HIGH-SPEED TRANSPORTATION
Dallas-Fort Worth
02.04.2021 NCTCOG Public Meeting
Topics

• Project Overview
• Screening Process and Level 1 & 2 Results
• Next Evaluation & Design Steps
• Public and Agency Engagement
Project Overview
Study Objectives

• 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
Study Area

The study area traverses:
• Dallas and Tarrant Counties
• Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth
• Over 230 square miles
Preliminary Project Purpose

Connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology

- Provide a safe, convenient, efficient, fast, and reliable alternative to existing ground transportation travel options
- Advance the state high-performance rail transportation network
- Enhance connectivity within the Dallas-Fort Worth region
- Support economic development opportunities

For more detailed information go to: www.nctcog.org/dfw-hstcs

>> Project Information >> Purpose and Need
Phase 1 Schedule – 12 Months

May 2020
- Review technology & design criteria
- Review of previous studies
- Define purpose & needs

June 2020
- Develop alternatives (route & technology)

July 2020
- Level 1 screening

August 2020
- Public Meetings (Series 1)

September 2020
- Public Meetings (Series 2)

October 2020
- Public Meetings (Series 3)

November 2020
- We Are Here

December 2020
- Level 1 screening

January 2021
- Level 2 screening

February 2021
- Develop conceptual options (5% design)
- Level 3 Screening
- Technology & alignment recommendation (Final Phase 1 report)

March 2021
- May 2021

We Are Here
Phase 2 Schedule – 24 Months

June 2021
- Class of Action determination

August 2021
- Public Scoping Meetings

October 2021
- Scoping

December 2021
- Develop 15% design
- Field studies
- Develop draft NEPA document

February 2022
- Public Hearings

April 2022
- Publication of NEPA document
- Public & Agency comment period

June 2022
- Review comments & identify preferred alternative
- Develop 30% design
- Develop final NEPA document

August 2022
- NEPA decision

October 2022
- Publish final NEPA document
- NEPA decision
Screening Process and Level 1 & 2 Results
## Evaluation Methodology

### DFW High-Speed Transportation Connections Study

<table>
<thead>
<tr>
<th>Initial Alternatives</th>
<th>Evaluation of Alternatives</th>
<th>Alternatives CARRIED FORWARD</th>
</tr>
</thead>
</table>
| Identify & Develop Initial Alternatives | **Level 1** (Purpose & Need)  
Evaluate adherence to Purpose & Need for each alternative  
**43 alignments and 5 technologies** | **Level 3** (Detailed Evaluation)  
Detailed evaluation of top alternatives |
| | **Level 2** (Fatal Flaw & Ranking)  
Evaluate alternatives for fatal flaws and rank remaining alternatives  
**23 alignments and 4 technologies** | **Draft Environmental Document**  
Limited number of technologies and alignments carried forward into Environmental Document |

We are Here

Ongoing Public, Stakeholder, and Agency Engagement
Initial Alignments/Corridors

• Initial alignments developed based on previous studies
• Trying to use existing transportation corridors
• Right-of-way may be public or private, dependent upon the method used for project delivery
• All alignments connect to the proposed Dallas high-speed rail station and the Fort Worth Central Station

43 end-to-end (Dallas to Fort Worth) alignments/corridors were identified
Initial Modes of Transportation

- **Conventional**
- **Higher-Speed**
- **Maglev**
- **Hyperloop**
- **Emerging Technologies**
Potential Typical Sections

- **High-Speed**
- **Maglev**
- **Hyperloop**
## Screening Criteria by Levels

### 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
### Screening Criteria by Levels

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#### Level 3 (Detailed Evaluation)

- Costs
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- Constructability/Operability
**Level 1 Screening Results**

**Level 1 (Primary)**

Serve Downtowns of Dallas and Fort Worth?

All 43 alignments pass

Faster Travel Time (20 mins or faster)?

- Conventional Rail: No alignments pass; eliminated from further consideration
- Higher-Speed Rail: 8 out of 43 alignments pass
- High-Speed Rail: 39 out of 43 alignments pass
- Maglev: All 43 alignments pass
- Hyperloop: All 43 alignments pass

**Level 1 (Secondary)**

Recommended eliminating from further considerations:

- All Trinity Railway alignments
- All West Fork Trinity River alignments
- All SH 303 alignments
- Five IH 30 alignments
- Two SH 180 alignments

Recommending only IH 30 (12 alignments) and SH 180 (11 alignments) corridors be carried forward into Level 2 screening
# Level 1 Screening Results (Alignments)

<table>
<thead>
<tr>
<th>Purpose &amp; Need Criteria</th>
<th>Description</th>
<th>TRE Alignments</th>
<th>West Fork Trinity River Alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe</td>
<td>Number of infrastructural challenges to building a closed corridor.</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Convenient</td>
<td>Ease of access to other existing and planned transportation options (roadways, trails, existing Park &amp; Rides, etc.)</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Connect to existing regional/light rail in DFW</td>
<td>Could the alternative provide connections to existing light, regional, and commuter rail</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Improved access to major activity centers</td>
<td>Does the alignment and/or technology offer the potential for mid-alignment station alternatives access to major activity centers (e.g., 2,000+ employment in an area, activity areas significant to the community, etc.) within 1/4 mile of each alignment in the middle portion of the study area (between Loop 12 and 820)?</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Advance alignment into Level 2 Screening (yes/no)?</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Purpose &amp; Need Criteria</td>
<td>Description</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>Convenient</td>
<td>Ease of access to other existing and planned transportation options (roadways, trails, existing Park &amp; Rides, etc.)</td>
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<td>High</td>
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<td>Med</td>
<td>Med</td>
</tr>
<tr>
<td>Advance alignment into Level 2 Screening (yes/no)?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

IH-30 Alignments
### Level 1 Screening Results (Alignments)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>SH 180 Alignments</th>
<th>SH 303 Alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe</td>
<td>Number of infrastructural challenges to building a closed corridor.</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Convenient</td>
<td>Ease of access to other existing and planned transportation options</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Connect to existing regional/light rail in DFW</td>
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<td>High</td>
<td>High</td>
</tr>
<tr>
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<td>Does the alignment and/or technology offer the potential for mid-alignment station alternatives access to major activity centers (e.g., 2,000+ employment in an area, activity areas significant to the community, etc.) within 1/4 mile of each alignment in the middle portion of the study area (between Loop 12 and 820)?</td>
<td>Med</td>
<td>Low</td>
</tr>
<tr>
<td>Advance alignment into Level 2 Screening (yes/no)?</td>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>
Initial Set of Alignments/Corridors

INITIAL SET OF ALIGNMENTS/CORRIDORS
September 2020

Fort Worth

AT&T Stadium and Globe Life Field

DFW Airport

Lone Star Park

UT-Arlington

Dallas

North Central Texas Council of Governments

Project Termini
Trinity Railway Express Alignments
West Fork Trinity River Alignments
SH 303 Alignments
IH-30 Alignments
SH 180 Alignments
Existing Fixed-Rail Transit Planned
Dallas-Houston HSR Trinity River
and Major Branches

0
4
Miles
N

DALLAS-FORT WORTH
HIGH-SPEED TRANSPORTATION

21
Alignment/Corridor Recommendations
Based on Level 1 Screening

LEVEL 1 SCREENING RESULTS/RECOMMENDATIONS
December 2020

Recommending only IH-30 and SH 180 alignments be evaluated during Level 2 screening
# Level 1 Screening Results (Mode)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>Higher-Speed Rail</th>
<th>High-Speed Rail</th>
<th>Maglev</th>
<th>Hyperloop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe</td>
<td>Have design and safety guidelines been established (Foreign or Domestic)?</td>
<td>High</td>
<td>Med</td>
<td>Med</td>
<td>Low</td>
</tr>
<tr>
<td>Reliable</td>
<td>Can the alternative mode perform reliably under all most routinely occurring North Texas weather conditions (yes/no)?</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Can the alternative mode perform reliably under all traffic conditions (rail or roadway) on this alignment (yes/no)?</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Convenient</td>
<td>Passenger Experience (comfort with technology paradigm)</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>Technology Convenience</td>
<td>Low</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Linkages to other high-performance systems in Texas</td>
<td>Ease of transfer to Dallas-Houston HSR</td>
<td>Med</td>
<td>High</td>
<td>Med</td>
<td>Med</td>
</tr>
<tr>
<td></td>
<td>Ease of transfer to FW-Laredo System</td>
<td>Med</td>
<td>Med</td>
<td>Med</td>
<td>Med</td>
</tr>
<tr>
<td></td>
<td>Long Distance Capability/Expandability</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Advance alignment into Level 2 Screening (yes/no)?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
### Screening Criteria by Levels

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

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

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- 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
Alignments

- IH 30 Alignments
  - 7 of 12 alignments carried forward into Level 3 screening
  - 6 of the 7 alignments combined into 2 alignments
- SH 180 Alignments
  - 3 of 11 alignments carried forward into Level 3 screening

Modes

- Higher-speed rail eliminated from further consideration
- High-speed rail, maglev, and hyperloop carried forward into Level 3 evaluation

For more detailed information on Level 1 and Level 2 screenings go to:
www.nctcog.org/dfw-hstcs

>> Project Information
>> Level 1 & 2 Screening Results
# Level 2 Screening Results (Alignments)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>IH 30 Alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proximity to Sensitive Social, Biological, or Cultural Areas</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential residential impacts</td>
<td>% length adjacent to residential areas; 500 feet (250 feet on each side of centerline)</td>
<td>Med  High  High  High  High  High  Med  Med  Low  Med  High  Med</td>
</tr>
<tr>
<td>Potential Major Commercial/Industrial/Warehouse impacts</td>
<td>Number of potential impacts to major commercial, industrial, and warehouse facilities</td>
<td>Med  High  High  High  High  Med  Low  Med  Low  Med  Med  Low</td>
</tr>
<tr>
<td>Potential wetland, water body, and floodplain impacts</td>
<td>% length adjacent to wetlands, water bodies, and floodplains; 500 feet (250 feet on each side of centerline)</td>
<td>Low  Low  Low  Low  Low  Low  Med  Med  Med  Med  High  Med</td>
</tr>
<tr>
<td><strong>Potential community impacts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential community facility impacts</td>
<td>Number of Community facilities within 500 feet (250 feet on each side of centerline)</td>
<td>High  High  High  High  High  High  Med  Med  Med  Med  Med  Med</td>
</tr>
<tr>
<td>Potential environmental justice impacts</td>
<td>Total Environmental Justice Index Above-Average Block Groups; 500 feet (250 feet on each side of centerline)</td>
<td>High  High  High  High  High  High  High  High  High  High  High  Med</td>
</tr>
<tr>
<td><strong>Alignment Ranking (Tier 1, Tier 2, Tier 3)</strong></td>
<td></td>
<td>1  1  1  1  1  1  2  2  3  2  1  3</td>
</tr>
</tbody>
</table>

Essentially one alignment

Essentially one alignment
## Level 2 Screening Results (Alignments)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>SH 180 Alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential residential impacts</td>
<td>% length adjacent to residential areas; 500 feet (250 feet on each side of centerline)</td>
<td>Low Med Med High Low Med Med Med Med Low Low</td>
</tr>
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<td>Low Low Low Med Med Low Low Med Med Med Low</td>
</tr>
<tr>
<td>Potential parks impacts</td>
<td>% length adjacent to parks and designated open spaces; 500 feet (250 feet on each side of centerline)</td>
<td>Low Low High High High Med Med High High High Med</td>
</tr>
<tr>
<td>Potential community facility impacts</td>
<td>Number of Community facilities within 500 feet (250 feet on each side of centerline)</td>
<td>Med Med Low Low Low Low Low Low Low Low Low</td>
</tr>
<tr>
<td>Potential community cohesion Impacts</td>
<td>Number of neighborhoods with potential community cohesion impacts</td>
<td>Low Low Med Med Med Med Med High High High Med</td>
</tr>
</tbody>
</table>

| Alignment Ranking (Tier 1, Tier 2, Tier 3) | 3 3 2 1 3 3 3 1 1 2 3 |

Essentially one alignment
Alignment/Corridor Recommendations
Based on Level 1 Screening

LEVEL 1 SCREENING RESULTS/RECOMMENDATIONS
December 2020
Alignment/Corridor Recommendations Based on Level 2 Screening
## Level 2 Screening Results (Modes)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technology Maturity (Guideway Infrastructure)</td>
<td>Technology Readiness Levels (TRLs) for guideway infrastructure including rail, tunnel, tube, switching, etc.</td>
</tr>
<tr>
<td>Technology Maturity (Wayside Infrastructure)</td>
<td>Technology Readiness Levels (TRLs) for wayside infrastructure including substations, vacuum systems, emergency response systems, etc.</td>
</tr>
<tr>
<td>Available design criteria</td>
<td>Design criteria available for technology</td>
</tr>
<tr>
<td>Regulatory Approval Complexity</td>
<td>U.S. Regulatory framework by technology (process in place)</td>
</tr>
<tr>
<td>Business plan to move goods in addition to passengers</td>
<td>Vehicle and infrastructure configuration support the transportation of high-volume goods and are addressed in business or operations plans</td>
</tr>
<tr>
<td>Ability to interline</td>
<td>Ability to interline with existing projects (No Build)</td>
</tr>
<tr>
<td>Ability to Interline with future planned projects</td>
<td>Ability to interline with future planned projects</td>
</tr>
<tr>
<td>System capacity</td>
<td>Operational system capacity</td>
</tr>
<tr>
<td>Travel Demand</td>
<td>Projected range of ridership based on travel demand modeling results</td>
</tr>
<tr>
<td>Ease of adding infill stations</td>
<td>Ease of integrating future infill stations for each technology</td>
</tr>
<tr>
<td>Travel Time</td>
<td>Number of alignments viable by technology based on a 22 minute or less travel time, assuming a mid-point station</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Modes</th>
<th>Higher-Speed Rail</th>
<th>High-Speed Rail</th>
<th>Maglev</th>
<th>Hyperloop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher-Speed Rail</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>Med</td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>Travel Time</td>
<td>Number of alignments viable by technology based on a 22 minute or less travel time, assuming a mid-point station</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Advance mode into Level 3 Screening (yes/no)? | No | Yes | Yes | Yes |
Modes of Transportation

- **Conventional**
- **Higher-Speed**
- **High-Speed**
- **Maglev**
- **Hyperloop**
- **Emerging Technologies**

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
Modes of Transportation

- Conventional
- Higher-Speed
- High-Speed
- Maglev
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- Emerging Technologies

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Next Evaluation & Design Steps
DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

EVALUATION OF ALTERNATIVES

Level 1 (Purpose & Need)
Evaluate adherence to Purpose & Need for each alternative
43 alignments and 5 technologies

Level 2 (Fatal Flaw & Ranking)
Evaluate alternatives for fatal flaws and rank remaining alternatives
23 alignments and 4 technologies

Level 3 (Detailed Evaluation)
Detailed evaluation of top alternatives
10 alignments and 3 technologies

Ongoing Public, Stakeholder, and Agency Engagement

ALTERNATIVES CARRIED FORWARD

Draft Environmental Document
Limited number of technologies and alignments carried forward into Environmental Document

Evaluation Methodology
### Screening Criteria by Levels

#### 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
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- 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
# Level 3 Screening – Draft Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Costs</strong></td>
<td>Construction cost for the guideway, ancillary facilities, maintenance facilities and vehicles</td>
</tr>
<tr>
<td>Construction (capital) cost per mile</td>
<td>Construction cost for the guideway, ancillary facilities, maintenance facilities and vehicles</td>
</tr>
<tr>
<td>Annual operations and maintenance cost per mile</td>
<td>Annual operations and maintenance cost per mile, based on industry information</td>
</tr>
<tr>
<td>Modifications to existing infrastructure</td>
<td>Capital costs associated with modifications to existing infrastructure to accommodate the alternative</td>
</tr>
<tr>
<td><strong>Potential Impacts to Sensitive Social, Biological, or Cultural Areas</strong></td>
<td>Total length (linear feet) of alignment that crosses a water body or floodplain</td>
</tr>
<tr>
<td>Total length of water body and floodplain crossings</td>
<td>Total length (linear feet) of alignment that crosses a water body or floodplain</td>
</tr>
<tr>
<td>Acres of wetland within proposed right-of-way</td>
<td>Total acres of wetland within the proposed right-of-way</td>
</tr>
<tr>
<td>Number of potential structures displaced</td>
<td>Number of potential structures displaced (house, outbuildings, business, billboards, etc.)</td>
</tr>
<tr>
<td>Acres of parks impacted</td>
<td>Total acres of parks within proposed right-of-way</td>
</tr>
<tr>
<td>National and state historic sites potentially impacted</td>
<td>Number of national and state historic sites potentially impacted</td>
</tr>
<tr>
<td>Criteria</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Potential Community Impacts</strong></td>
<td></td>
</tr>
<tr>
<td>Noise &amp; Vibration</td>
<td>Number of sensitive receivers within 500 feet (250 feet on each side of centerline)</td>
</tr>
<tr>
<td>Visual/Aesthetics</td>
<td>Number of potential visual/aesthetic impacts within 500 feet (250 feet on each side of centerline)</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>Number of potential community facilities impacted (positive or negative)</td>
</tr>
<tr>
<td>Environmental Justice</td>
<td>Potential impacts on minority or low-income populations (positive or negative)</td>
</tr>
<tr>
<td><strong>Constructability/Operability</strong></td>
<td></td>
</tr>
<tr>
<td>Constructability</td>
<td>Potential impact to existing parallel transportation systems during construction</td>
</tr>
<tr>
<td>Travel Time</td>
<td>Travel time between Downtown Dallas (high-speed rail station) and Downtown Fort Worth (Central Station) for each alignment/mode combination</td>
</tr>
<tr>
<td>Required non-public right-of-way</td>
<td>Total acres of new or non-public right-of-way needed</td>
</tr>
<tr>
<td>Technology maturity (safety systems)</td>
<td>Technology Readiness Levels for safety systems requirements including emergency response, ventilation, fire life safety, etc.</td>
</tr>
<tr>
<td>Technology maturity (operations systems)</td>
<td>Technology Readiness Levels for operational systems requirements including signaling, autonomous vehicle operations, control systems, etc.</td>
</tr>
</tbody>
</table>
Initial Design Process

• Develop initial design for corridors advancing to Level 3 Screening
• Develop alignments within each corridor for Transportation Technology Modes advancing through Level 2 Screening
• Anticipated completion by the end of March 2021
• Used to support Level 3 Screening
Public and Agency Engagement
Public and Agency Engagement (Past and Recurring)

• Elected Officials Meetings
• Federal Transit Administration/Federal Railroad Administration Progress Meetings
• Technical Work Group Meetings
• Technology Forum
• Two Official Project Public Meetings
• NCTCOG Public Meeting
• Resource Agency Meeting
Additional Project Outreach

• Project team is available to speak at events or to groups within the project study area
• Please contact us with meeting requests or outreach suggestions!

Rebekah Hernandez
Communications Supervisor
682.433.0477
rhernandez@nctcog.org
Provide comments or questions:
- Electronic comment form on: www.nctcog.org/dfw-hstcs
- In writing to DFW-HSTC Study, P.O. Box 5888, Arlington, Texas 76005

For more information and to sign up for project notices: www.nctcog.org/dfw-hstcs

Upcoming official project public meetings
- Spring 2021

Two comment periods overlap
- Official project comment period ends February 22
- NCTCOG public meeting comment period ends March 9
- All comments received will be considered
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Thank you for your interest and time!

Online Comment Form and Project Information: www.nctcog.org/dfw-hstcs

General Questions: email HST_DFW@nctcog.org