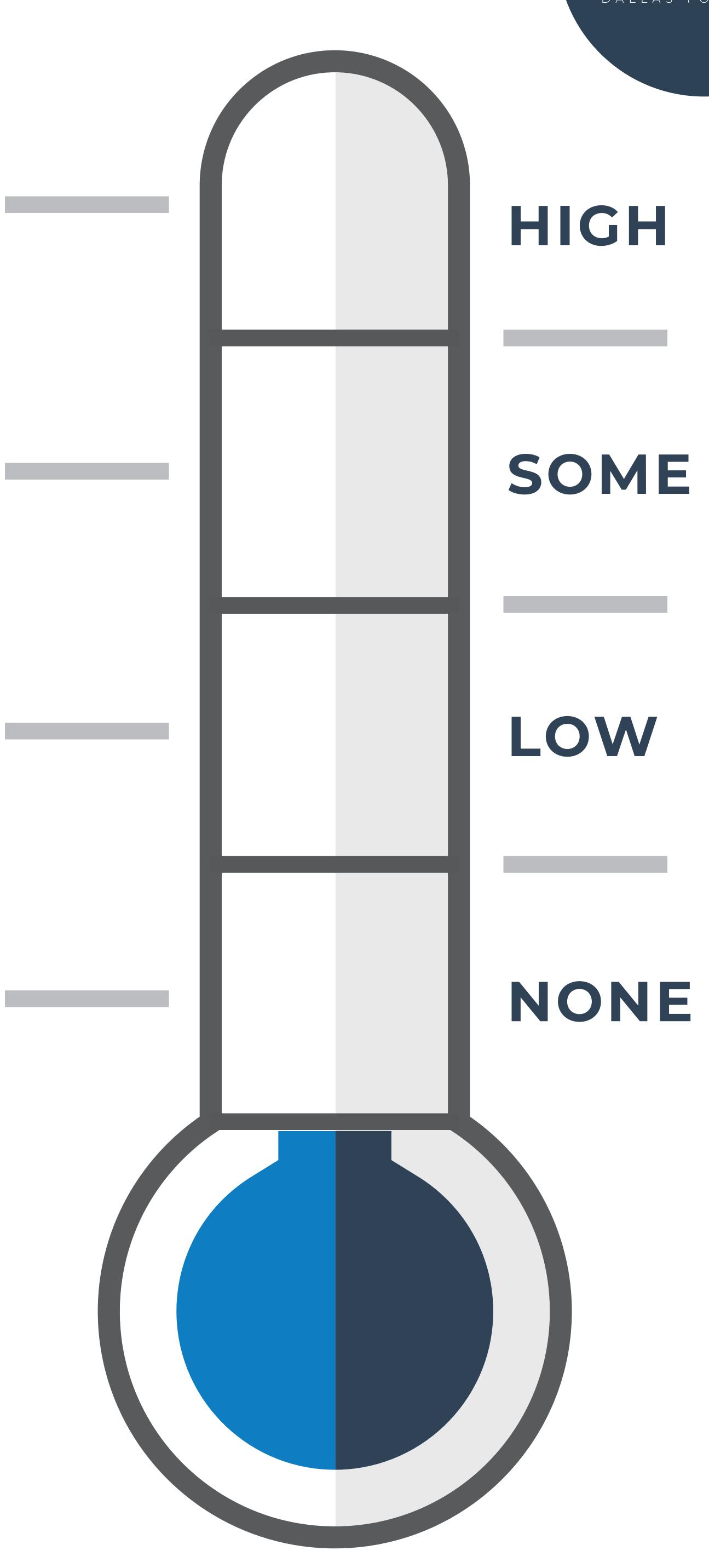
KNOWLEDGE METER



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.



PURPOSE OF MEETING

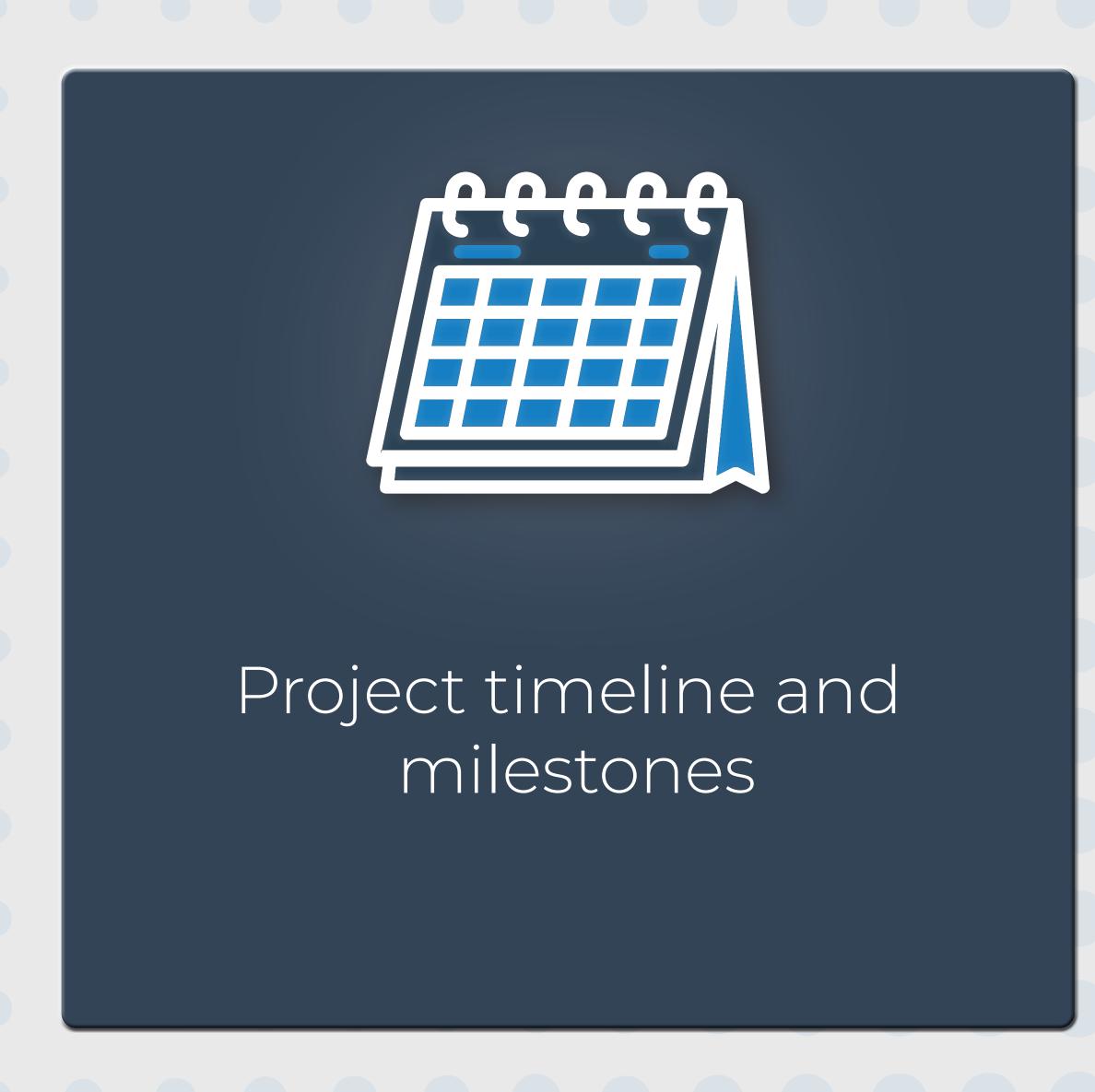


We're designing your high-speed rail, and we need your input!

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.

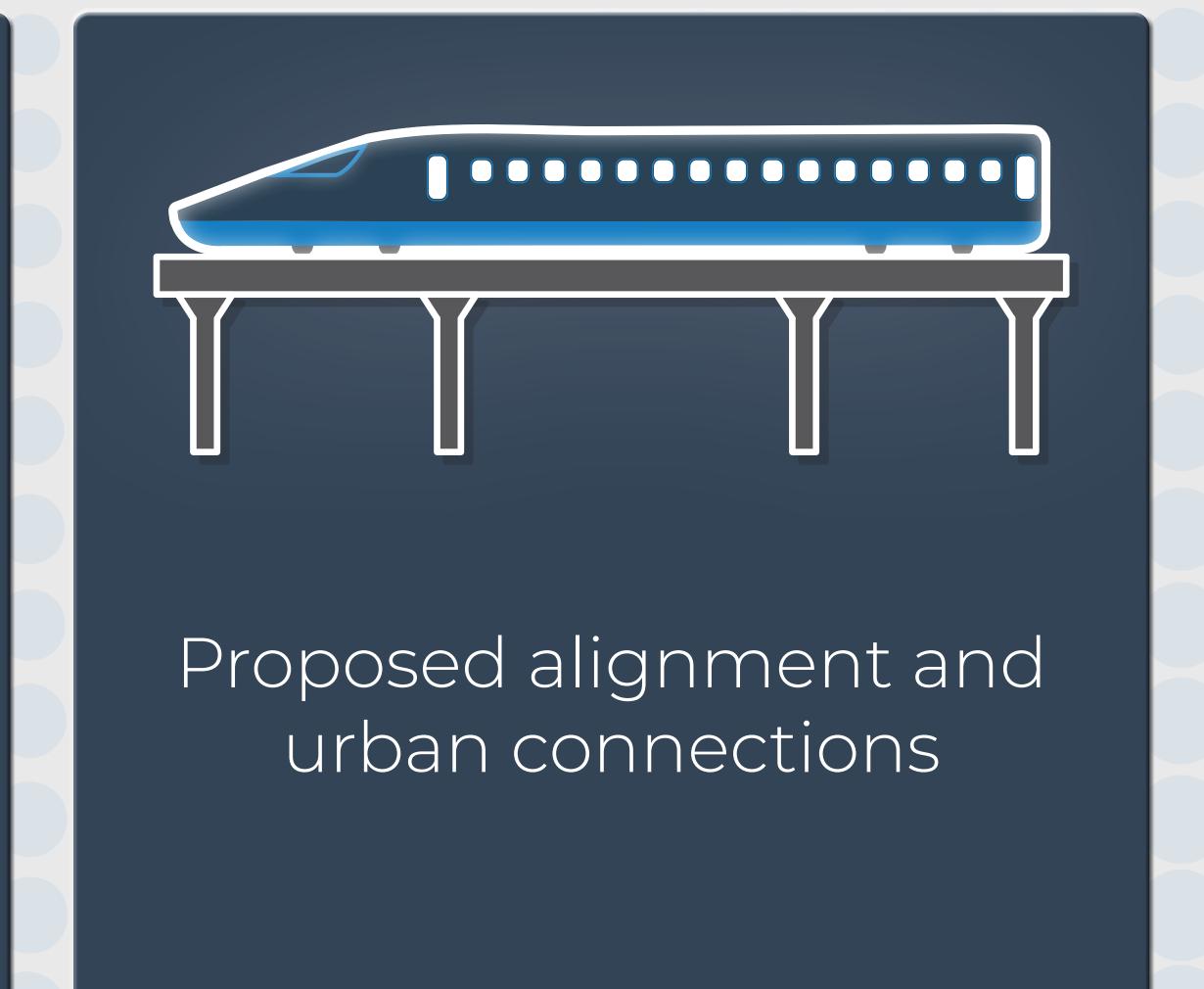


The open house will explain:





Environmental documentation and analysis





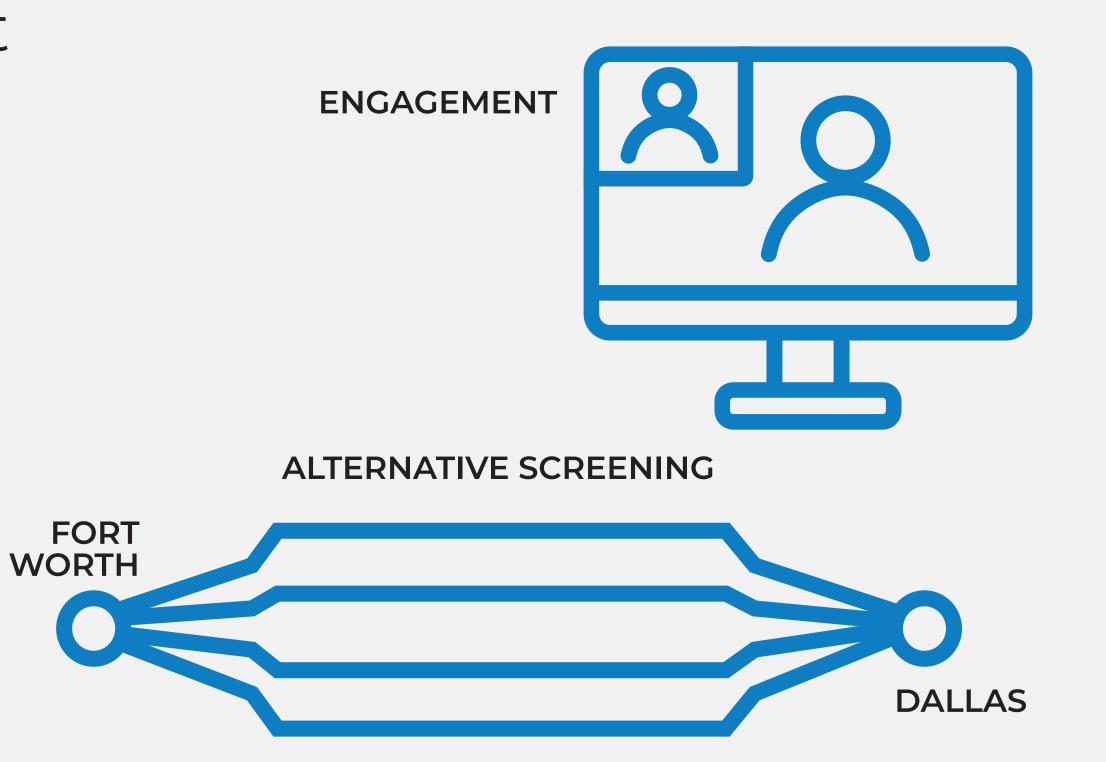
PHASED APPROACH

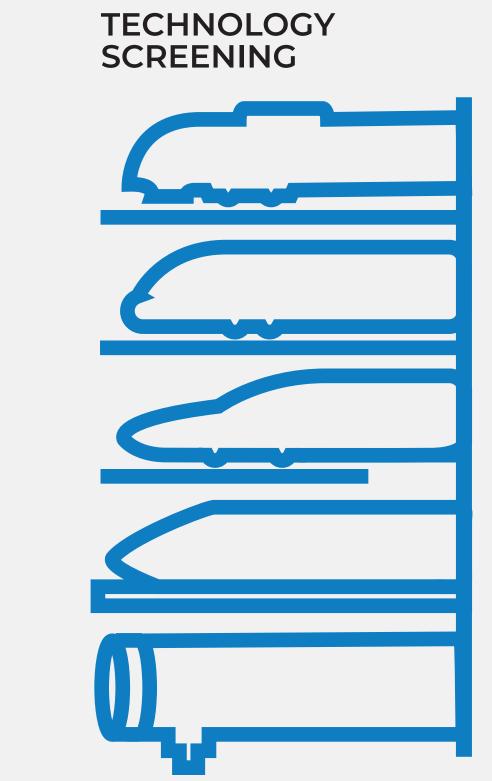


Phase 1 - Alternative Development

- Public and Agency Engagement
- Technology Screening
- Alternative Screening







GOAL for Phase 1

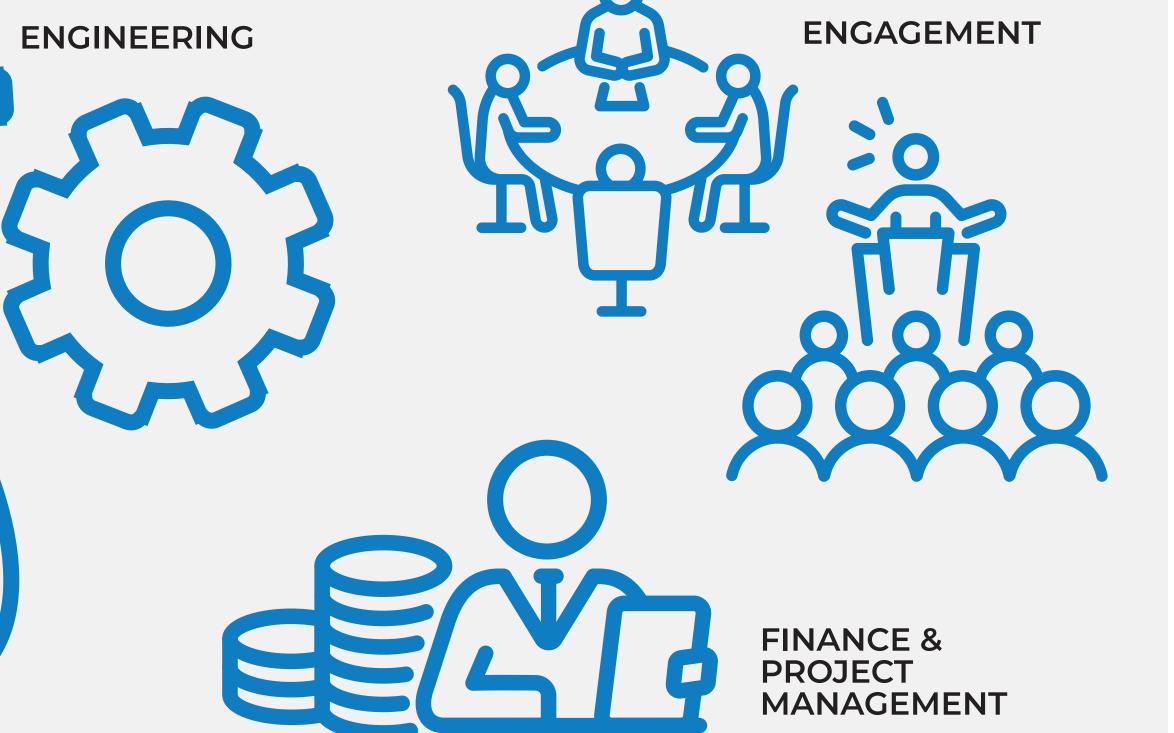
Identify technologies and alignments to be carried into Phase 2

I-30 Corridor + High-Speed Rail

Phase 2 - Engineering & Environmental

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





GOAL for Phase 2

Federal environmental approval of alignment and technology

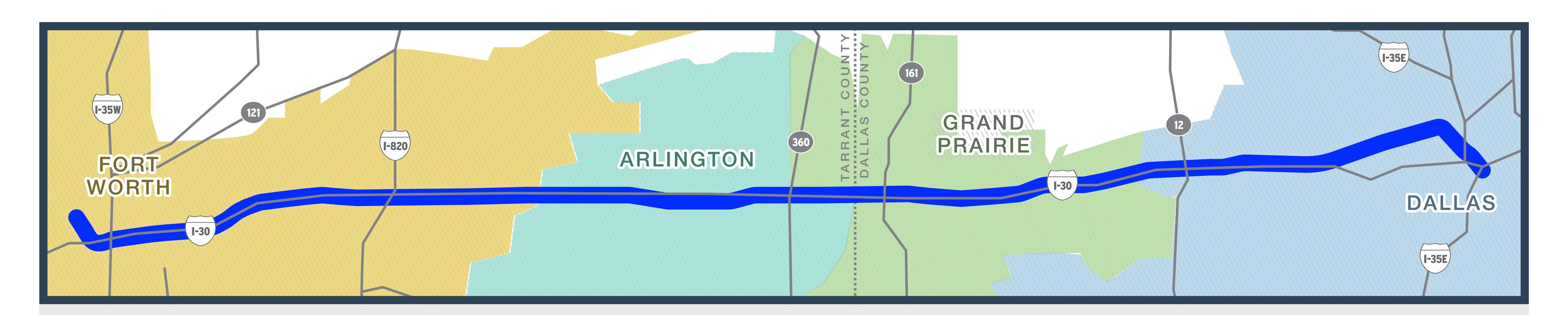
PHASE 2 STUDY AREA



The Study Area Traverses:

•Counties: Dallas & Tarrant

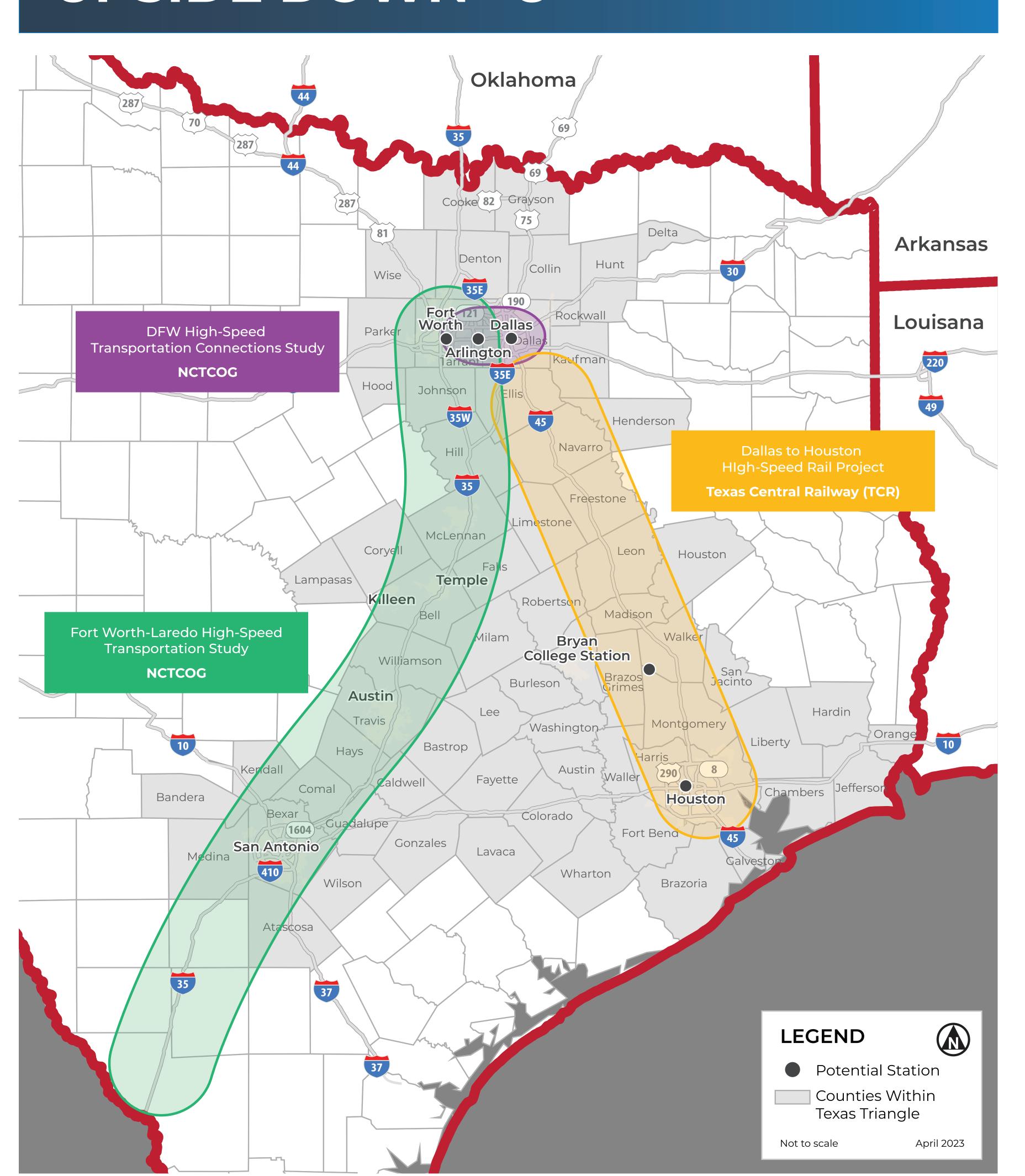
•Cities: Dallas, Grand Prairie, Arlington, Fort Worth



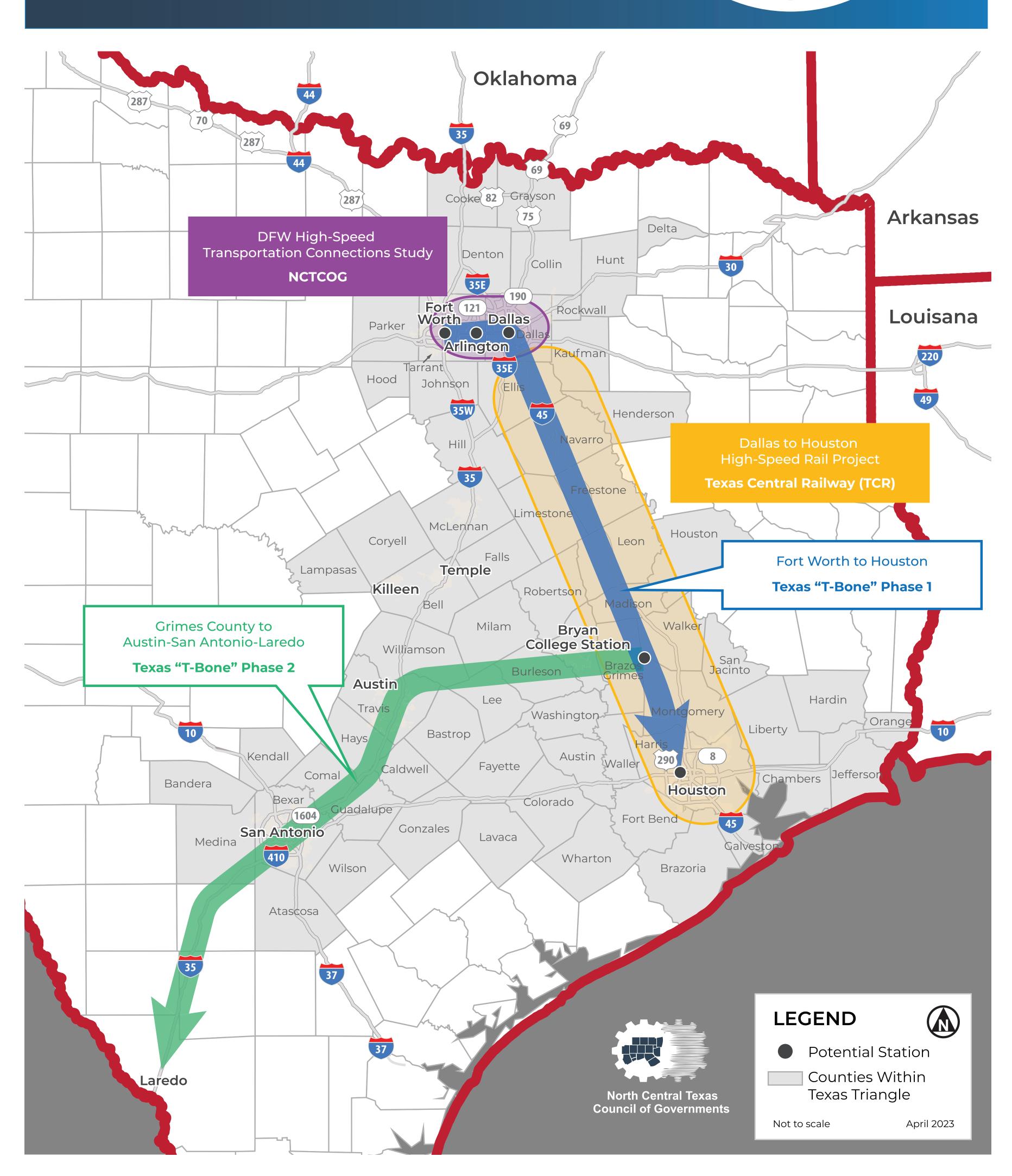
POTENTIAL CORRIDOR CONNECTIONS



UPSIDE DOWN "U"



TEXAS T-BONE



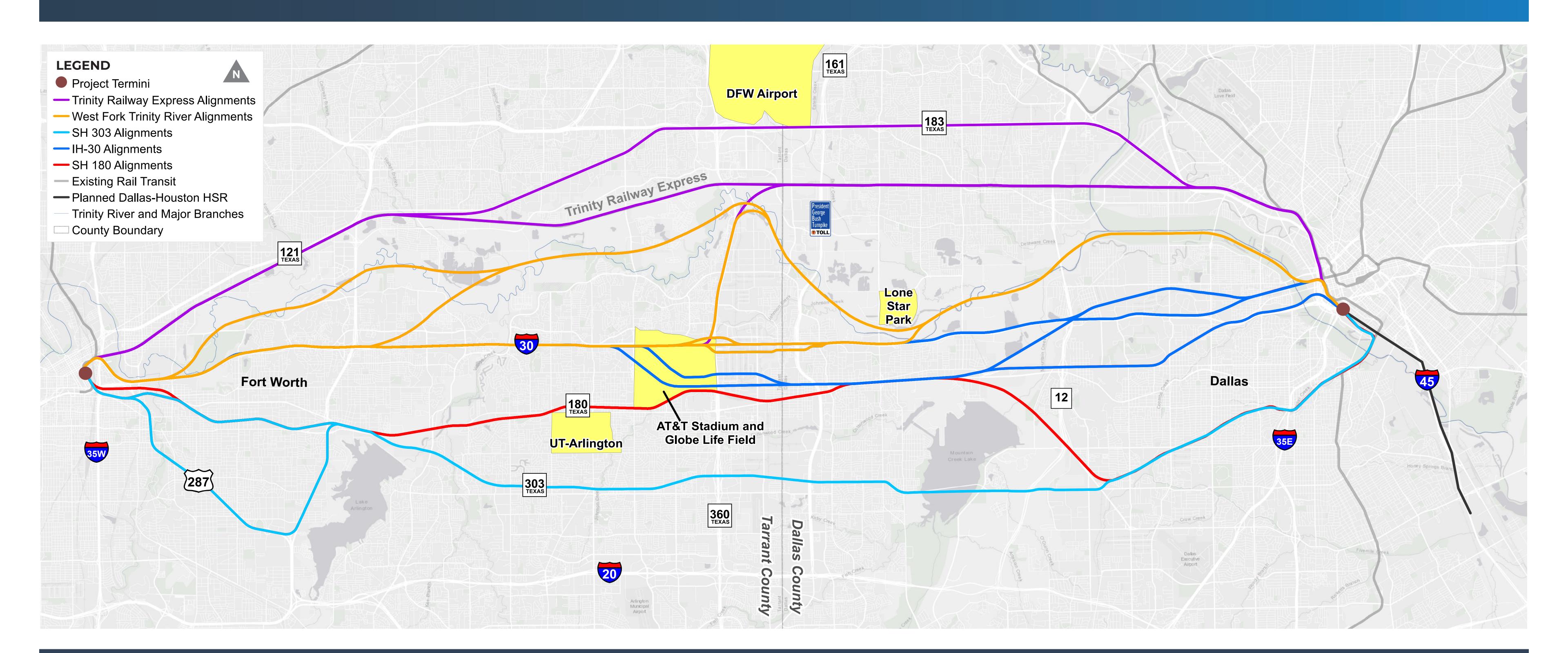
DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



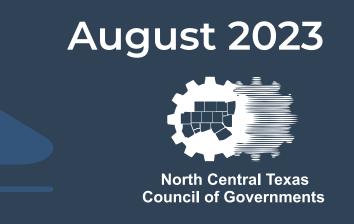
ALIGNMENTS/CORRIDORS



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

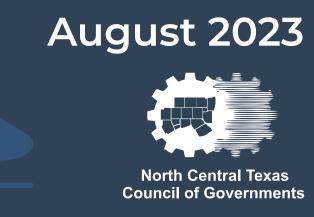
(Detailed Evaluation)

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



Phase I Alternative Analysis Final Report Volume 1

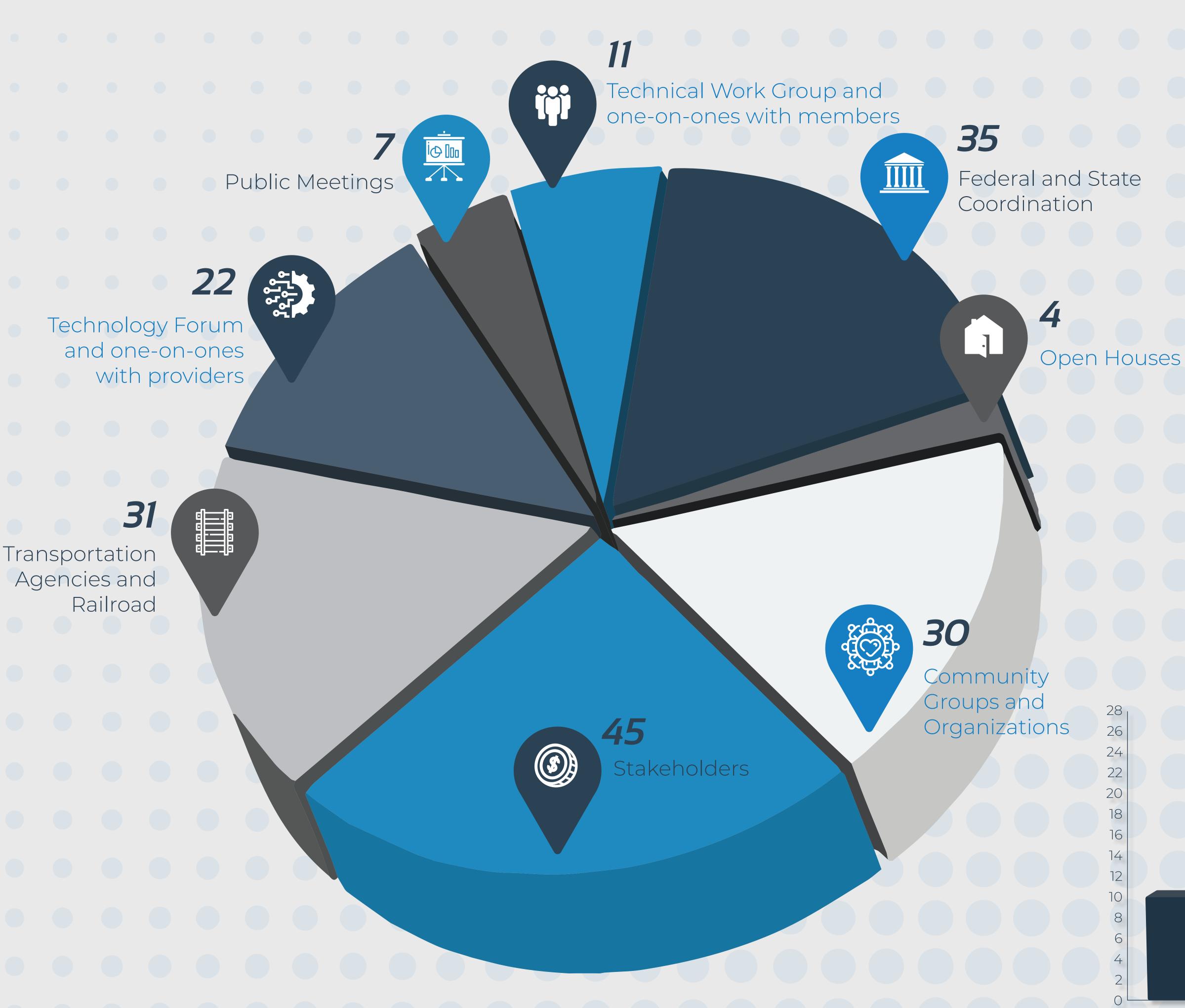




PHASE 1 Public and Agency Engagement



185 Meetings Held in Phase 1

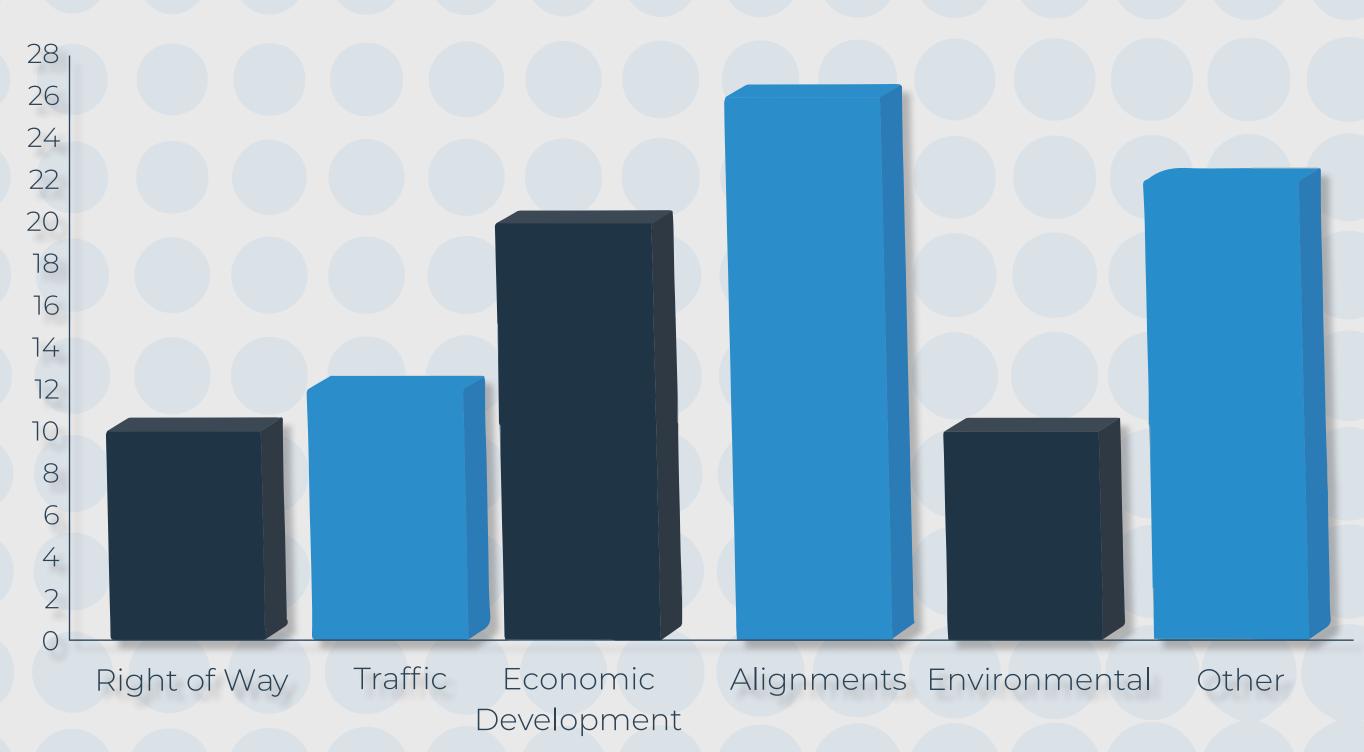


Thank you for your participation in Phase 1!

Read the Phase 1
Public Involvement
report by scanning
the QR code:

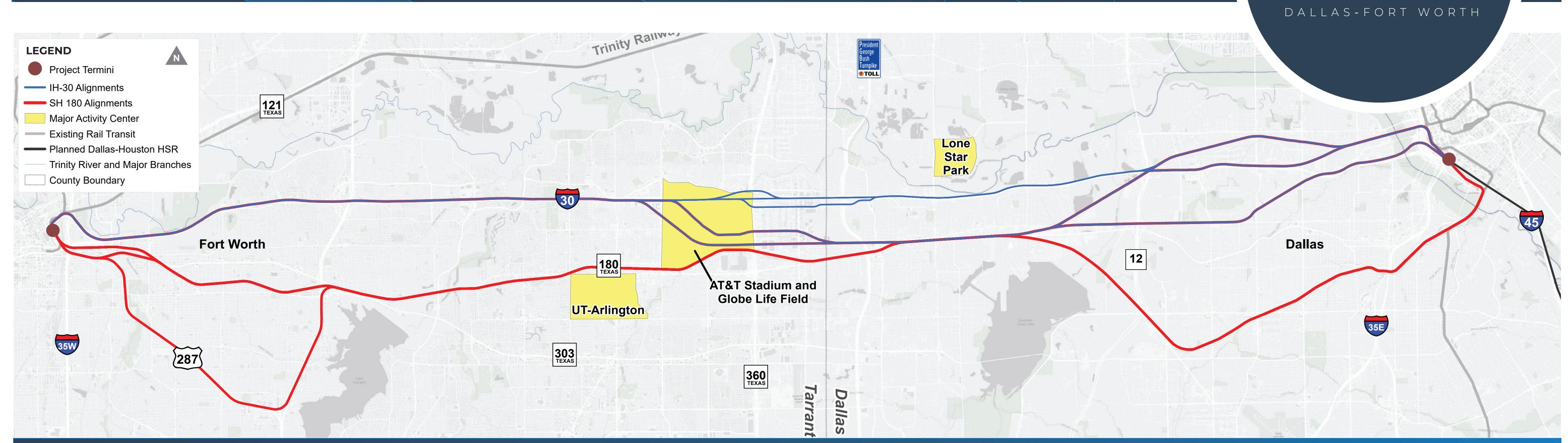


Phase 1 Public Comments

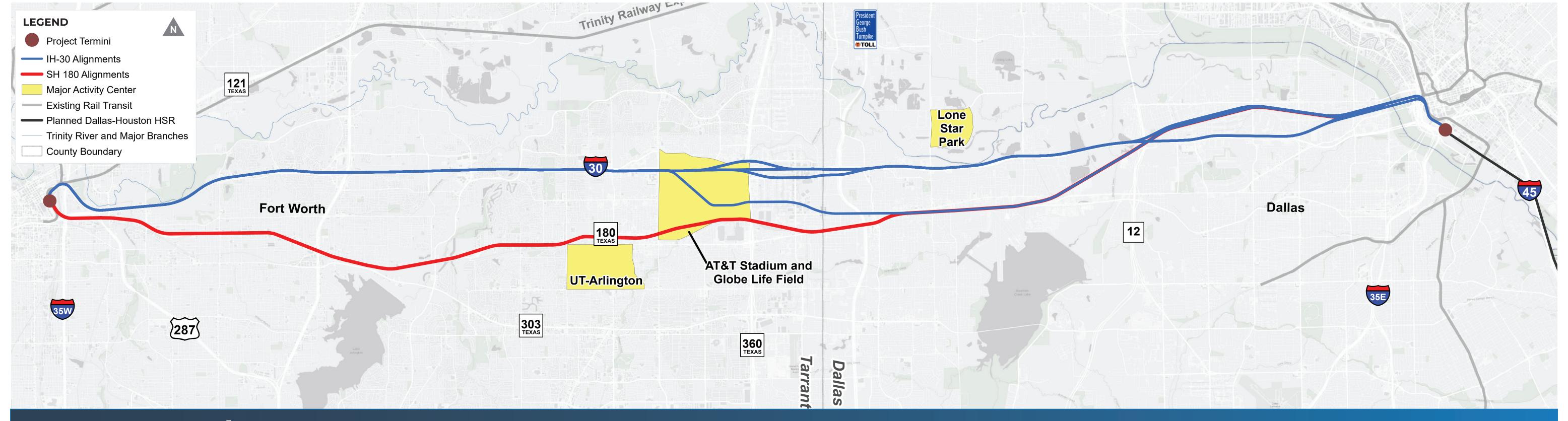


SCREENING SUMMARY

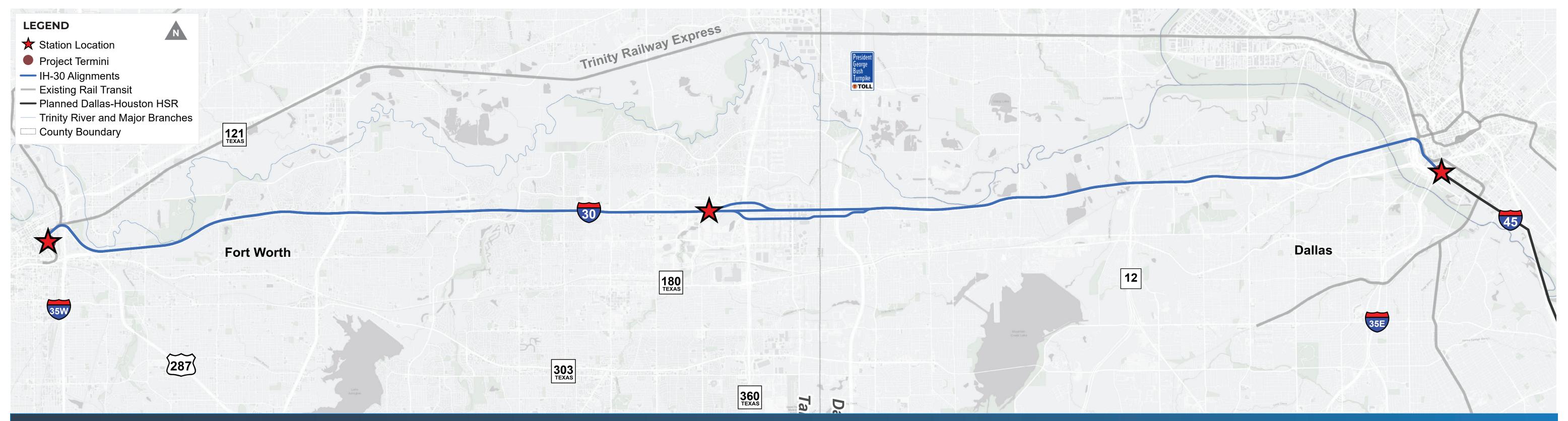




Alignment/Corridor Recommendations based on Level 1 Screening



Alignment/Corridor Recommendations Based on Level 2 Screening



Recommended Phase 1 Alignments

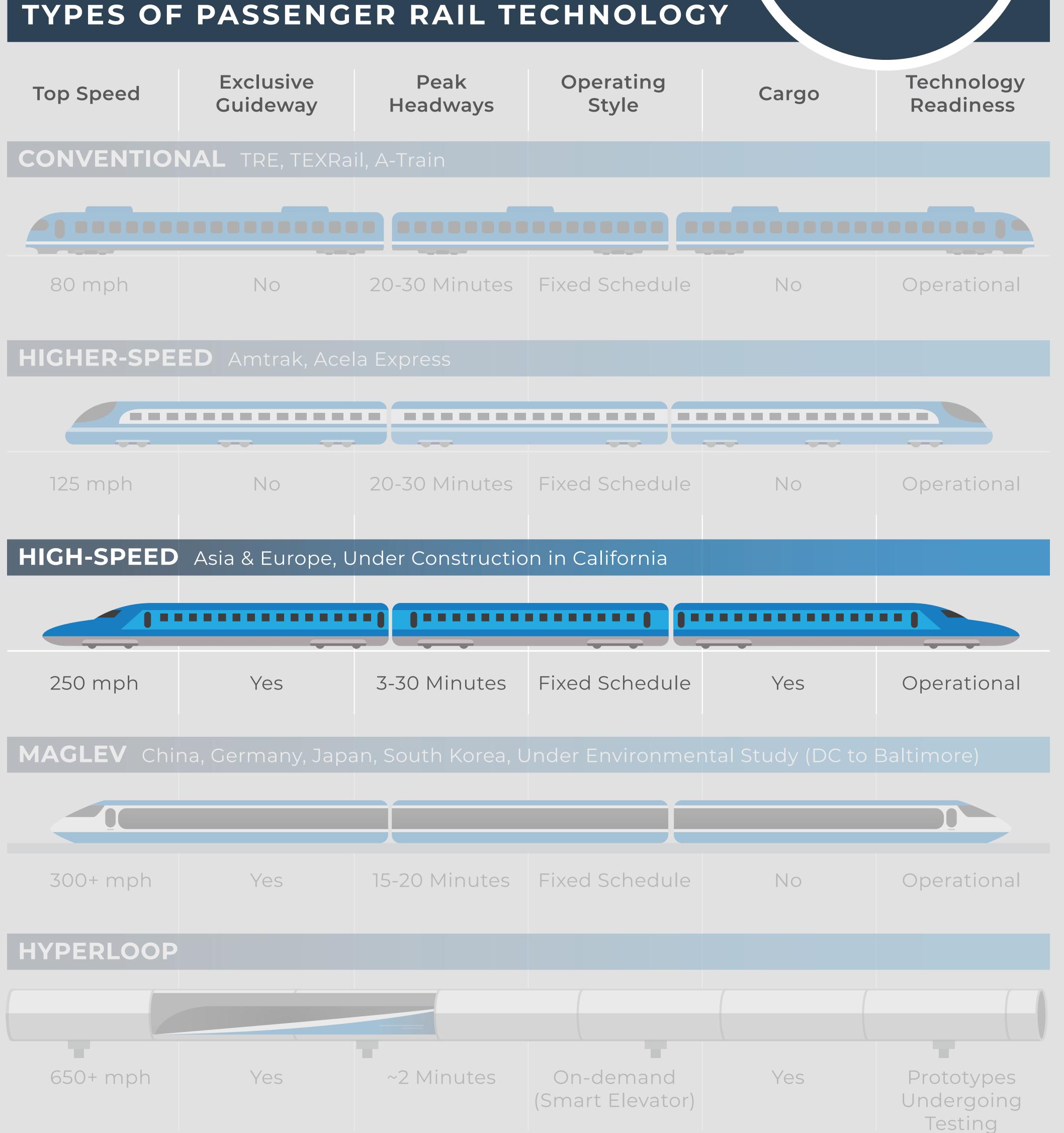
August 2023

North Central Texas
Council of Governments

MODES OF TRANSPORTATION







PHASE 1 Open House Recap



After

Open Houses

Knowledge Meter

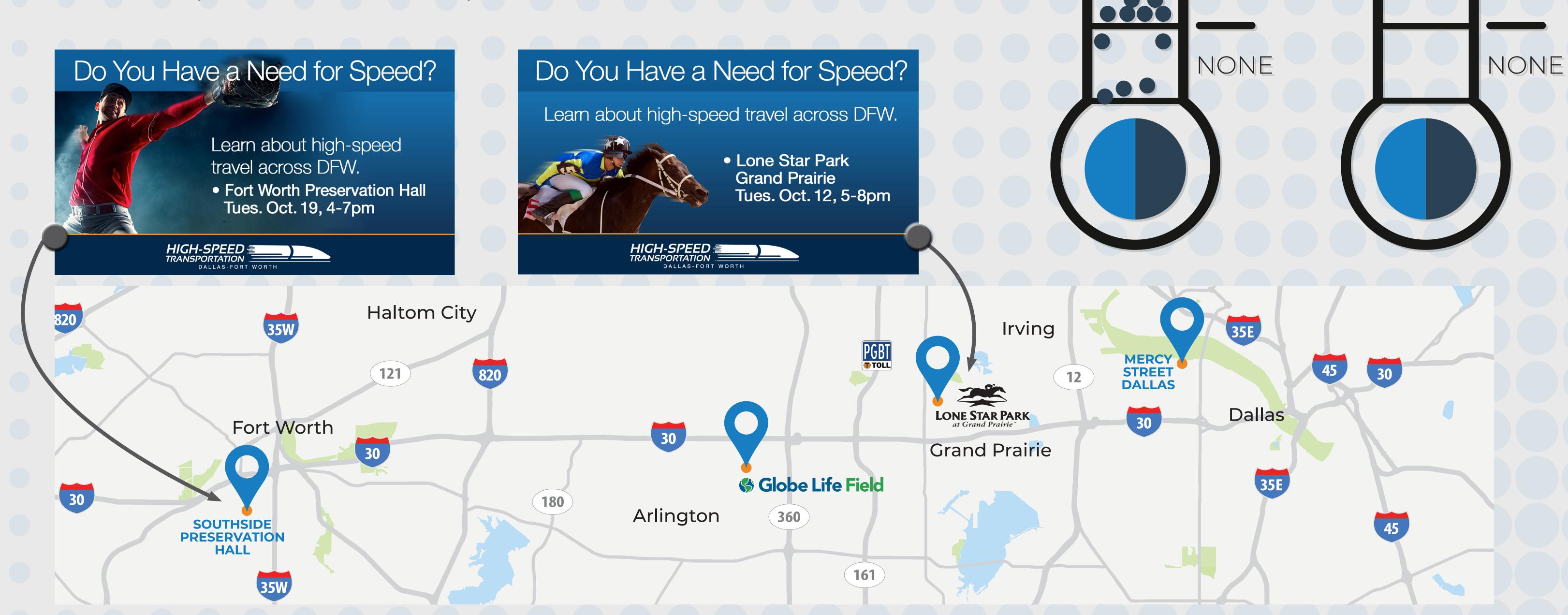
SOME

Before

Open Houses

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



PURPOSE AND NEED



WHY IS THERE A NEED FOR HIGH-SPEED



Create more travel options



Increase connectivity



Lessen demand on roadways



Establish more reliable travel times

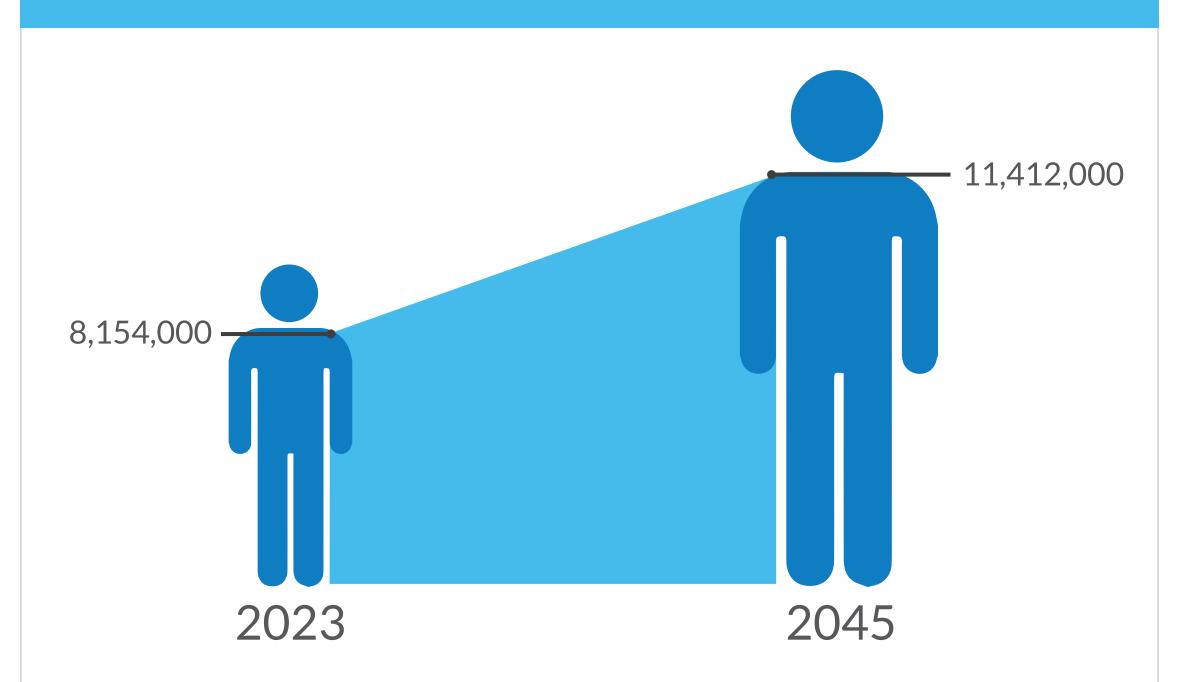


Effect better air quality



Scan for more information

REGIONAL MAN POPULATION GROWTH



57% **Population Increase**

42%

Employment Increase

REGIONAL

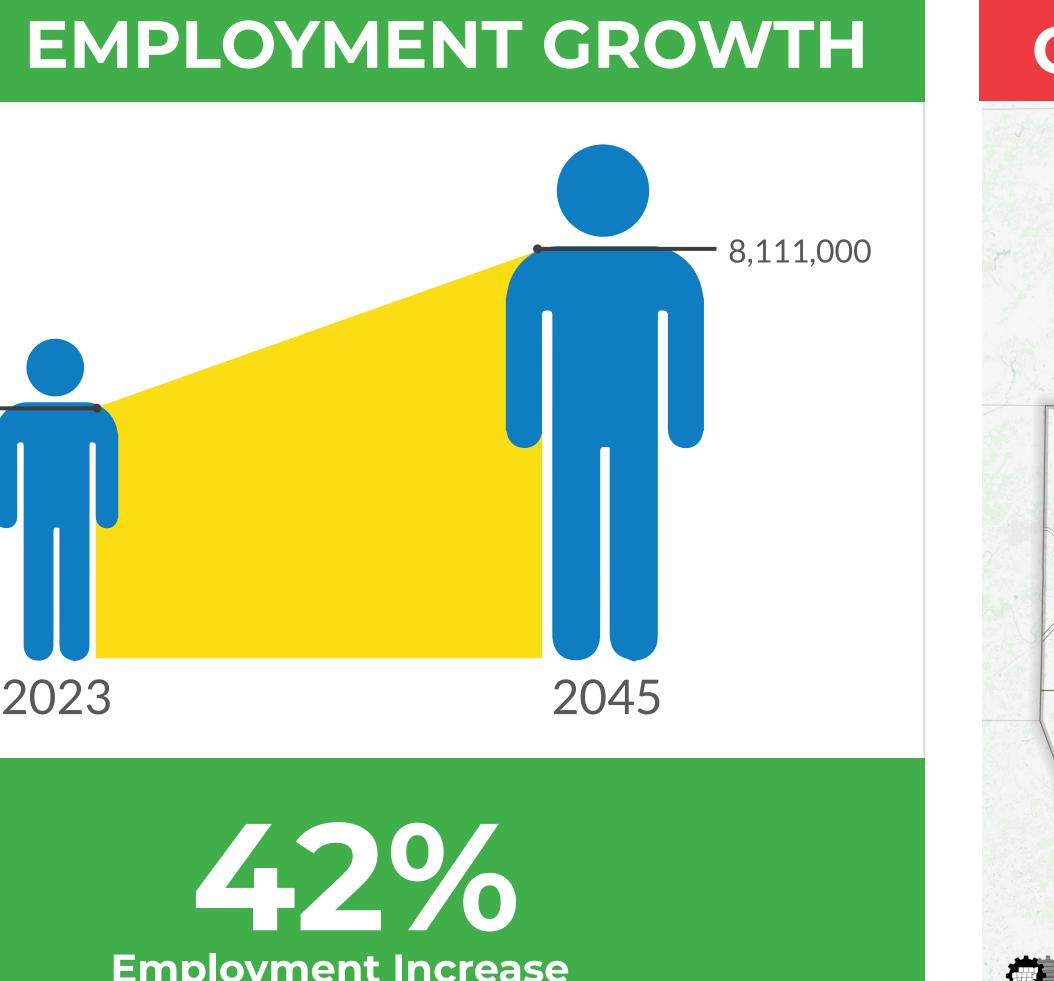
5,712,000 -

2023

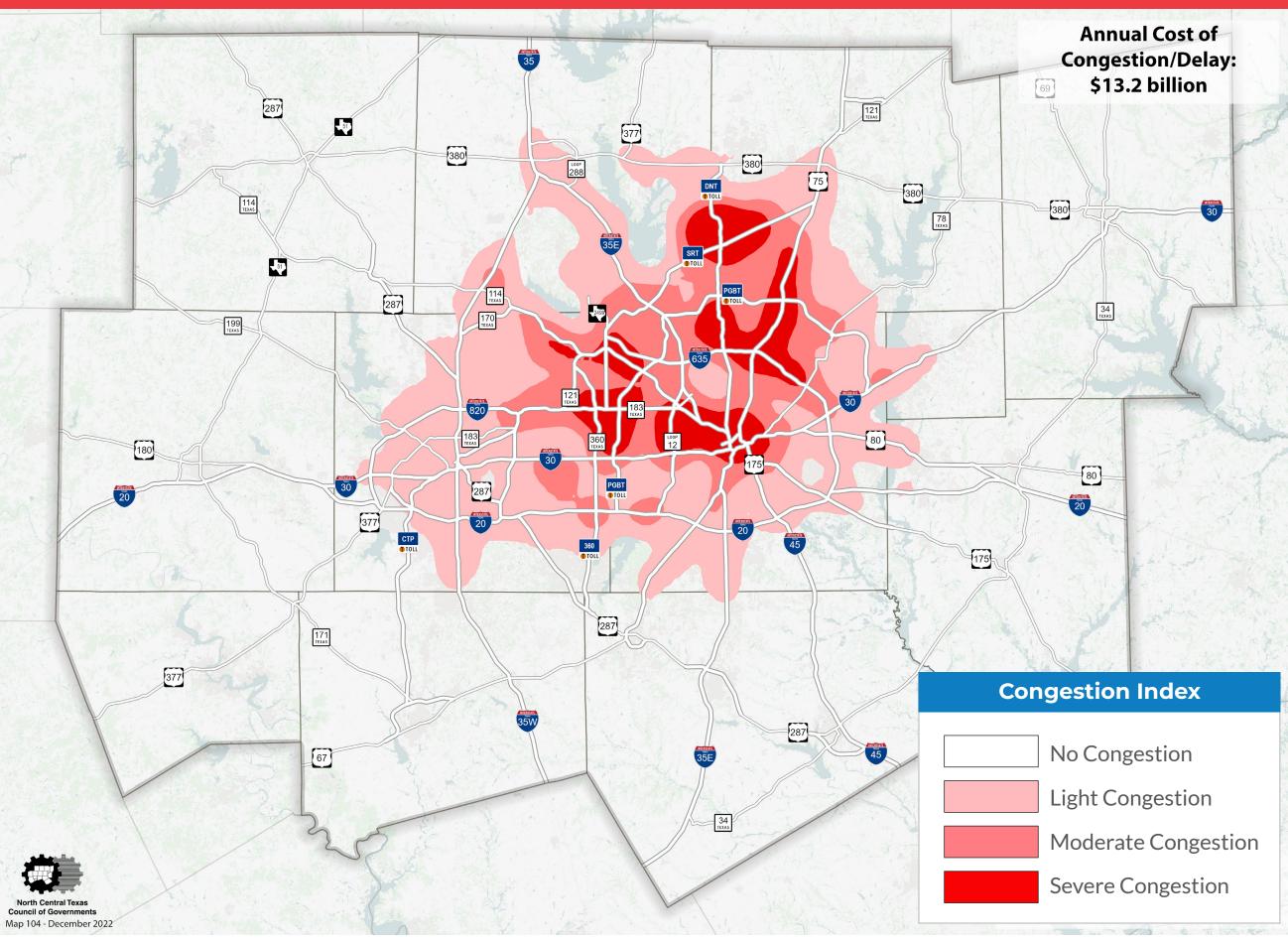
ANTICIPATED 2045 LEVELS OF CONGESTION/DELAY

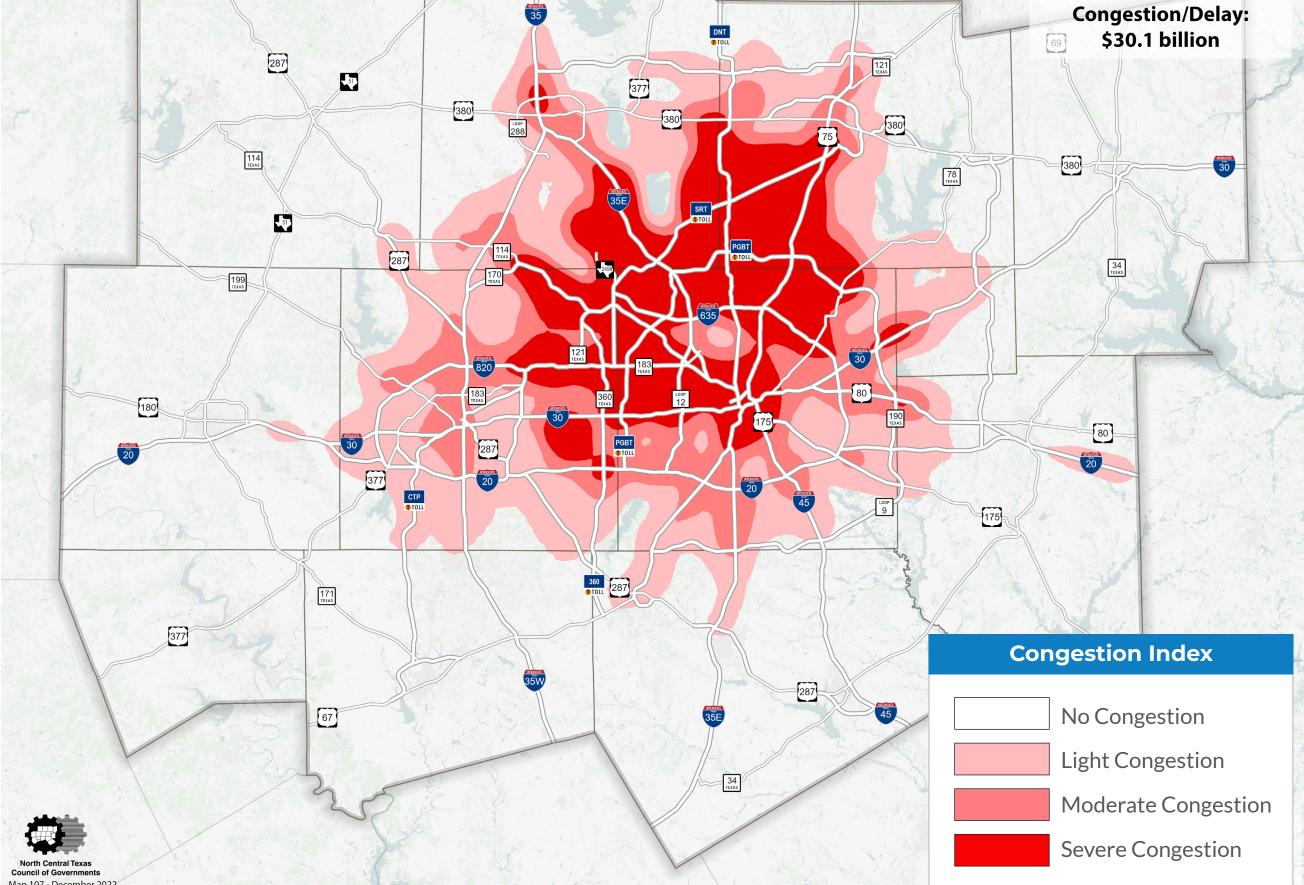
2023 LEVELS OF

CONGESTION/DELAY



2045







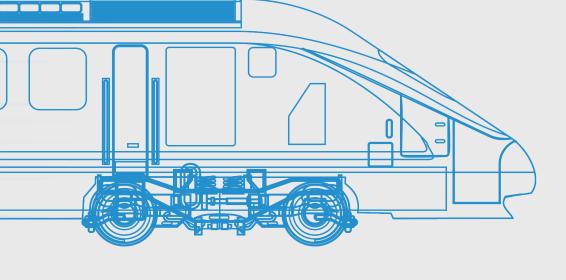


Annual Cost of

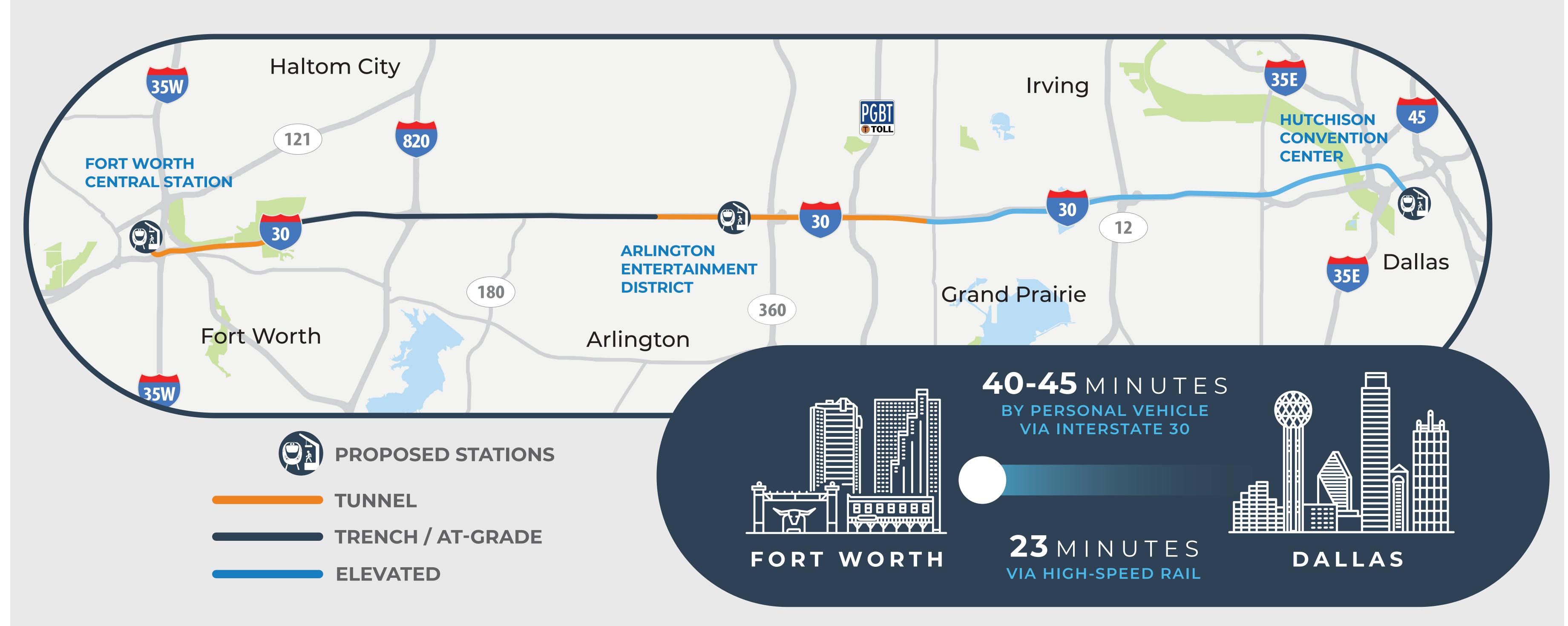
THE FUTURE OF HIGH-SPEED RAIL IN DEW



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.



A Bullet Train Saves Time

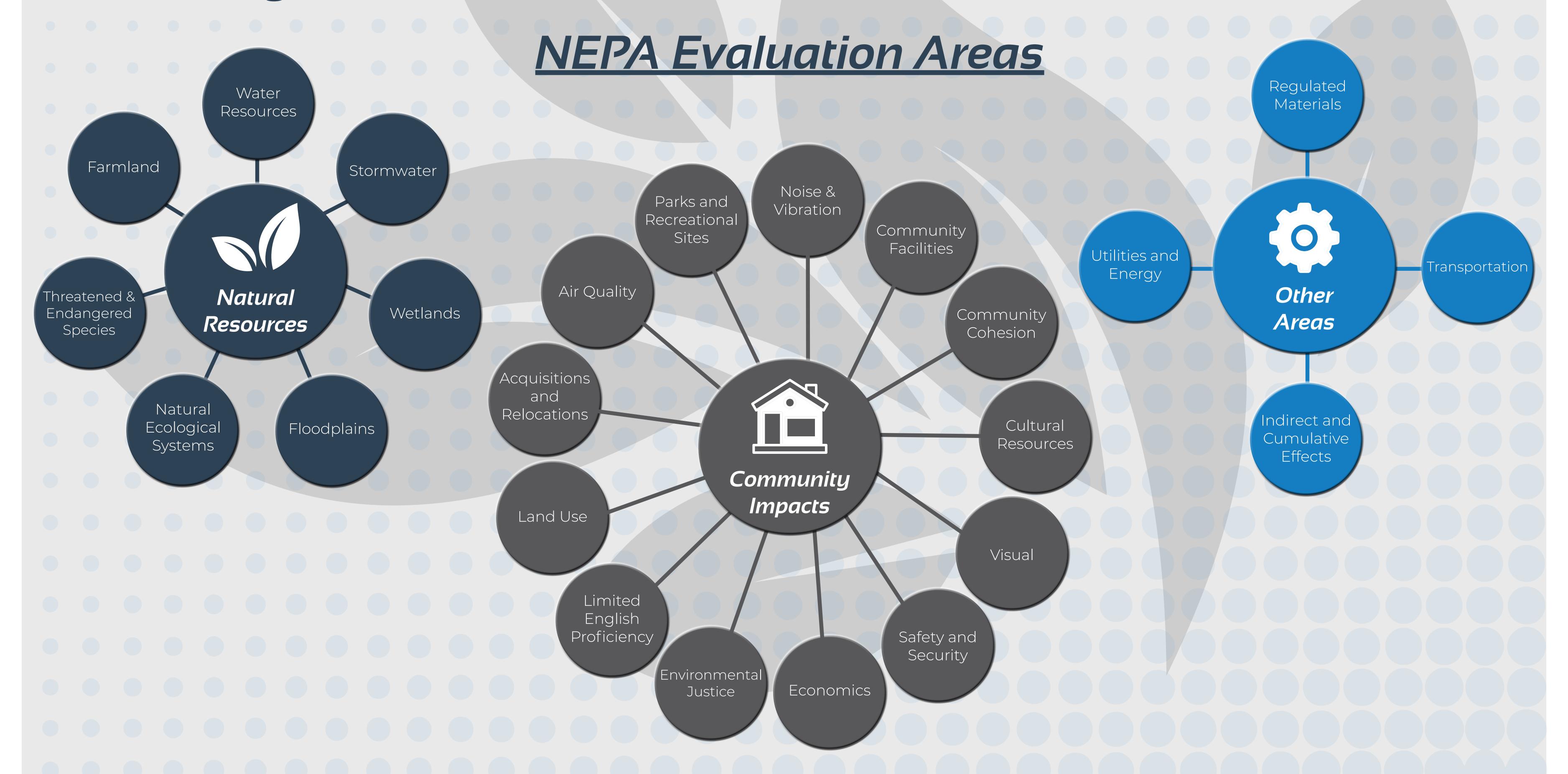
HIGH-SPEED RAIL TECHNOLOGY CAN REACH A MAXIMUM SPEED OF AROUND 250 MPH. FOR THIS ALIGNMENT, THE TRAIN COULD HAVE A TOP SPEED OF OVER 180 MPH.



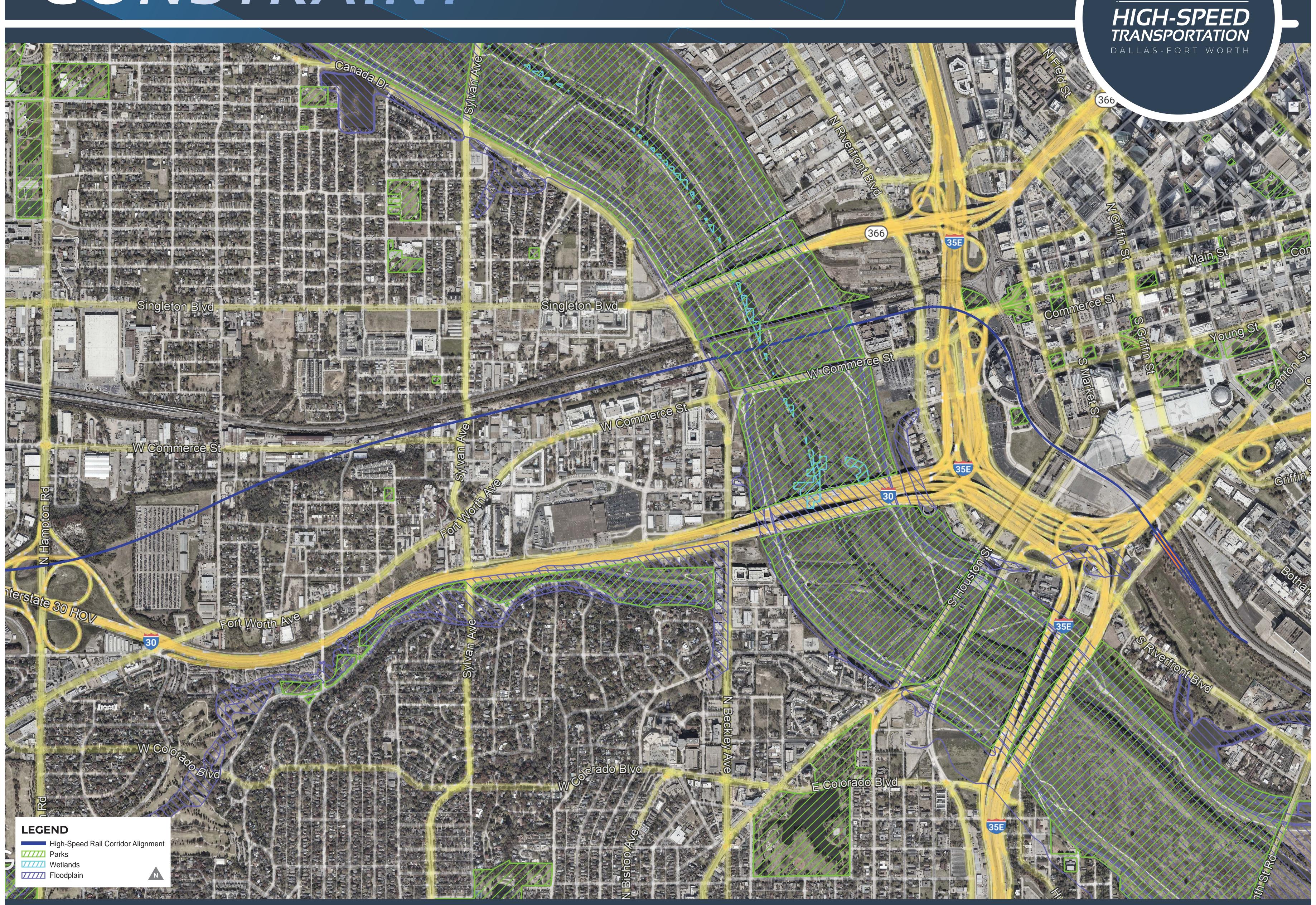
Environmental Studies Analysis and Documentation



The National Environmental Policy Act (NEPA) requires governmental agencies to assess how projects might affect the community and the natural environment.



ENVIRONMENTAL CONSTRAINT



DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



The Sound Level of a High-Speed Train



High-speed trains operate at a generally quieter levels than conventional passenger and freight rail services due to three major factors.

Duration of Noise Disturbance



High-Speed Train

TRAIN LENGTH: 1,300 FT. SPEED: 220 MPH



Freight Train

TRAIN LENGTH: 1-MILE SPEED: 50 MPH

*based on typical train-length and speed capabilities.

1. TRAIN SPEED

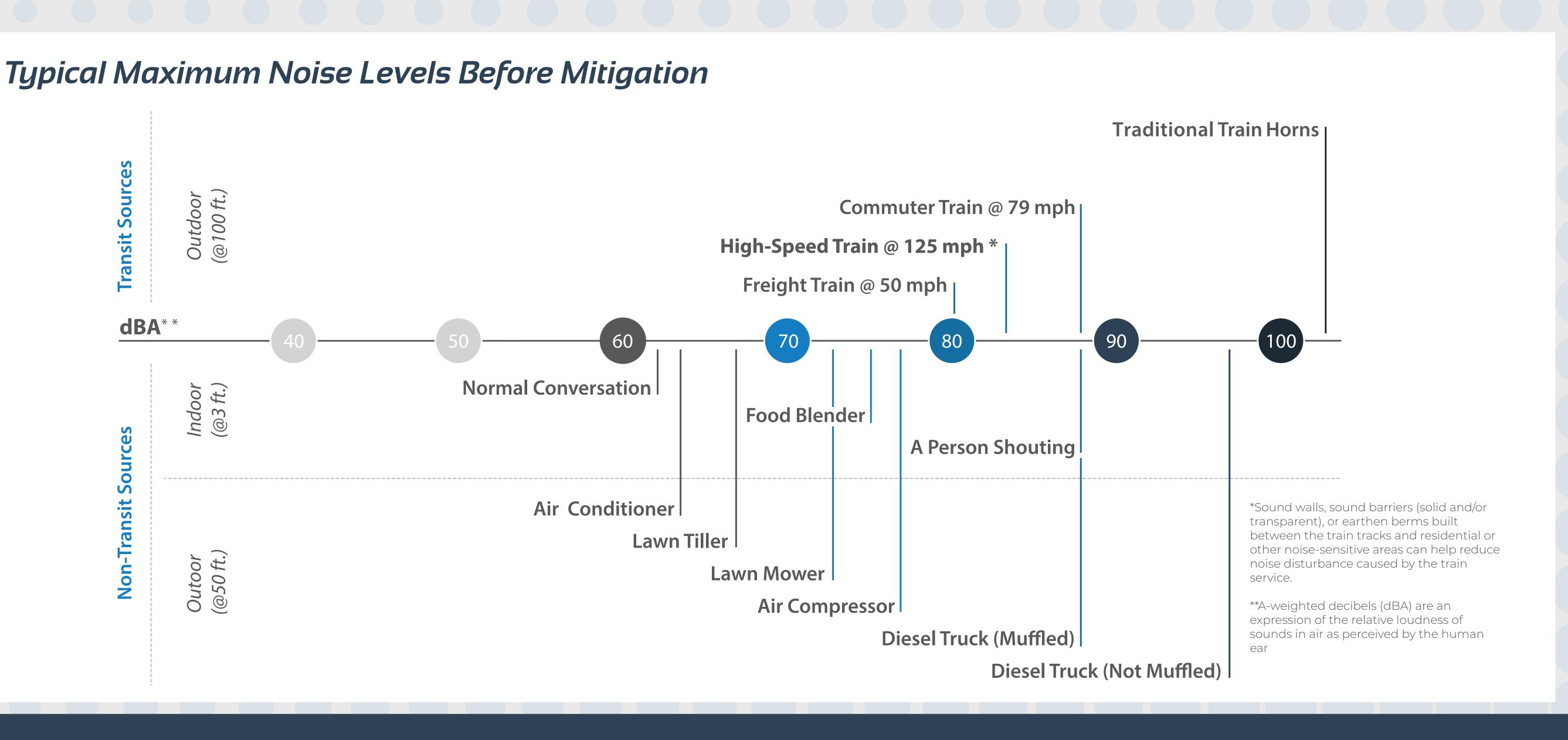
The duration of noise is brief for high-speed trains when compared to traditional train systems which take longer to pass.

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

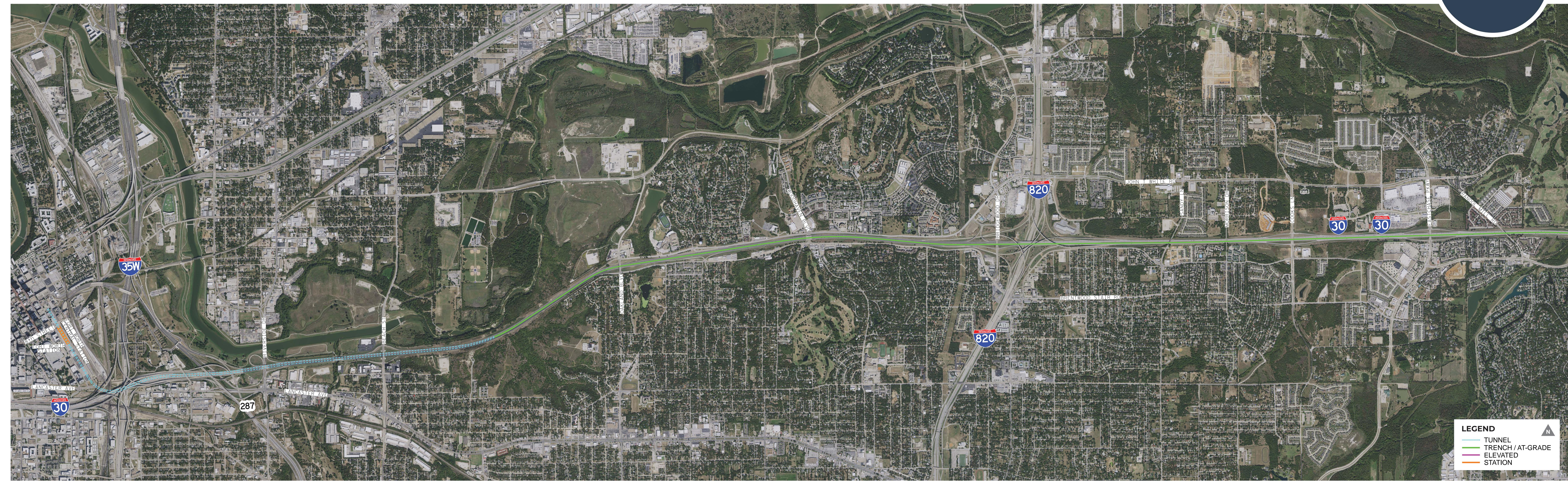
Portions of high-speed train systems that operate on grade-separated track will not require sounding bells and warning horns that are necessary for traditional railroad crossings.



HIGH-SPEED RAIL CORRIDOR ALIGNMENT

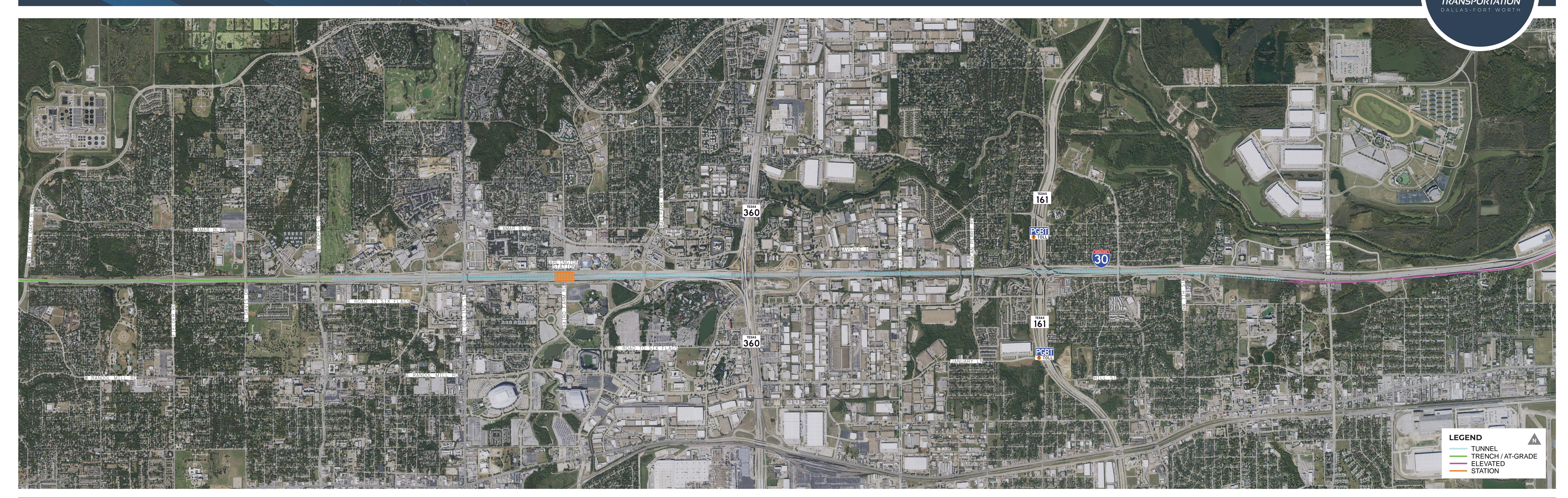
RIVERSIDE DRIVE IN FORT WORTH
TO WEST OF FIELDER ROAD IN ARLINGTON





HIGH-SPEED RAIL CORRIDOR ALIGNMENT

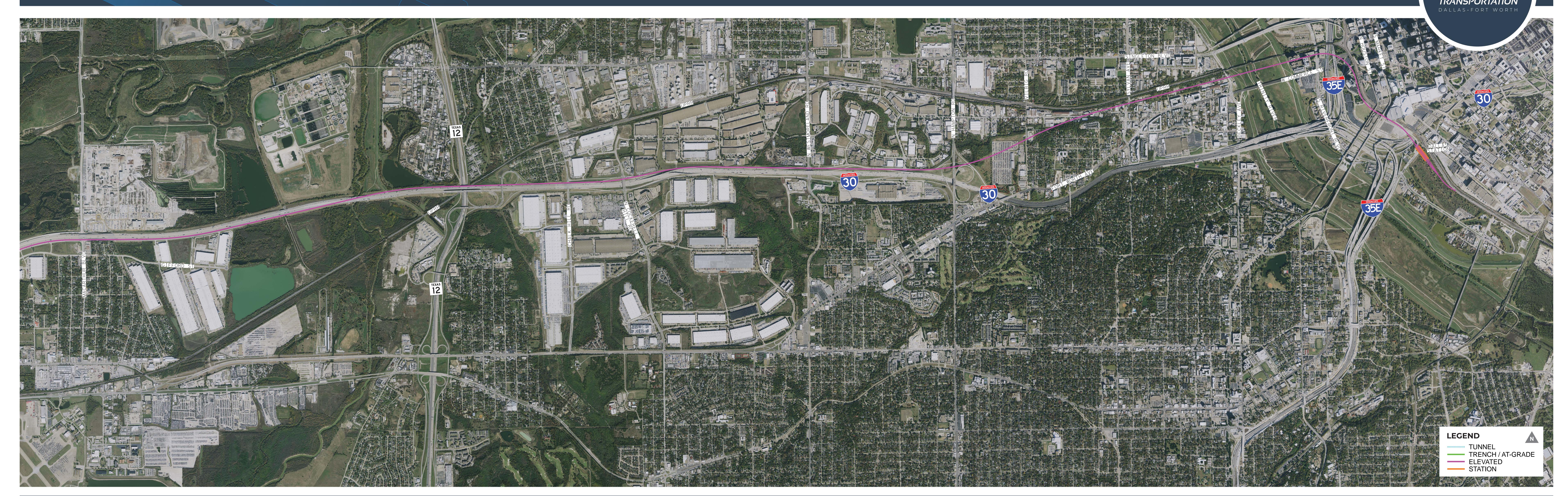
WEST OF FIELDER ROAD IN ARLINGTON
TO MACARTHUR BLVD IN GRAND PRAIRIE





HIGH-SPEED RAIL CORRIDOR ALIGNMENT

MACARTHUR BLVD IN GRAND PRAIRIE TO TRINITY RIVER IN DALLAS

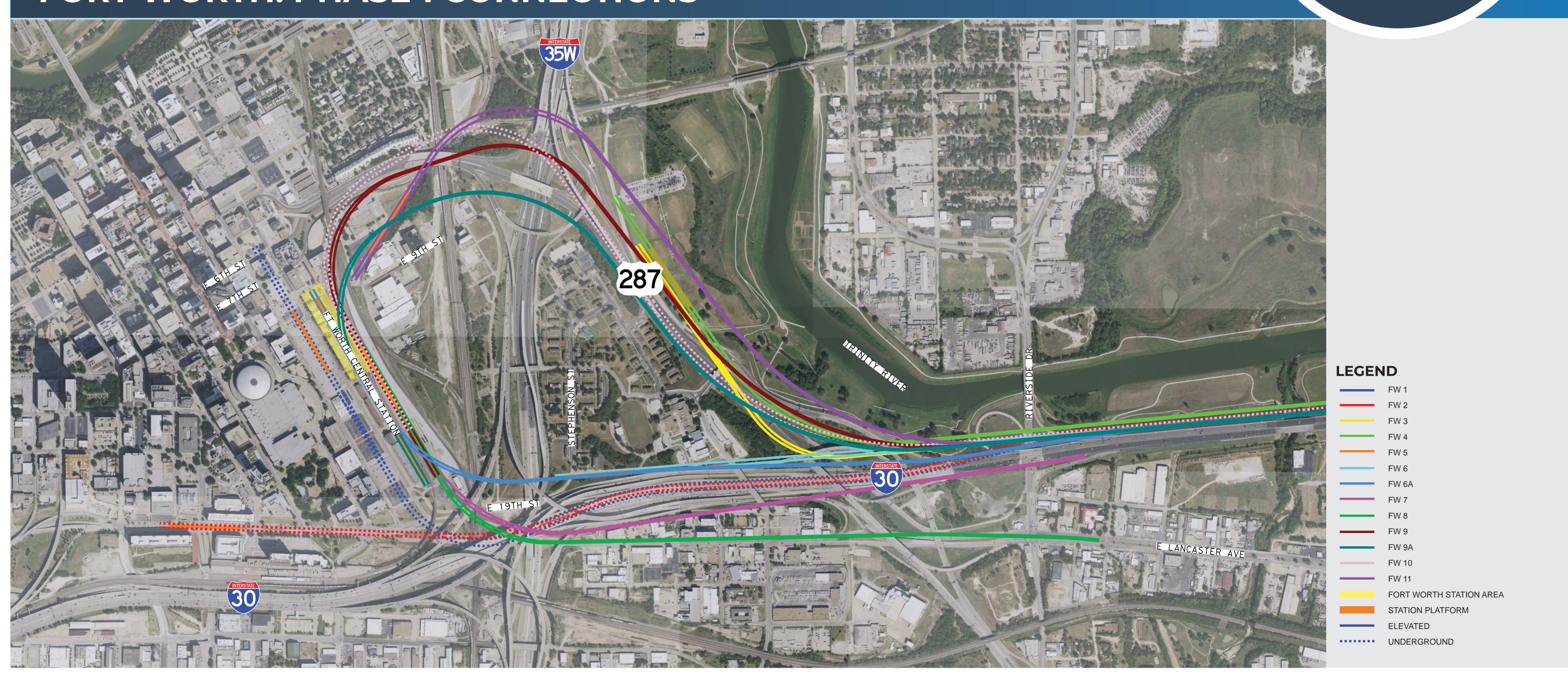




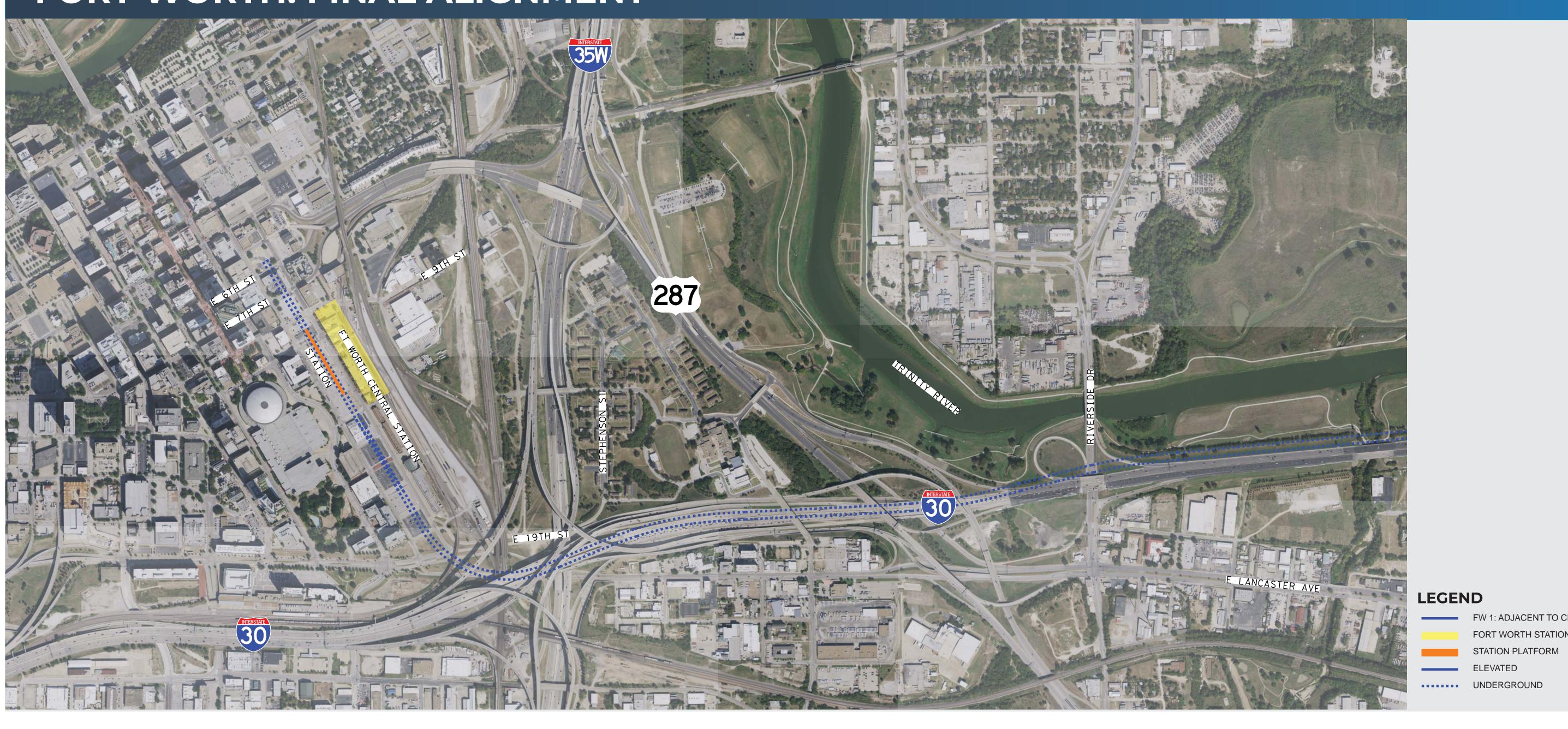
URBAN CONNECTIONS FORT WORTH



FORT WORTH: PHASE I CONNECTIONS



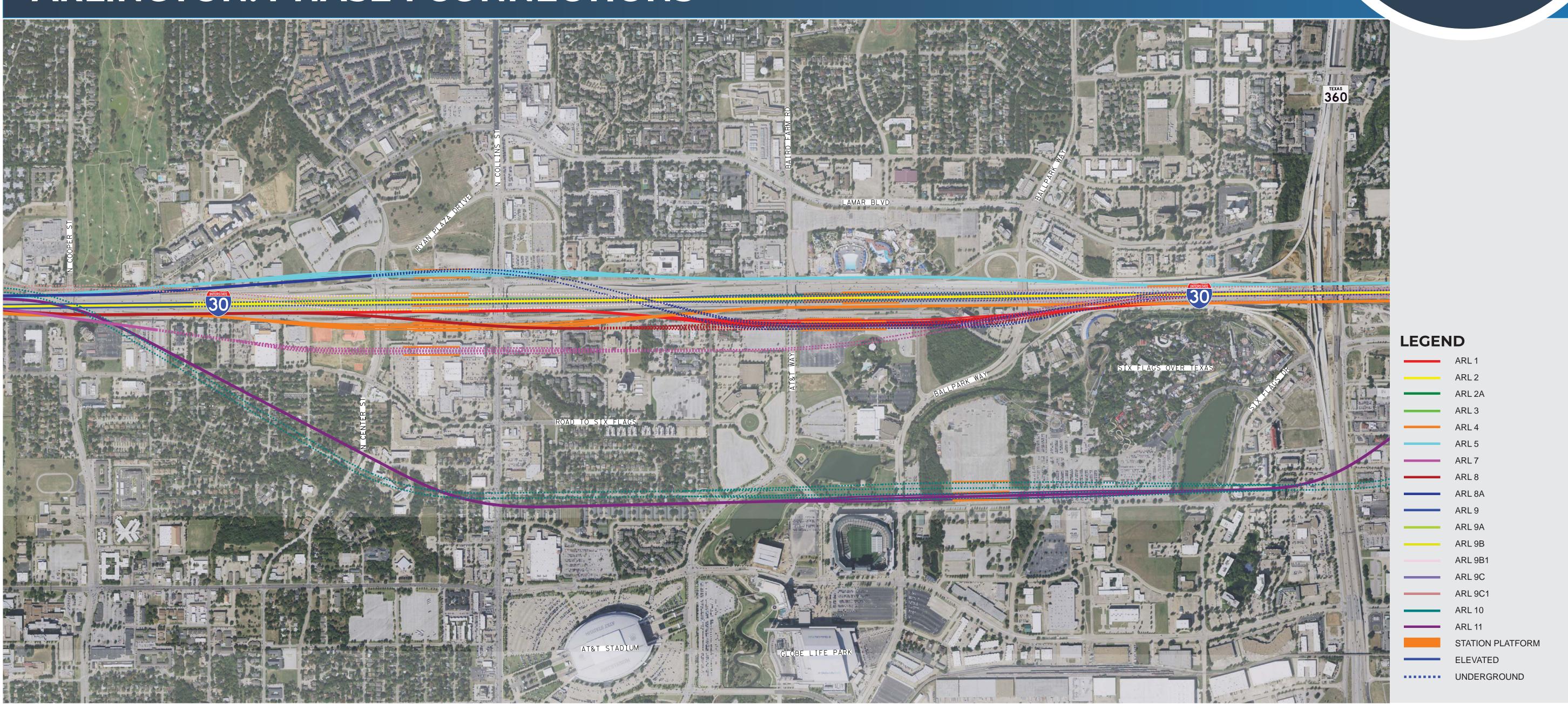
FORT WORTH: FINAL ALIGNMENT



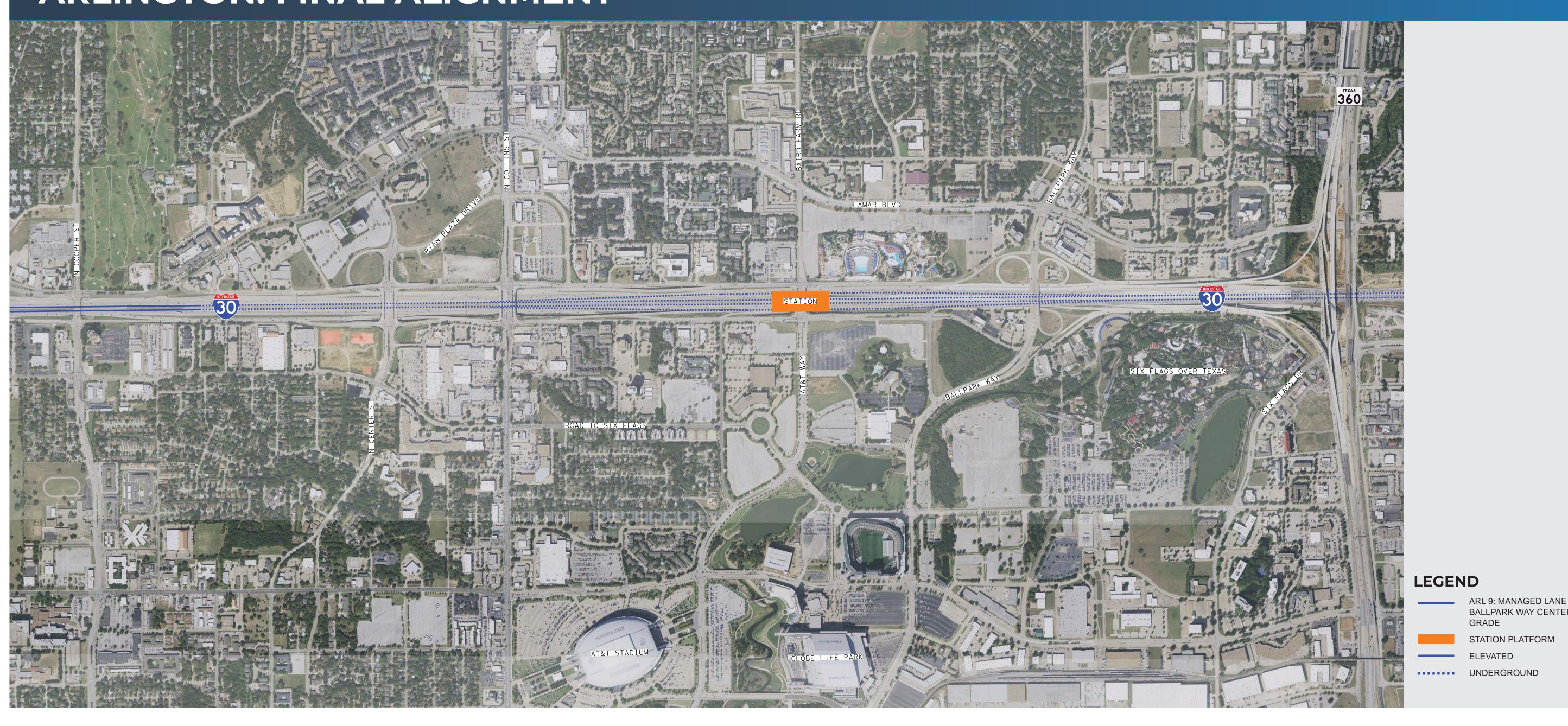
URBAN CONNECTIONS ARLINGTON



ARLINGTON: PHASE I CONNECTIONS



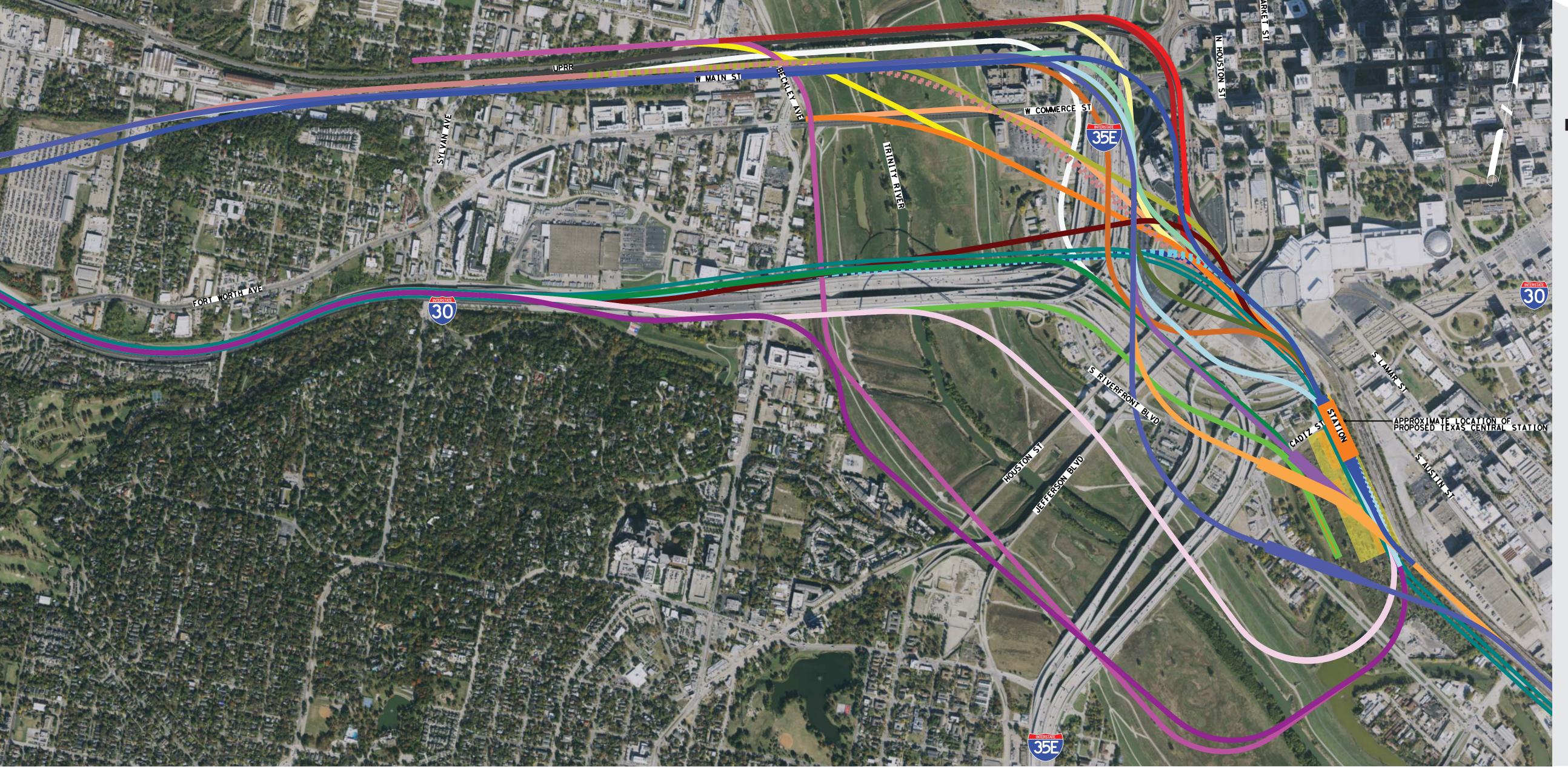
ARLINGTON: FINAL ALIGNMENT



URBAN CONNECTIONS DALLAS



DALLAS: PHASE 1 CONNECTIONS



LEGEND

UPRR - WEST OF REUNION (4F.1)

UPRR - SOUTH OF UPRR EAST OF REUNION (4G.3)

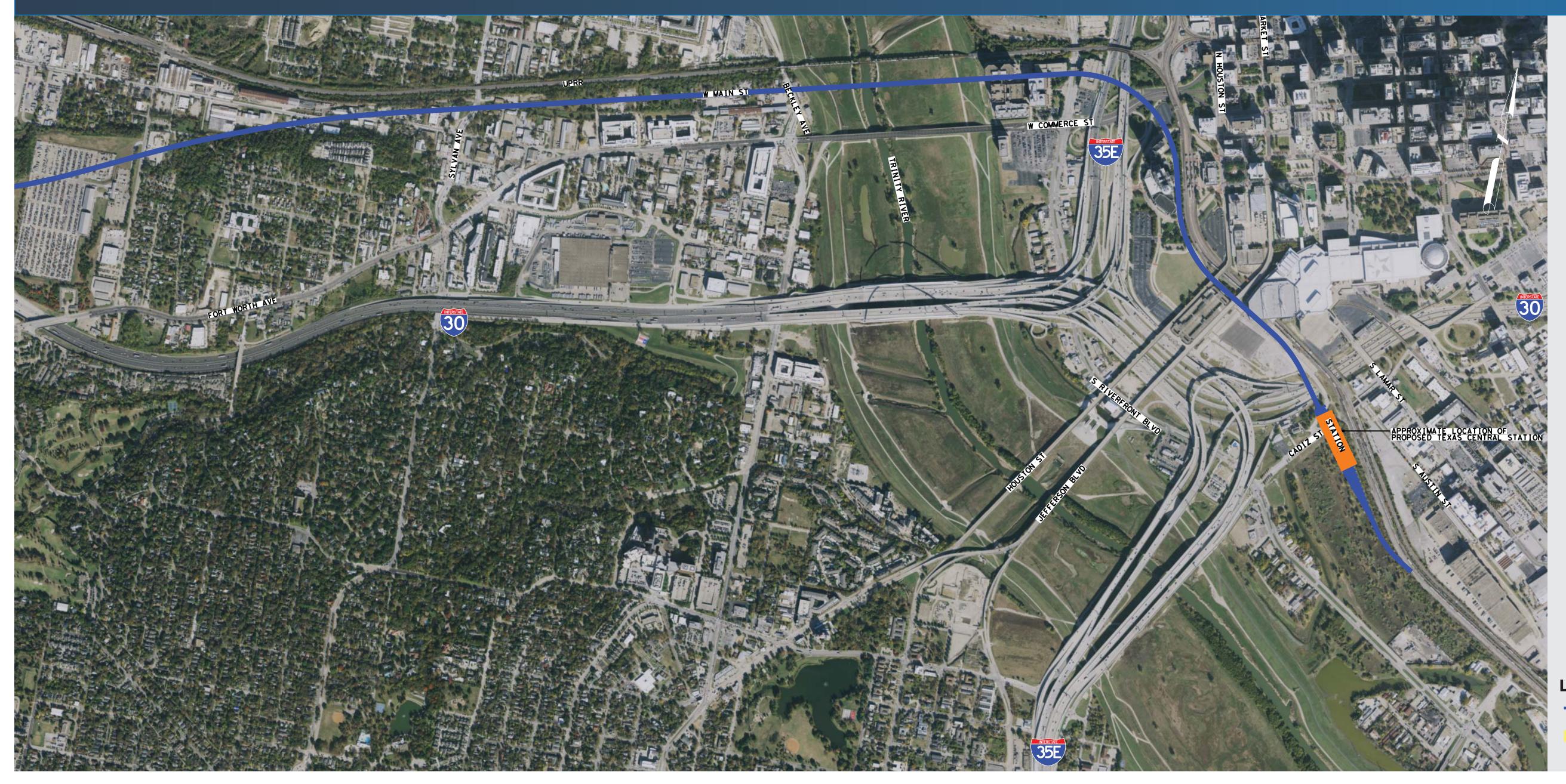
RIVERFRONT PLATFORM SOUTH OF UPRR UPRR - AVOID DOWNTOWN CONSTRAINTS DIAGONAL ACROSS TRINITY

JPRR - ALONG MAIN AND UNDER TRINITY CONSTRAINTS DIAGONAL ACROSS TRINITY

RIVERFRONT PLATFORM SOUTH OF I-30 MANAGED LANE - SOUTH EXIT - WEST UPRR - SOUTH EXIT - WEST MANAGED LANE - SOUTH EXIT - WEST

DALLAS STATION AREA

DALLAS: FINAL ALIGNMENT



REUNION (4G.3) DALLAS STATION AREA

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



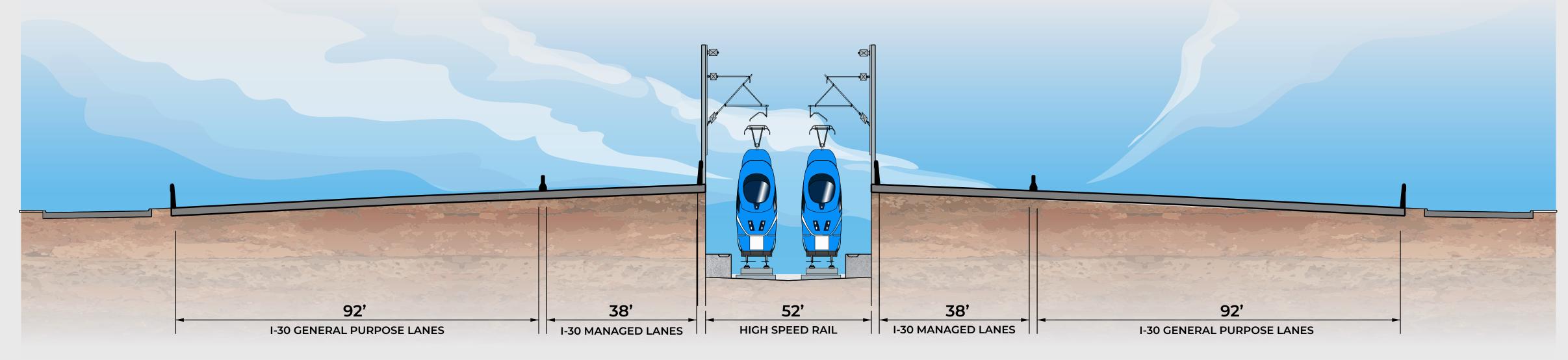
August 2023

PROPOSED TYPICAL SECTIONS

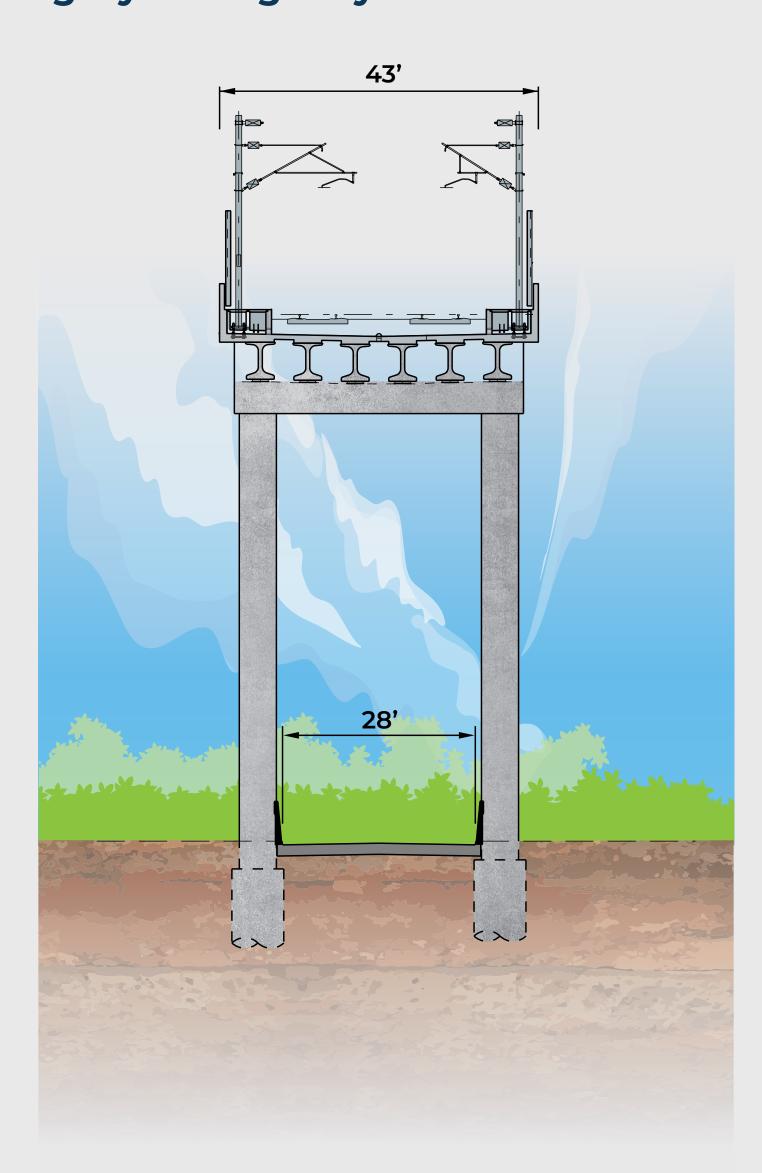


High-Speed Rail I-30 Trenched Typical Section

Riverside Dr. to Cooper St.

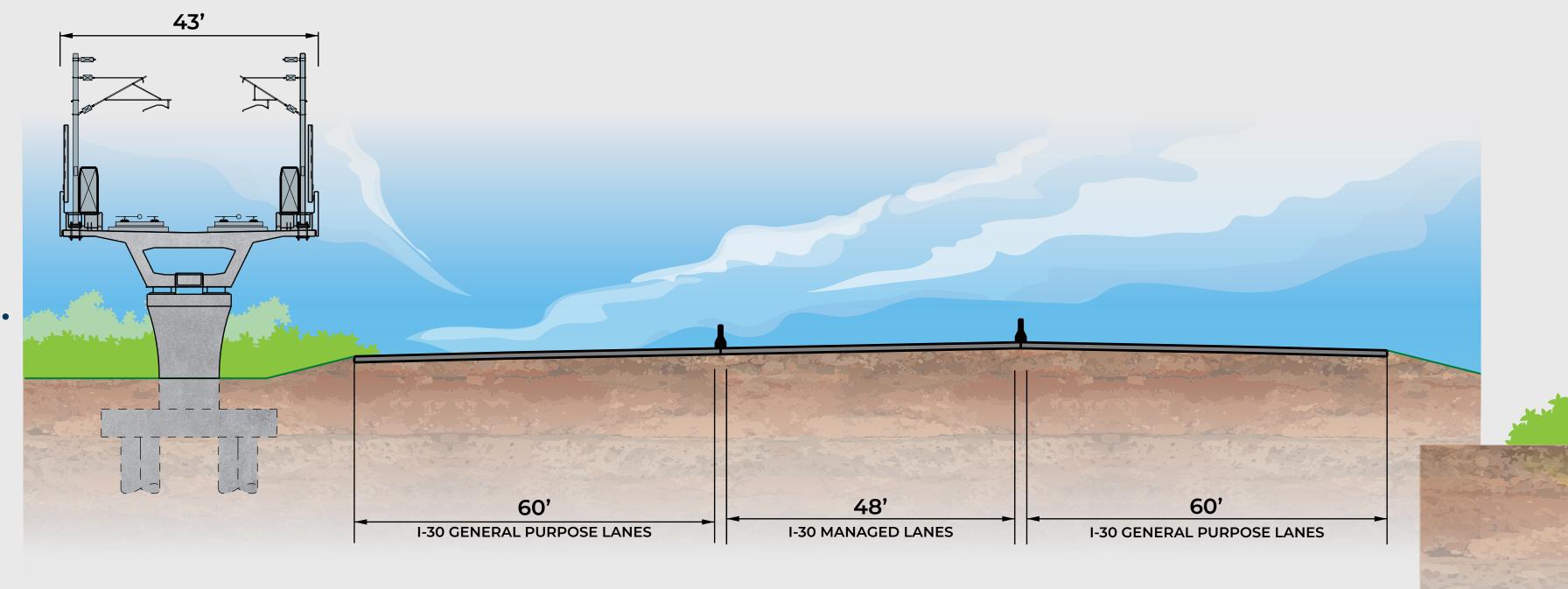


High-Speed Rail Downtown Dallas Two-Column Alternative Typical Section Along Hyatt Regency Hotel Dr. and Hotel St.

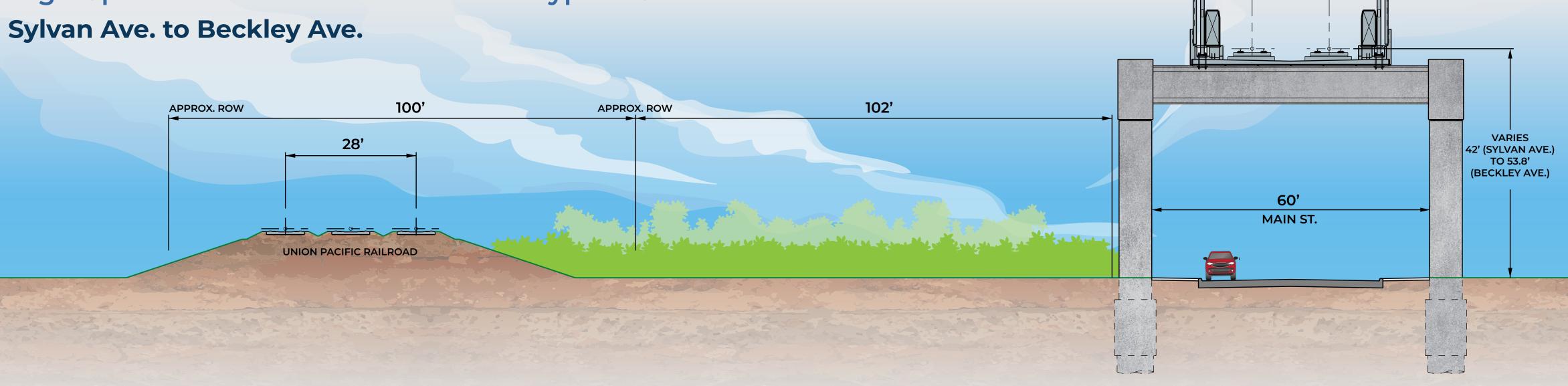


High-Speed Rail I-30 Elevated **Typical Section**

MacArthur Blvd. to Cockrell Hill Rd.



High-Speed Rail West Dallas Elevated Typical Section



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) TRANSPORTATION Irving INTERSTATE TEXAS 820 183 TEXAS 80 Dallas Fort Worth L00P 12 360 texas Arlington 287 INTERSTATE TEXAS 20 Grand Prairie Legend Off-Peak Travel Time to HST **Proposed Stations** Stations **Major Roads** < 5 Minutes City Boundaries (Dallas, Fort Worth, 5-10 Minutes Arlington, Irving, and 360 texas 10-15 Minutes **Grand Prairie**) 15-20 Minutes 20-25 Minutes 2.5 67 25-30 Minutes Miles August 2023

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



TRAVEL TIMES TO PROPOSED HIGH-SPEED TRANSPORTATION STATIONS (PM PEAK) TRANSPORTATION Irving 80 Dallas **Fort Worth** Arlington INTERSTATE TEXAS 20 Grand Prairie Legend **Proposed Stations** PM Peak Travel Time to HST **Stations Major Roads** < 5 Minutes City Boundaries (Dallas, Fort Worth, 5-10 Minutes Arlington, Irving, and 10-15 Minutes **Grand Prairie**) 15-20 Minutes 20-25 Minutes 67 25-30 Minutes Miles August 2023

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

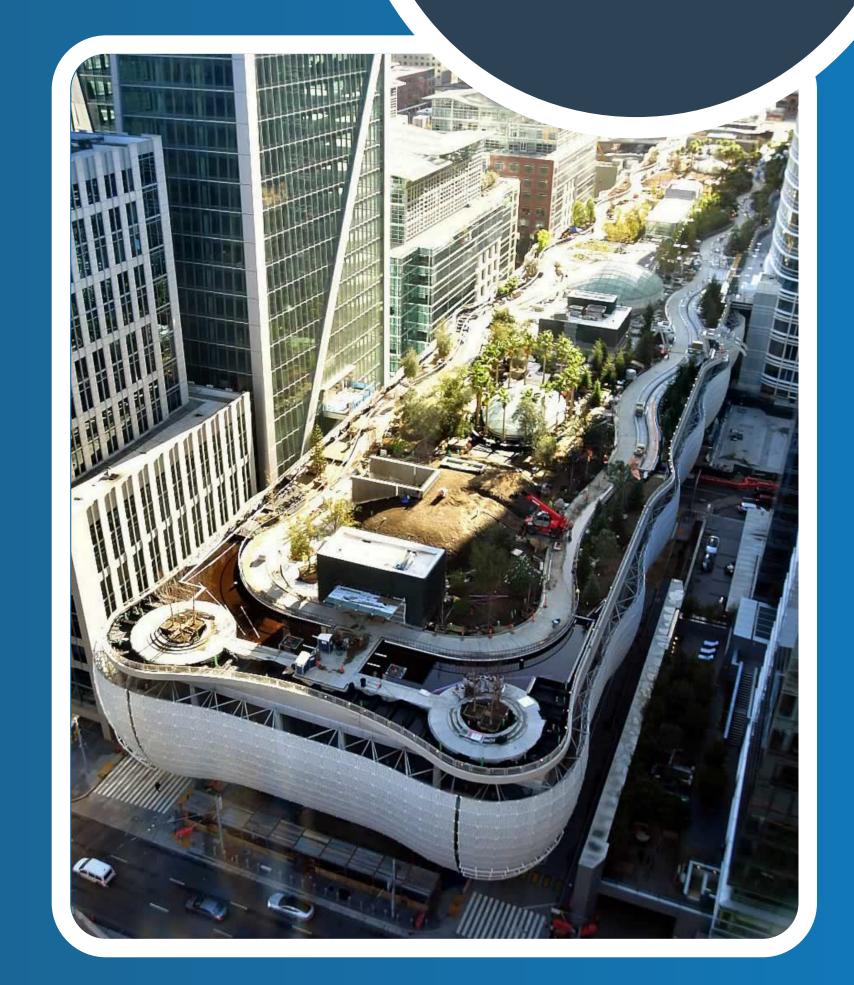


STATION AREA ECONOMIC DEVELOPMENT OPPORTUNITY



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

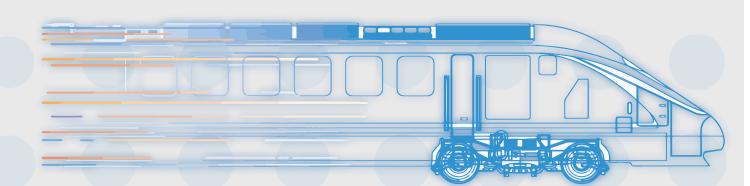


PROJECT TIMELINE



We Are Here

Open to
Commuters



Secure Right-of-Way and Construction

(5-6 years to complete)

Detailed Design

(2-3 years to complete)

Identify Implementing Agency and Secure Funding

(Timeline undetermined)

Preliminary Engineering & Environmental Documentation

Alternative Analysis

(Estimated completion Fall 2024)

Preliminary, Subject to Change. Not to Scale.

STAY CONNECTED





Project Website

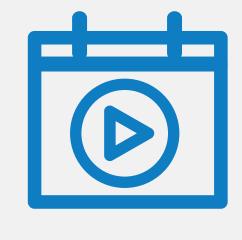
www.nctcog.org/dfw-hstcs



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



Ask a Question or Leave Feedback and outreach suggestions



Find
Public Meeting
dates and virtual access



Request a Group or Event Presentation



Subscribe to the High-Speed News and receive meeting alerts



Contact
Rebekah Gongora
Communications Manager
682.433.0477
rgongora@nctcog.org



KNOWLEDGE METER



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.

