

DFW HIGH-SPEED UPDATE

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

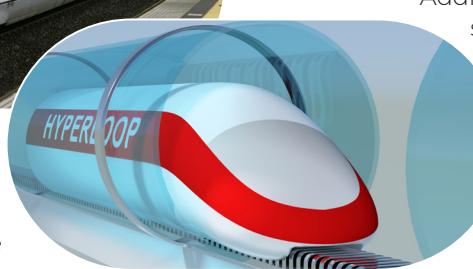


Phase 2 of Dallas-Fort Worth High-Speed Transportation Connections Study (HSTCS) Now Underway



Phase 2 of the HSTCS kicks off with a collaborative process among stakeholders and numerous government agencies studying the I-30 corridor and the functionality of high-speed rail (HSR) and hyperloop. The HSTCS team studied 43 possible alignments in Phase 1 in a 230-square-mile area. The most direct and least disruptive route

for connecting Downtown Dallas and Downtown Fort Worth with a stop in Arlington was determined to be along I-30.



Additional high-speed options are expected to accommodate the region's exponential growth and provide residents with safe, reliable and efficient travel. The study's final recommendation is expected to provide connections with local transportation systems and link to future high-speed services.

Also during Phase 2, the federal environmental approval process



PROJECT Contacts

Dan Lamers, PE
NCTCOG Project Manager
dlamers@nctcog.org

Rebekah Hernandez
Communications Manager
682-433-0477
rfernandez@nctcog.org

Ian Bryant, AICP
HNTB Project Manager
ibryant@HNTB.com

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Locations Studied for High-Speed Fort Worth Station

Trinity Metro's existing Central Station appears to be the first priority for the Downtown Fort Worth station, according



to a study completed by NCTCOG three years ago. However, other possible locations are being reviewed again in Phase 2 of the current study.

"Our study team is looking once again at what location meets the newest criteria for selection of the Fort Worth station," said Chris Masters, PE, Associate Vice President, HNTB, the engineering group for the study. "Given our Phase 1 conclusions and recommendations, we will factor how best to maximize speed with the least turns required when coming into this western station on the anticipated I-30 alignment," he continued.

The location of the Dallas station has already been confirmed, as the team looks to tie into the planned Texas Central station, south of the Dallas Convention Center.

Phase 2 (cont.)

will be conducted, along with conceptional and preliminary engineering, financial analysis, and planning for project management.

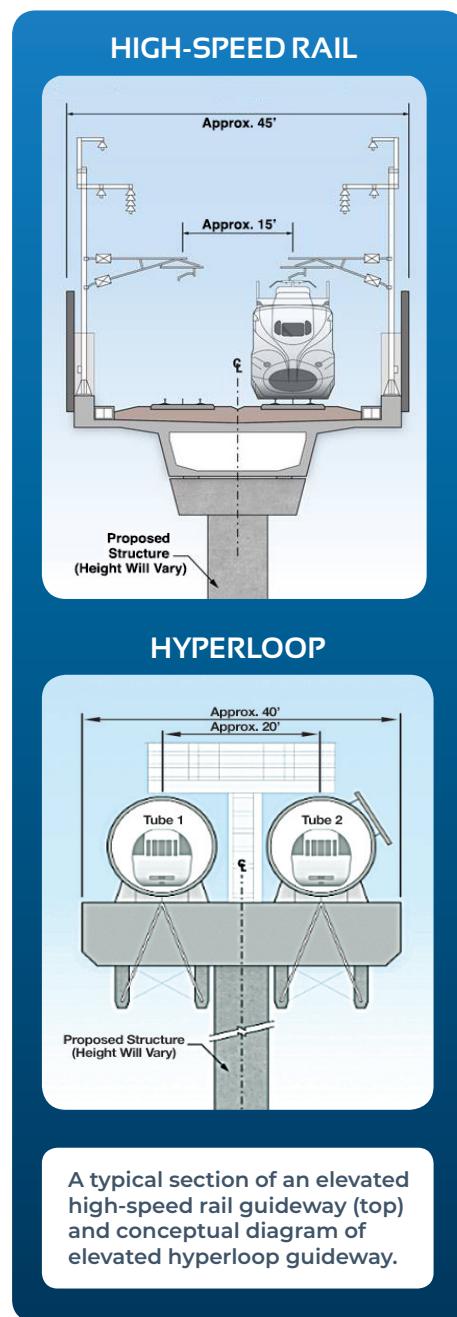
Understanding Restrictions

Design begins by setting the alignment considering the characteristics of both technologies and fully recognizing the restrictions posed by residential, commercial, and industrial developments; the existing transportation infrastructure; and wetlands. "We are trying to stay within existing transportation rights-of-way where reasonable and maintain the straightest alignments possible to maximize design speeds throughout the corridor," explains Chris Masters, PE, Associate Vice President, HNTB, the engineering group for the study.

"Collaboration is paramount. We are working with the cities of Dallas, Fort Worth, Arlington, and Grand Prairie, the Fort Worth and Dallas Districts of the Texas Department of Transportation, North Texas Tollway Authority, Trinity Metro, DART, Union Pacific and Burlington Northern Santa Fe Class 1 Railroads," Masters emphasizes. "Integrated into our planning will be future infrastructure development such as the interchanges at SH 360 and the President George Bush Turnpike."

Comparing Technologies

The horizontal alignment geometry between HSR and hyperloop is similar – mostly driven by physical restrictions



rather than by the capabilities of the technology.

Vertically, there is significant difference between the capabilities of both. A desirable maximum grade for HSR is a slope of around 2%. Hyperloop is designed to operate at a much steeper grade, with a slope of around 10%. The characteristics of each technology will impact height obstructions or restrictions along the proposed corridor.

Once the alignment is refined for each technology, the location and configuration of the mid-point station in Arlington will likewise be refined. Stations function differently for both technologies, requiring different footprints, configurations, and orientations to the track. While HSR station platforms must align parallel and adjacent to main line tracks, hyperloop tubes carry pods off the main line for docking at a station that may be located outside the high-speed transportation guideway.

Further comparison is given to the electrification system as it can affect the vertical clearance required throughout the corridor for each technology. HSR technology uses overhead wiring infrastructure for electrification. These components are incorporated inside the tube structure for hyperloop, reducing overhead conflicts that could otherwise restrict the vertical alignment of the corridor.



**North Central Texas
Council of Governments**

NCTCOG's Transportation Department Strives to Maintain a Sustainable Quality of Life for All

The needs of residents and businesses vary greatly across the North Central Texas region. Mobility has a significant impact on quality of life, allowing people to live where they want; to access jobs, education, and healthcare; and engage in enjoyable cultural and recreational activities. Mobility also influences the region's economic vitality and appeal, being responsible for moving goods from producers to consumers.

National Recognition

The region's complexities require a coordinated effort to plan and administer programs that will not only ensure its livability but also improve the area as it continues to grow exponentially. Transportation challenges are among the most perplexing confronting everyone—and the North Central Texas Council of Governments (NCTCOG) has been grappling with them for decades.

As the largest federally-designated Metropolitan Planning Organization (MPO) in the U.S., NCTCOG and its Regional Transportation Council (RTC), serve as the transportation policy body for this 12-county area. The RTC works closely with regional, state, and federal partners to plan and recommend

transportation projects to improve mobility and encourage more efficient land use.

Major products produced by NCTCOG include a long-range Metropolitan Transportation Plan (MTP), a shorter-term Transportation Improvement Program (TIP), a Congestion Management Process (CMP), and a Unified Planning Work Program (UPWP).

Among the higher profile studies now underway in the MTP's Mobility 2045 Plan is the Dallas-Fort Worth High-Speed Transportation Connections Study (DFWHSTCS), now entering Phase 2 which includes preliminary design and environmental assessments.

Years of Planning

Already having contributed to significant data and findings for further consideration in this study are numerous projects within the Mobility 2040 Plan and adopted by the RTC in 2016. These include recommendations for high-speed passenger service in four corridors: Oklahoma City to

See "Quality of Life", pg. 3

Quality of Life (cont.)

South Texas, Fort Worth to Shreveport, Fort Worth to Dallas, and Dallas to Houston. Although the plan does not specify an exact route for high-speed rail (HSR), it includes policies related to its development and planning in the Dallas-Fort Worth region. Important to note is the recommendation to establish a HSR-system interoperability

resulting in a "one seat ride" system operation to, through, and within the North Central Texas region.

Texas Central Railroad (TCR), a private entity, is currently developing a HSR system to operate between downtown Dallas and Houston utilizing the Shinkansen N700 series rolling stock and system technology. Another passenger rail study (TOPRS) is an evaluation being conducted by the Texas Department of Transportation (TxDOT) for an 850-mile corridor of higher-speed rail service between Oklahoma City to the north through the Dallas-Fort Worth region, Austin, and San Antonio to destinations in south Texas including Laredo, Corpus Christi, and Brownsville.

It is important to note these HSR efforts are unfolding independently on varying schedules and timelines and will potentially employ different rolling stock and system technologies. They may operate independent from one another under

different operating scenarios and service schedules.

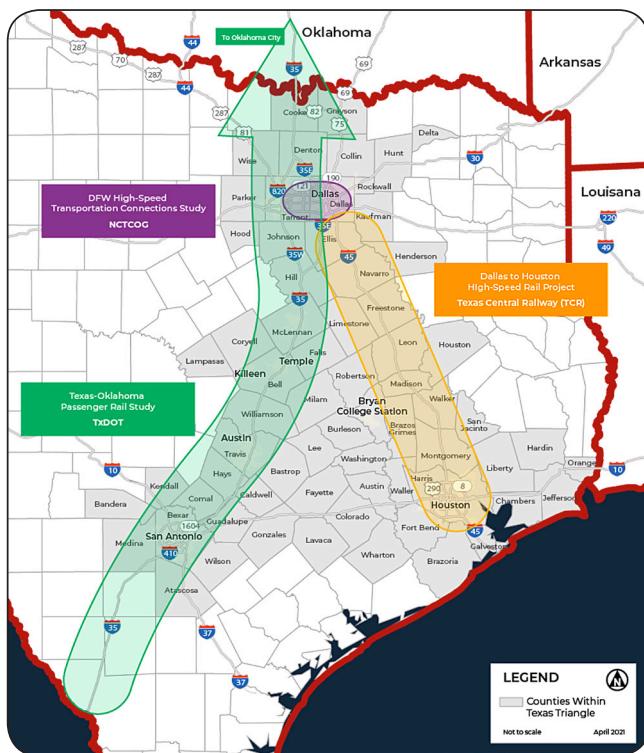
Sustainable Development

As land uses influence regional travel patterns and demands, land uses should be planned in conjunction with transportation systems. NCTCOG supports sustainable development—mixed use, multi-purpose projects, in-fill construction, and transit-oriented developments that reduce vehicle miles traveled, enable the use of alternative modes of transportation, promote economic development, and improve air quality.

Air Quality

High-speed transportation connections are an important component in the region's efforts to push the area into the federal government's air quality attainment boundaries.

While NCTCOG has a primary goal of reaching ozone attainment for air quality, many air quality efforts reduce particulate matter and greenhouse gas emissions and support efforts to improve air quality comprehensively. Air quality improvement strategies can be broken down by audience type including efforts for local governments, vehicle fleets, transportation modes, etc.



Fall Open Houses: Fun-Filled Learning Opportunities

COMMUNITY UPDATE

The public is encouraged to come together in person to talk with project leads on the Dallas-Fort Worth High-Speed Transportation Connections Study's purpose as well as the proposed I-30 alignment and two technology modes.

"We are hosting four casual come-and-go events, one each in Dallas, Fort Worth, Grand Prairie and



Arlington," said Dan Lamers, PE, the NCTCOG Senior Program Manager serving as project manager for the study. "The locations are fun, wide-open spaces; families are encouraged to come."

Locations, addresses, and times will be announced in early September, with the events occurring in October. The schedule will be promoted using social media, and it will be posted on the project website at nctcog.org/dfw-hstcs.

NAACP Participates in DFW HSTCS, Asking Questions and Offering Comments

When the Arlington Branch of the NAACP learned about the NCTCOG-sponsored DFW High-Speed Transportation Connections Study, its leadership immediately reached out to schedule a public presentation. The project team responded enthusiastically and scheduled a presentation where information and opinions were shared in a virtual meeting format.

"Transportation improvements are imperative for our region's livability," said Alisa Simmons, branch president. "Public engagement is one of the NAACP's guiding principles, and we will continue to be involved as a community advocate as the study moves forward."

NCTCOG always encourages project stakeholders and the public to become involved. "Collaboration and cooperation

are important in shaping an initiative that benefits the greater community," says Rebekah Hernandez, NCTCOG Communications Manager. "We welcome the opportunity to make presentations to business and community groups to outline the status of the project and continue to hear the public's opinions."

Upholding environmental justice and strengthening community resilience describe the NAACP's mission. Members work to ensure communities are equipped to engage in sustainability and climate action planning that integrates policies and practices on advancing food justice, advocating for transportation equity, and upholding civil and human rights.

