

# DFW HIGH-SPEED UPDATE

THE LATEST MOVEMENTS IN THE DALLAS-FORT WORTH  
HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

SUMMER 2023

## Get Up to Speed! Next Stop, Phase 2

High-speed travel across DFW is one step closer with the Phase 2 kickoff of the Dallas-Fort Worth High-Speed Transportation Connections Study (DFWHSTCS)! "We are laying important groundwork so the project



**Michael Morris, PE,**  
NCTCOG Director  
of Transportation

runs smoothly, gaining support and momentum," said Michael Morris, PE, North Central Texas Council of Governments (NCTCOG) Director of Transportation.

Plans regarding engineering, environmental effects, ridership estimates, operations and maintenance, implementation, and finances for the corridor will be drafted over the next year and a half. "Most importantly, Phase 2 lets the community give further input to help us shape the project in ways that benefit everyone in the community," continued Morris.

After initial design plans are completed by early fall, NCTCOG will begin documentation for the National Environmental Policy Act (NEPA) process, a federal requirement for assessing the project's potential effects on the community and natural environment. Learn more about NEPA on page 3.



Examples of Existing High-Speed Rail – Asia

## DFW High-Speed Rail

Possibilities for high-speed transportation continue to emerge as experts study more in-depth how DFWHSTCS should connect to Texas' other major metro areas. NCTCOG is studying the potential to incorporate the federally approved high-speed rail (HSR) alignment proposed between Dallas and Houston with DFWHSTCS.

"These are exciting times to be living and working in Texas, and NCTCOG looks forward to collaborating across our state to make high-speed transportation a reality," added Morris.

"Of course, our team is enthusiastic about the multiple HSR possibilities emerging across Texas and what they mean to North Central Texas. Stay tuned! We are focused on moving full speed ahead with DFWHSTCS to reach environmental clearance within the next 16 months, effectively advancing this project to the level of planning of the proposed alignment between Dallas and Houston," said Dan Lamers, PE, NCTCOG Senior Project Manager.

Read about Phase 1's progress—Pg. 2



Proposed High-Speed Rail Corridor Alignment



Let Your Voice Be Heard!

Let's Talk About Travel Across DFW. We Want Your Feedback!

[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)

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Details on public open houses coming soon.





SPRING 2023

# Phase 1 Leaving the Station

Phase 1 of DFWHSTCS explored how to bring high-speed transportation to North Texas. After reviewing five transportation modes and 43 potential routes, NCTCOG determined high-speed rail (HSR) along I-30 was the best way to link Fort Worth and Dallas quickly and reliably.

Commonly referred to as a “bullet train,” HSR has been widely used across Europe and Asia for decades and is a time-tested solution for rapid transit. In Japan, there have been over 10 billion passenger rides on HSR without a single injury or fatality for over 50 years.

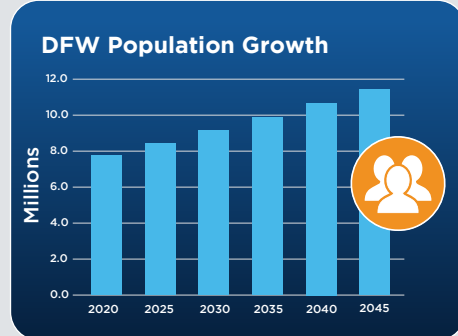
“The proposed alignment and mode of transportation emphasize safety, speed, and limiting disruptions to the community,” noted Lamers.

“There are no intersections with roads, preventing the possibility of collisions with vehicles.”

The planned route connects the existing Fort Worth Central Station and a proposed station in Dallas near Kay Bailey Hutchison Convention Center.

A third proposed station in the Arlington Entertainment District could provide easy access to top destinations such as AT&T Stadium, Globe Life Field, and Six Flags Over Texas.

DFWHSTCS is led by NCTCOG in collaboration with TxDOT, the Federal Transit Administration (FTA), and the Federal Rail Administration (FRA).



## The Need for High-Speed!

Phase 1 documented the pressing need for high-speed transportation between Dallas and Fort Worth. DFW is forecasted to grow nearly 50% by 2045, at which point 11.4 million people will call the area home. This population boom will add millions of motorists onto already congested roads, leading to increased travel times.

“Sure, you could still drive between Fort Worth and Dallas if you really wanted, or you could hop on HSR and get there in just 23 minutes,” said Lamers. “So kick back, relax, and wave at drivers stuck in traffic while you zip by at high-speed.”



### DFW Has a Need for Speed!



Get Up to Speed with High-Speed Rail Across DFW!

HIGH-SPEED TRANSPORTATION DALLAS-FORT WORTH

Public Open House Fall, 2021 – Arlington

The Phase 1 report will be available on our website at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) soon.



Existing High-Speed Rail – Europe

“Collaboration is critical for our success. Please visit our website at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) to keep up with the study and participate in our community meetings.”

Michael Morris, PE, NCTCOG Director of Transportation





# NEPA Protects Our Communities and the Environment

## PUBLIC SAFETY AND ASSURANCE

Signed into law by President Nixon in 1970, the National Environmental Policy Act (NEPA) requires governmental agencies to assess if and how their decisions might affect the environment and the surrounding community. This process must happen before construction begins, giving the project team time to evaluate environmental effects, propose mitigation to minimize negative impacts, and give the community opportunities to have their voices heard.

### The Importance of NEPA

Following World War II, the federal government began a major expansion of the U.S. highway system. This construction, although well-intentioned, threatened to cut through delicate ecosystems and established communities. Local residents pushed back and demanded to have their voices heard on projects directly affecting them. The government listened, and NEPA was created.

NEPA requires a comparison between the impacts of not doing the proposed project (the “no-build alternatives”) to those of doing the project (the “build alternatives”). Effects on the neighborhoods, community assets (e.g., parks, schools), air quality, noise, ecosystems, water, cultural resources, economics, and the transportation network are all considered during this process.

### Minimizing Negative Effects, Maximizing Positive Effects

NEPA requires federal agencies to consider appropriate mitigation measures during the NEPA process.

Mitigation includes avoiding, minimizing, rectifying, reducing over time, and compensating for adverse impacts.

For example, a noise analysis will be conducted as part of the environmental impacts analysis. If a noise impact is identified, the project team will look for opportunities to avoid and/or minimize that impact. If avoidance and minimization is not possible, then mitigation would occur, possibly in the form of a noise wall.

“NEPA empowers the local community to be heard and help shape the project. To minimize potential negative effects, we are following an established transportation corridor and planning to stay predominantly within the existing I-30 right-of-way,” said Ian Bryant, AICP, HNTB Project Manager.

### Public Assurance

“When we are finished, the public can be assured this project has been subjected to exhaustive review, and the outcome represents the choices most advantageous to residents and neighbors,” said Morris. “High-speed transportation is already in use around the world. Aside from the likelihood of being a real driver of economic development, it helps create more sustainable, clean, efficient, and cohesive communities.”



## Let Your Voices Be Heard

### Community Planning for High-Speed Rail

“High-speed rail requires input from many organizational partners, but it also needs community input,” said Rebekah Gongora, NCTCOG Communications Manager. “The feedback we receive when people contact us or comment at public meetings is invaluable in helping us address community needs and concerns.”

Visit [www.nctcog.org](http://www.nctcog.org) for a list of upcoming public meetings and reach out to Rebekah Gongora.

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