



**SERVICE
FIRST,
NOW!**

G. "Gus" Khankarli, Ph.D., P.E.

Director

Transportation & Public Works

Status of North Central Texas Council of Governments' High-Speed Rail Corridor Identification and Development

Special Called Transportation & Infrastructure Committee Meeting

January 8, 2026



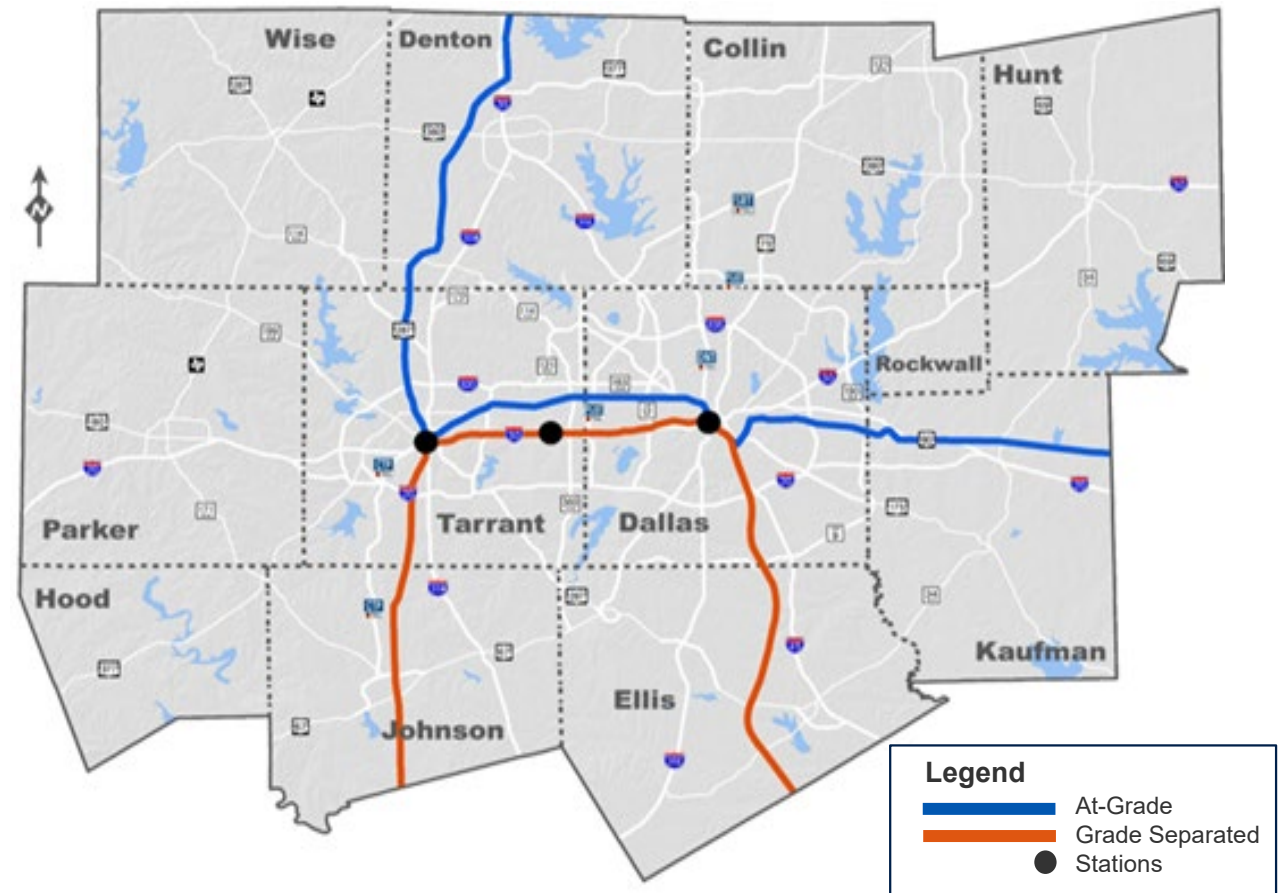
Overview



- Purpose
- Background
- Existing Council Resolution
- High Speed Rail Economic Impact Study Findings
- Federal Transit Agency and Federal Railroad Administration (FRA) High Speed Rail Process
- FRA Corridor Identification (CID) Program
- Next Steps

Purpose

Provide material to inform Dallas' vote at the January 22, 2026, NCTCOG Executive Board Meeting regarding Step 1 of Federal Railroad Administration's Corridor Identification and Development (CID) Program

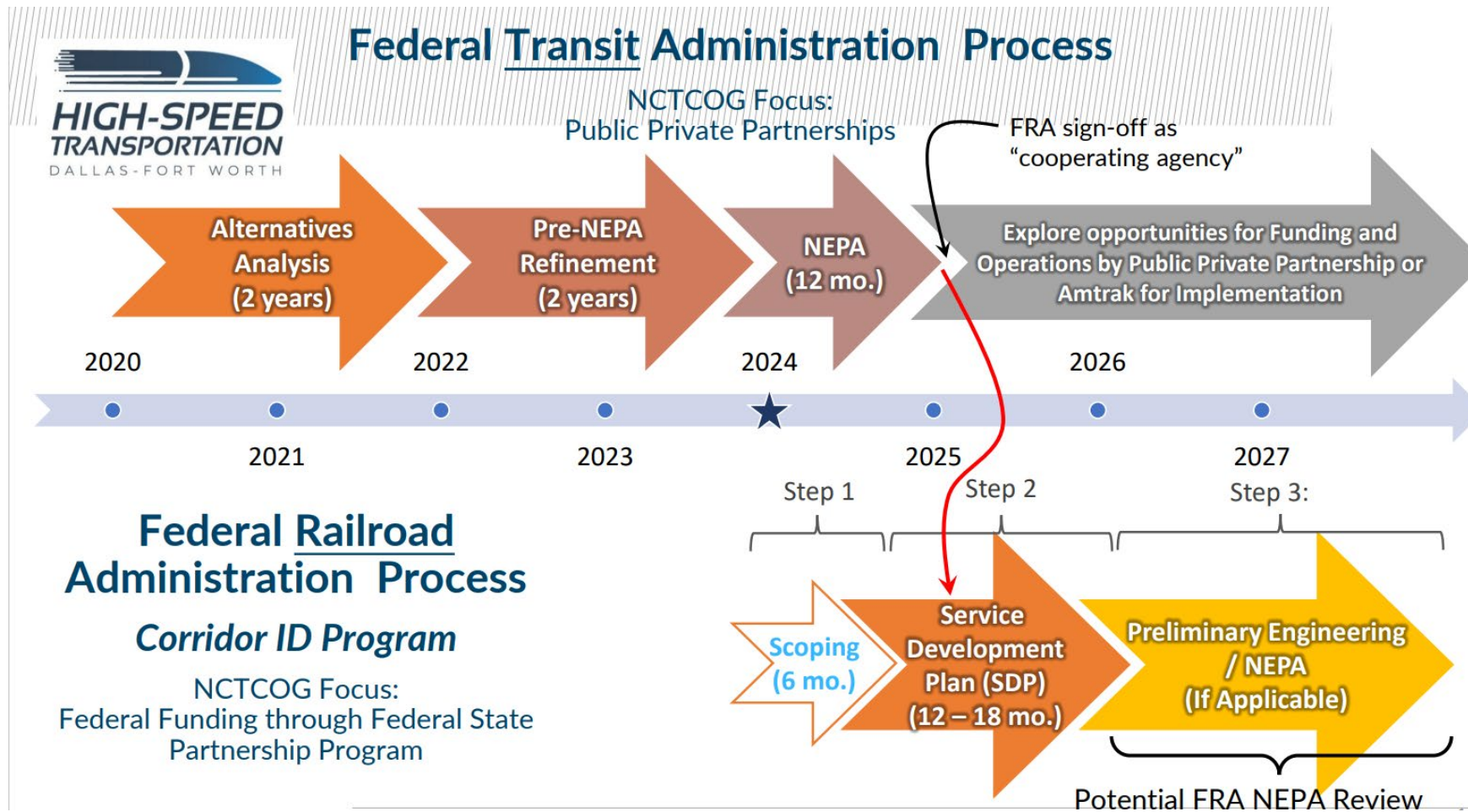


Source: Mobility 2045, NCTCOG, 2018

Background

- March 6, 2024, City Council was briefed on major downtown transportation initiatives including high-speed rail
- Following March briefing, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high-speed rail alignment
- June 12, 2024, City Council approved resolution CR 24-0876 regarding high-speed rail alignments in the downtown area
- June 2, 2025, High Speed Rail Economic Impact Study developed by Boston Consulting Group was submitted via a [briefing memorandum](#) to the Economic Development Committee
- From 2020 to present, NCTCOG has participated in two federal programs related to the development of High-Speed Rail projects: Federal Transit Agency (FTA) and Federal Railroad Administration (FRA)

NCTCOG FTA and FRA High Speed Rail Process from March 6, 2024



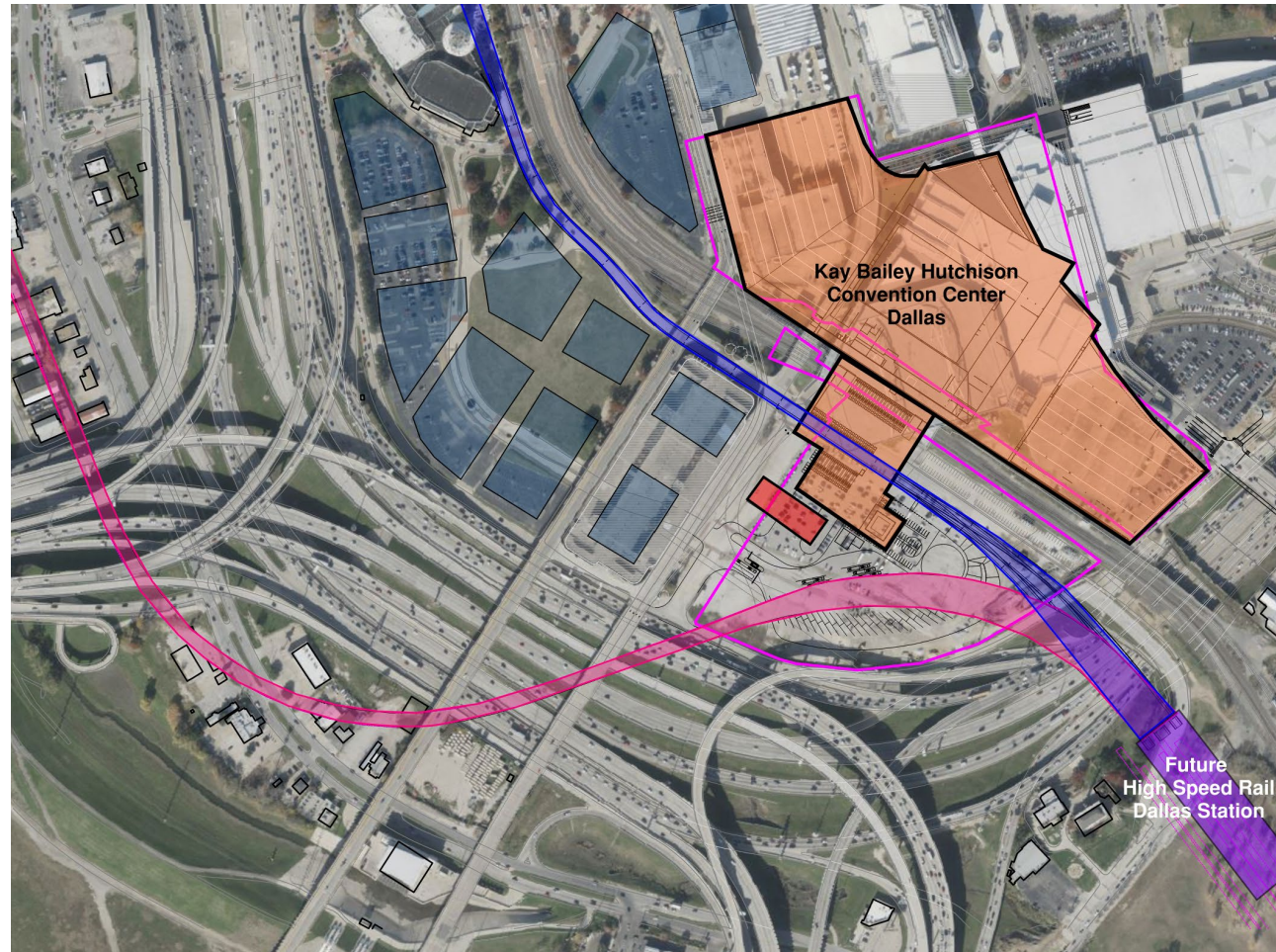
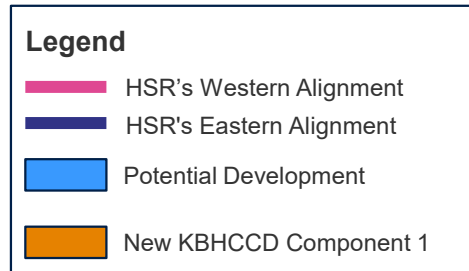
June 12, 2024, Council Resolution (CR 24-0876)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

SECTION 3. That City Council commits to revisit the Dallas to Fort Worth high speed rail discussion after it receives the economic impact study requested by City Council at the March 6, 2024, City Council meeting

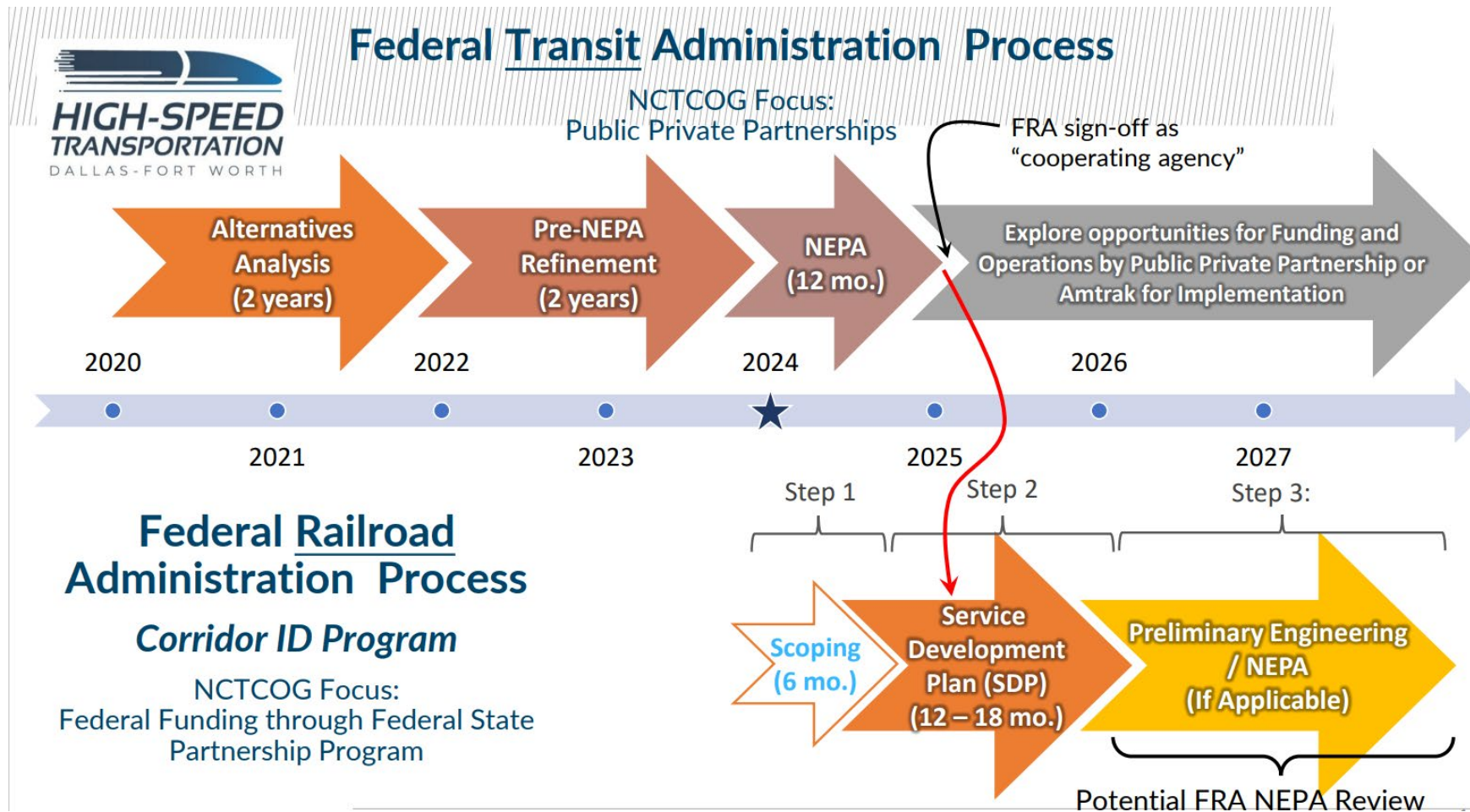
HSR Alignments – Eastern and Western Alignment Concepts



High Speed Rail Economic Impact Study Findings

- October 23, 2024, CR 24-1586 – Authorized contract with BCG to conduct an Economic Impact Study
- Scope of Work included four Modules: (a) customer preference survey, (b) economic modeling, (c) stakeholder interview, and (d) supplementary research for Dallas to Houston, Dallas to Fort Worth and extensions to DFW Airport and Dallas Love Field
- Study findings for Dallas to Fort Worth via Arlington alignments are based on the Dallas to Houston project implementation:
 - ❖ Additional \$6B capital investment for either Western or Eastern alignment for a HSR connectivity for the Dallas to Fort Worth component
 - ❖ **Western Alignment:** Estimated **\$600M average incremental annual GDP growth** and **3,400 more jobs**
 - ❖ **Eastern Alignment:** Estimated **\$1.1B lower average annual GDP** and net **7,100 fewer jobs** created. This alignment prevents the Hunt Reunion Development (\$4.3B in capex) and so negatively impacts local expenditures and employment.
 - ❖ **Tunnel:** Significantly higher cost and structural challenges given HSR station location and elevation; May not be in line with item 5 of the MOU between TX Central Partners and RTC to support a one-seat ride from Fort Worth to Houston.

NCTCOG FTA and FRA High Speed Rail Process from March 6, 2024



FRA Corridor Identification (CID) Program

Overview: Corridor Identification and Development (Corridor ID) Program:

- The CID is a federal initiative administered by the Federal Railroad Administration (FRA) aimed at enhancing intercity passenger rail service across the United States.
- The CID Program helps guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.
- The CID program may fund planning and project for selected corridors.

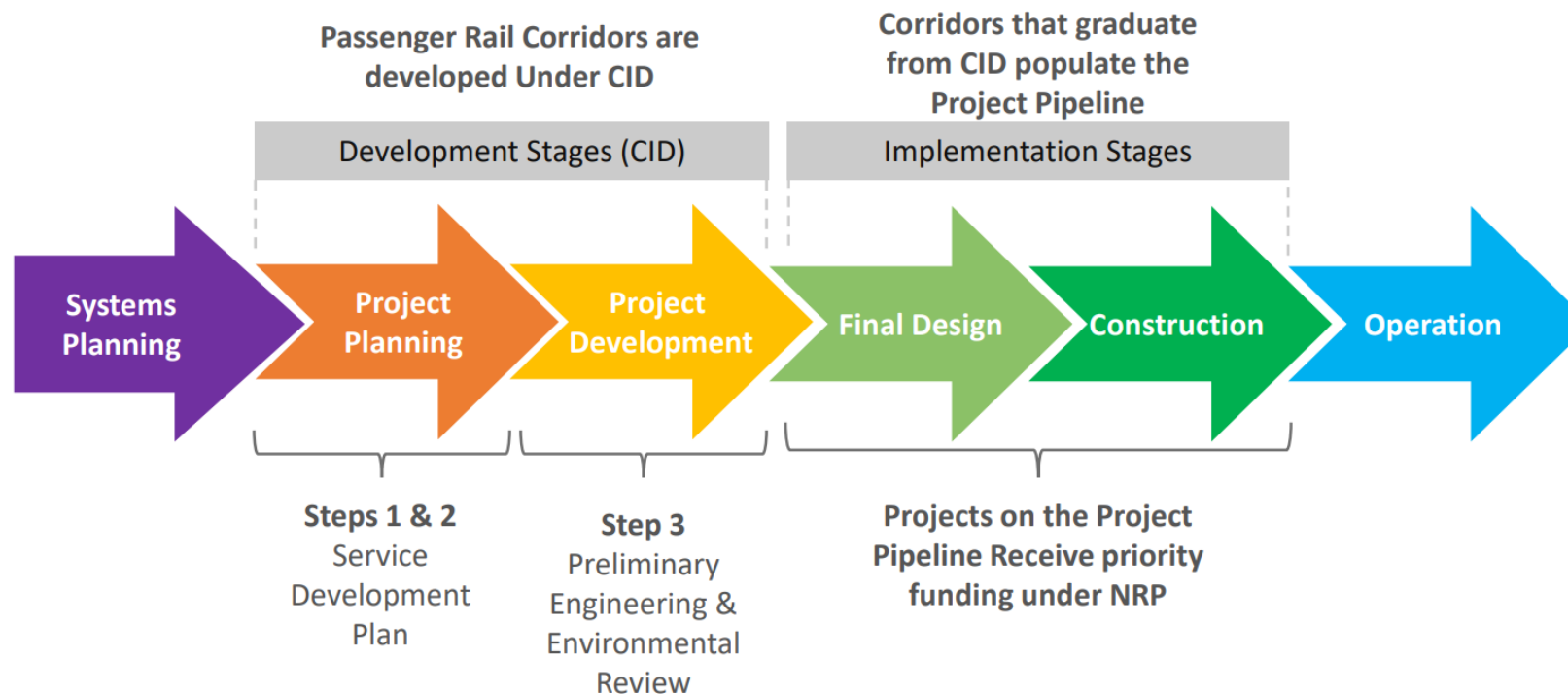
Funding Available: For selected corridors, FRA initially awards the grantee \$500 K for activities related to the initiation of corridor development including the development of a scope, schedule, and cost estimate for preparing a service development plan for that corridor (Step 1).

NCTCOG FRA Grant:

- In 2022, NCTCOG applied for/was awarded a \$500 K grant to complete Step 1 of the CID Program.
- In May 2024, NCTCOG executed a grant agreement with FRA to complete tasks for Step 1.
- In October 2024, NCTCOG issued a RFP requesting proposals for consulting firms for Step 1.
- October 23, 2025, NCTCOG Executive Board deferred consultant award for Step 1 to January 22, 2026 meeting.
- November 13, 2025, meeting RTC requested NCTCOG Executive Board to approve the award of Step 1 services

FRA Corridor Identification (CID) Program Steps

FRA Project Lifecycle Stages



FRA New Corridor ID Process

What's Next for a New Corridor



FRA will work with sponsors to tailor either already submitted scopes or soon to be submitted ones to reflect appropriate level of planning to meet the corridors where they are.

Sponsor enters Step 2 and completes SDP with the appropriate level of planning.



Committee Discussion on Next Steps

City of Dallas vote at NCTCOG Executive Board Meeting on January 22, 2026, related to Step 1 of FRA Corridor ID Program.

Questions



**SERVICE
FIRST,
NOW!**

G. "Gus" Khankarli, Ph.D., P.E.

Director

Transportation & Public Works

Status of North Central Texas Council of Governments' High Speed Rail Corridor Identification Development

**Special Called Transportation & Infrastructure
Committee Meeting**

January 8, 2026

