

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth



North Central Texas
Council of Governments

September 26, 2025 – 2025 TexITE Fall Meeting Session 4A: Transportation Planning

The Local Perspective of High-Speed Rail

Ezra Pratt, AICP



Agenda

- Project Background/Progress
- Regional and Local Benefits of High -Speed Rail
- Current Efforts and Next Steps
- Q&A

Project Background/Progress



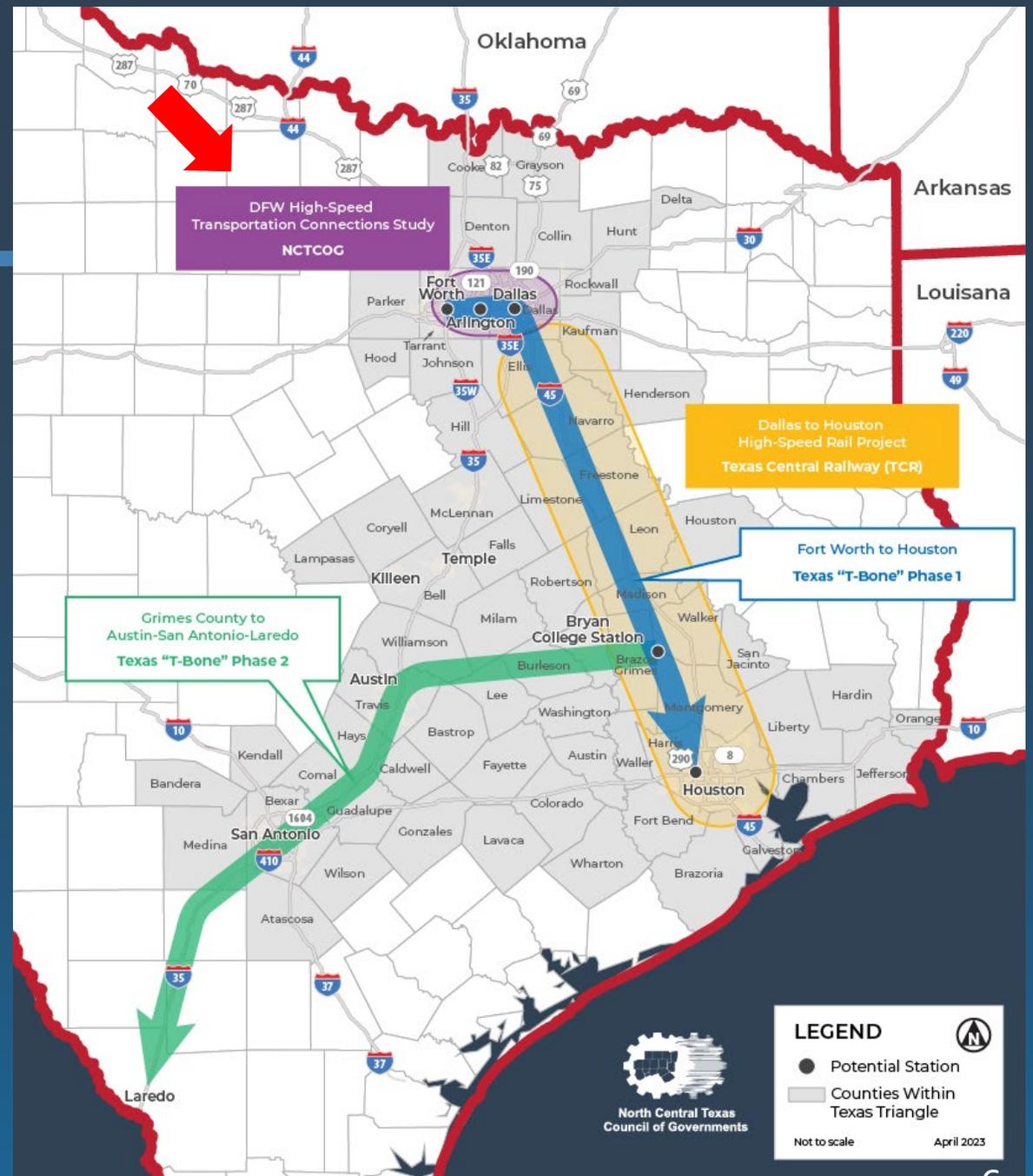
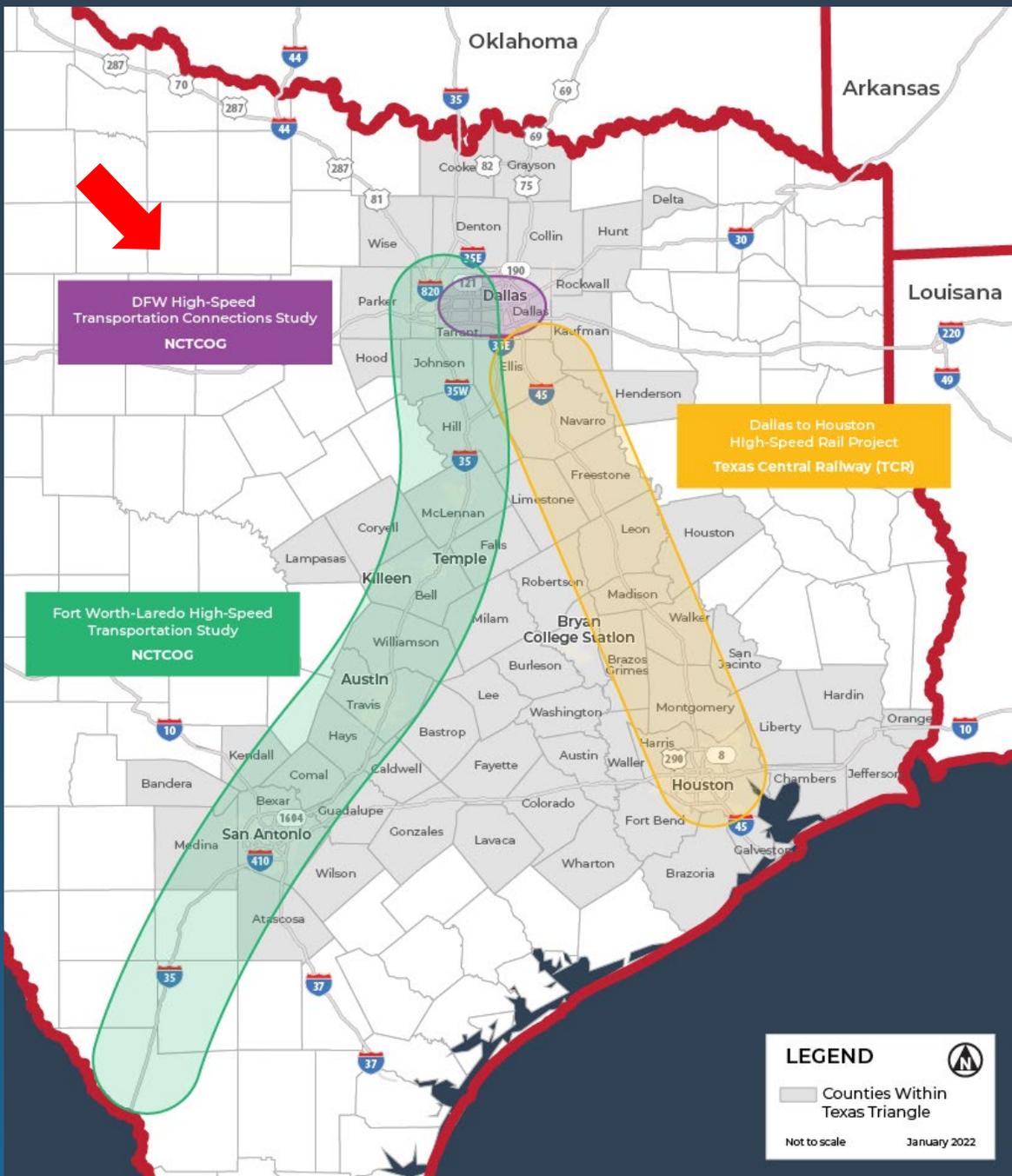
Study Background

High -Speed Rail Planning in Texas:

- Dallas to Houston High-Speed Rail – Texas Central
- Texas-Oklahoma Passenger Rail Study – TxDOT
- Fort Worth to Laredo High-Speed Transportation Study – NCTCOG
- Dallas-Fort Worth Station Area Planning Studies – NCTCOG
- Dallas-Fort Worth Core Express Service – TxDOT/FRA
- Trinity Railway Express *Higher* Speed Rail Support - DART

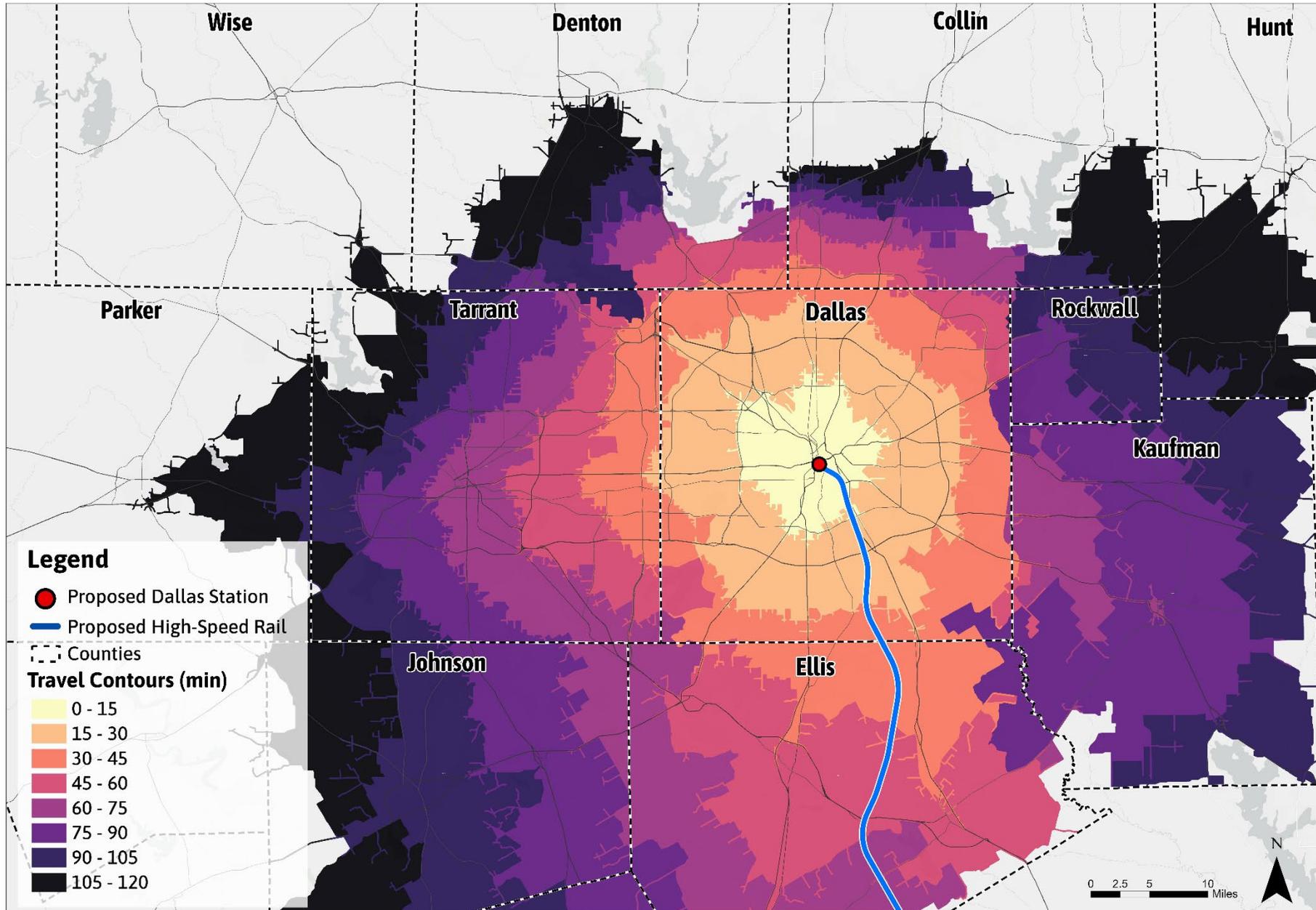
Future Central Hub for National Rail Network





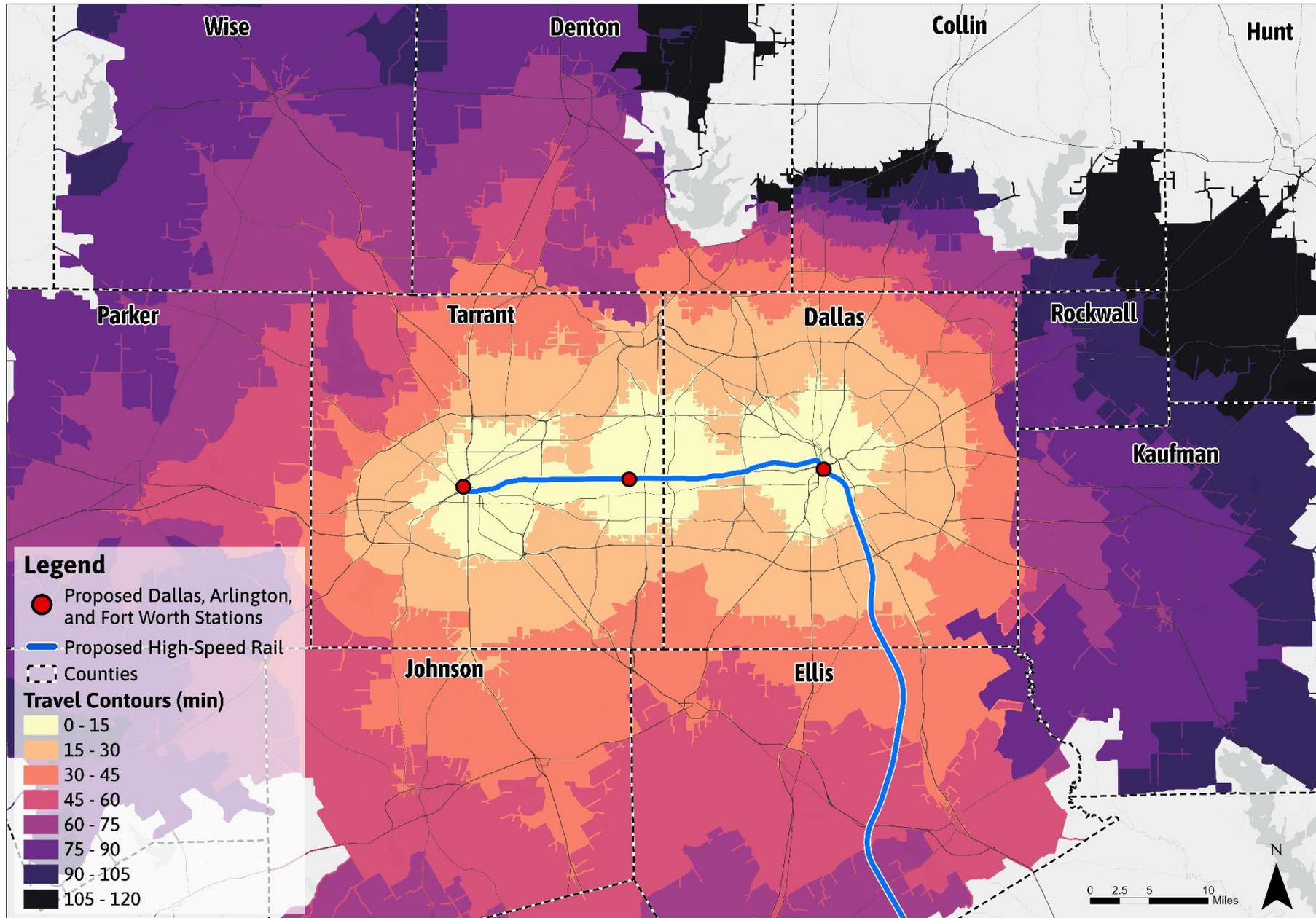
Dallas HSR Station Travel Time Contours in 2050

Time: AM Direction: Toward Facility Mode: No Managed HOV or Express



Fort Worth, Arlington, and Dallas HSR Stations Travel Time Contours in 2050

Time: AM Direction: Toward Facility Mode: No Managed HOV or Express



Dallas-Fort Worth High-Speed Transportation Connections Study

Study Purpose

- **CONNECT** Dallas-Fort Worth to other proposed high-performance passenger systems in the state (Texas Triangle)
- Obtain federal **ENVIRONMENTAL APPROVAL** of the viable alternative

RTC P21-01 Policy (2021) reaffirmed support for:

- ❖ One-Seat Ride
- ❖ Three Station Concept

We are here → **Phase 2: NEPA**

Study Phases

Phase 1: Alternatives Analysis

- Alignments and Modes
- RTC advances IH 30 Corridor through Policy P21-01

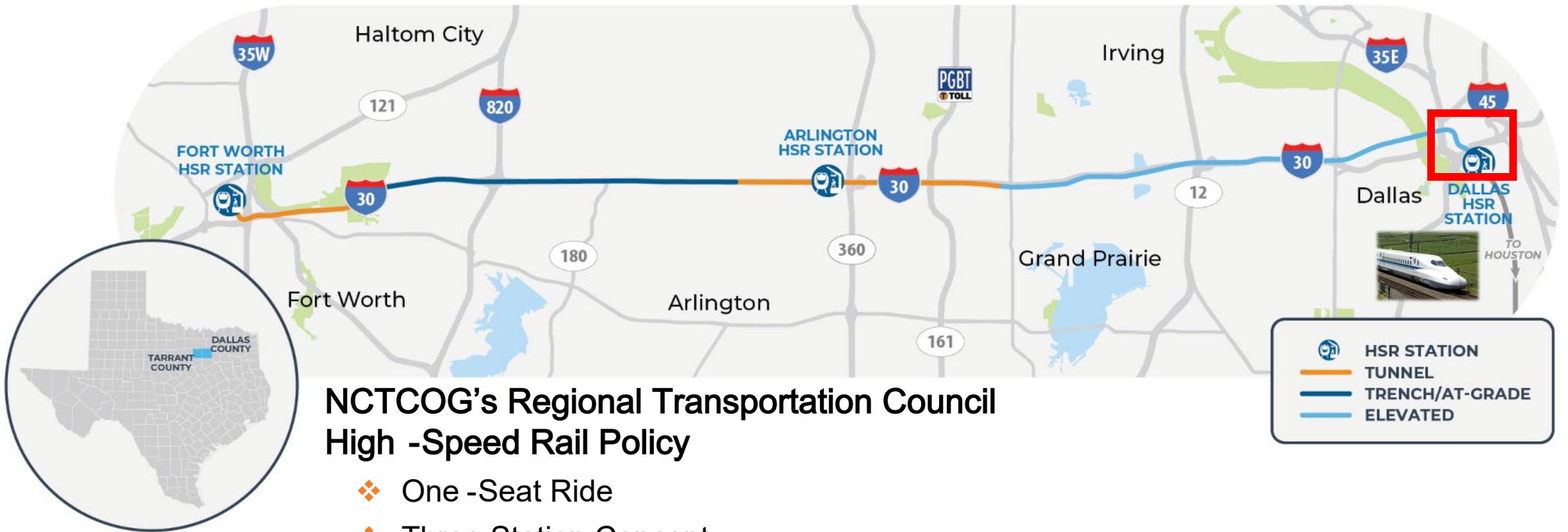
Phase 2: Pre-NEPA Refinement

- Alignment Refinement
- Urban Connections Screening

Phase 2: NEPA

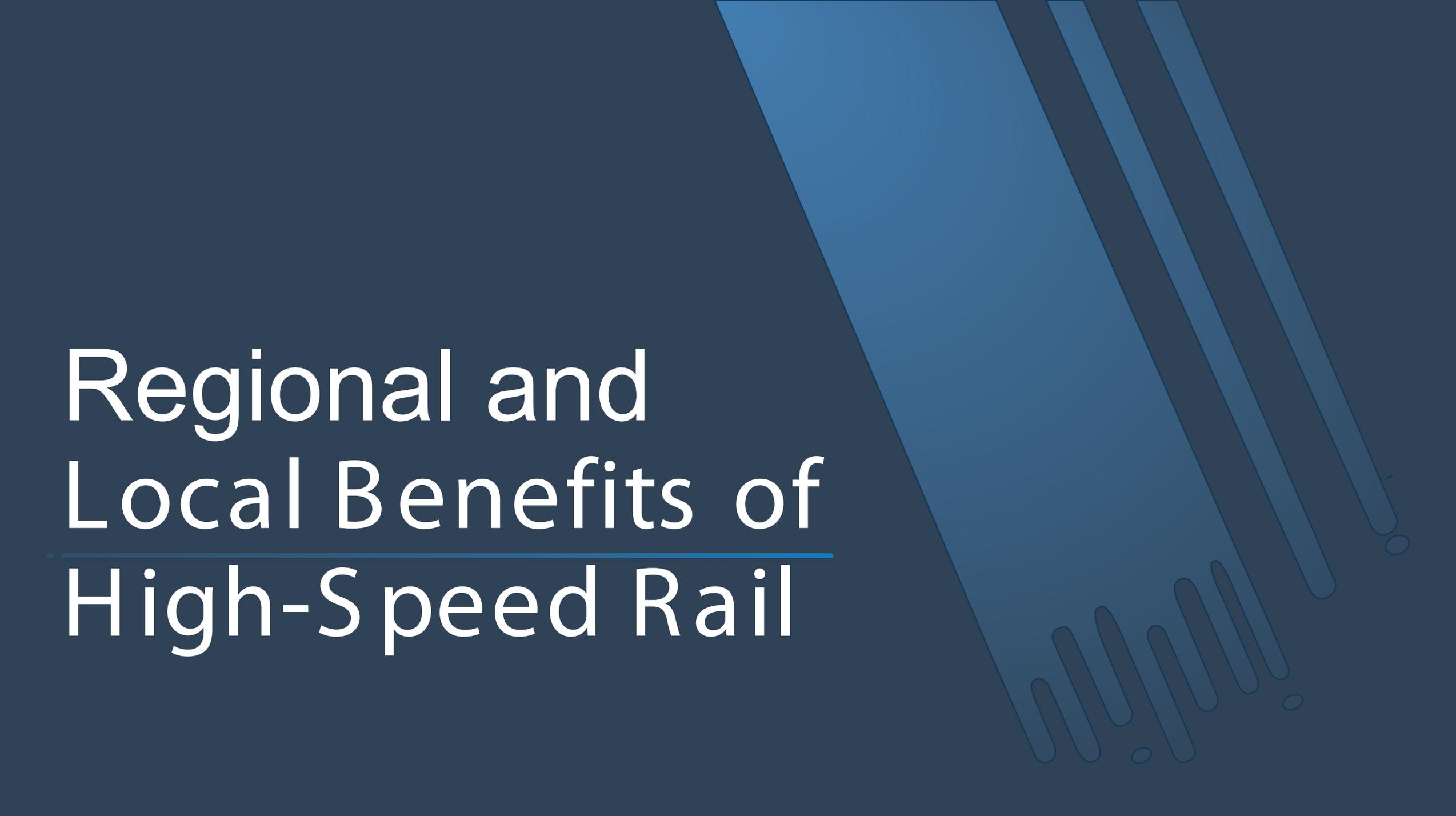
- Preliminary Engineering
- Environmental Documentation

Alignment for NEPA Review (Early 2024)



NCTCOG's Regional Transportation Council High-Speed Rail Policy

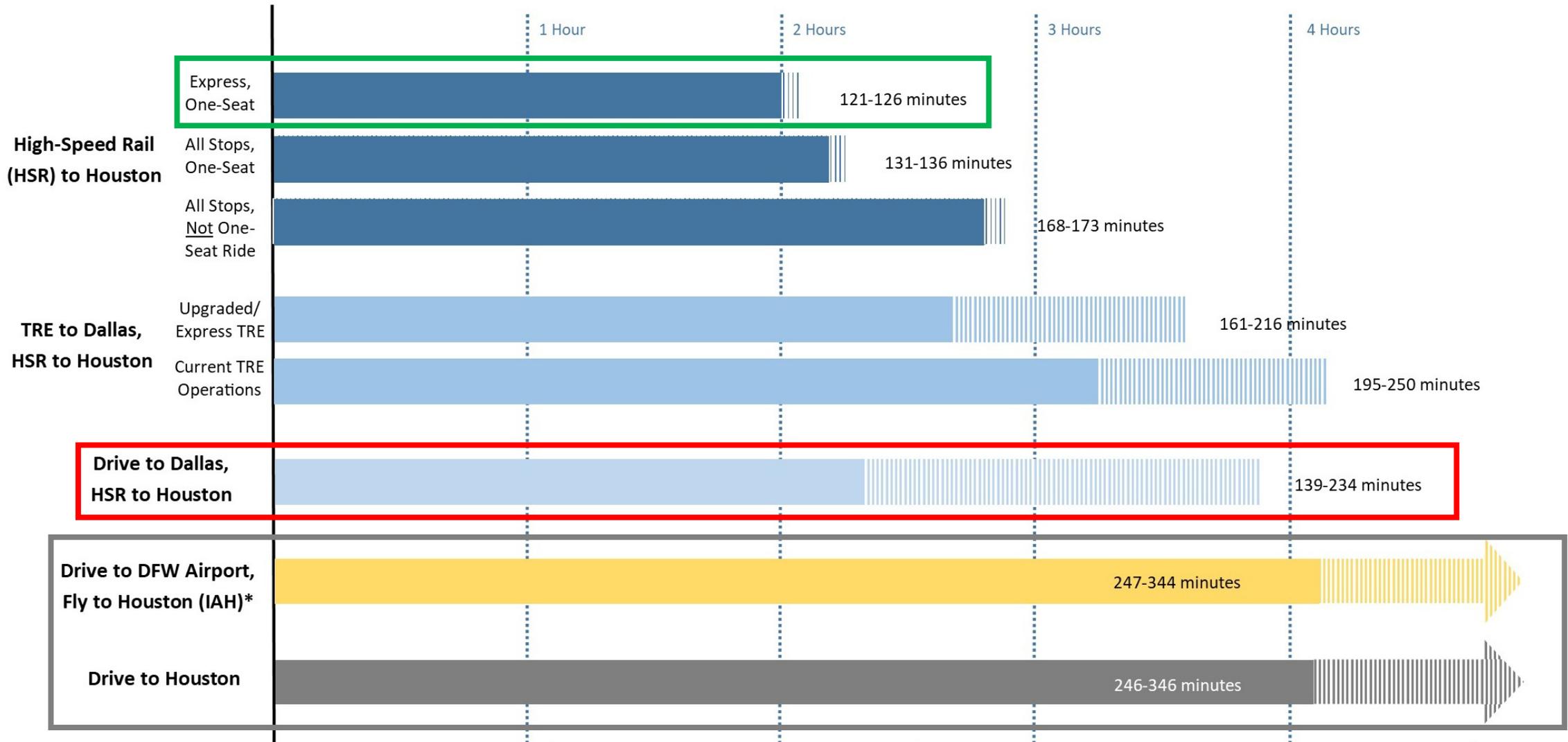
- ❖ One-Seat Ride
- ❖ Three Station Concept

The background features several abstract, overlapping geometric shapes in various shades of blue. A large, light blue trapezoidal shape is positioned in the upper right. Below it, several parallel, diagonal lines in a medium blue shade extend from the top right towards the bottom right. At the bottom right, there is a cluster of several vertical, rounded rectangular shapes in a darker blue shade, resembling a stylized graphic element or a set of data points.

Regional and Local Benefits of --- High-Speed Rail

Fort Worth to Houston

Estimated Travel Times in 2045 by Mode



* Does not include time required for baggage claim and egress from the IAH airport.



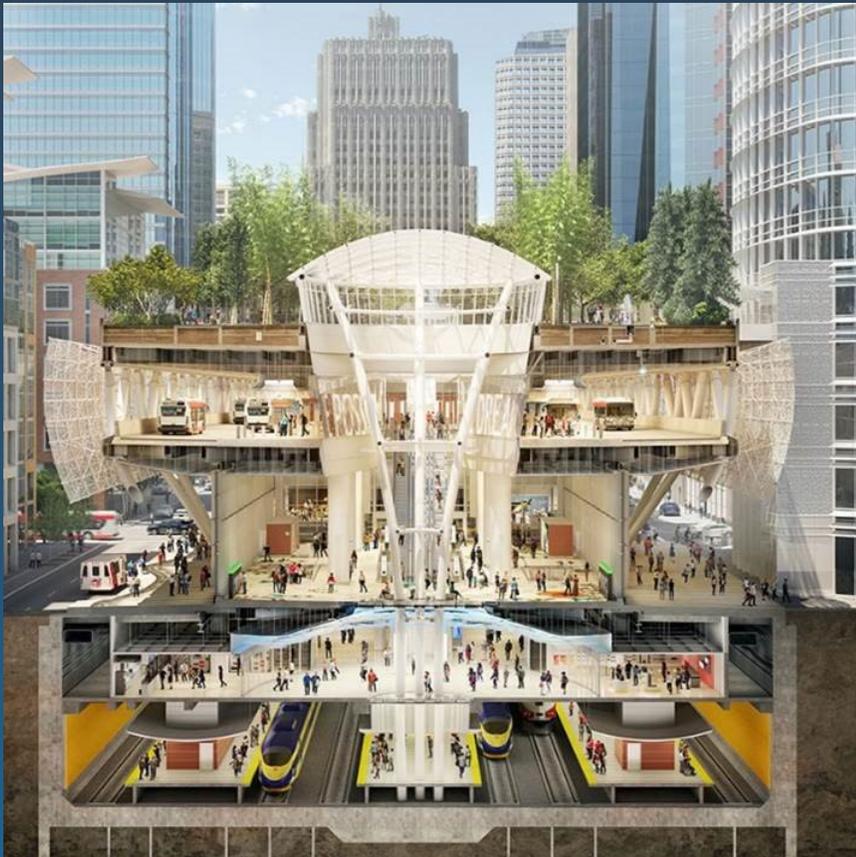
Focus on Connections: Gateway to Texas

High -Speed Rail provides seamless connectivity...

- Internationally
 - Via connection to DFW Airport
- Nationally
 - Via connections to DFW Airport and Love Field
 - Amtrak Stations in Dallas and Fort Worth
- Statewide
 - Dallas to Houston High-Speed Rail
 - Future statewide HSR network
- Regionally
 - DART Light Rail
 - Regional Rail (DART & Trinity Metro)
 - Bus system and Streetcar
- Locally
 - Dallas and Fort Worth downtowns (convention centers, CBD attractions)
 - Arlington Entertainment District (stadium venues, hotels, convention center)

Development Opportunity at High-Speed Rail Stations

San Francisco Salesforce
Transit Center



Source: Transbay Program media gallery, 2023

Brightline
MiamiCentral Station

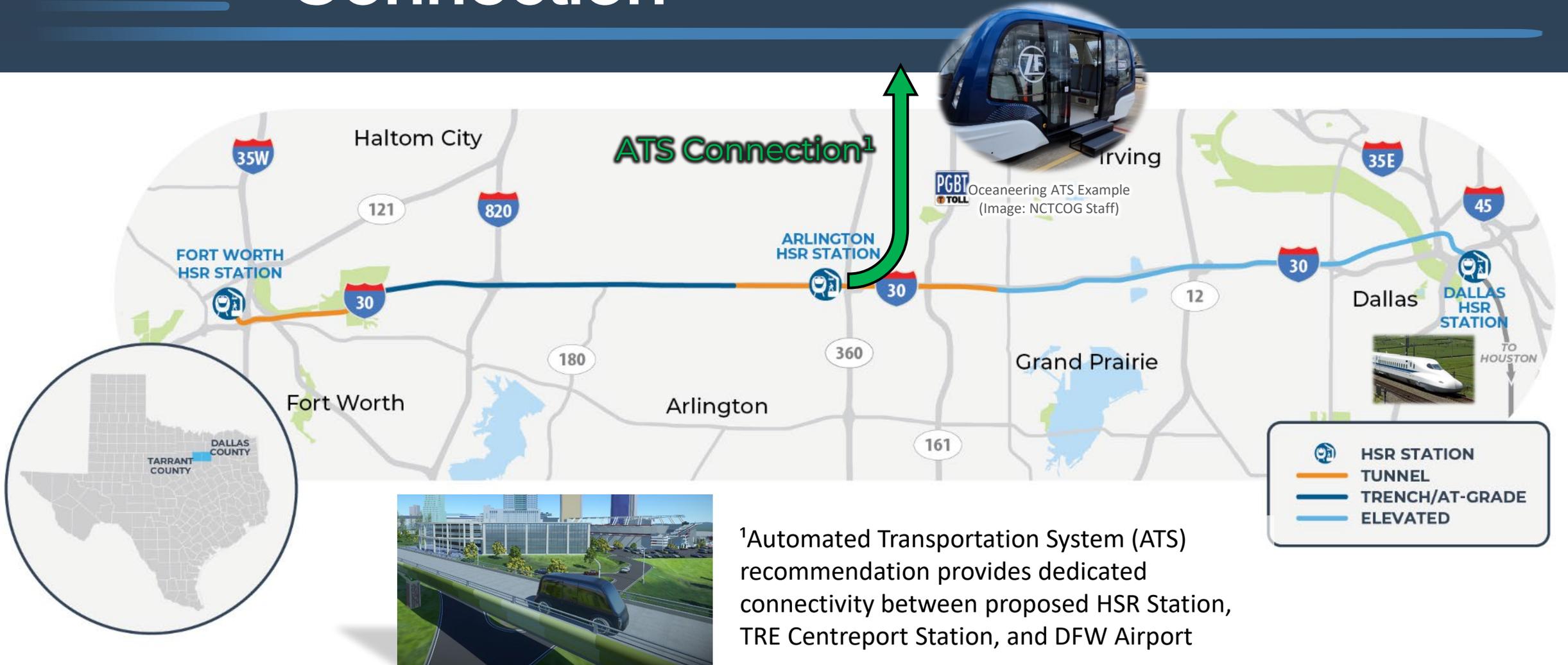


Source: Courtesy of Brightline

Proposed Fort Worth High-Speed Rail Station

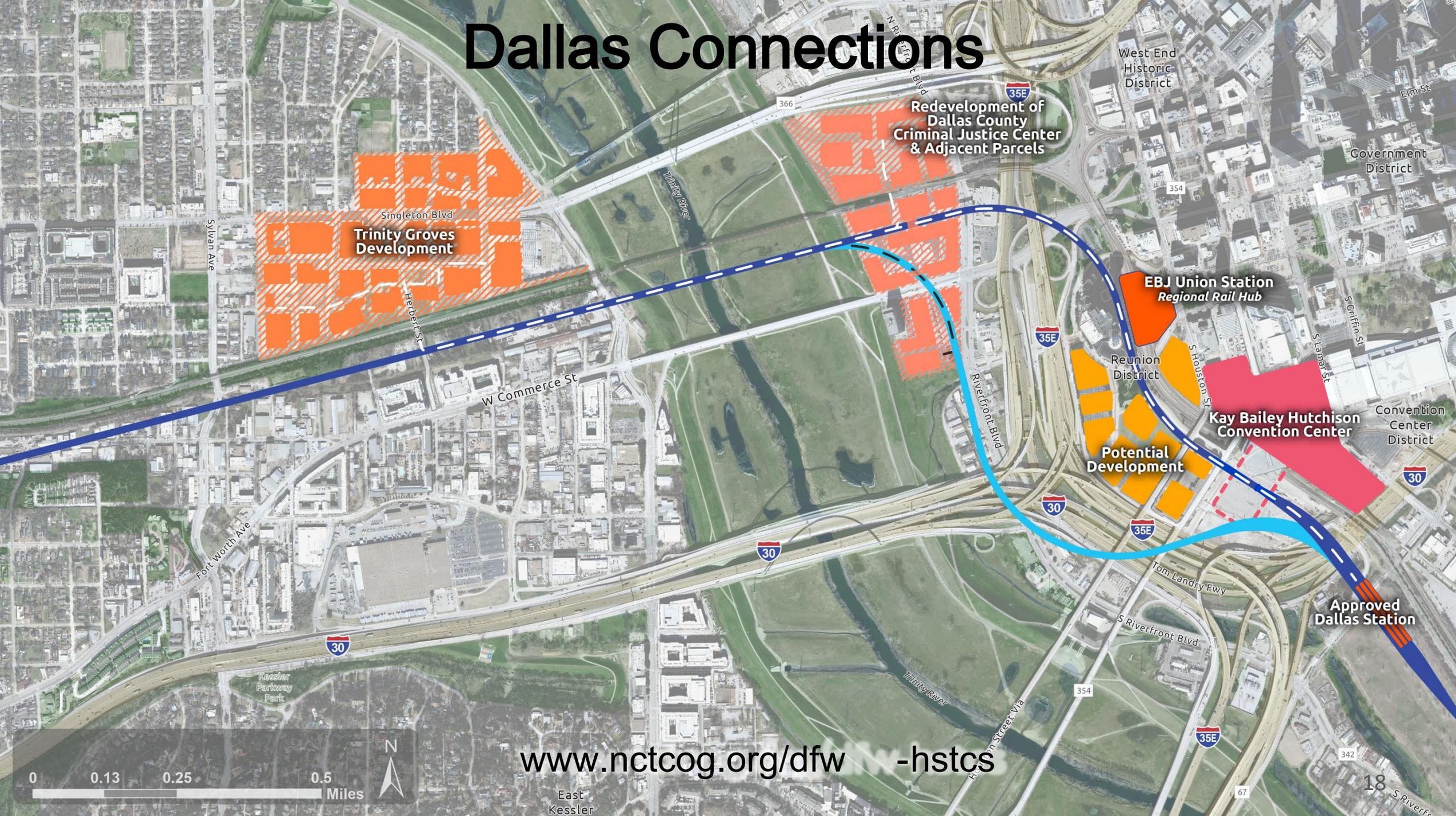


DFW International Airport Connection



¹Automated Transportation System (ATS) recommendation provides dedicated connectivity between proposed HSR Station, TRE Centreport Station, and DFW Airport

Dallas Connections



Trinity Groves Development

Redevelopment of Dallas County Criminal Justice Center & Adjacent Parcels

EBJ Union Station Regional Rail Hub

Potential Development

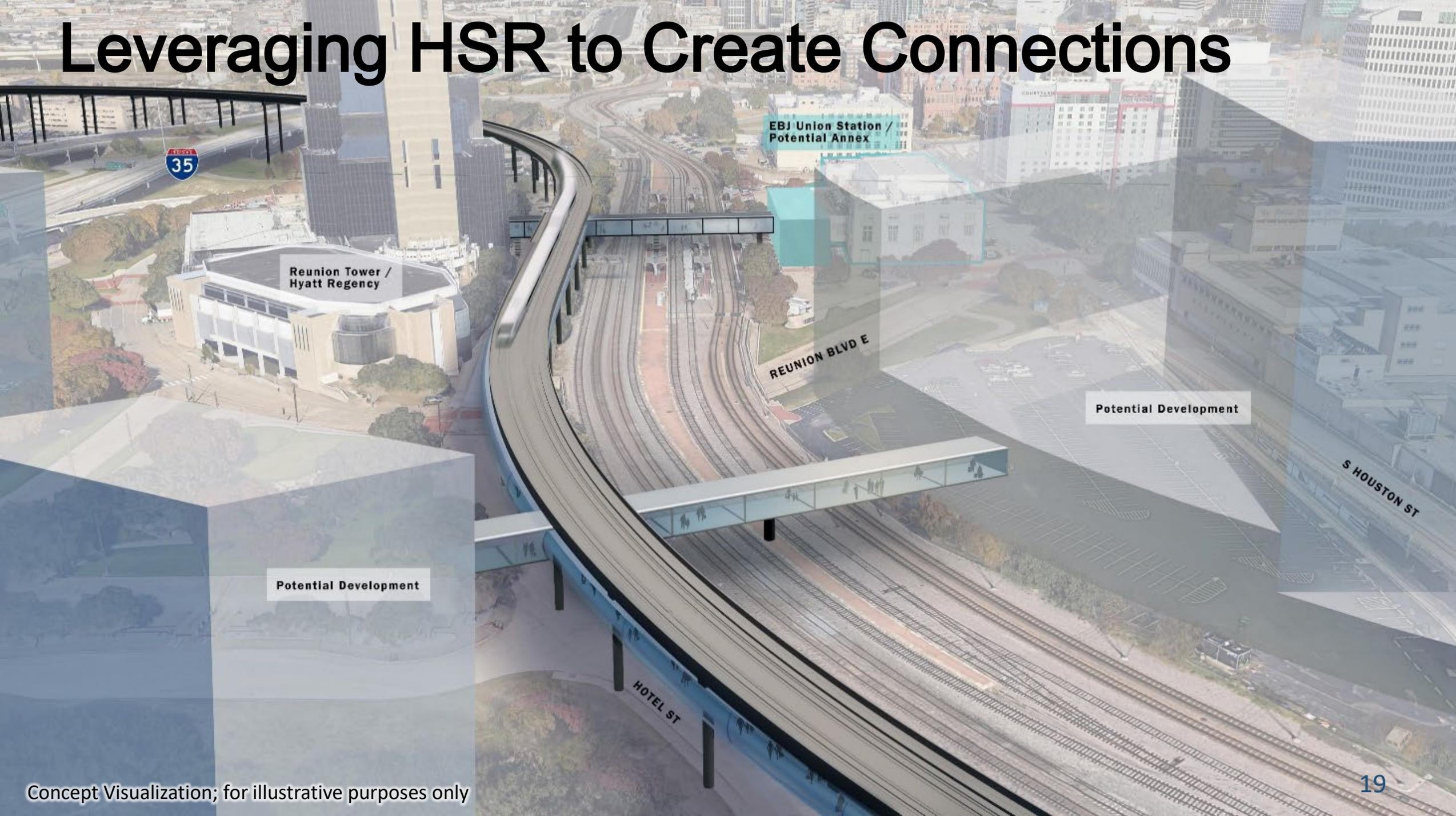
Kay Bailey Hutchison Convention Center

www.nctcog.org/dfw -hstcs

0 0.13 0.25 0.5 Miles



Leveraging HSR to Create Connections



Reunion Tower /
Hyatt Regency

EBJ Union Station /
Potential Annex

REUNION BLVD E

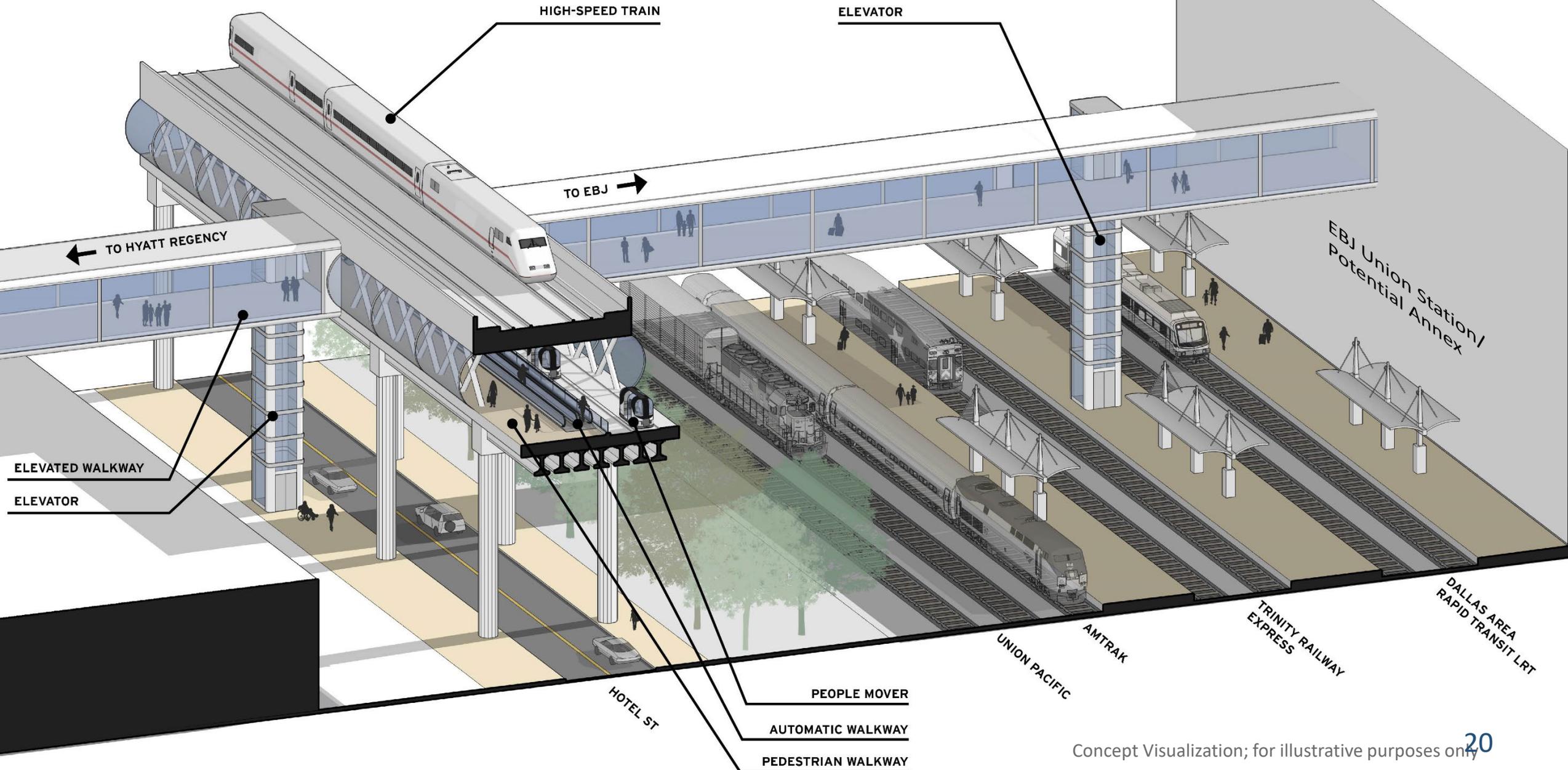
Potential Development

Potential Development

HOTEL ST

S HOUSTON ST

Leveraging HSR to Create Connections



Current Efforts and Next Steps



Next Steps

Economic Impact Studies for Dallas -Fort Worth HSR

- Hunt's Study (The Perryman Group) complete Spring 2025
- City of Dallas Study (Boston Consulting Group) complete Spring 2025
- Cities of Fort Worth and Arlington Study (AECOM) complete late Fall 2025

NCTCOG Next Steps

- Downtown Dallas Alternatives
 - Coordinate with City of Dallas
 - Receive RTC direction
- Continue stakeholder coordination
- Continue FRA and FTA coordination
- Complete engineering and environmental analysis/documentation for Dallas to Fort Worth HSR corridor



Federal Transit Administration Process

NCTCOG Focus:
Public-Private Partnerships

Alternatives
Analysis
(2 years)

Pre-NEPA
Refinement
(2 years)

NEPA

Explore
Opportunities
for Funding and
Implementation

2020

2021

2022

2023

2024

2025



We are here

2026

2027

Federal Railroad Administration Process

NCTCOG Focus:
Federal Funding

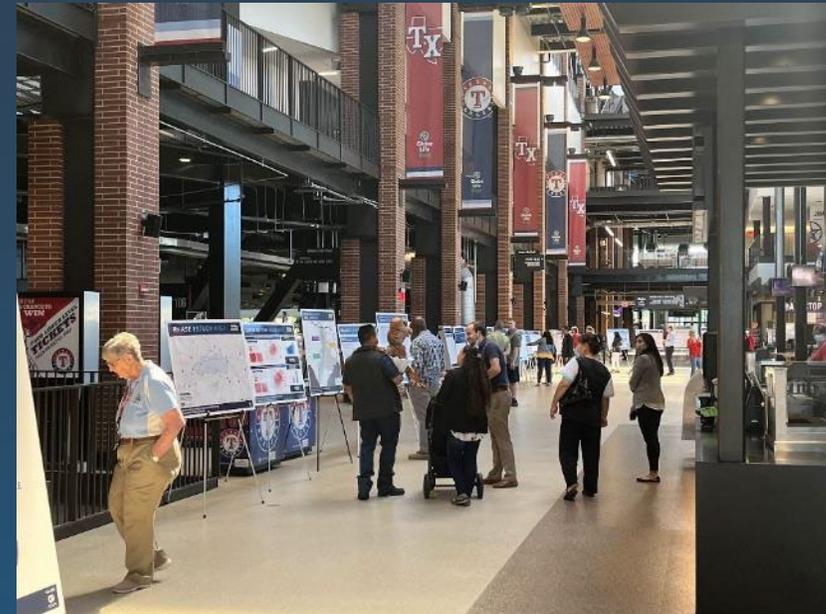
Corridor Identification
and Development Program

NEPA: National Environmental Policy Act

Completed Public and Agency Engagement (2020 -2025)

Over 300 meetings held so far

- Public meetings
- Technical Work Group
- Federal and state coordination
- Technology Forum & one -on -ones with providers
- Transportation agencies and railroads
- Study area cities
- Elected officials
- Resource agencies
- Community groups and organizations
- Private stakeholders



You can find responses to questions and comments from previous meetings and an FAQ document at our project website:
[www.nctcog.org/dfw -hstcs](http://www.nctcog.org/dfw-hstcs) >> Project Information



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www.nctcog.org/dfw

-hstcs

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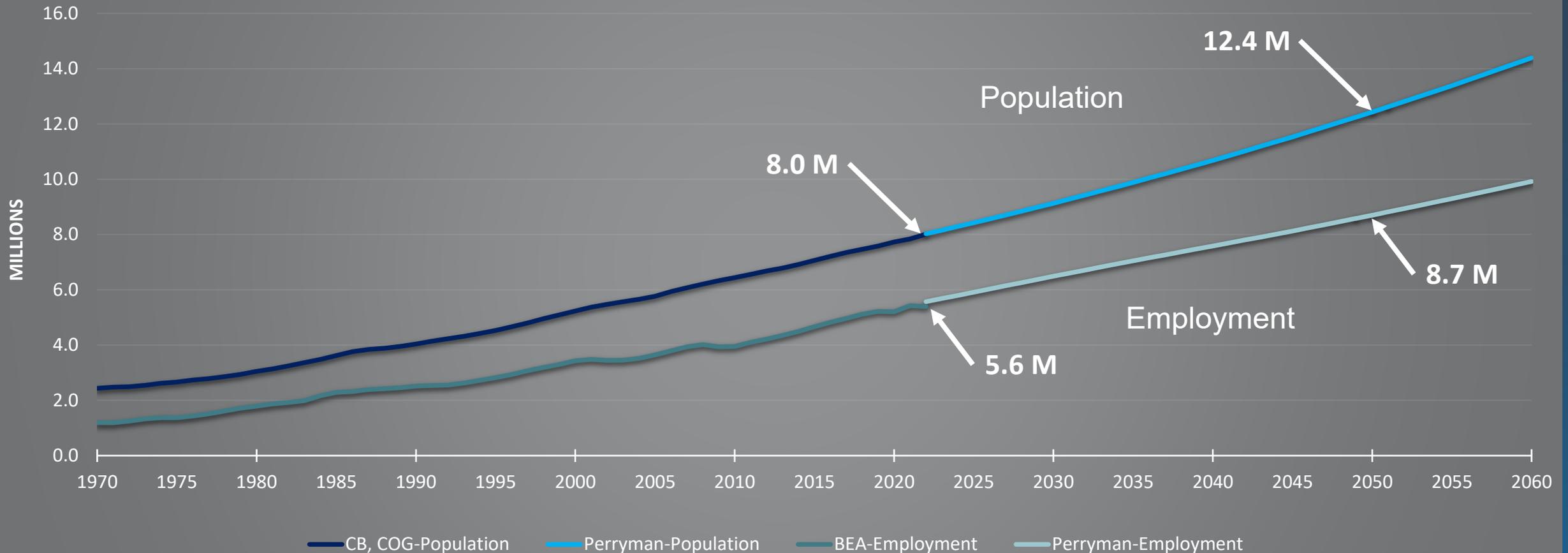
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Supporting Information



Historical and Projected Total Population and Employment – DFW MPA



Source: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

High-Speed Rail Benefits

Safe

- Japanese HSR in operation for 60 years without a single injury or fatality.

Reliable

- Use of dedicated ROW means no traffic jams
- No shared ROW with freight trains means consistent on-time performance

Comfortable and Convenient

- Extensive customer amenities
- Work, play, relax, sleep? The choice is yours!



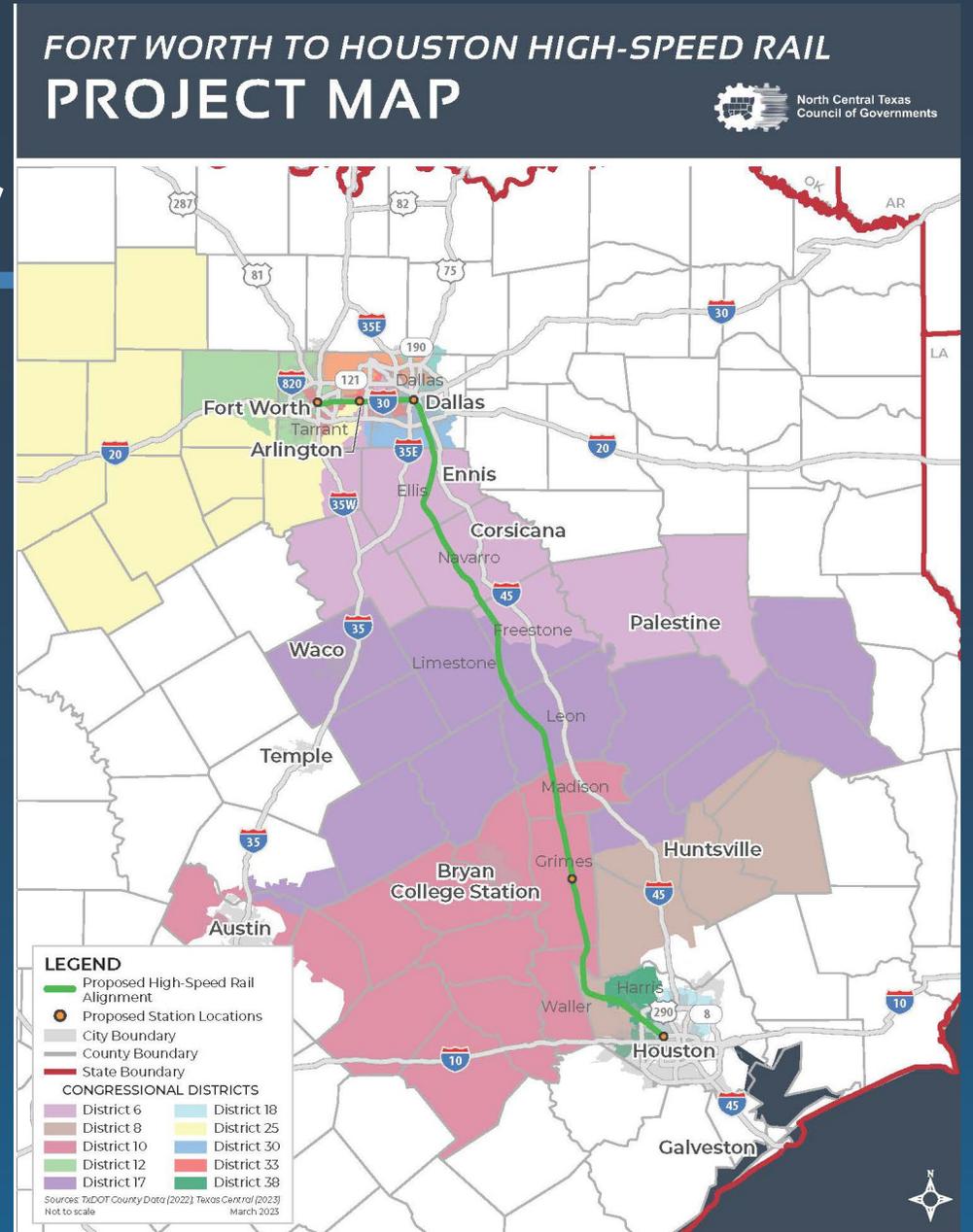
Source: JR Group, 2024.



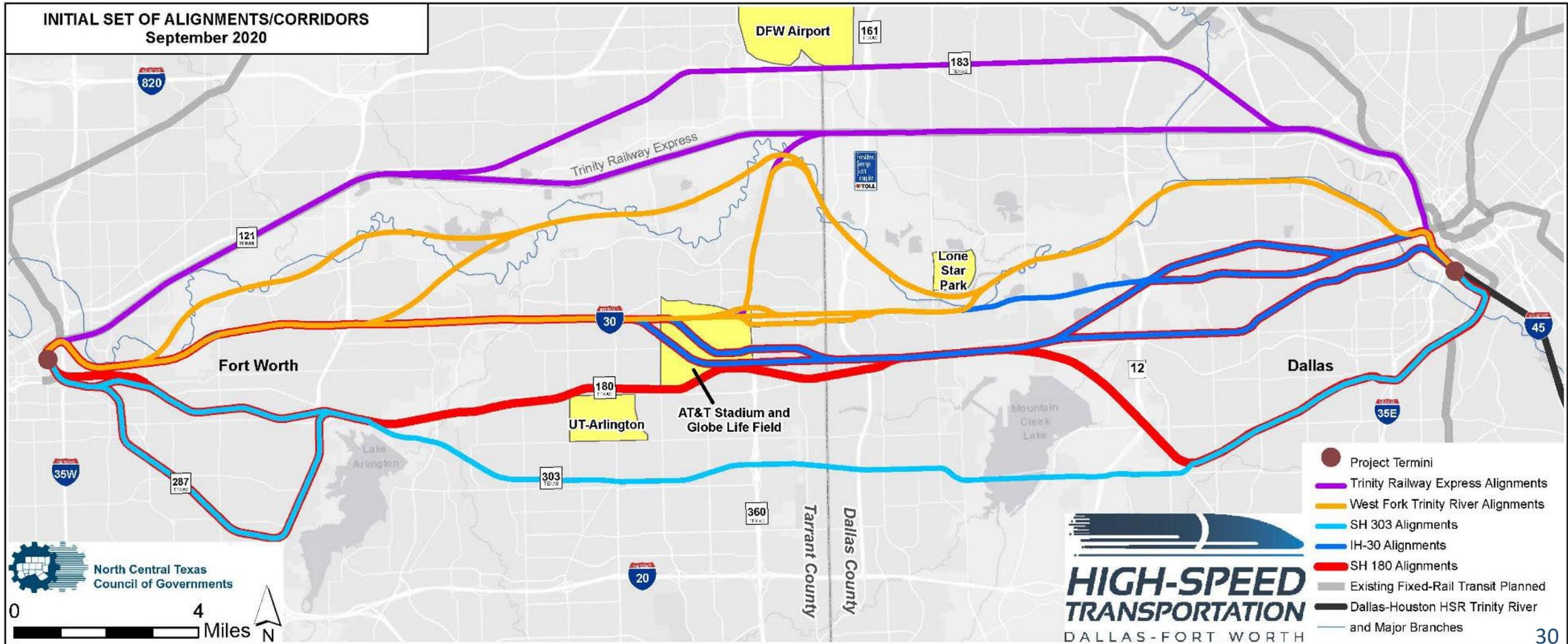
Source: Brightline, 2024.

Fort Worth to Houston High-Speed Rail Corridor

- Dallas to Houston Segment
 - Advanced by Texas Central
 - Rule of Particular Applicability from FRA (use of Shinkansen technology)
 - Final Environmental Impact Statement (FEIS) Completed & Record of Decision – 2020 (Environmentally Cleared)
- Dallas to Fort Worth Segment
 - Being advanced by NCTCOG
 - Alternatives Analysis Phase initiated in 2020
 - Currently in Preliminary Engineering/NEPA (National Environmental Policy Act) Phase

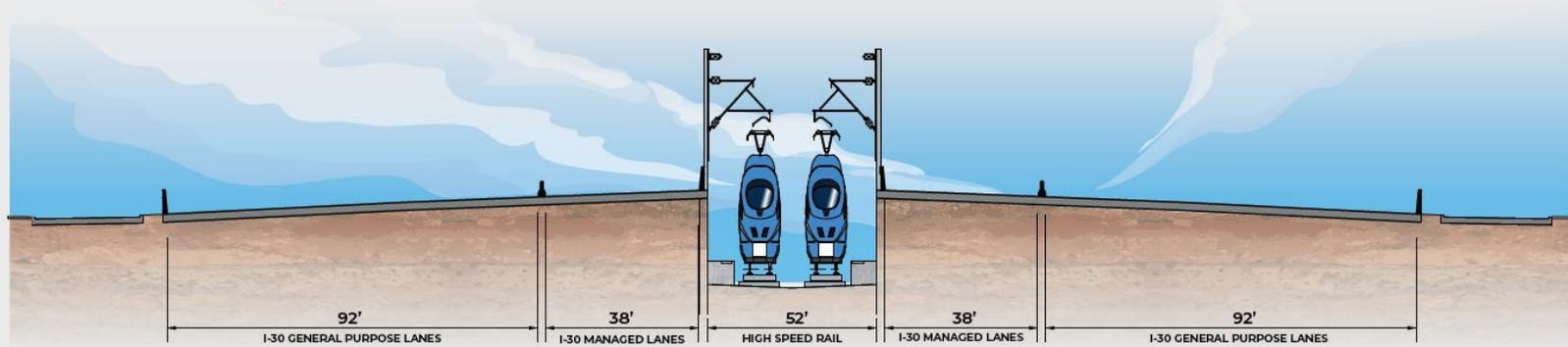


Initial Set of Alignments/ Corridors (Fall 2020)



Conceptual HSR Typical Sections

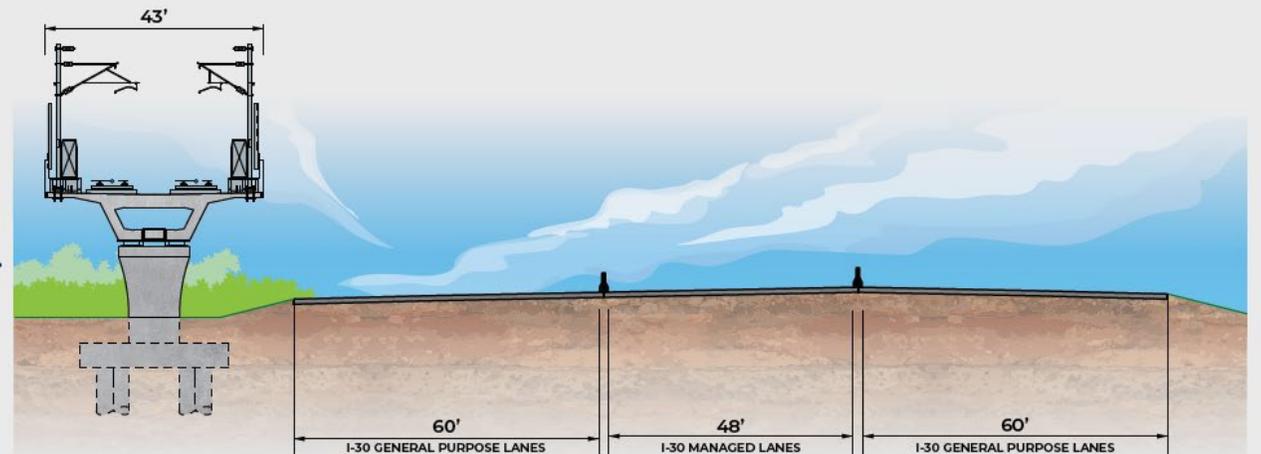
High-Speed Rail I-30 Trenched Typical Section
Riverside Dr. to Cooper St.



Typical Sections shown to communicate concept only.

Graphics by HNTB

High-Speed Rail I-30 Elevated Typical Section
MacArthur Blvd. to Cockrell Hill Rd.



Elevated HSR Images



California High-Speed Rail (Fresno, CA)



California High-Speed Rail at SR 99 (Fresno, CA)

HSR Pergola Type Structures

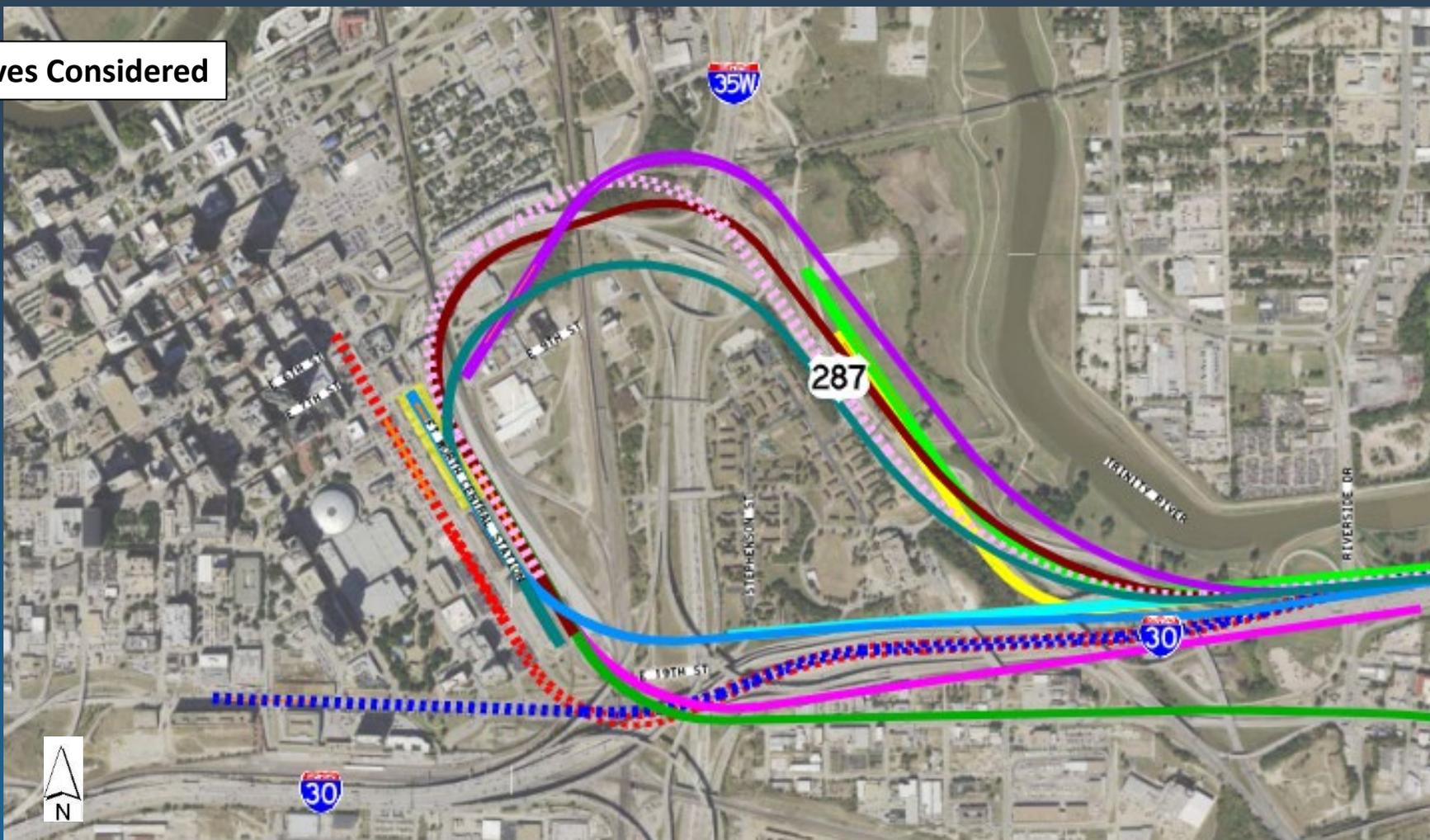


California High-Speed Rail over Freight (South of Wasco, CA)

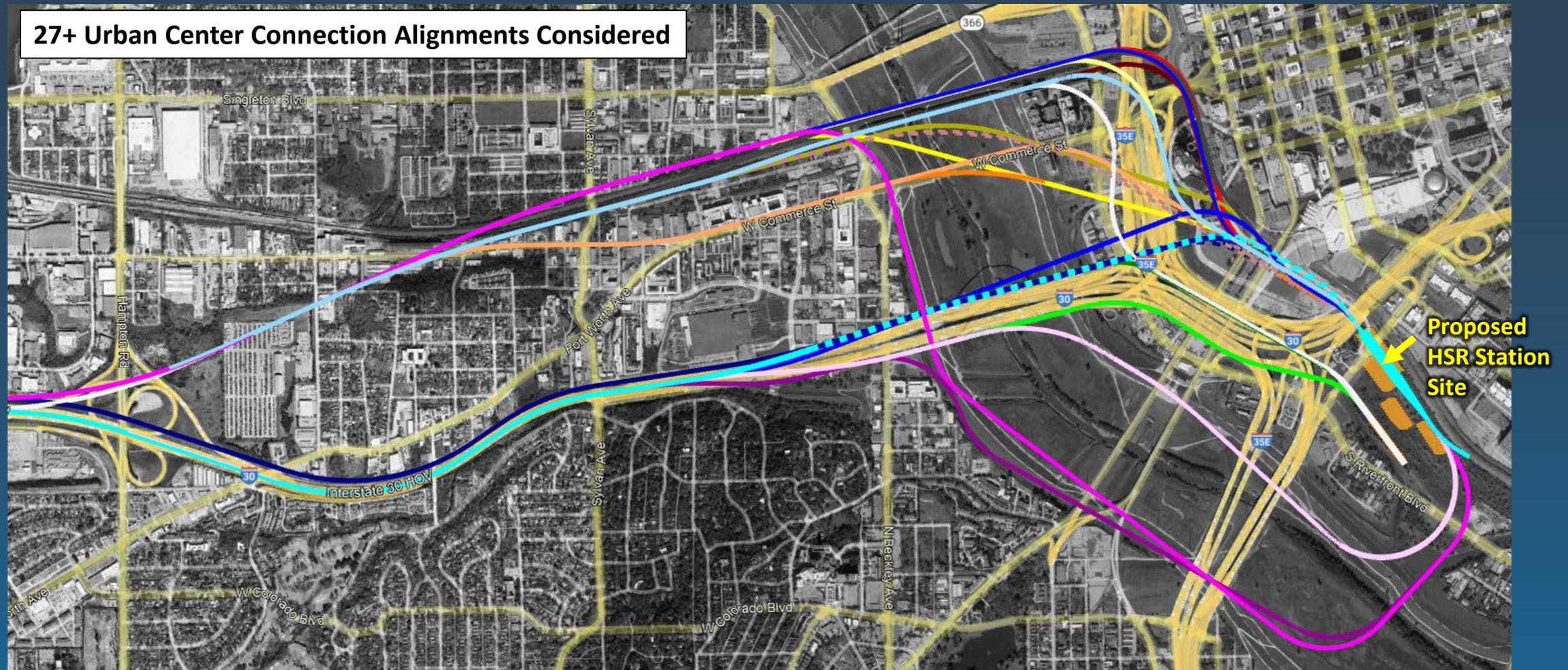


Early Fort Worth Connection Concepts

13 Alternatives Considered



Dallas Urban Center Connections (Summer 2022)



Dallas High-Speed Rail Station Planning Background

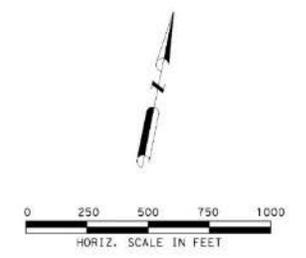
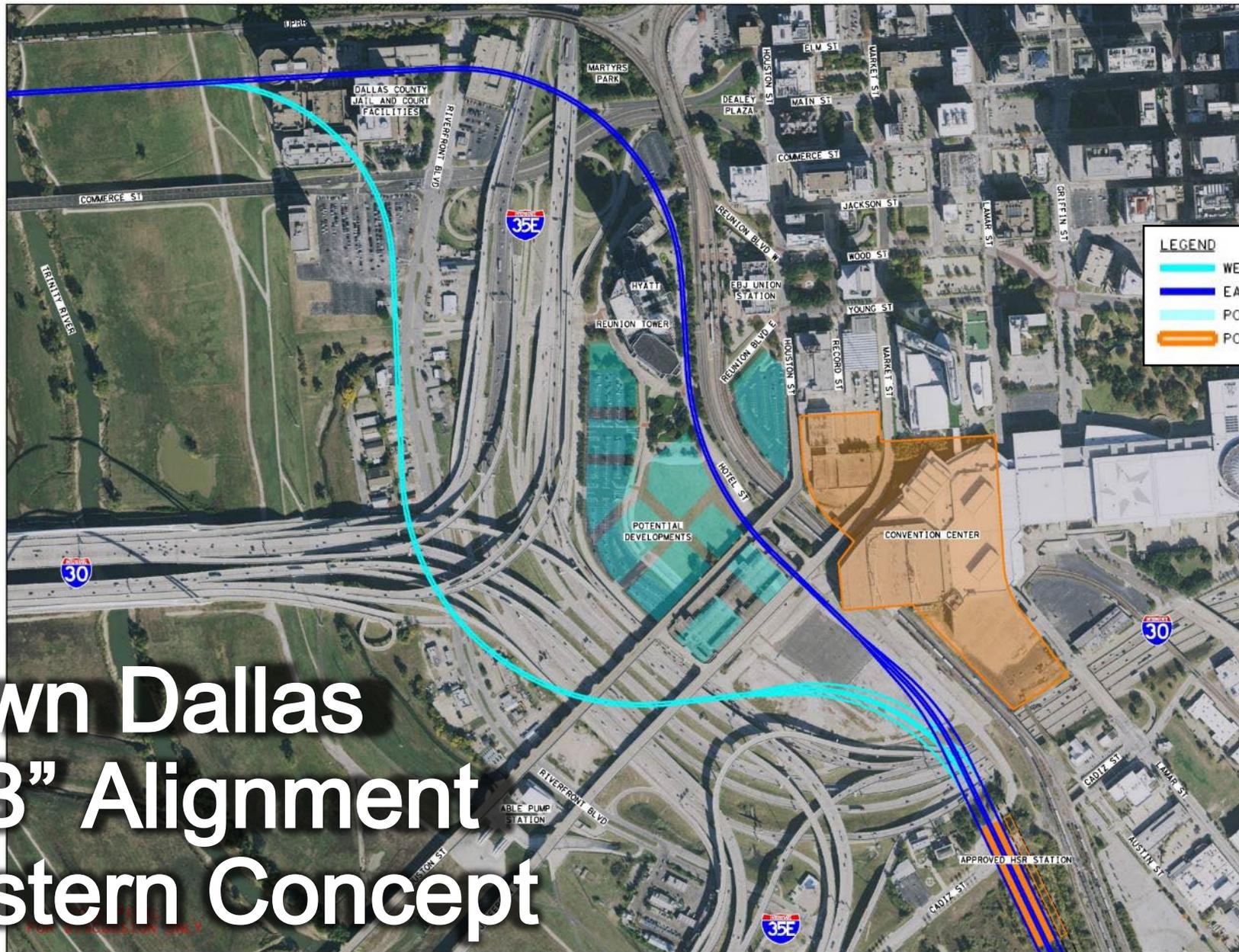
- 2016 RTC Resolution and Memorandum of Understanding between RTC and Texas Central
- 2016 City of Dallas and Texas Central Cooperation Agreement
- 2017 City of Dallas completed Station Area Zone Assessment (Perkins+Will); led by City of Dallas staff
- 2019 NCTCOG funded Dallas Intermodal Transportation Facility Fatal Flaw Analysis (Lot E Study – LAN); led by City of Dallas staff
- 2020 Dallas staff provided comments on Draft Environmental Impact Statement for Dallas to Houston High -Speed Rail (including station location)



Approved Dallas High -Speed Rail Station with platform at 70'+ above existing ground

Image Credit: Texas Central

Downtown Dallas HSR "2B" Alignment and Western Concept



LEGEND

- WEST HSR CONCEPT
- EAST HSR ALIGNMENT
- POTENTIAL DEVELOPMENTS
- POTENTIAL CONVENTION CENTER

CONCEPTUAL
FOR DISCUSSION ONLY

**North Central Texas
Council of Governments**

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS WESTERN ALTERNATIVE
ALIGNMENTS



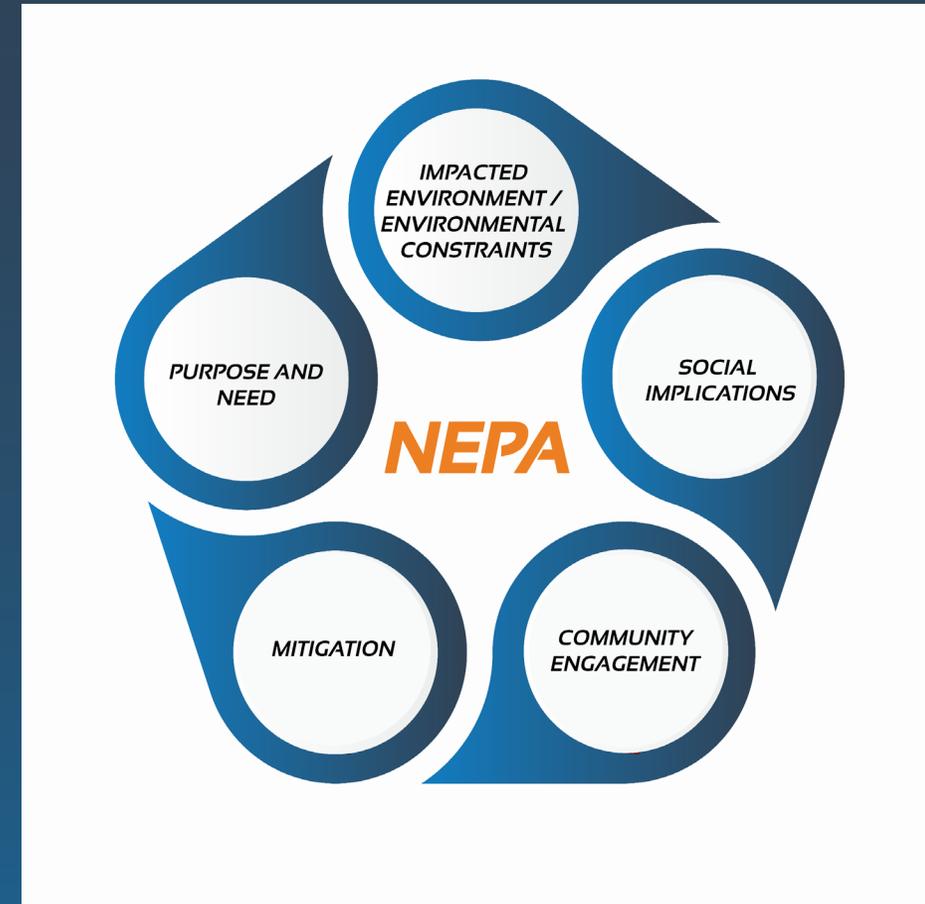
Downtown Dallas Alignment Coordination Timeline

- 3/6/2024 City Council Briefing by NCTCOG and Amtrak
- 3/22/2024 Dallas City Manager's Meeting
- 5/15/2024 National High-Speed Rail Conference: Briefing by NCTCOG and Amtrak
- 6/12/2024 Dallas Resolution
- 6/13/2024 RTC Decision to Schedule July Workshop
- 7/11/2024 July Workshop/RTC Decision on How to Advance
- 8/8/2024 RTC Action to advance High-Speed Rail Project

Project Progress: NEPA

NEPA: Environmental Assessment

- 12-month process; began in March 2024
- Paused the clock briefly while we work through the potential Downtown Dallas alignment shift
- Will continue to advance analysis and documentation during pause
- Studies the effects of a proposed project on neighborhoods, parks, schools, air quality, noise, water systems, cultural resources and more
- Study and plan to mitigate or avoid any possible adverse effects



Additional Engagement

DFW High -Speed Update Newsletter

- Latest updates on progress
- Includes upcoming events for the public to attend

Online Speaker Request Form

Staff continue to present to community groups and organizations

DFW HIGH-SPEED UPDATE

WINTER 2023

Your High-Speed Rail; Your Input.

To engage the community and collect input on the Dallas-Fort Worth High-Speed Transportation Connections Study, open houses were held in Fort Worth, Arlington, Grand Prairie, and Dallas this fall. More than 200 people attended, and the presentations and meeting materials are available on the website of the North Central Texas Council of Governments (NCTCOG) at nctcog.org/dfw-hstcs.

"Our goal continues to be hearing the community's thoughts and concerns. Listening carefully affirms our direction for a successful completion of Phase 2," said Ian Bryant, AICP, HNTB Project Manager.

"We heard several common themes at each open house, and we are using community input to bolster our understanding of how this project could be successful," Bryant continued.

Expressing diverse opinions during the open houses, attendees commented on the proposed I-30 alignments, economic development opportunities, environmental effects, traffic congestion, and right-of-way acquisition.

Phase 2 public comments are varied. Open house participants in the study area see the potential of a high-speed rail system providing energy-efficient public transit as an alternative to personal vehicles.

Laura from Dallas shared concerns about the effects of construction on ecosystems like the Trinity River. Both from Fort Worth supports the project but is concerned about flooding and water quality.

"Environmental considerations are being addressed in depth during documentation for the National Environmental Policy Act (NEPA), a requirement of this federally funded initiative," said Dan Lamers, PE, NCTCOG Senior Project Manager.

NEPA considers the potential effects a project may have on the environment or community and proposes mitigation measures as needed. Learn more about NEPA [here](#).

See Community, pg. 2

Let Your Voice Be Heard!
Let's Talk About Travel Across DFW. We Want Your Feedback!
www.nctcog.org/dfw-hstcs

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Fall 2023 open house locations

North Central Texas Council of Governments • 817-695-9240 • www.nctcog.org

DFW HIGH-SPEED UPDATE

Phase 2 Public Comment Topics

Topic	Count
Alignments	17
Economic Development	19
Environmental	21
Traffic	21
Right-of-Way	11
Other	25

*Comments are tallied based on the topics selected by the commenter. Comments were categorized as "other" when the commenter designated them as such or did not select a category. Some comments are tallied under multiple categories.

Phil from Fort Worth wants to reduce the number of gas-powered vehicles on the road and supports this "visionary project for sustainable development."

Michael from Arlington noted, "the environmental impact of being cars off the road would much outweigh any construction impacts from the rail line."

Arlington North Central Texas Council of Governments open house

The project team is also studying enhanced connections from the proposed Dallas high-speed rail station to Dallas Union Station, which would provide easy access to DART rail and bus networks connecting the greater Dallas area. A station location is also planned in the Arlington entertainment district.

The majority of the alignment (see pg. A) is within the I-30 right-of-way, with portions of the track elevated, tunneled, or tranchied/at-grade. "We are closely examining each piece of the alignment and proposing station locations and track elevations that would most benefit the community. Looking at the big picture of a regional transportation asset such as this is a core charge of NCTCOG," said Lamers.

Access the open house report online to read the complete list of public comments and responses.

North Central Texas Council of Governments • 817-695-9240 • www.nctcog.org