

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth



**North Central Texas
Council of Governments**

February 9, 2024

23rd Annual SAME Infrastructure Forum

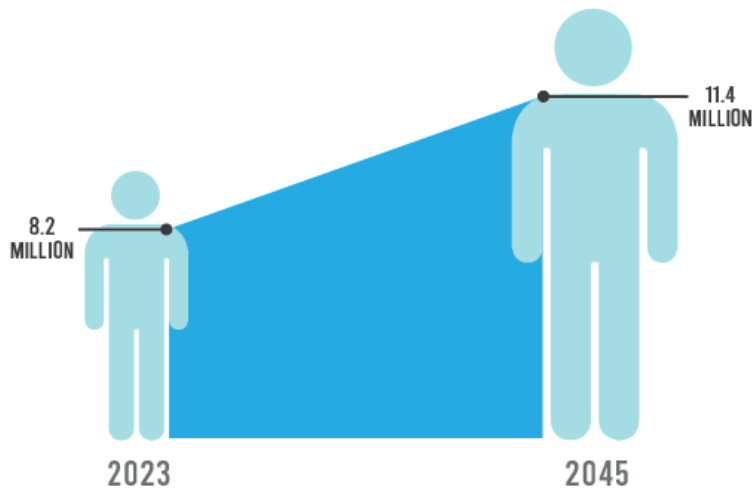


Agenda

- Background & Objectives
- Progress & Next Steps
- Texas High-Speed Rail System

Increasing DFW Regional Growth

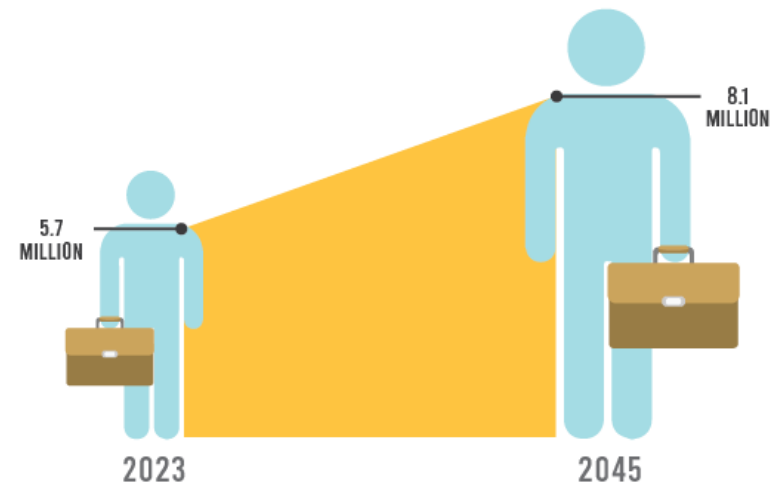
REGIONAL POPULATION GROWTH



39%
Population Increase

Source: NCTCOG

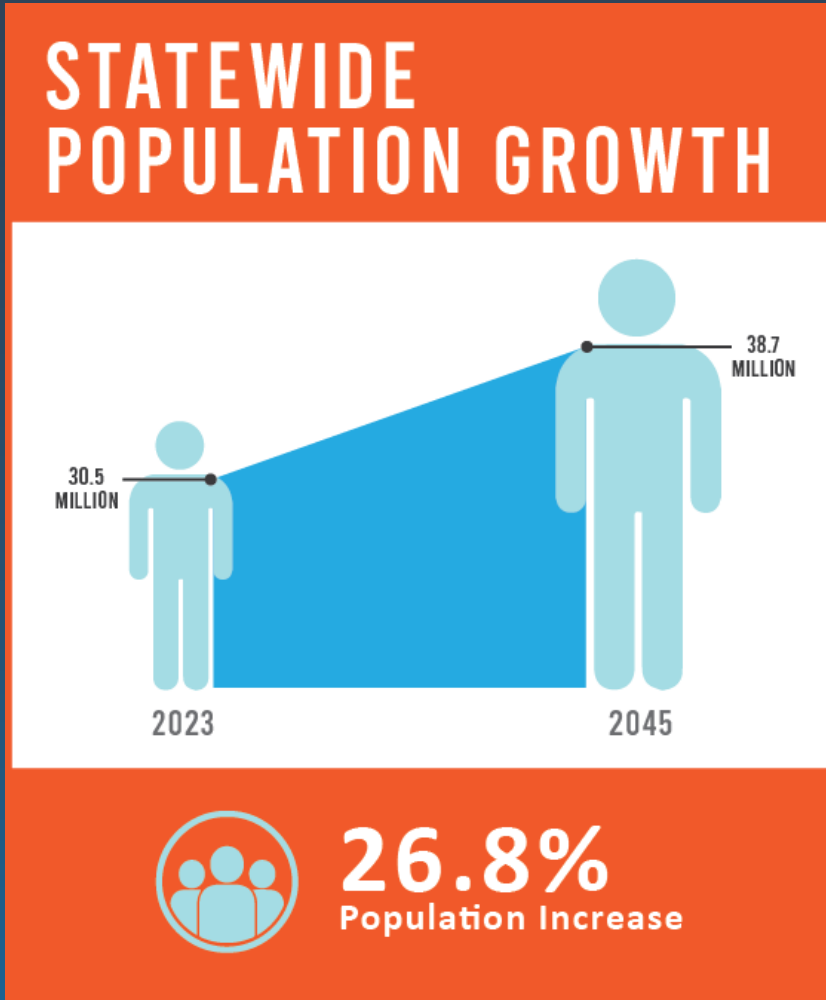
REGIONAL EMPLOYMENT GROWTH



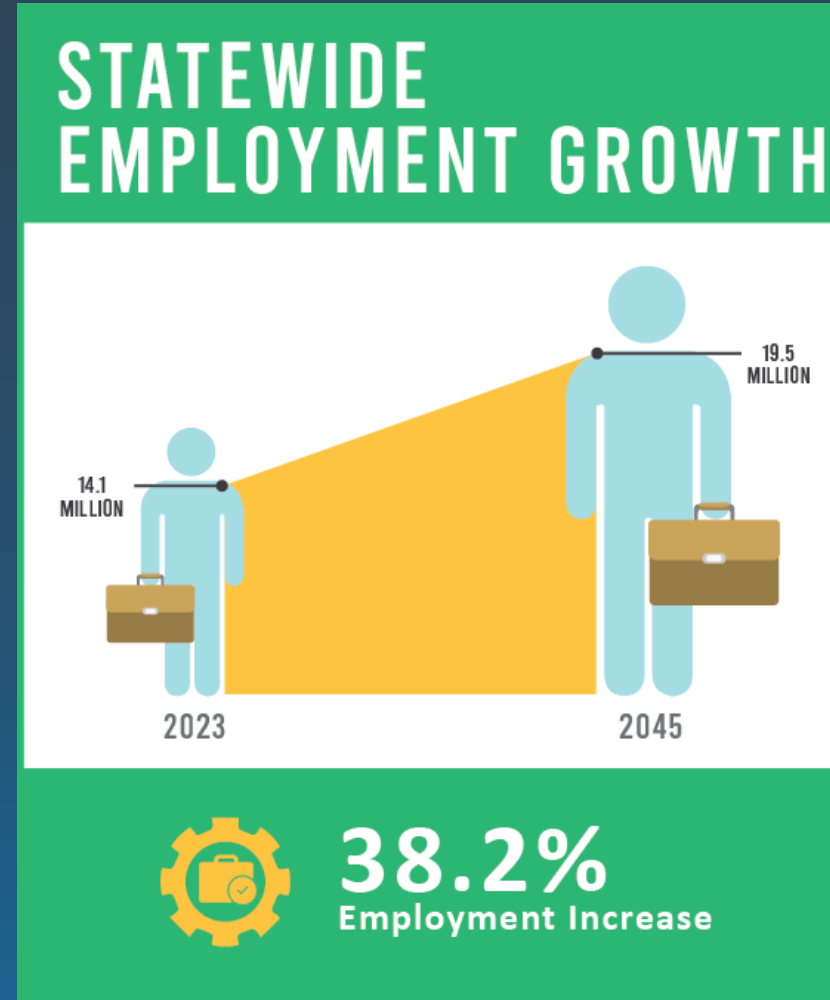
42.1%
Employment Increase

Source: NCTCOG

Increasing State Growth

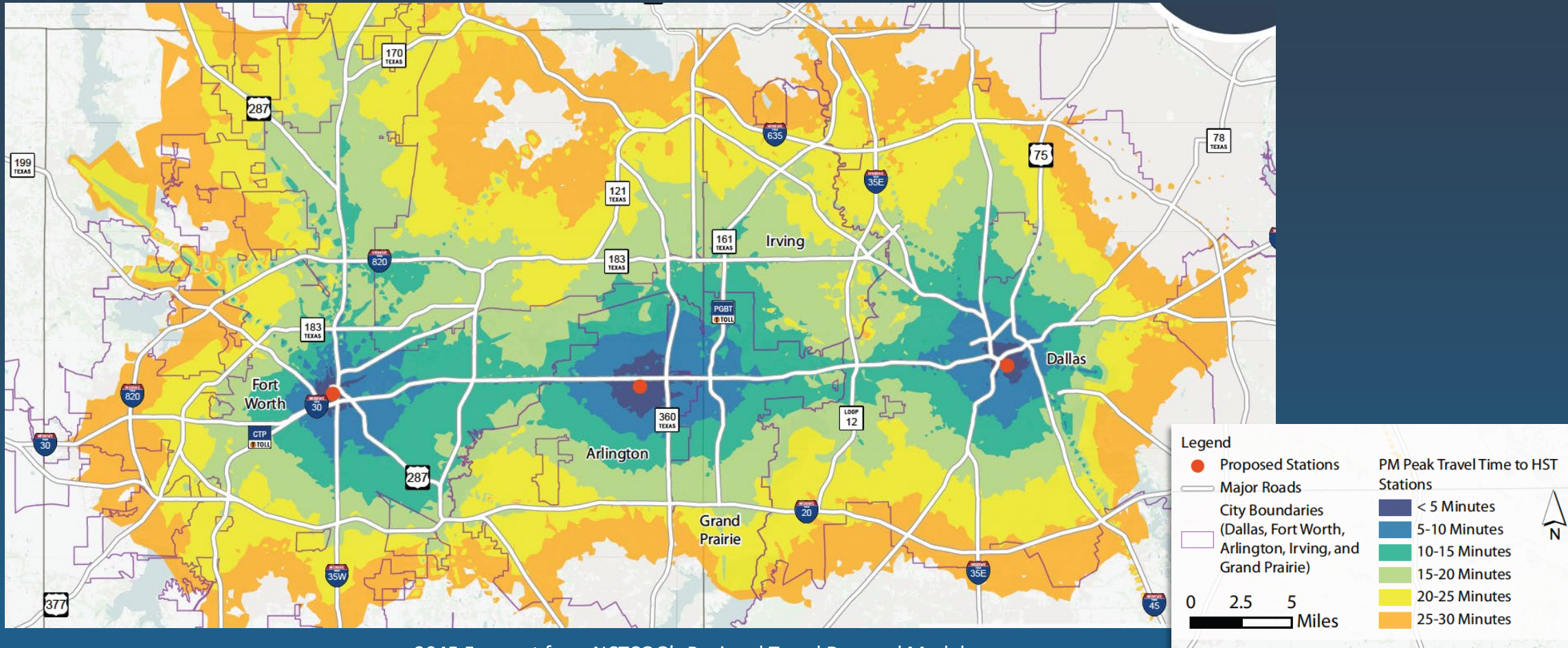


Source: Texas Demographic Center



Sources: Federal Reserve Bank of Dallas and Perryman Group

Travel Times to Stations (PM Peak)



2045 Forecast from NCTCOG's Regional Travel Demand Model

Mobility 2045 Update: Focus on Systemwide Reliability



Complete Streets



Leverage emerging technologies



Transit



Overlap modes to create options and reliability



Street Grid/Freeways



Diversify and create fail-safes



Toll Managed Lane System



Mitigate pressures: fuel cost, resource availability, grid capacity, weather



High-Speed Rail

Reliability  Resiliency



Study Background

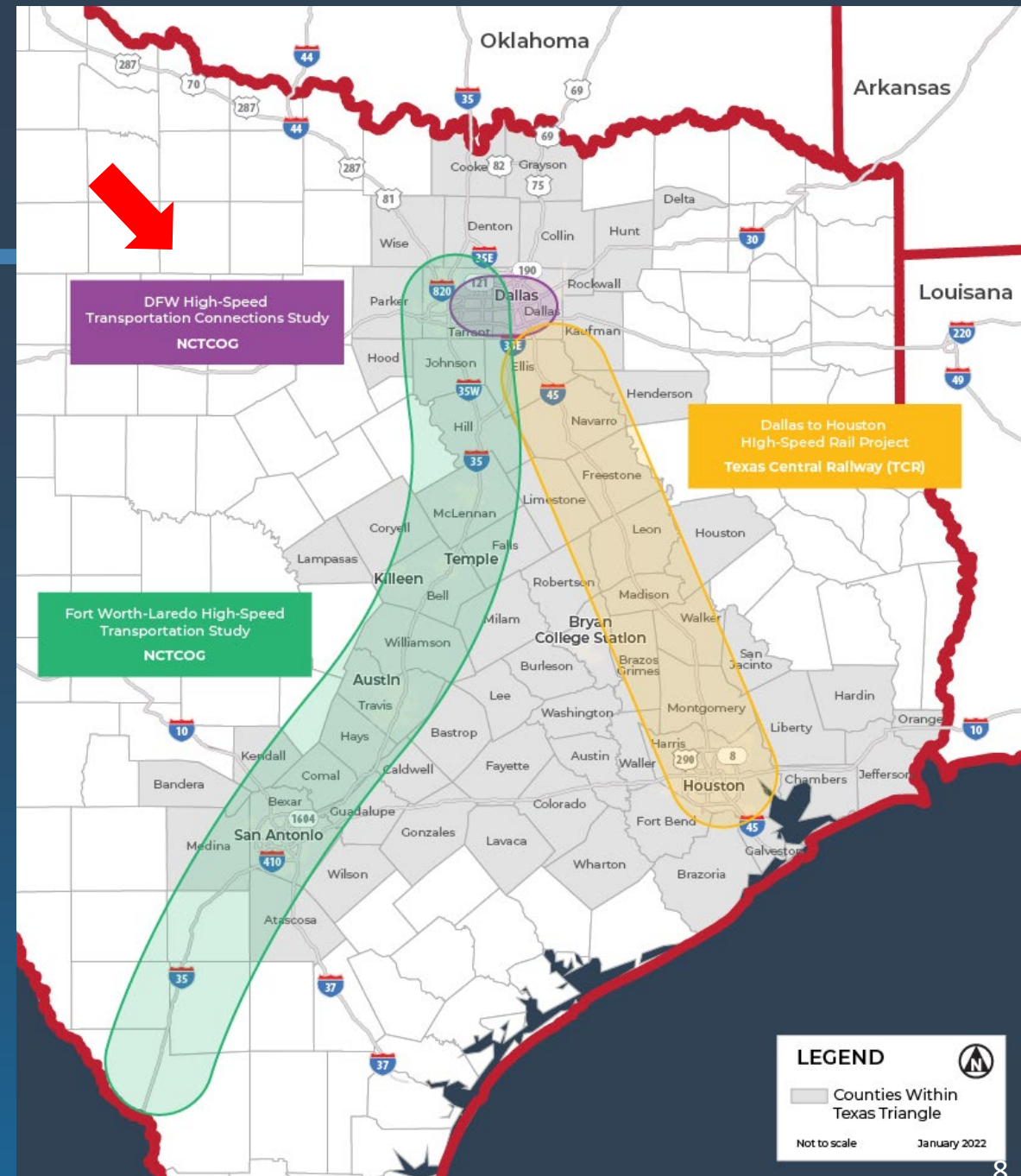
High-Speed Rail Planning in Texas:

- 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

Project Overview: Study Objectives

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 NCTCOG's Regional Transportation Council High-Speed Rail Policy
 - ❖ One-Seat Ride
 - ❖ 3 Station Concept





Focus on Connections: Gateway to Texas

High-Speed Rail provides seamless connectivity...

- Internationally
 - DFW Airport
- Nationally
 - DFW Airport
 - Amtrak Stations
- Statewide
 - Dallas to Houston High-Speed Rail
 - Future statewide network
- Regionally
 - DART Light Rail
 - Regional Rail (DART & Trinity Metro)
 - Bus system and Streetcar
- Locally
 - Dallas and Fort Worth downtowns (convention centers, CBD attractions)
 - Arlington Entertainment District (stadium venues, hotels, convention center)

Progress and Next Steps



Project Overview: Phases

Phase 1 – Alternative Development

- Public and Agency Engagement
- Alternative Development
- Alternative Screening

COMPLETE

Goal for Phase 1

Identify technologies and alignments to be carried into Phase 2

Phase 2 – Engineering & Environmental

- Conceptual Engineering
- National Environmental Policy Act Documentation and Approval
- Preliminary Engineering
- Financial and Project Management Plans
- Public and Agency Engagement




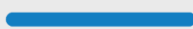
IH 30 Corridor + High-Speed Rail

Goal for Phase 2

Federal environmental approval of alignment and technology

Phase 1 Recommended Alignment

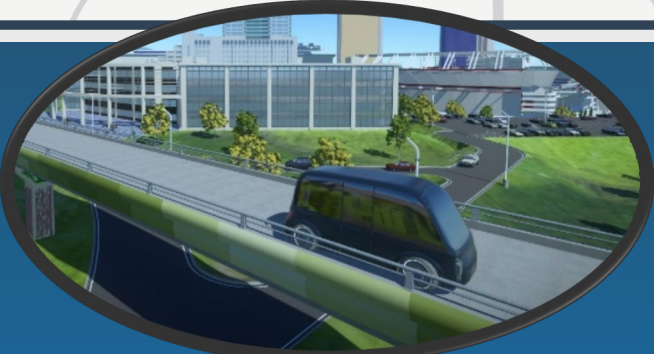






-  PROPOSED STATIONS
-  TUNNEL
-  TRENCH / AT-GRADE
-  ELEVATED

Connectivity to DFW Airport



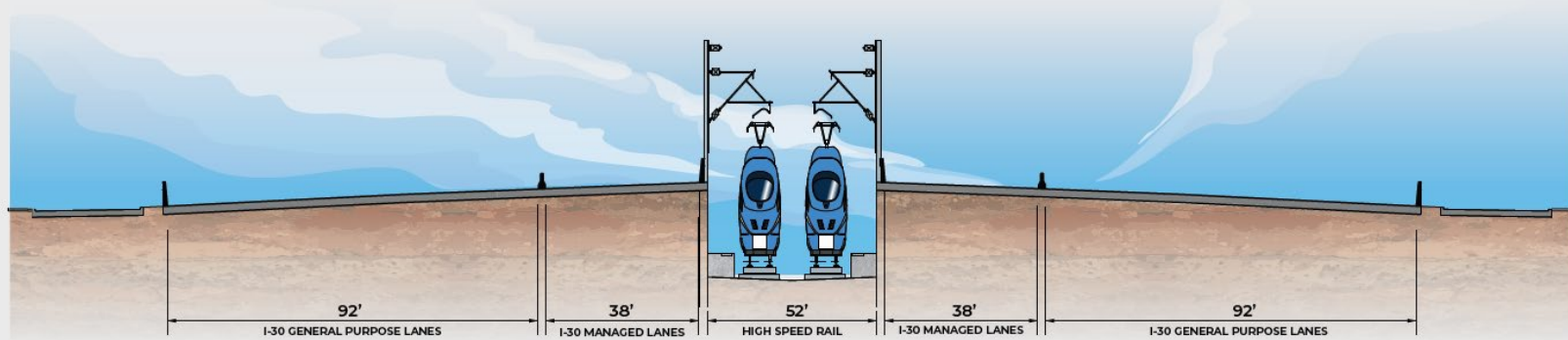
¹Automated Transportation System (ATS) recommendation provides dedicated connectivity between proposed Arlington HSR Station, TRE Centreport Station, and DFW Airport



-  PROPOSED STATIONS
-  TUNNEL
-  TRENCH / AT-GRADE
-  ELEVATED

Concept HSR Typical Sections

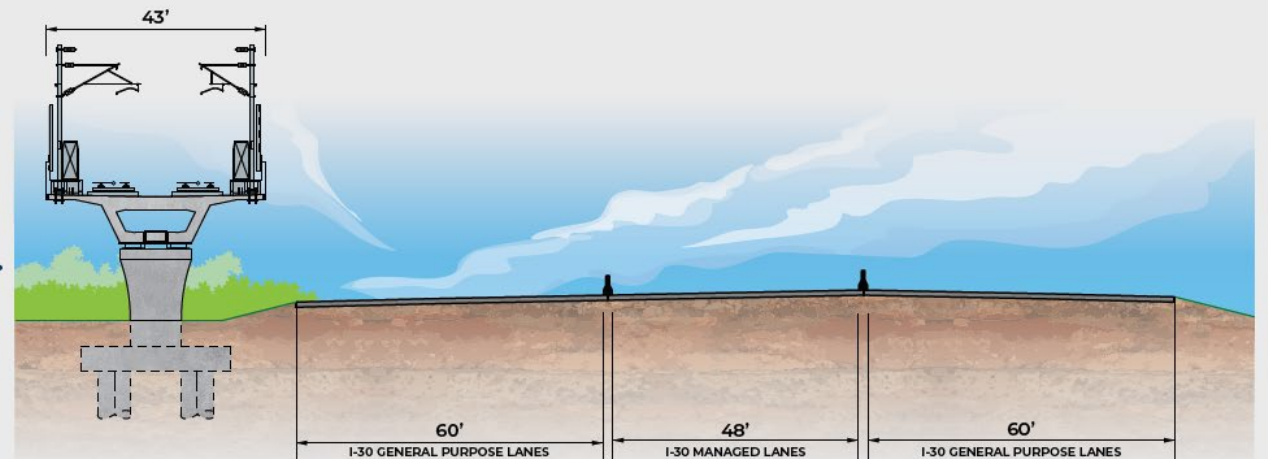
High-Speed Rail I-30 Trenched Typical Section
Riverside Dr. to Cooper St.



Typical Sections shown to communicate concept only.

Graphics by HNTB

High-Speed Rail I-30 Elevated Typical Section
MacArthur Blvd. to Cockrell Hill Rd.



Aerial HSR Images



California High-Speed Rail (Fresno, CA)



California High-Speed Rail at SR 99 (Fresno, CA)

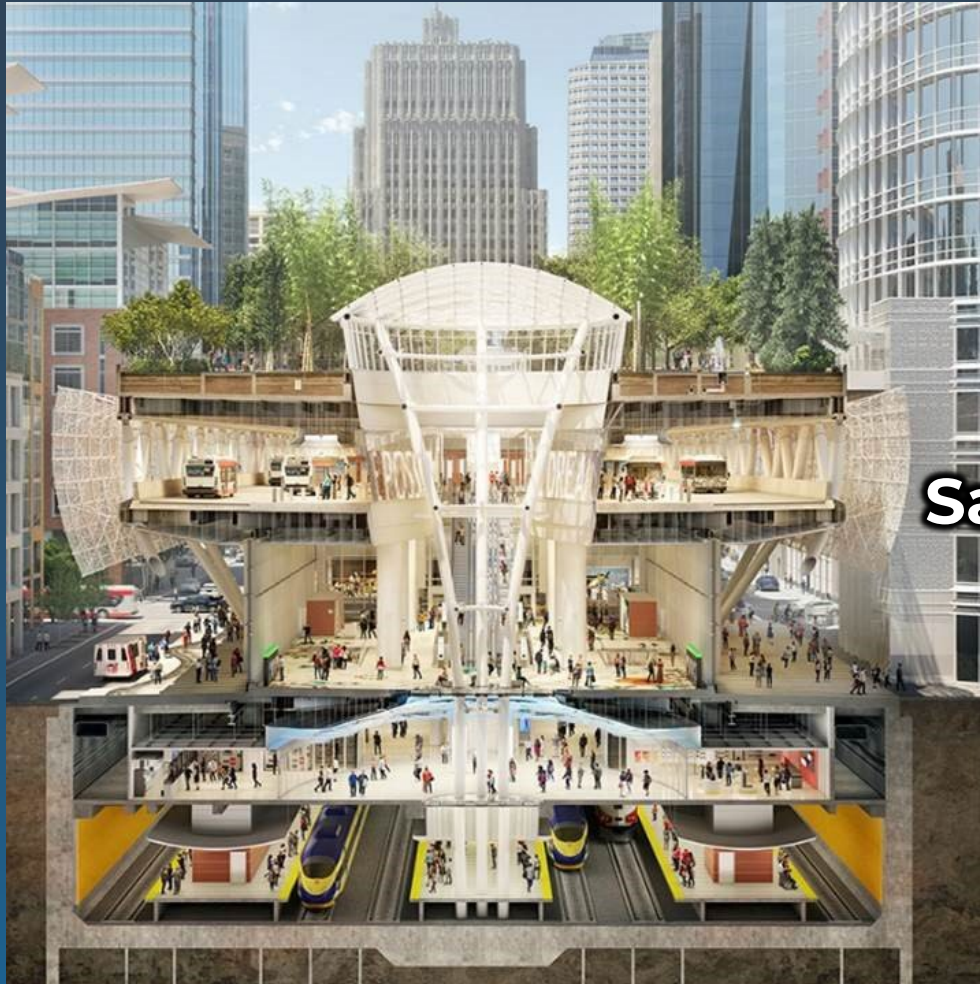
HSR Pergola Type Structures



California High-Speed Rail over Freight (South of Wasco, CA)



Development Opportunity at High-Speed Rail Stations



**San Francisco
Salesforce Transit
Center**



Source: Transbay Program media gallery, 2023

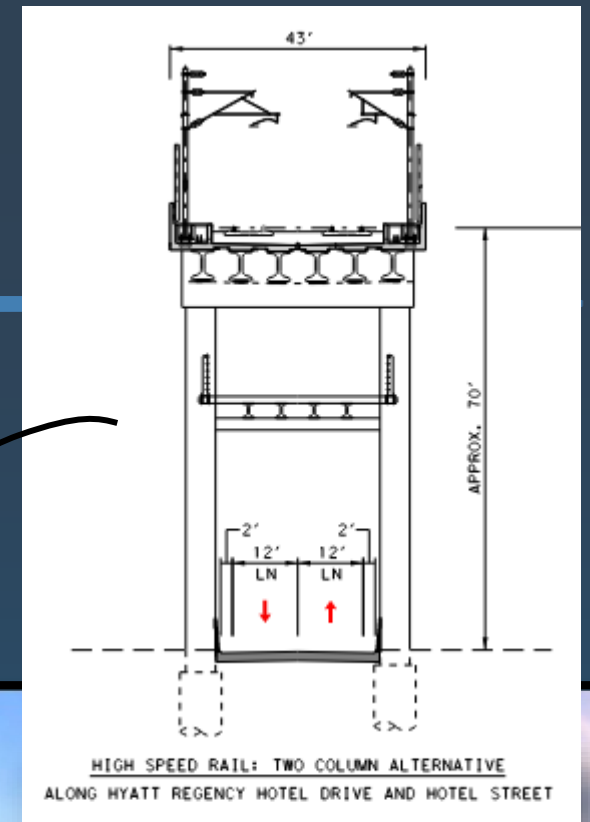
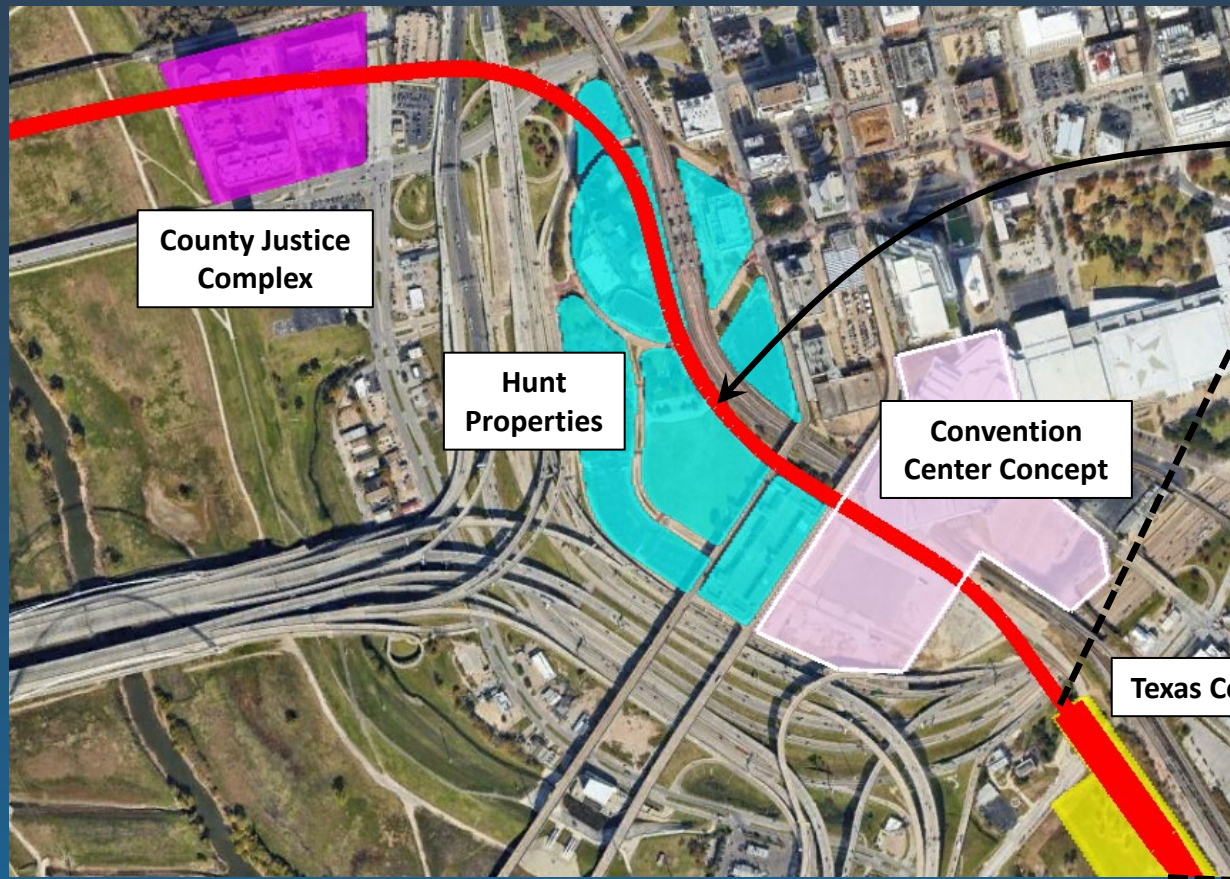
Development Opportunity at High-Speed Rail Stations



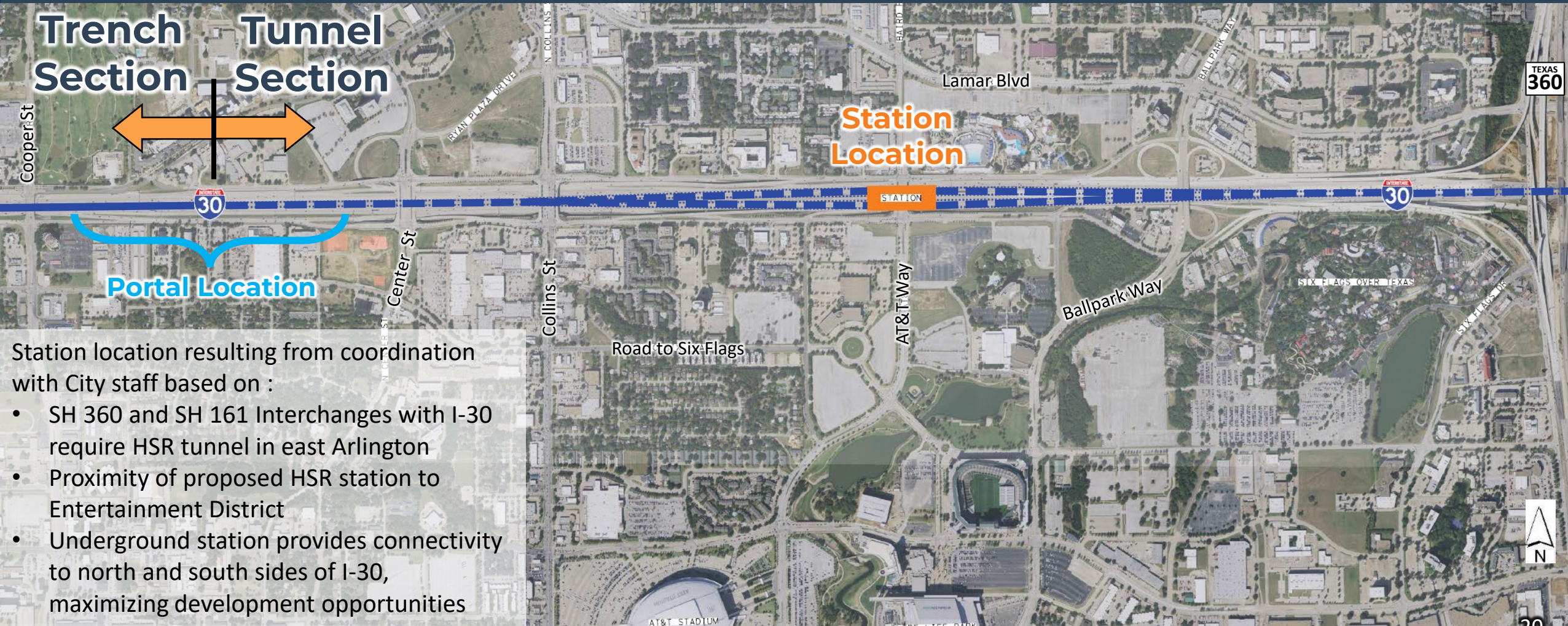
Brightline – Miami, FL



Proposed Dallas High-Speed Rail Station



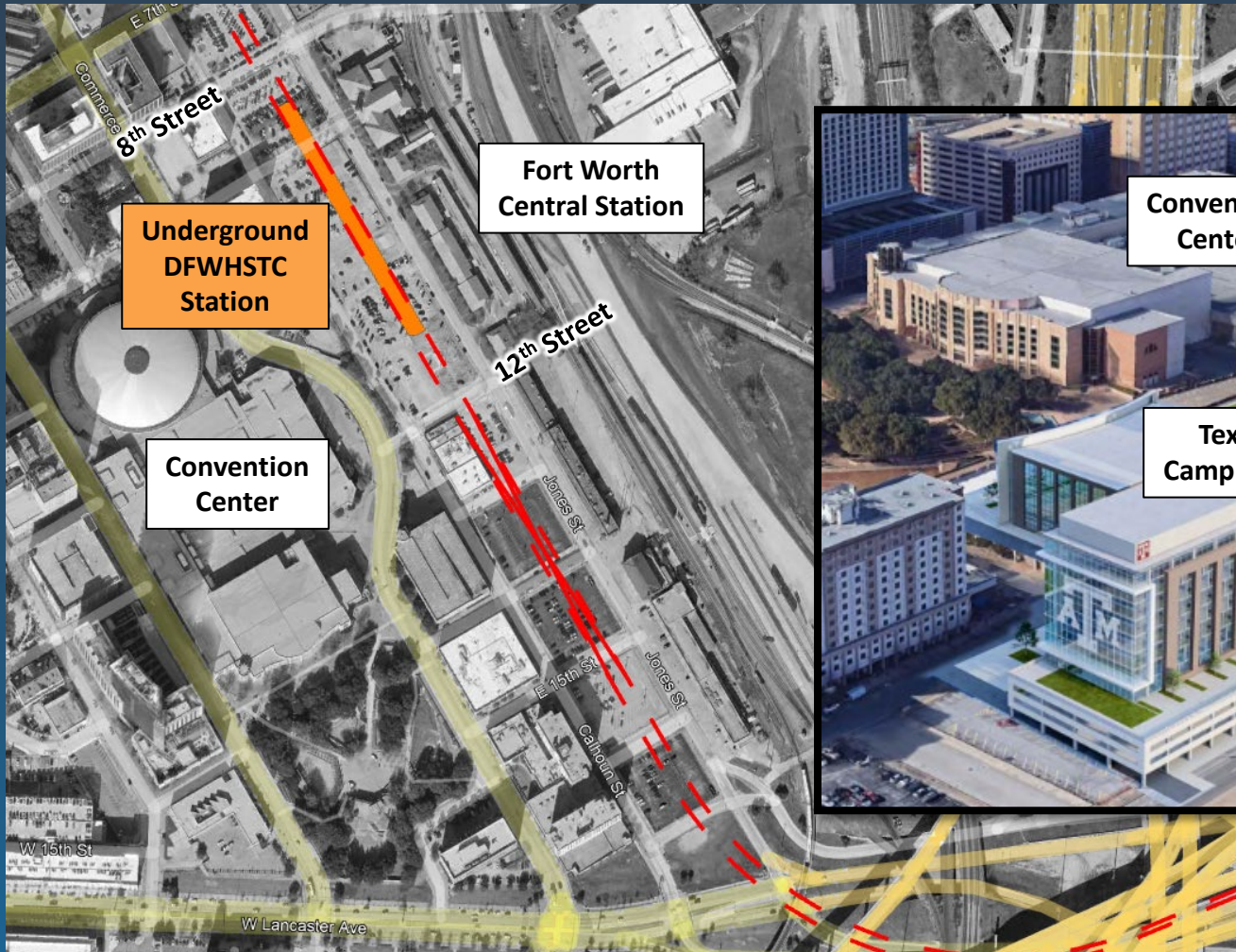
Proposed Arlington High-Speed Rail Station



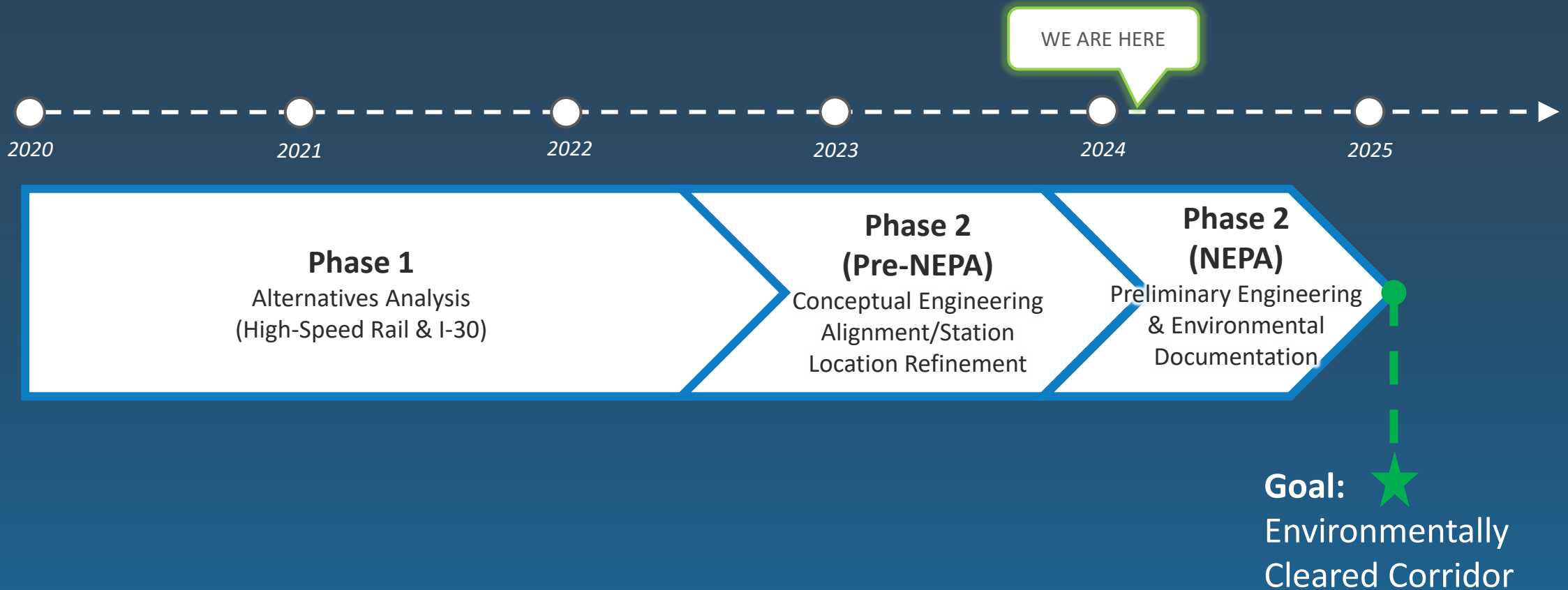
Station location resulting from coordination with City staff based on :

- SH 360 and SH 161 Interchanges with I-30 require HSR tunnel in east Arlington
- Proximity of proposed HSR station to Entertainment District
- Underground station provides connectivity to north and south sides of I-30, maximizing development opportunities

Proposed Fort Worth High-Speed Rail Station



Study Timeline



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!

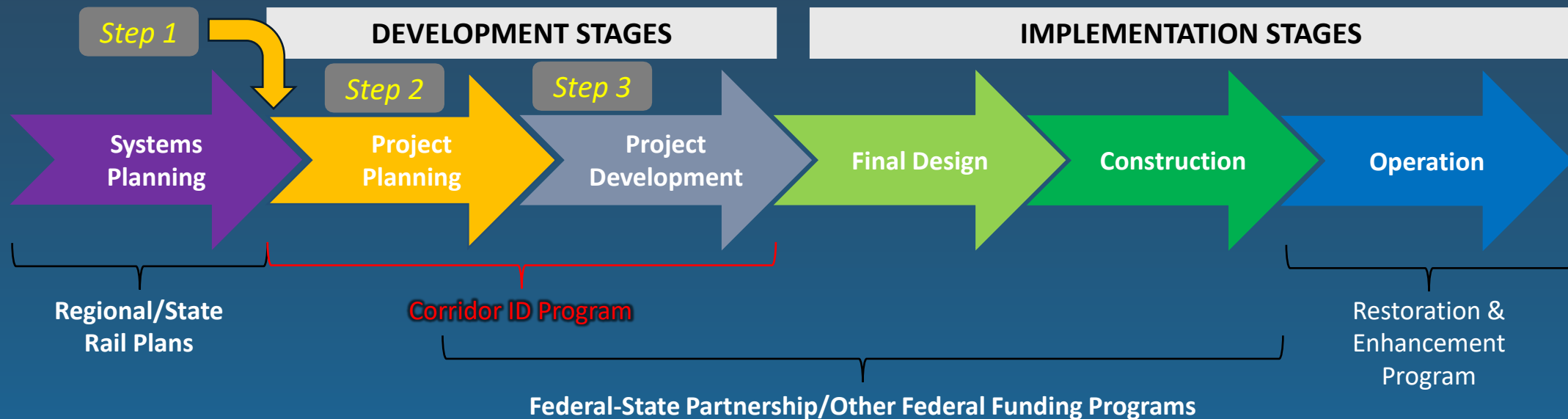


Texas High-Speed Rail System

FRA's Corridor ID Program

Federal Railroad Administration's
Corridor Identification and
Development Program
2023 Awardees:

- Fort Worth to Houston HSR (NCTCOG)
- Dallas to Houston HSR (Amtrak/Texas Central)
- Dallas to Houston (TxDOT)



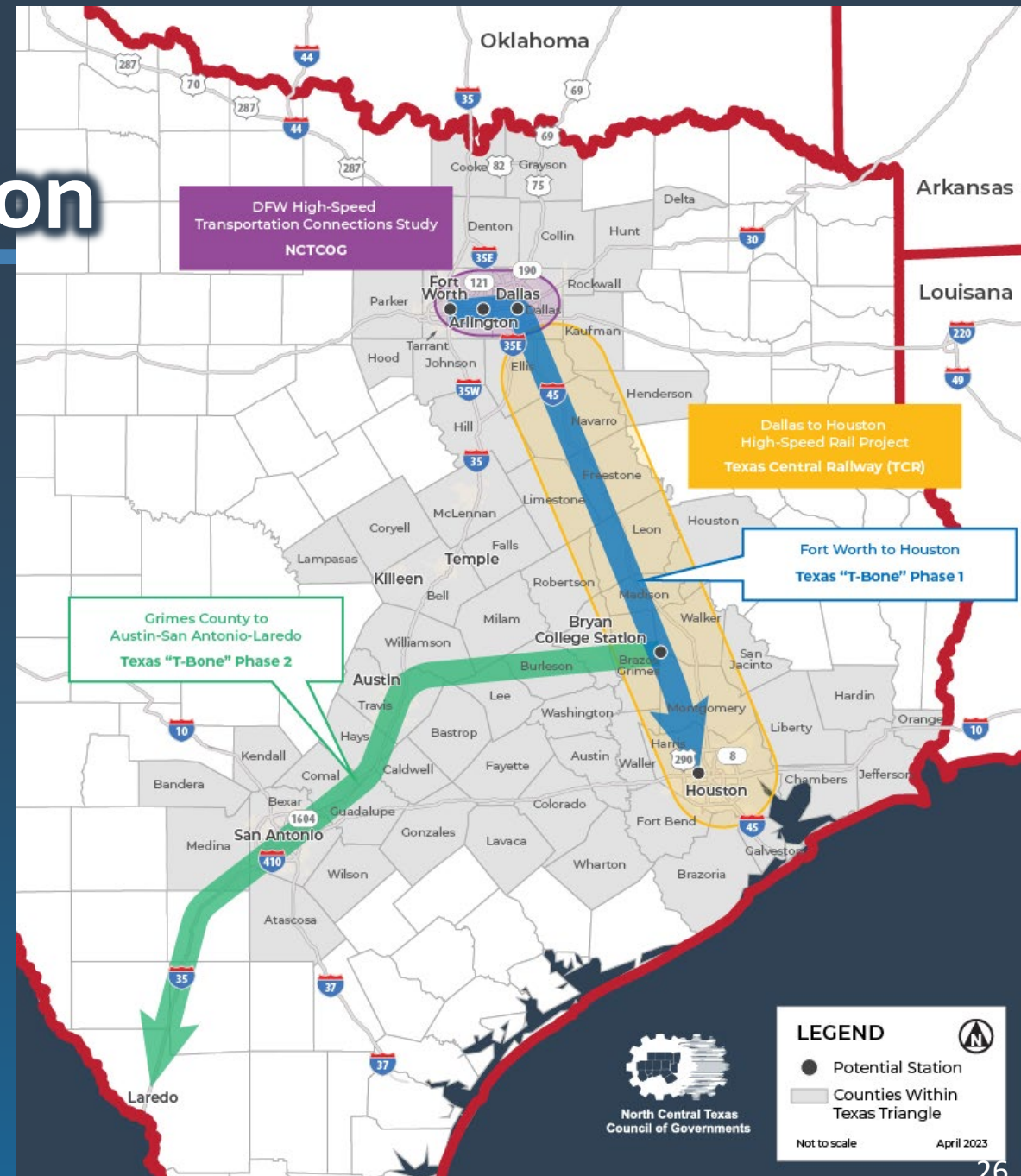
Texas "T-Bone" HSR System Option

Alternative to Upside Down U system option with Fort Worth to Dallas now connected to Dallas to Houston corridor

Phase 1: Fort Worth to Houston HSR

Phase 2: Grimes County (Bryan College Station) to Austin-San Antonio-Laredo HSR

Does not preclude future Fort Worth to Austin-San Antonio-Laredo High-Speed project





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