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

Tell us how much you know about the DFW High-Speed Transportation Connections Study. Take a dot and place it near the ranking that best describes your knowledge of the project.
We’re designing your high-speed rail, and we need your input!

Your feedback is crucial to refine the alignment and analyze community effects. Please share your thoughts and ask questions to help shape the project. Talk to a project team member, or scan the QR code to fill out the online comment form.

The open house will explain:

- Project timeline and milestones
- Environmental documentation and analysis
- Proposed alignment and urban connections
Phase 1 - Alternative Development

- Public and Agency Engagement
- Technology Screening
- Alternative Screening

GOAL for Phase 1
Identify technologies and alignments to be carried into Phase 2

I-30 Corridor + High-Speed Rail

GOAL for Phase 2
Federal environmental approval of alignment and technology

Phase 2 - Engineering & Environmental

- Conceptual Engineering
- National Environmental Policy Act Documentation and Approval
- Preliminary Engineering
- Financial and Project Management Plans
- Public and Agency Engagement
The Study Area Traverses:

- **Counties:** Dallas & Tarrant
- **Cities:** Dallas, Grand Prairie, Arlington, Fort Worth
INITIAL ALIGNMENTS/CORRIDORS

43

end-to-end (Dallas to Fort Worth) alignments/corridors were identified

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY
## Screening Criteria

### Level 1
(Ability to Meet Purpose and Need)

**Primary**
- Serves Downtown Dallas and Fort Worth Central Station (fatal flaw)
- Travel Time (fatal flaw)

**Secondary**
- Safe
- Reliable
- Convenient
- Linkages to Other High-Performance Systems in Texas
- Connect to Existing Regional/Light Rail in Dallas-Fort Worth
- Improved Access to Major Activity Centers

### Level 2
(Fatal Flaws and Ranking)

- Proximity to Sensitive Social, Biological, or Cultural Areas
- Potential Community Impacts
- Technology Maturity, Design Criteria, Regulatory Approval
- Capacity, Travel Time, Compatibility with Existing Infrastructure
- Operational Considerations

### Level 3
(Detailed Evaluation)

- Costs
- Potential Impacts to Sensitive Social, Biological, or Cultural Areas
- Potential Community Impacts
- Constructability/Operability

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**Phase 1 Alternative Analysis Final Report Volume 1**
PHASE 1 Public and Agency Engagement

185 Meetings Held in Phase 1

- 45 Stakeholders
- 30 Community Groups and Organizations
- 31 Transportation Agencies and Railroad
- 22 Technology Forum and one-on-ones with providers
- 7 Public Meetings
- 11 Technical Work Group and one-on-ones with members
- 4 Open Houses
- 35 Federal and State Coordination

Thank you for your participation in Phase 1!
Read the Phase 1 Public Involvement report by scanning the QR code:

Phase 1 Public Comments

- Right of Way
- Traffic
- Economic Development
- Alignments
- Environmental
- Other
Alignment/Corridor Recommendations based on Level 1 Screening

Alignment/Corridor Recommendations Based on Level 2 Screening

Recommended Phase 1 Alignments
### TYPES OF PASSENGER RAIL TECHNOLOGY

<table>
<thead>
<tr>
<th>Top Speed</th>
<th>Exclusive Guideway</th>
<th>Peak Headways</th>
<th>Operating Style</th>
<th>Cargo</th>
<th>Technology Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONVENTIONAL</strong> TRE, TEXRail, A-Train</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80 mph</td>
<td>No</td>
<td>20-30 Minutes</td>
<td>Fixed Schedule</td>
<td>No</td>
<td>Operational</td>
</tr>
<tr>
<td><strong>HIGHER-SPEED</strong> Amtrak, Acela Express</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>125 mph</td>
<td>No</td>
<td>20-30 Minutes</td>
<td>Fixed Schedule</td>
<td>No</td>
<td>Operational</td>
</tr>
<tr>
<td><strong>HIGH-SPEED</strong> Asia &amp; Europe, Under Construction in California</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>250 mph</td>
<td>Yes</td>
<td>3-30 Minutes</td>
<td>Fixed Schedule</td>
<td>Yes</td>
<td>Operational</td>
</tr>
<tr>
<td><strong>MAGLEV</strong> China, Germany, Japan, South Korea, Under Environmental Study (DC to Baltimore)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>300+ mph</td>
<td>Yes</td>
<td>15-20 Minutes</td>
<td>Fixed Schedule</td>
<td>No</td>
<td>Operational</td>
</tr>
<tr>
<td><strong>HYPERLOOP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>650+ mph</td>
<td>Yes</td>
<td>~2 Minutes</td>
<td>On-demand (Smart Elevator)</td>
<td>Yes</td>
<td>Prototypes Undergoing Testing</td>
</tr>
</tbody>
</table>

**CONVENTIONAL**
- ELIMINATED DURING LEVEL 1
- ELIMINATED DURING LEVEL 2

**HIGHER-SPEED**
- ELIMINATED DURING LEVEL 3
- ELIMINATED AFTER PHASE 1

**MAGLEV**
- ELIMINATED DURING LEVEL 2

**HYPERLOOP**
- ELIMINATED DURING LEVEL 2

**EMERGING TECHNOLOGIES**
- Prototypes Undergoing Testing
Open houses were held in 2021 to get communities up-to-date on the study, whether attendees had participated in Phase 1 virtual public meetings or were learning about the study for the first time.

- Increased public awareness of project
- Summarized Phase 1 process and results (increased understanding of the project)
- Collected input on Phase 1 process and results

**Knowledge Meter**

Before Open Houses

- HIGH
- SOME
- LOW
- NONE

After Open Houses

- HIGH
- SOME
- LOW
- NONE

**Do You Have a Need for Speed?**

Learn about high-speed travel across DFW.

- Fort Worth Preservation Hall
  - Tues. Oct. 19, 4-7pm

- Lone Star Park Grand Prairie
  - Tues. Oct. 12, 5-8pm
WHY IS THERE A NEED FOR HIGH-SPEED TRANSPORTATION CONNECTIONS?

- Create more travel options
- Increase connectivity
- Lessen demand on roadways
- Establish more reliable travel times
- Effect better air quality

**Regional Population Growth:**
- 2023: 8,154,000
- 2045: 11,412,000

**Population Increase:** 57%

**Regional Employment Growth:**
- 2023: 5,712,000
- 2045: 8,111,000

**Employment Increase:** 42%

Scan for more information.
What Is High-Speed Rail?

High-speed rail, also known as a “bullet train,” is a fast-moving train traveling on a dedicated track. It never crosses a road at grade, eliminating the risk of collisions with vehicles. High-speed rail is safe, reliable, and much more eco-friendly than driving or flying.
The National Environmental Policy Act (NEPA) requires governmental agencies to assess how projects might affect the community and the natural environment.

**NEPA Evaluation Areas**

- **Natural Resources**
  - Farmland
  - Threatened & Endangered Species
  - Natural Ecological Systems
  - Floodplains
  - Water Resources
  - Stormwater
  - Wetlands

- **Community Impacts**
  - Land Use
  - Limited English Proficiency
  - Environmental Justice
  - Economics
  - Safety and Security
  - Environmental Health
  - Noise & Vibration
  - Acquisitions and Relocations
  - Parks and Recreational Sites
  - Air Quality

- **Other Areas**
  - Regulated Materials
  - Utilities and Energy
  - Transportation
  - Indirect and Cumulative Effects
  - Cultural Resources
  - Community Cohesion
  - Community Facilities
  - Natural Resources
  - Environmental Studies
  - Analysis and Documentation
  - Safety and Security
  - Limited English Proficiency
  - Environmental Justice
High-speed trains operate at a generally quieter levels than conventional passenger and freight rail services due to three major factors.

1. TRAIN SPEED
The duration of noise is brief for high-speed trains when compared to traditional train systems which take longer to pass.

2. ELECTRIC TRAINS
High-speed trains are powered by an electric propulsion system which, when compared to the more common diesel train engines, generate significantly less noise.

3. AUDITORY WARNING SYSTEMS
Portions of high-speed train systems that operate on grade-separated track will not require sounding bells and warning horns that are necessary for traditional railroad crossings.

### Typical Maximum Noise Levels Before Mitigation

<table>
<thead>
<tr>
<th>Sound Source</th>
<th>Indoor (ft. 8)</th>
<th>Outdoor (50 ft.)</th>
<th>dBA**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal Conversation</td>
<td>40</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>Food Blender</td>
<td></td>
<td></td>
<td>70</td>
</tr>
<tr>
<td>A Person Shouting</td>
<td></td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Air Conditioner</td>
<td></td>
<td></td>
<td>90</td>
</tr>
<tr>
<td>Lawn Mower</td>
<td></td>
<td></td>
<td>100</td>
</tr>
<tr>
<td>Diesel Truck (Muffled)</td>
<td></td>
<td></td>
<td>90</td>
</tr>
<tr>
<td>Diesel Truck (Not Muffled)</td>
<td></td>
<td></td>
<td>100</td>
</tr>
<tr>
<td>Commuter Train @ 79 mph</td>
<td></td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>High-Speed Train @ 125 mph *</td>
<td></td>
<td></td>
<td>70</td>
</tr>
<tr>
<td>Freight Train @ 50 mph</td>
<td></td>
<td></td>
<td>60</td>
</tr>
</tbody>
</table>

*Sound walls, sound barriers (solid or transparent), or earth berms built between the train tracks and residential or commercial properties can help reduce noise disturbance caused by the train service.

**A-weighted decibels (dBA) are an expression of the relative loudness of sounds in air as perceived by the human ear.
From Riverside Drive to Cooper Street, TxDOT is engaged in an ongoing study to determine infrastructure needs for the presence of managed lanes, number of main lanes, and presence of frontage roads. Conceptual typical sections of high-speed rail are produced to illustrate the integration of different transportation modes making efficient use of right-of-way.
TRAVEL TIMES TO PROPOSED HIGH-SPEED TRANSPORTATION STATIONS (OFF PEAK)

Legend
- Proposed Stations
- Major Roads
- City Boundaries (Dallas, Fort Worth, Arlington, Irving, and Grand Prairie)

Off-Peak Travel Time to HST Stations
- < 5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes
- 25-30 Minutes

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

August 2023
High-speed stations are typically much larger than commuter or light rail stations.

- Large economic development impact potential
- High-density developments surrounding stations
- Serve as huge multimodal hubs for entire regions

San Francisco Salesforce Transit Center
Source: Salesforce Transit Center

Proposed Concept Rendering
Source: Texas Central

Hong Kong HSR West Kowloon Station
Source: Mark Rowse, and Winson Wong, South China Morning Post, 2019
Alternative Analysis

Preliminary Engineering & Environmental Documentation

Identify Implementing Agency and Secure Funding

Detailed Design

Secure Right-of-Way and Construction

Open to Commuters

We Are Here

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

Preliminary, Subject to Change. Not to Scale.
Project Website
www.nctcog.org/dfw-hstcs

Get Project Information
Phase 1 Alternatives Analysis Report is complete and available to view

Find Public Meeting dates and virtual access

Subscribe to the High-Speed News and receive meeting alerts

Ask a Question or Leave Feedback and outreach suggestions

Request a Group or Event Presentation

Contact
Rebekah Gongora
Communications Manager
682.433.0477
rgongora@nctcog.org
How much do you know about the DFW High-Speed Transportation Connections Study?

Now that you have attended an open house, how would you rate your knowledge of the high-speed connection between Dallas and Fort Worth? Take a dot and place it near the ranking that best describes your knowledge of the project.