

Frequently Asked Questions

What is the Dallas-Fort Worth Core Express Service Project?

The Dallas-Fort Worth Core Express Service Project (D-FW Core Express) is an environmental study to examine the feasibility of a faster, limited-stop passenger rail service that could connect potential future high- and higher-speed rail lines currently being planned in Dallas and Fort Worth. The project study area includes Tarrant and Dallas counties and the cities of Fort Worth, Dallas, Arlington, Bedford, Cockrell Hill, Dalworthington Gardens, Euless, Grand Prairie, Hurst, Haltom City, Irving, Pantego, and Richland Hills.

How long is the corridor?

The corridor could be anywhere from 30-40 miles in length, depending on the route.

What is the status of the project?

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Railroad Administration (FRA), is preparing an Environmental Impact Statement (EIS) or environmental study. This study will evaluate the feasibility of the proposed rail line under federal guidelines set forth through the National Environmental Policy Act (NEPA).

What are the project's potential benefits?

This project could provide a financially viable, safe, reliable, and environmentally sustainable intercity passenger rail service connecting Dallas and Fort Worth. It also could serve as a key link between existing and potential Texas high-performance passenger rail systems, offer a convenient alternative to driving, and enhance transportation alternatives for travel to and from the D-FW Metroplex.

What routes are being considered?

Multiple corridors are being considered at this early stage of the project, such as the Trinity Railway

Express (TRE) corridor, Interstate 30 corridor, and some combination of the two that would connect near State Highway 360.

Has a cost estimate been prepared?

A cost estimate has not yet been developed and is dependent on numerous variables such as the selected route, the location and number of stations, and the type of train. Preliminary cost estimates will be prepared once a preferred alternative has been selected and further analyzed in the study process.

How will the D-FW Core Express Service be funded?

TxDOT received a grant from the FRA to study high-performance passenger rail from Dallas to Fort Worth and in adjacent corridors. No federal or state funds have been committed for final design or construction at this time. TxDOT will explore opportunities for public/private partnerships and other investment options as part of the study.

Where might the stations be located?

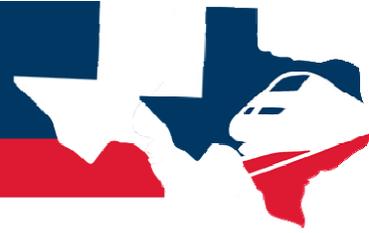
The Project will determine opportunity zones for future station sites and test station configurations in the vicinity of downtown Dallas, downtown Fort Worth, and a potential location in between.

How fast will D-FW Core Express Service travel?

The speed will be determined by the type of train ultimately selected. The service being considered is somewhere between 70 to 125 miles per hour. This will be determined as part of the environmental study.

How long will it take to travel between Dallas and Fort Worth?

Travel time cannot be established until a route and specific type of train and service type are selected. This will be determined as part of the environmental study.



How can I be involved in the environmental study process?

Stakeholders can be involved in the study process by attending public meetings, signing up to receive project updates and/or by visiting the TxDOT's Facebook (facebook.com/TxDOT) and Twitter (@TxDOT) pages. To sign up for project updates, email the project at DFWCoreExpress@TxDOT.gov or visit the project website at www.txdot.gov (Keyword: DFW Core Express). Comments on the project can be submitted via email, or on the project website.

What is the current status of other rail projects in Texas?

Information about other Texas rail projects is available on the project webpage and the TxDOT Rail Division page at TxDOT.gov.

Who makes the final decision?

TxDOT will select a preferred alternative and forward that recommendation to the FRA, which will issue a Record of Decision in 2017.

How will input from agency and community stakeholders be factored into the final decision?

TxDOT will share all input received throughout the environmental study from the public, federal and state agencies with FRA and document public involvement and input in the Draft and Final Environmental Impact Statements (EIS).

What would be the process for property acquisition if new rights-of-way are needed?

The actual right-of-way and alignment will not be determined until after the completion of the environmental study. Once a preferred alternative is identified, we will need to consider any potential impacts to commercial and residential property. If properties are impacted by the preferred alternative, TxDOT will contact property owners directly to discuss the property acquisition process and share additional information.

When would construction begin and how long might it take to build the project?

No federal or state funds have been committed for final design or construction at this time. Several factors will influence the time frame for the start of construction. Funding is a key component, and the environmental study, preliminary and final design, and right-of-way determinations must be accomplished before construction could begin.

Will this tie into the Houston to Dallas High-Speed Rail Project currently being studied?

The D-FW Core Express Service will look to provide connectivity to other potential high- and higher-speed rail lines from Dallas to Fort Worth and Oklahoma City to Laredo, as well as local transportation services.

Connectivity is very important, which is why TxDOT and FRA are coordinating with the North Central Texas Council of Governments, regional transit agencies and local cities in the study process.

ADDITIONAL QUESTIONS OR COMMENTS?

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