

# DFW HIGH-SPEED UPDATE

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



## Entertainment and Tourism Are Strong Economic Generators

### Roadway Congestion Is Among the Challenges

Sports and entertainment for all—coupled with virtually every aspect of tourism have tremendous economic impact on the region. In fact, the Dallas/Fort Worth Area Tourism Council estimates the area has more than 15 million visitors every year, and that number is growing.

According to its most recent statistics, the DFW area generates more than one third of the state's nearly \$50 billion in overall tourist spending; that's \$16.6 billion. Moreover, nearly \$1 Billion in local and state taxes are generated.

With the explosive growth throughout the region, traffic congestion, along with its air quality impacts, continue to create bigger and bigger challenges, according to Arlington economic development leaders.

The Metroplex is home to five major league sports teams including Dallas Cowboys™ football; Dallas Stars™ hockey; Dallas Mavericks™ basketball;

*cont. on pg. 2*



AT&T Stadium™ (above); Globe Life Field™ (right); American Airlines Center™ (below)



Photo: Arlington Convention & Visitors Bureau

## League of Women Voters Encourages Citizen Input



Encouraging public involvement is the quest of the League of Women Voters, founded in 1920. In June, the League's Tarrant County Chapter (LWVTC), in collaboration with the Dallas Chapter, sponsored a virtual presentation and discussion of Dallas-Fort Worth

High-Speed Transportation Connections Study.

"LWVTC has a history of seeking collaboration between governmental entities, community entities and the public," said Peggy Hendon, chapter

*cont. on pg. 2*

## SUMMER 2021 Calendar

- JUL**
- July 8**  
Regional Transportation Council
  - July 12**  
Stakeholder - White Lake Hills Neighborhood Assn.
  - July 20**  
Stakeholder - Bike DFW
- AUG**
- August 10**  
Stakeholder - NAACP of Arlington
  - August 12**  
Stakeholder - Sierra Club of Tarrant County
- SEP**
- September 2**  
Stakeholder - East Fort Worth Business Association

More Information at [nctcog.org/dfw-hstcs](http://nctcog.org/dfw-hstcs)

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)

## PROJECT Contacts

**Dan Lamers**  
NCTCOG Project Manager  
[dlamers@nctcog.org](mailto:dlamers@nctcog.org)

**Rebekah Hernandez**  
Communications Manager  
[rhernandez@nctcog.org](mailto:rhernandez@nctcog.org)

**Ian Bryant, AICP**  
HNTB Project Manager  
[ibryant@HNTB.com](mailto:ibryant@HNTB.com)

Entertainment... (cont.)

FC Dallas™ MLS soccer; and Texas Rangers™ baseball. Destination DFW in its online assessment of the economic impact of sports, tourism and conventions made note that AT&T Stadium seats 80,000 persons with a retractable roof with one of the largest

flat-screens in the world; its price tag was \$1.2 billion.

Business tourism is also big business in the DFW metroplex. The publication reports the Dallas Convention Center is one of the largest in the state. The Fort Worth Convention Center covers 14 blocks and has 253,226 square feet of exhibit space.

In fact, the DFW metro area ranks sixth in the country for convention and meeting participants with more than 3.8 million people attending more than 3,600 conventions here each year.



Photo: Six Flags Entertainment Corp.



Entertainment and Tourism Corridor Along I-30

Possible Station Locations Studied

Before the Dallas-Fort Worth High-Speed Transportation Connections Study began, the North Central Texas Council of Governments (NCTCOG) funded the Arlington High-Speed Rail Station Area Planning Study. It was to be a part of the Dallas-Fort Worth Core Express service, focused on assisting Arlington in creating a second urban center in the city to generate additional economic development activity and support its Entertainment District activities.

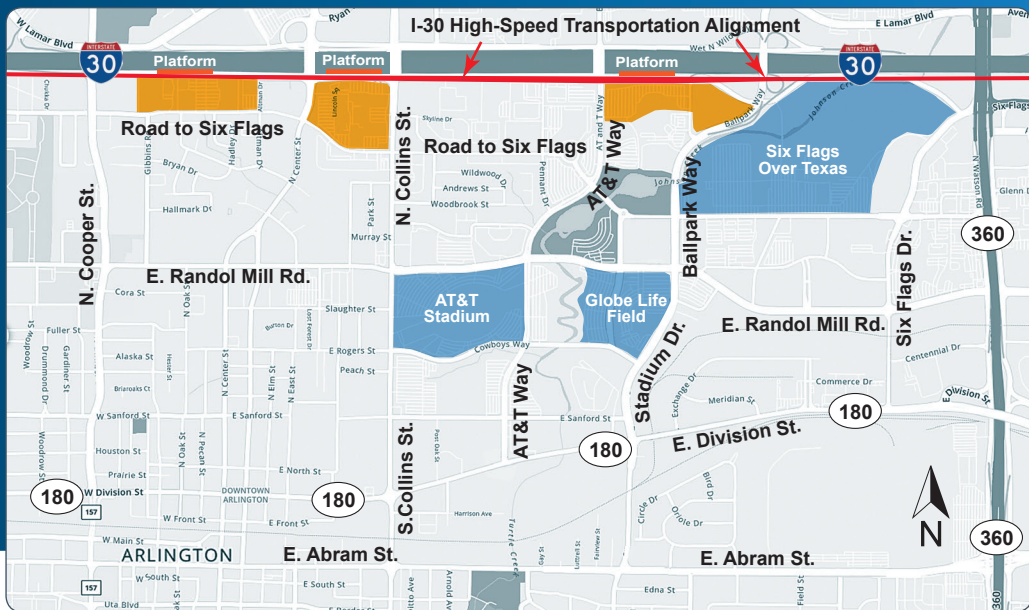
Important to reaching consensus on the station areas were a series of meetings and outreach efforts with major stakeholders. Those included the City of Arlington, transit agencies, and private businesses.

This midpoint station along the corridor would not only serve Arlington, the self-described “Entertainment Capital of Texas,” but also connect a high-speed system to Dallas/Fort Worth International Airport through a future rail or automated transportation system for

passengers. The planned connection point would allow convenient travel between the planned high-speed transportation systems in Texas and the state’s largest and busiest airport.

More Information at [nctcog.org/dfw-hstcs](http://nctcog.org/dfw-hstcs)

Arlington Station Preliminary Locations



Citizen Input... (cont.)



president. “We are proud to be nonpartisan, neither supporting nor opposing candidates or political parties, but always working on vital issues of concern to members and the public.

“The League advocates for the inclusion of communities in governmental decision-making through public presentations allowing for comment from stakeholders who will be impacted by those decisions,” she continued.

“Often communities are not aware of possible changes around where they live and work. It’s likely they are not given a seat at the table during the planning process,” Hendon explained.

“We are encouraged by the efforts being made by the Council of

Governments to actively seek out public comment, and we appreciate its willingness to give public presentations even before the project is fully scoped and the environmental assessment of the proposed project would begin,” Hendon said. “This is an excellent example of coordination.”

*The League looks forward to following the development of the high-speed transportation concept and its potential to help reduce pollution, conserve energy, and positively impact the economy in North Texas.*

# Answers to the Community's Questions Are Important

The North Central Texas Council of Governments (NCTCOG), as a steward of public funds and an advocate for sustainable communities, continues to reach out to the public about the Dallas-Fort Worth High-Speed Transportation Connections Study, now wrapping up the first of two phases.

"During this first phase, it's been important for us to talk with as many organizations and advocacy groups as possible. Not only do we recognize the positive impact of public

transit but we also respect the opinions of the stakeholders in the study area," said Dan Lamers, Senior Program Manager and the study's project manager.

The following are among the most frequently asked questions about the proposed high-speed connection between Downtown Dallas and Downtown Fort Worth.

[More Information at nctcog.org/dfw-hstcs](http://nctcog.org/dfw-hstcs)



## Common Questions

### Why can't we just expand the roads/highways?

As the population in North Texas continues to grow, lane expansions will simply not keep up with demand. Because of high construction costs and a lack of available land, expanding highways between Downtown Dallas and Downtown Fort Worth is not feasible. New modes will be needed to keep the DFW region moving.

### How is this different from the Dallas to Houston high-speed rail project?

Texas Central is a private entity that is planning for proposed high-speed rail between the Dallas and Houston areas. The Dallas-Fort Worth High-Speed Transportation Connections project is studying and analyzing the feasibility of high-speed technologies in the DFW area, including but not limited to high-speed rail.

### How safe is high-speed transportation?

Current high-speed rail technology has been operating in other countries for many years. For example, high-speed rail in Japan has operated more than 50 years with zero fatalities. These trains use a dedicated system, meaning no other trains travel on the same tracks. And, because it never crosses a road at grade, it removes any conflict points with vehicles.

### How will it connect to local transportation modes (light-rail, bus, DFW Airport, etc.)?

Connectivity to DFW International Airport is being considered during the study. At a minimum, bus and/or light-rail connections would be available at stations to ensure passengers are able to travel throughout the region. Travel to the airport is currently available through connections in Downtown Fort Worth and Downtown Dallas. Bicycle and pedestrian accommodations will also be incorporated into station designs.

### How long would the trip take?

Trip time would vary depending on the technology, alignment, and number of intermediate stations. The goal is to provide a reliable service that takes less time to travel between Fort Worth and Dallas, which can typically take up to an hour in a car during peak periods. Technology and alignment alternatives with express service in under 20 minutes between Dallas and Fort Worth are being considered.

### Who will pay for the construction? Who will operate the service?

Funding sources and the operating entity for the project have not yet been identified, which is by design. NCTCOG is advancing the project through environmental clearance and keeping the door open for a number of funding and operating alternatives, including public funding, private funding, or a public-private partnership.

Two technologies are being studied: High-Speed Rail and Hyperloop



### What are the construction impacts and how will they be mitigated?

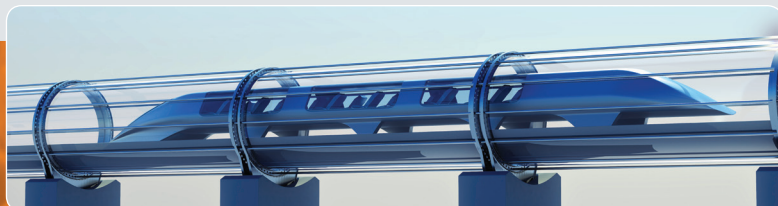
Until a final route is determined and final design completed, exact impacts are unknown. As with all transportation construction projects in the DFW region, minimizing impacts to existing transportation infrastructure and the surrounding land uses and environment is essential.

### Can we expect the service to generate jobs?

Jobs could be created in many sectors including construction, security, and maintenance. More economic development near stations is also expected. Growth in the technology and commercial sectors as well as mixed-use development (housing, retail, neighborhood services, and restaurants, etc.) are examples of where jobs are most likely to be created.

## In the Community

We need input from everyone to explore all possibilities to make this project a reality! NCTCOG wants very much to reach out to all interested groups in the study area. We look forward to arranging presentations and/or participating in any upcoming events already scheduled where we can share information and collect input on the study. Please contact us today with your suggestions on groups which need to hear from us. Together, we can ensure all stakeholders' voices are heard.



Rebekah Hernandez  
Communications Manager  
682.433.0477  
rhernandez@nctcog.org