and 'Select Language'. A search bar is prominently featured. The main content area is titled 'DFW High-Speed Transportation Connections Study' and includes a list of study activities: Analyzing Potential Routes, Evaluating Potential Vehicles, Developing Operations/Service Plans, Preparing Preliminary Engineering, and Compiling Environmental Documentation. A logo for 'HIGH-SPEED TRANSPORTATION DALLAS-FORT WORTH' is also visible. A sidebar on the right contains a menu with items like 'Regional Planning & Projects', 'Congestion Management', and 'Maps, Models & Data'.

Project Website: www.nctcog.org/dfw-hstcs

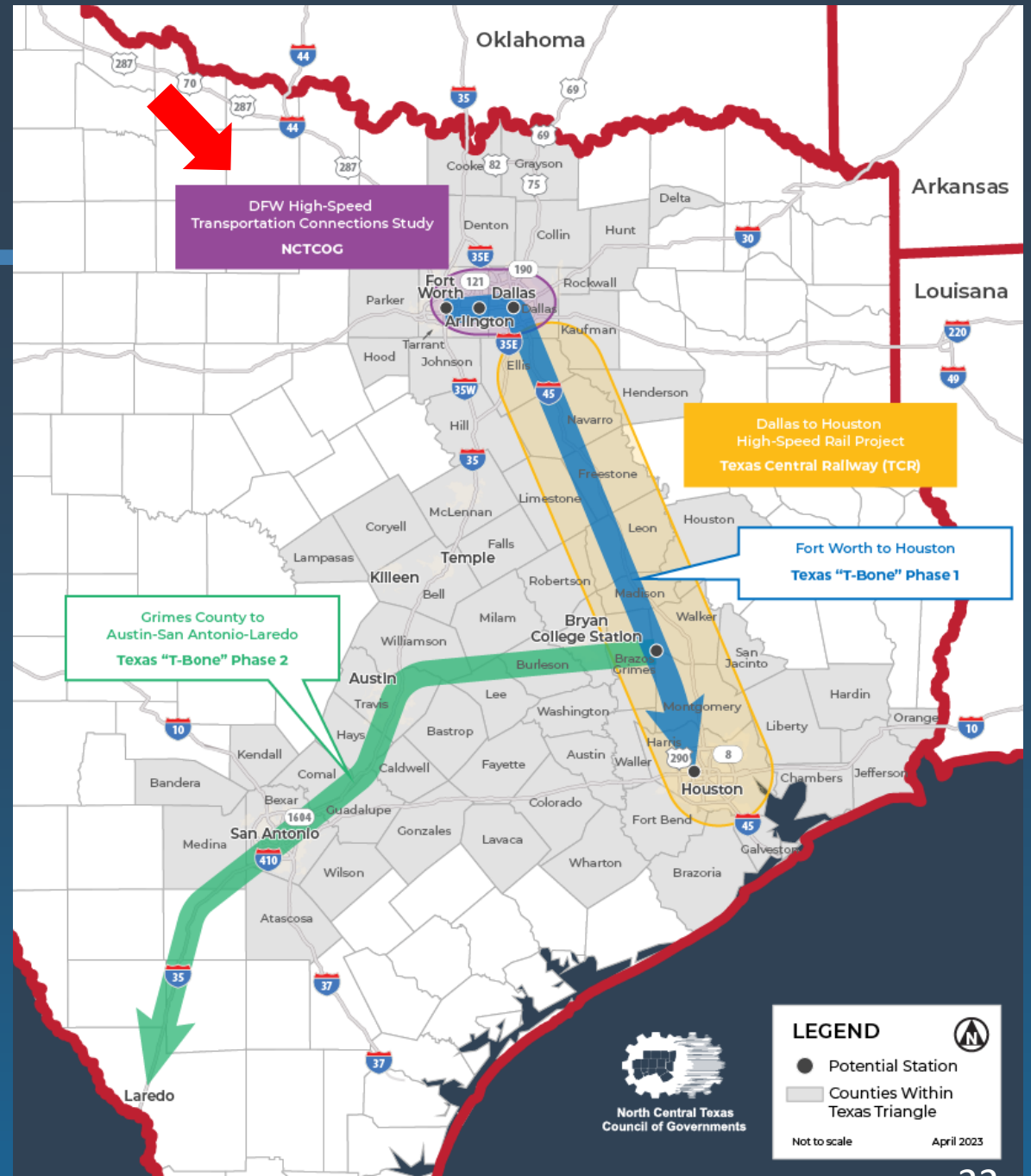
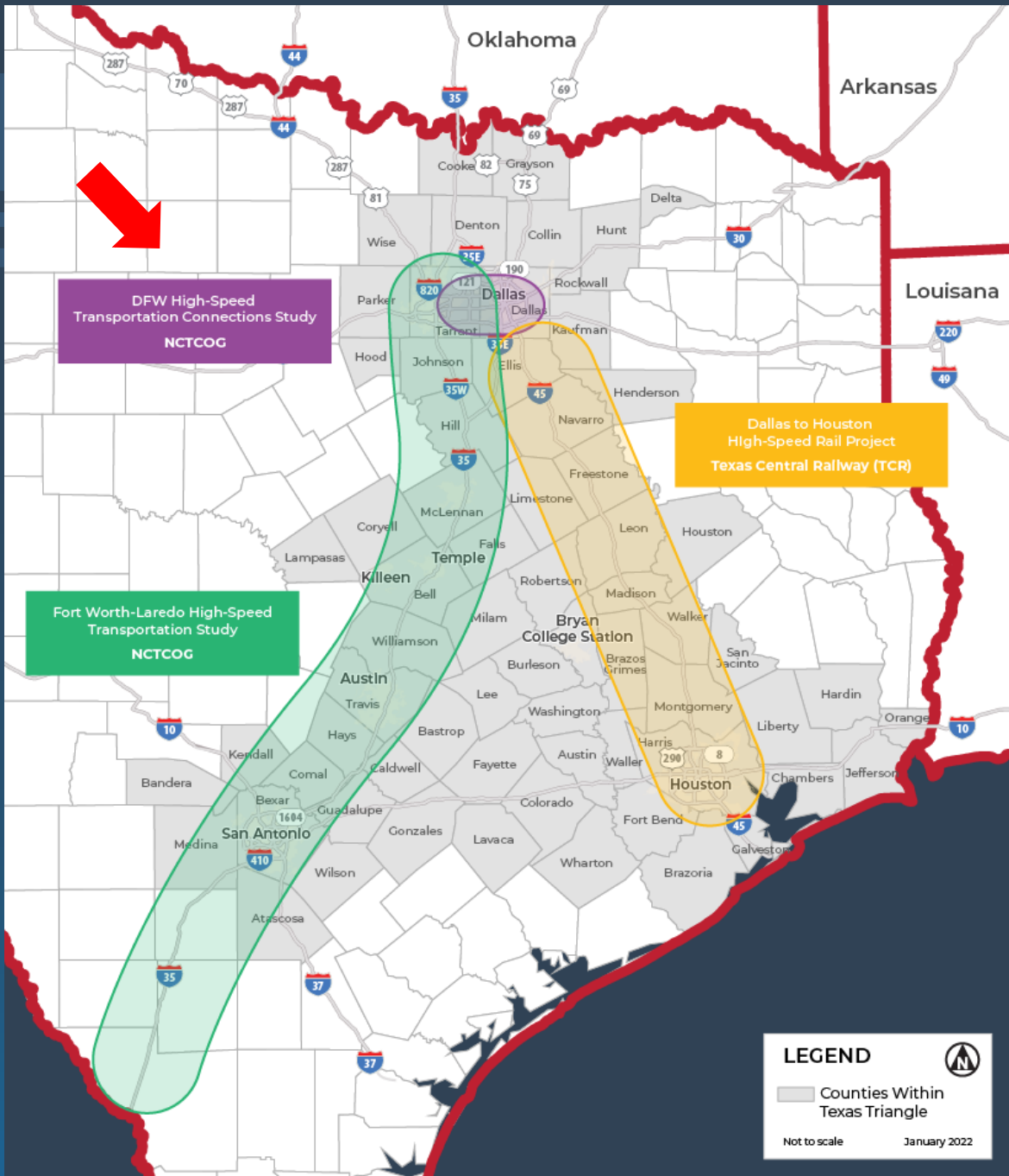


Study Context and Review of Purpose and Need



Milestones Leading to NCTCOG HSR Study

- Texas Central advanced Dallas to Houston (c. 2014)
- RTC passed resolution supporting “one-seat” ride and three station concept; included in Mobility 2040 (2016)
- TxDOT/FRA completed Texas-Oklahoma Passenger Rail Study and Alternatives Analysis for DFW Core Express Service (2017)
- Station Area Studies for Dallas, Arlington, Fort Worth (2017)
- NCTCOG initiated Dallas-Fort Worth High-Speed Transportation Connections Study (2020)



Proposed Network of Preferred Routes

Dallas-Fort Worth Future Central Hub for National Rail Network

Legend

Baseline Network

— Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

Preferred Routes

- Chicago – Miami
- Dallas/Fort Worth – Miami
- Denver – Houston
- Los Angeles – Denver
- Phoenix – Minneapolis/St. Paul
- Dallas/Fort Worth – New York
- Houston – New York
- Seattle – Denver
- San Antonio – Minneapolis/St. Paul
- San Francisco – Dallas/Fort Worth
- Detroit – New Orleans
- Denver – Minneapolis/St. Paul
- Seattle – Chicago
- Dallas/Fort Worth – Atlanta
- El Paso – Billings

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Presented at Regional Working Group Meetings February 2024

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



Federal Transit Administration Process

NCTCOG Focus:
Public-Private Partnerships

Alternatives
Analysis
(2 years)

Pre-NEPA
Refinement
(2 years)

NEPA
(1 year)

Explore Opportunities for Funding and
Implementation by P3 or Amtrak

2020

2021

2022

2023

2024

2025

2026

2027

We are here

Federal Railroad Administration Process

NCTCOG Focus:
Federal Funding

Corridor Identification
and Development Program

*NEPA: National Environmental Policy Act

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 P21-01 Policy (2021) reaffirmed support for:

- ❖ One-Seat Ride
- ❖ Three Station Concept

We are here →

Study Phases

✓ **Phase 1: Alternatives Analysis**

- Alignments and Modes
- RTC advances IH 30 Corridor through Policy P21-01

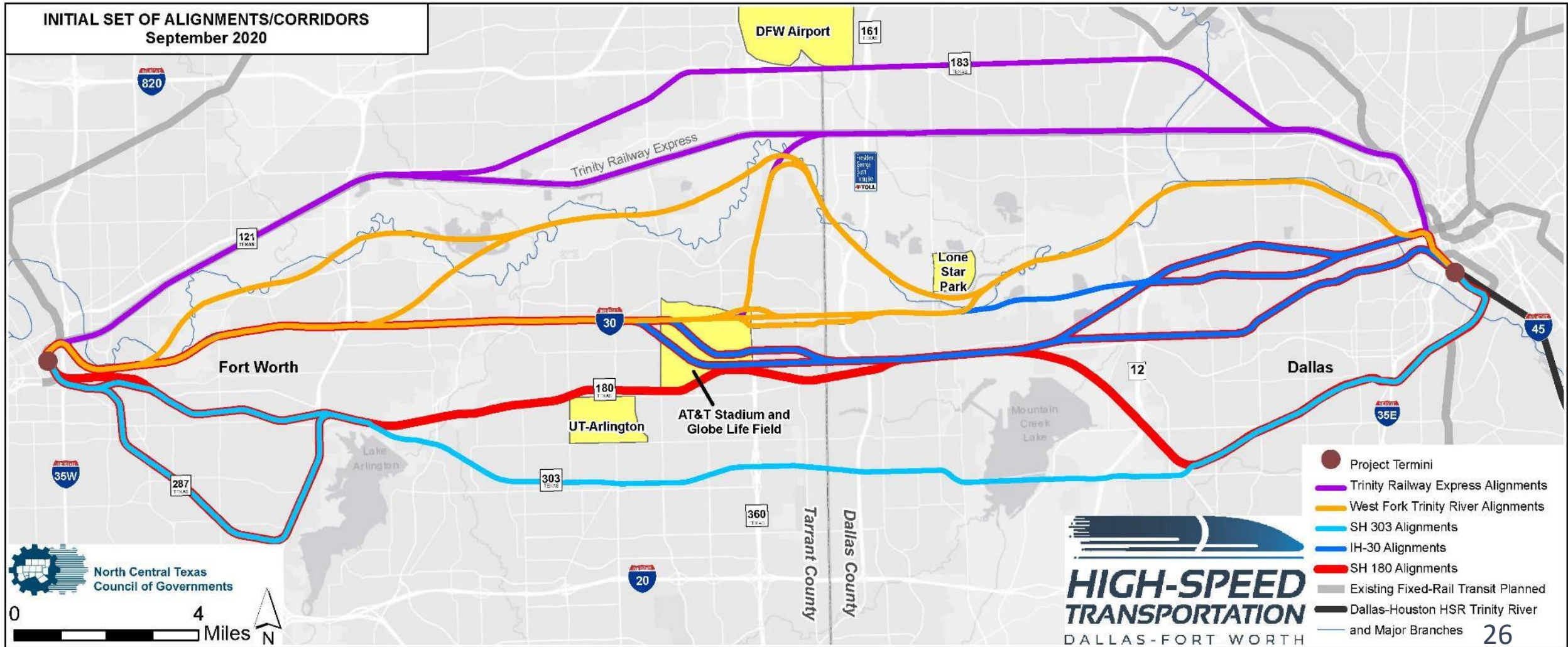
✓ **Phase 2: Pre-NEPA Refinement**

- Alignment Refinement
- Urban Connections Screening

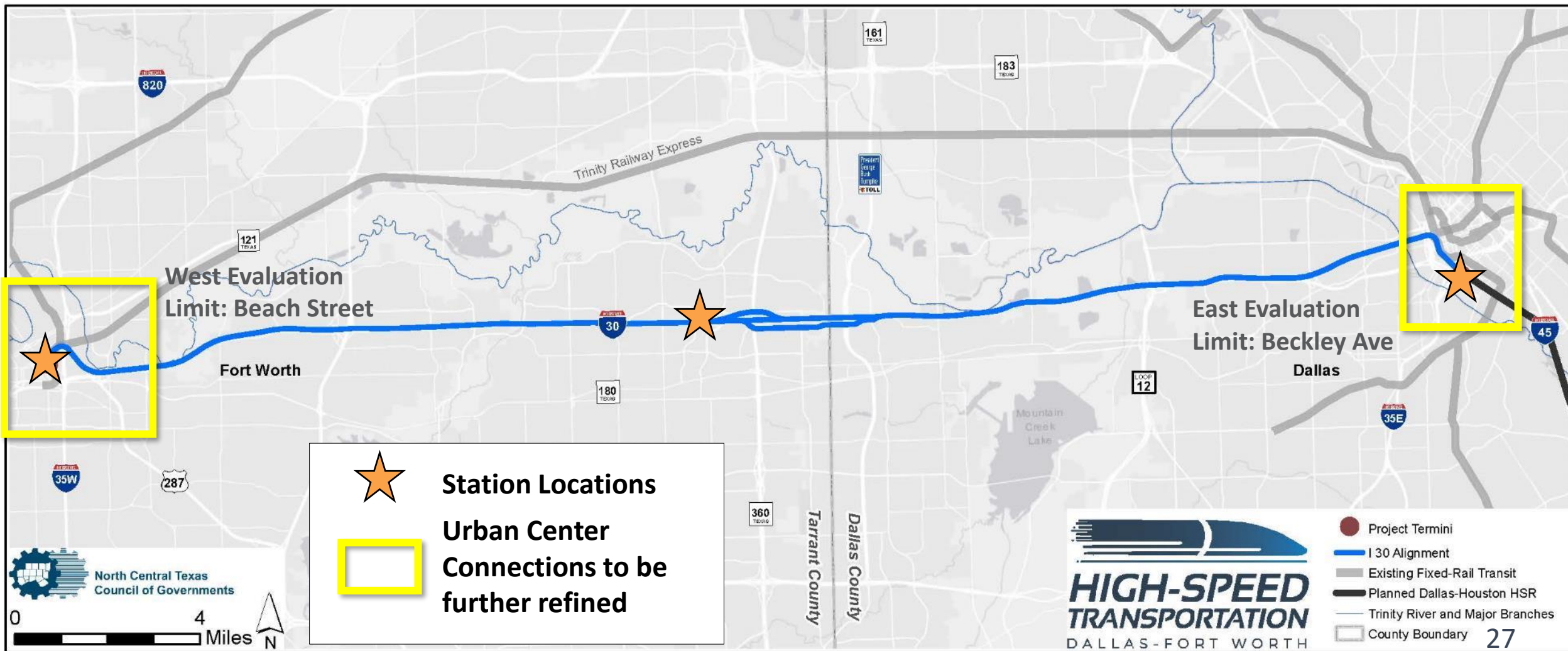
Phase 2: NEPA

- Preliminary Engineering
- Environmental Documentation

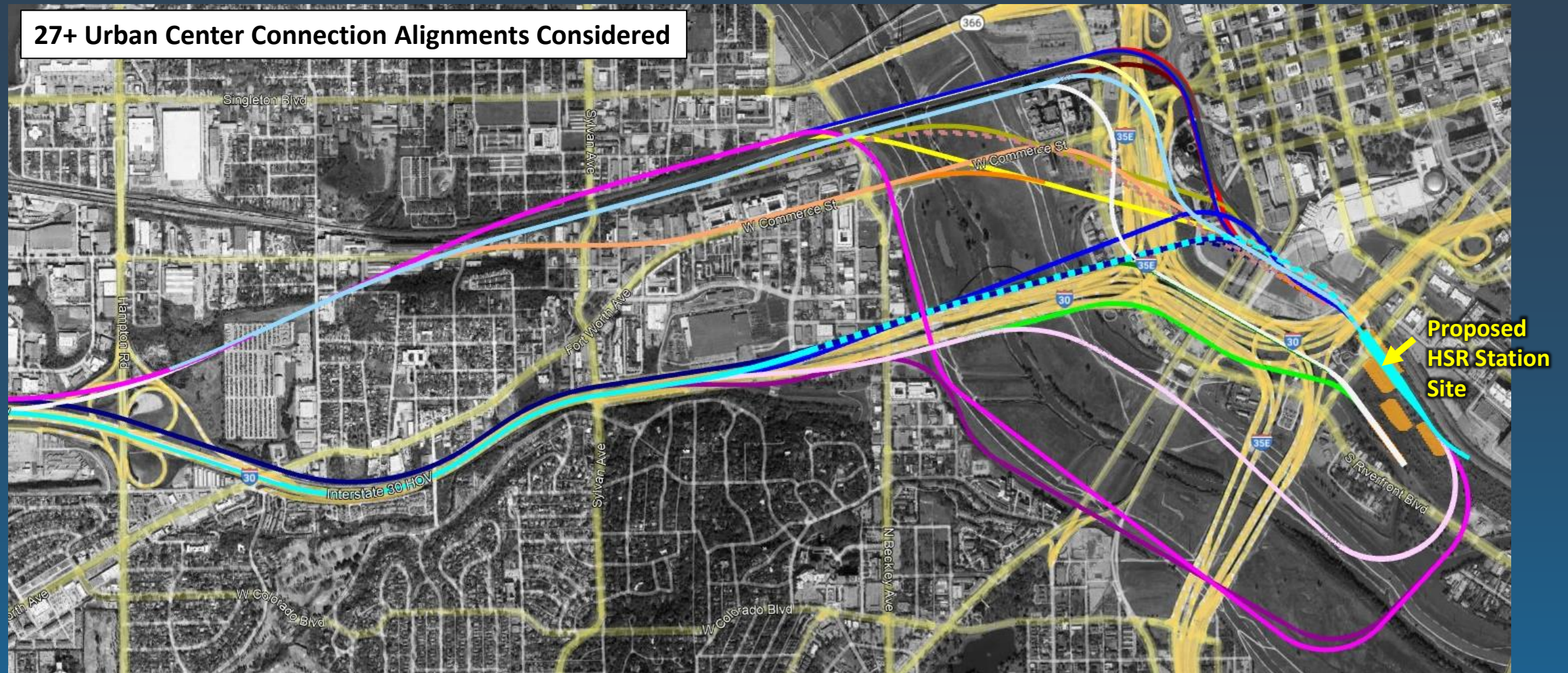
Initial Set of Alignments/Corridors (Fall 2020)



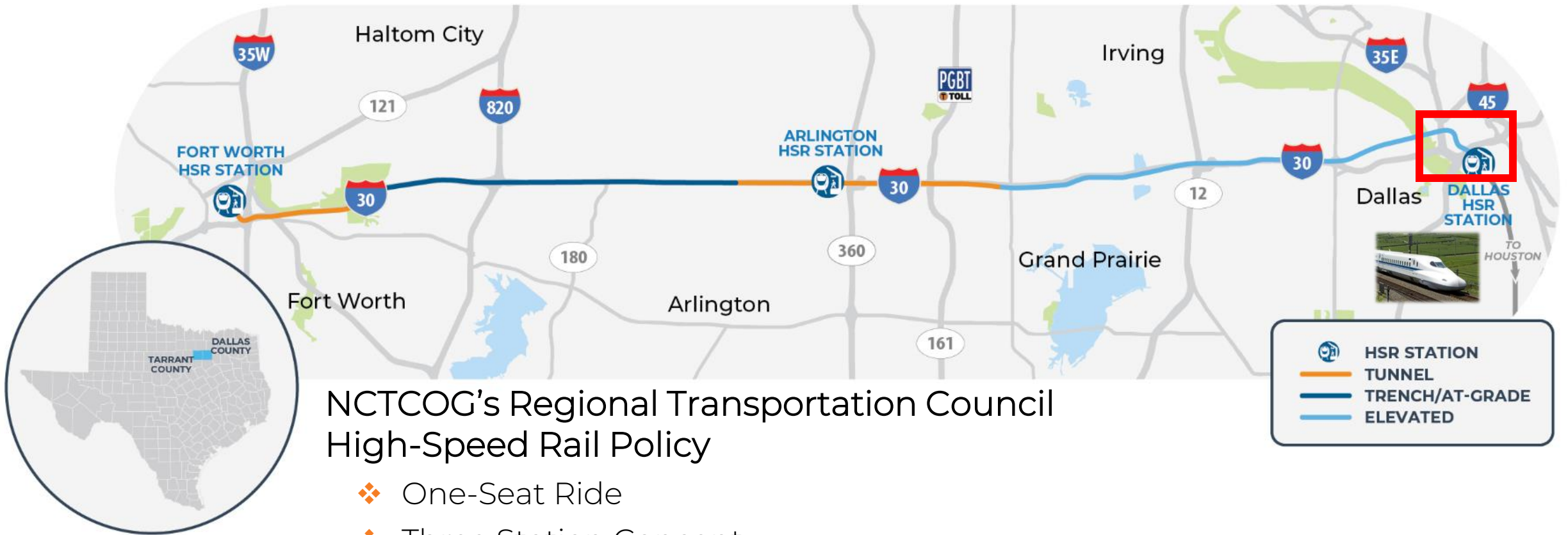
Phase 1 Results – Alignments (Summer 2021)



Example Urban Center Connections (September 2021 - Dallas)



Alignment for NEPA Review (Early 2024)



NCTCOG's Regional Transportation Council High-Speed Rail Policy

- ❖ One-Seat Ride
- ❖ Three Station Concept



Supplemental Materials

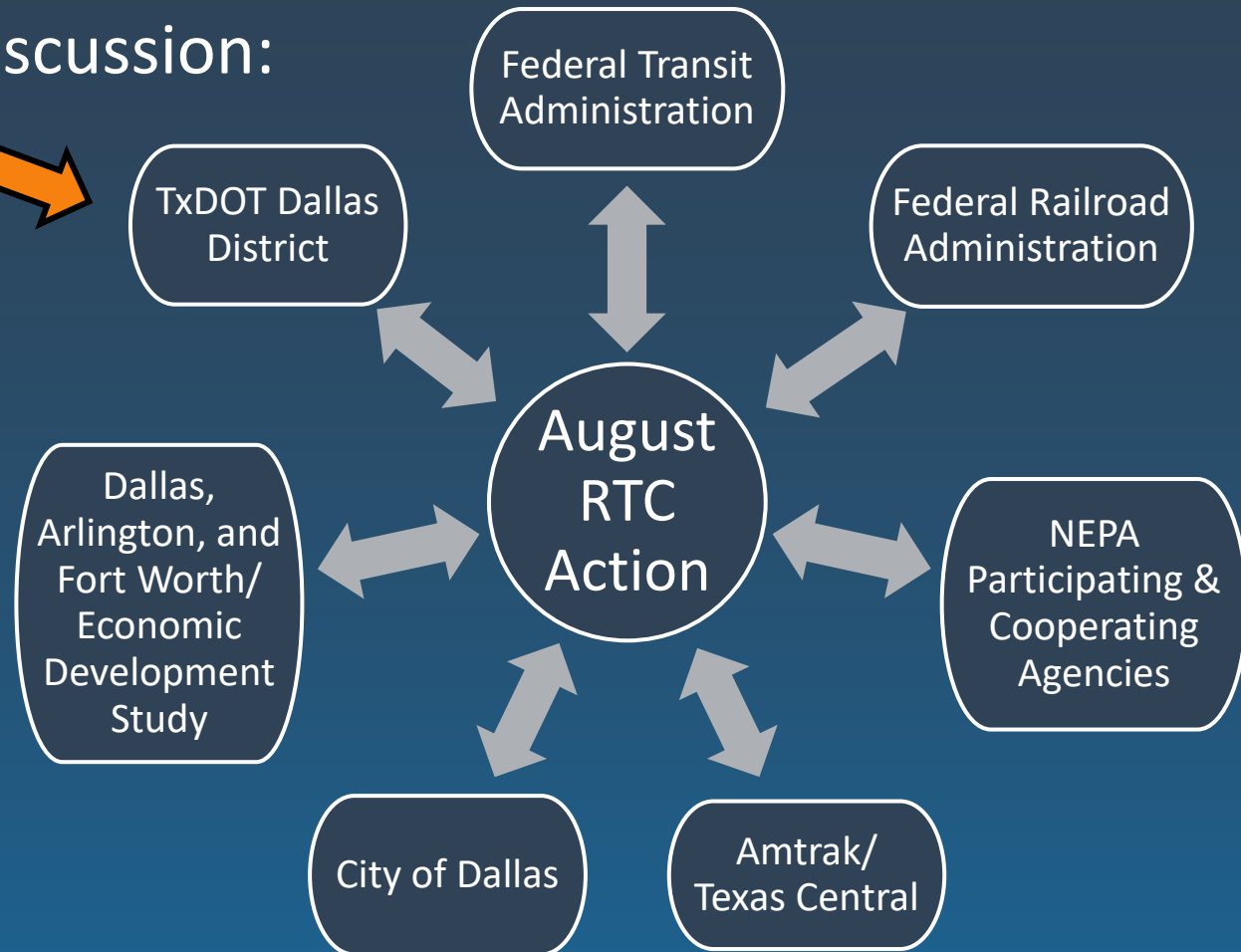
Under newly added “RTC Workshop July 2024” banner on www.nctcog.org/dfw-hstcs:

- Today’s Agenda and Presentation Slides
- Information on Elected Official Briefings
- 3/6/2024 Presentation to Dallas City Council
- Dallas Alignment Whitepapers
- Past Resolutions and Policies
- Responsive Information to Public Comments and City of Dallas Questions

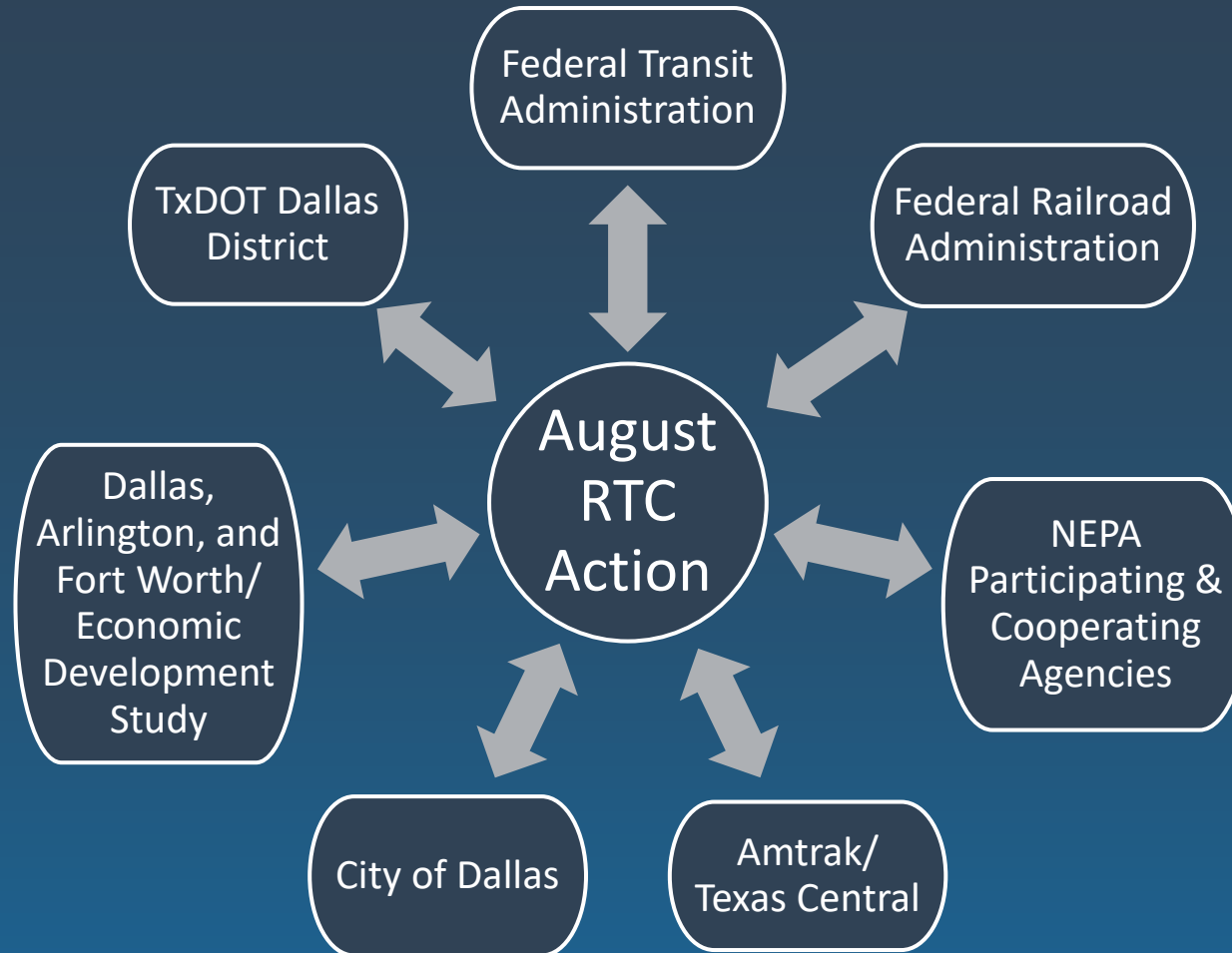
Path Forward

Following result of today's discussion:

- Project team meetings
- Public Meeting (hybrid)
- August RTC Action on Next Steps



Effects of July Workshop



**RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING WITH TEXAS
CENTRAL PARTNERS REGARDING HIGH-SPEED PASSENGER RAIL INITIATIVES
(R16-06)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2040); and,

WHEREAS, the RTC is responsible for identifying mobility choices within the Dallas-Arlington-Fort Worth Metropolitan Planning Area through Mobility 2040; and,

WHEREAS, since 1991, the region has been designated as nonattainment for the pollutant ozone and approximately half of ozone precursor oxides of nitrogen (NO_x) emissions come from on-road mobile sources; and,

WHEREAS, the RTC is responsible for identifying projects simultaneously improving mobility and increasing air quality; and,

WHEREAS, it is deemed to be in the region's best interests to support Public-Private Partnerships (PPPs) for the implementation of transportation projects; and,

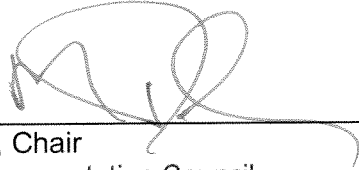
WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of a Memorandum of Understanding with Texas Central Partners for High-Speed Passenger Rail initiatives.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves a Memorandum of Understanding with Texas Central Partners for High-Speed Passenger Rail Initiatives, in substantially the same form as Attachment 1.

Section 2. This resolution shall be transmitted to local governments and transportation agencies along the corridor and other interested parties as appropriate.

Section 3. This resolution shall be in effect immediately upon its adoption.



Mark Riley, Chair
Regional Transportation Council
County Judge, Parker County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on June 16, 2016.



Rob Franke, P.E., Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

Partnership Position Regarding Texas Central Partners' Delivery of High-Speed Rail Between Downtown Dallas and Houston

Whereas the undersigned share a commitment to creating and leveraging public and private resources to enhance the mobility of travelers in Texas;

Whereas strong economic growth and projected population increases, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high-speed rail and complementary systems in Texas;

Whereas growing populations within metro areas in Texas are served by expansive transportation networks including extensive transit networks and world-class tolled and non-tolled highway facilities;

Whereas the Regional Transportation Council, the policy committee for the Metropolitan Planning Organization for the Dallas/Fort Worth area adopted as part of its fiscally constrained, long-range plan a three-station concept whereby an east-west high-speed, grade separated passenger system would connect to a North Texas/Houston rail system in Dallas and an Austin/North Texas system in Fort Worth and provide rail connectivity to Arlington;

Whereas the Texas Transportation Commission created the Commission on High-Speed Rail in the Dallas/Fort Worth Region to advise TxDOT leadership on the development of intercity rail corridors, new transportation policies and funding and procurement strategies as they relate to the implementation of a proposed high-speed rail system;

Whereas Texas Central Partners, LLC and its affiliates (Texas Central) have spent significant private capital on the validation and the development of a high-speed passenger rail system that will connect North Texas to Houston;

Whereas Texas Central is developing a privately-sponsored high-speed passenger rail system on which it will deploy the Tokaido Shinkansen total system to connect North Texas, the Brazos Valley and Houston and for which it will not accept public grants or operating subsidies; and

Whereas close coordination among the undersigned is required to maximize the opportunities for connectivity for the benefit of generations of Texans; now, therefore, be it

Resolved, that the undersigned parties:

1. Affirm that developing safe, dependable and interconnected passenger rail and rail transit systems is in the best interest of the travelling public in part because of rail's safety, reliability, air quality improvement and efficient use of land which fosters urban densification and economic development.
2. Will, as necessary and as appropriate, provide written and vocal support of Texas Central at the local, state and federal levels.
3. Will develop and adhere to the description core messages of each of the undersigned entities and their roles and responsibilities as it relates to planning and connecting with high-speed passenger rail systems.
4. Do hereby establish that the total system approved by the Federal Railroad Administration, developed by the private sector and deployed by Texas Central is the Dallas/Fort Worth Region's preferred high-speed rail technology.
5. 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, and, should regulatory, environmental, financial or other challenges prohibit the timely development of a one seat/one ticket connection, support and coordinate to help develop as close to a cross-platform solution for rail passengers as possible.
6. Will coordinate the siting and planning of routes and facilities to accommodate interconnectivity of high-speed rail passenger facilities in Fort Worth, Arlington, Dallas and Houston and the interconnectivity of high-speed passenger stations and public transit facilities and will, to the extent possible, provide timely review of regulatory and inspection requests made by complementary projects.
7. Affirm that if and when high-speed rail or other projects that are separate from but complementary to Texas Central's project receive public funding, Texas Central shall maintain its private capital commitments and take no ownership of these other systems, but will seek to accommodate all reasonable interconnectivity.
8. Agree that in the pursuit of public funds, public entities will not describe Texas Central as a recipient of grants or a source of collateral or guarantees.
9. Agree that this resolution does not restrict any other high-speed rail entity constructing high-speed rail on their own right-of-way between North Texas and Houston, and

Resolved, that Texas Central, in addition, will:

1. Continue to incur costs associated with the planning and positioning of its Dallas station such that it can accommodate connectivity with the proposed Fort Worth, Arlington to Dallas high-speed rail system.
2. Not accept public grants for construction or operational subsidies for its planned North Texas to Houston service.

3. Pursue participation in local economic development programs that may be available near its proposed station location.
4. Support local efforts connecting Fort Worth, Arlington and Dallas by high-speed rail, understanding that a one-seat ride is only possibly if the same technology is used in both corridors.

Signed and adopted by

NCTCOG's Regional Transportation Council
Texas Central Partners, LLC

At a minimum, the following entities are encouraged to approve a similar agreement. Other local governments are also welcome to support the agreement.

Commission for High Speed Rail in the Dallas-Fort Worth Region
City of Arlington
City of Dallas
City of Fort Worth
City of Grand Prairie
City of Irving
Dallas County
Tarrant County
Dallas Area Rapid Transit
Fort Worth Transportation Authority
Trinity Railway Express

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.