

# HIGH-SPEED



# TRANSPORTATION

## Dallas-Fort Worth

12-12-2022 NCTCOG Public Meeting

Brendon Wheeler, P.E.



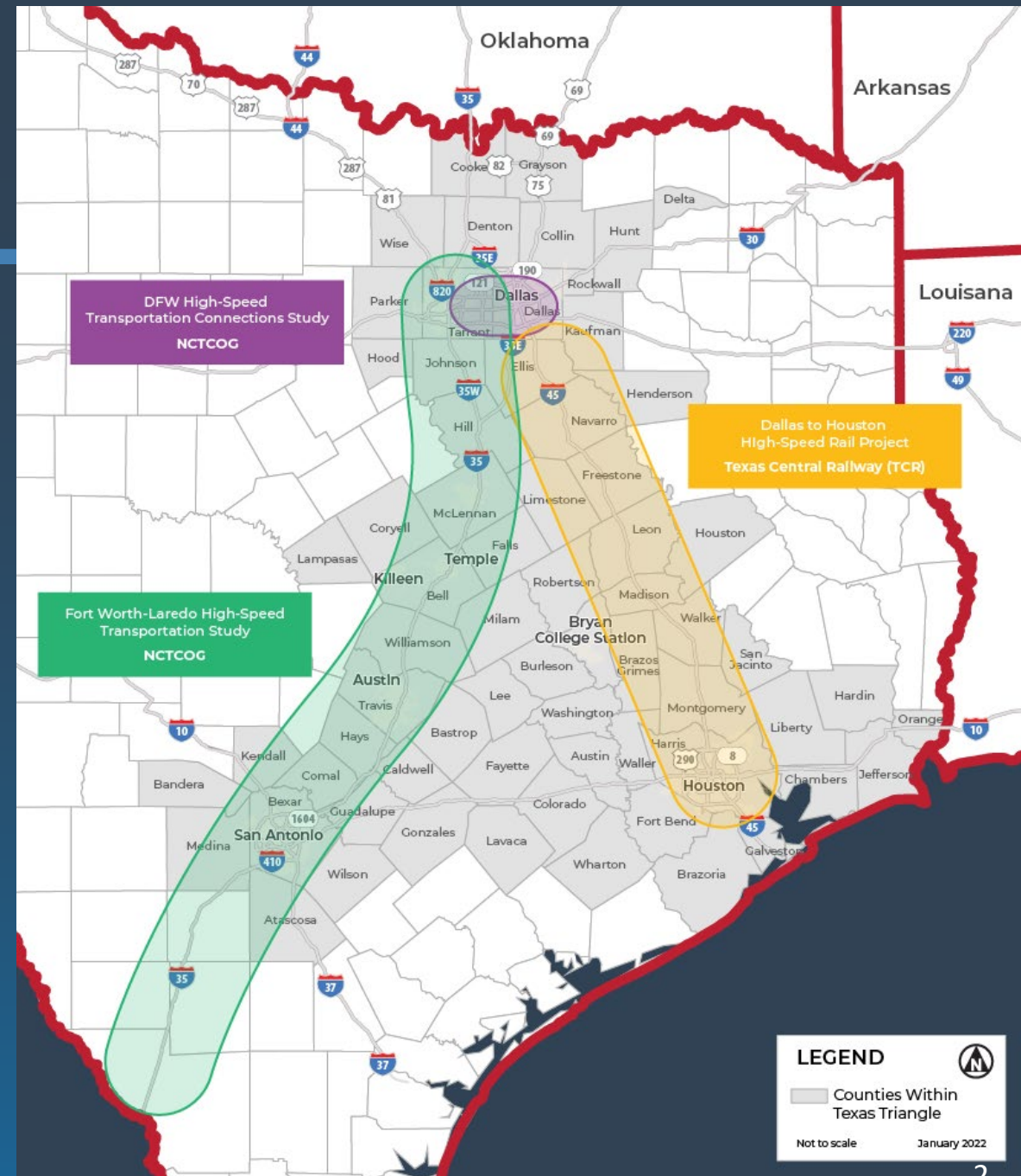
North Central Texas  
Council of Governments

# Objective of this Study

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative



# Phased Approach

## 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

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

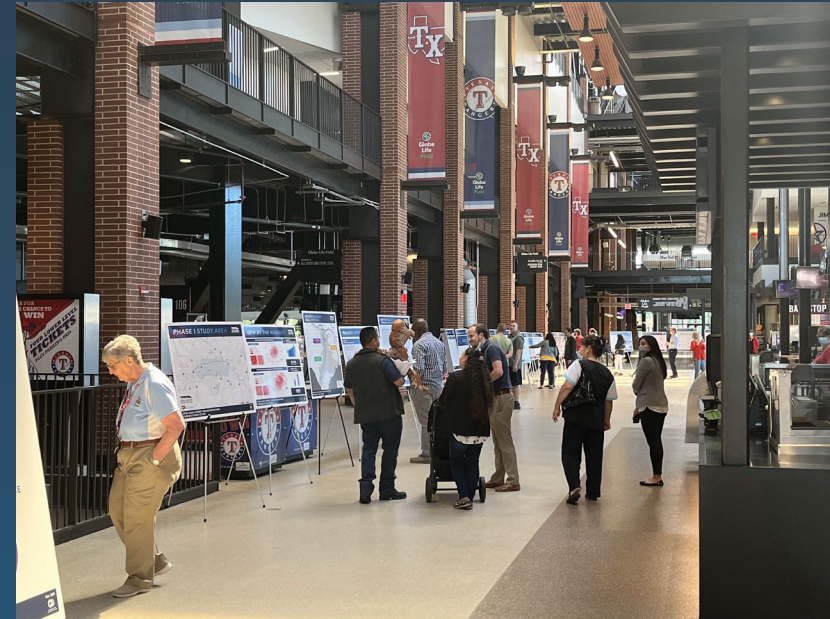
### Goal for Phase 2

Federal environmental approval of alignment and technology

# Completed Public and Agency Engagement (2020-2022)

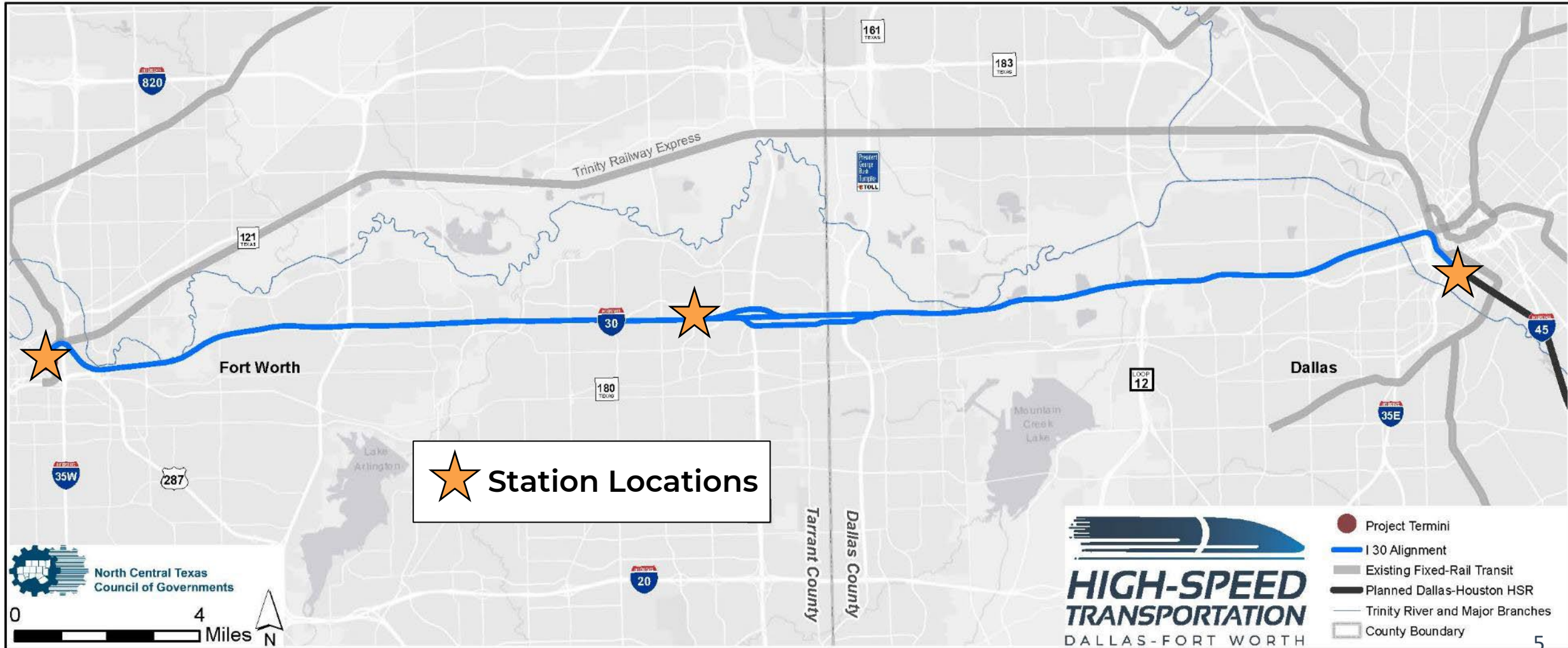
## Over 180 meetings held so far

- Public meetings
- Technical Work Group
- Federal and State Coordination
- Technology Forum and one-on-ones with providers
- Transportation Agencies and railroads
- Study area cities
- Elected officials
- Resource agencies
- Community groups and organizations
- Private Stakeholders at key locations



You can find responses to questions and comments from previous meetings and a FAQs document at our project website: [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) >> Project Information

# Recommended Phase 1 Alignments



# Phase 1 Results (Mode)

Conventional



Higher-Speed



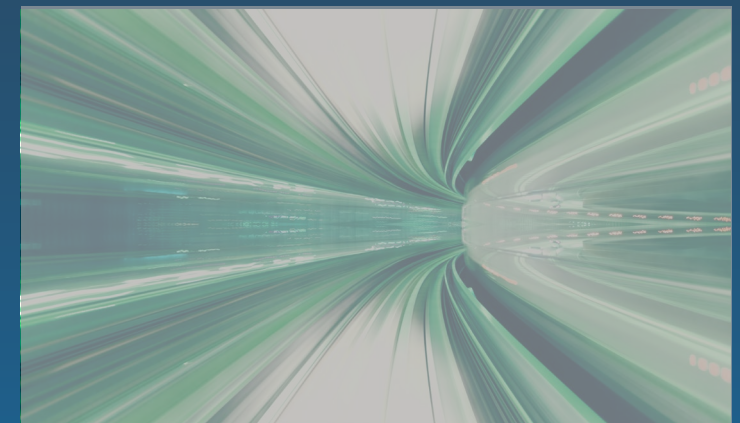
High-Speed



Maglev



Hyperloop



Emerging Technologies



# Phase 2 Activities

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Preliminary Engineering

Environmental Documentation in NEPA Process

Goal: Record of Decision or Finding of No Significant Impact

Early coordination with federal partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe



# Contacts

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