



FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225

April 30, 2026

In Reply Refer To: HDA-TX

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Metropolitan Planning Organization for the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney Urbanized Areas (MPO) Transportation Conformity Determination
Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and FY 2025-2028 Transportation Improvement Program

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2050: The Metropolitan Transportation Plan for North Central Texas (Mobility 2050) and FY 2025-2028 Transportation Improvement Program (FY 2025-2028 TIP) adopted by the Metropolitan Planning Organization's Regional Transportation Council on June 12, 2025. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- The Mobility 2050 and FY 2025-2028 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- The Mobility 2050 satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans (MTP) in air quality non-attainment areas; and

- The FY 2025-2028 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of transportation improvement programs in air quality non-attainment areas.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: April 21, 2026, for TxDOT, April 27, 2026, for TCEQ, and April 28, 2026, for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

Please note that this action restarts the four-year time clock associated with the MTP update. Accordingly, an updated MTP and corresponding transportation conformity demonstration will be required by April 30, 2030.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932 or Genevieve Bales at Genevieve.Bales@dot.gov or (512) 536-5941.

Sincerely yours,



Edward Ofori, P.E.
Acting Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

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Michelle Bloomer

Federal Highway Administration, Texas Division (FHWA-TX)

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Texas Commission on Environmental Quality (TCEQ)

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Noel Paramanantham

North Central Texas Council of Governments

Michael Morris, Transportation Director
Chris Klaus, Senior Program Manager
Jenny Narvaez, Program Manager
Vivek Thimmavajjhala, Senior Transportation System Modeler

Regional Transit

David Leininger, Dallas Area Rapid Transit (DART)
Paul Cristina, Denton County Transportation Authority (DCTA)
Richard Andreski, Trinity Metro

From: Brian Barth <Brian.Barth@txdot.gov>

Sent: Thursday, May 14, 2026 10:02 AM

To: Rick Bailey <rickb@johnsoncountytexas.org>

Cc: Dan Kessler <dkessler@nctcog.org>; mmorris@nctcog.org <mmorris@nctcog.org>

Subject: FW: MPO Planning Agreement

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Chairman,

In further support of our conversation last night, I wanted to confirm that the attached agreement—identical to the version sent on April 29, 2026—is the same standard agreement being executed with all MPOs across Texas. This agreement brings us into full compliance with Federal requirements regarding MPO membership composition. At this point, the agreement is finalized and ready for execution as is.

Please let me know if you have any questions or need further clarification. Thank you for your attention to this matter.

Best regards,

Brian R. Barth, P.E.
Deputy Executive Director, Program Delivery
Texas Department of Transportation
512-305-9527 (Office)
817-733-8188 (Mobile)
brian.barth@txdot.gov

From: Brian Barth

Sent: Wednesday, April 29, 2026 10:19 AM

To: "Bailey, Comm Rick" <rickb@johnsoncountytexas.org>" <rickb@johnsoncountytexas.org>

Cc: DKessler@nctcog.org; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>; Casey Wells <Casey.Wells@txdot.gov>; James Kirk II <James.Kirk@txdot.gov>; Caroline Mays <Caroline.Mays@txdot.gov>;

Brandye Hendrickson <Brandye.Hendrickson@txdot.gov>

Subject: MPO Planning Agreement

Chairman Bailey, attached is the draft agreement that we discussed yesterday afternoon. We believe this agreement is ready to be executed. Please let us know if you have any questions.

Thanks,

Brian R. Barth, P.E.
Deputy Executive Director, Program Delivery
Texas Department of Transportation

HIGH-SPEED RAIL SERVICE



Dallas-Fort Worth

May 14, 2026 - Regional Transportation Council

Dan Lamers, PE



North Central Texas
Council of Governments



Recent Developments Related to High-Speed Rail Initiatives

- RTC action in November 2025 removed the “Eastern Alignment” from consideration in DFW High-Speed Rail (HSR) NEPA Process.
- City of Dallas January 2026 Council Resolution on High-Speed Rail.
- NCTCOG Executive Board approval of Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) for the Fort Worth-Houston high-speed rail corridor .
 - Approved with the conditions included in Section 2 of the Dallas Council Resolution.
- Cities of Fort Worth and Arlington completed High-Speed Rail Economic Impact Study.

Federal Transit Administration Process



NCTCOG Focus:
Public-Private Partnerships

Alternatives
Analysis
(2 years)

Pre-NEPA
Refinement
(2 years)

NEPA

Funding &
Implementation
Opportunities

2020

2022

2024

2026

2028

2021

2023

2025

2027

We are here

Federal Railroad Administration Process

NCTCOG Focus:
Federal Funding

Step 1
Scoping

Step 2
Service
Development Plan

Step 3
NEPA
(FRA Process)

Corridor ID Process

NEPA: National Environmental Policy Act



Dallas Western Alignment Project Work Summary

- Total Project Cost (2020-Present): \$10.9 Million
- Western Alignment Work Duration: 2+ Years, (March 2024-Present)
- Estimated Cost of Western Alignment Work: \$2.3 Million
- Number of Times Presented to City of Dallas Elected Officials: 14
 - Dallas City Council or Council Committee: 5
 - RTC: 4
 - Executive Board: 5
 - Note: Apart from the FRA Corridor ID consultant contract item at the 1/21/26 Dallas City Council Meeting and 1/22/26 NCTCOG Executive Board meeting, City of Dallas elected officials have not indicated opposition to the Western Alignment in meeting discussion or in official votes.

NCTCOG/City of Dallas Coordination on January 2026 Resolution

NCTCOG sent a request for clarification to Dallas city staff on 4/23/26

- Section 3 is the main point of requested clarification.
- Staff understanding is that the intent of this definition was to make clear that no elevated rail line could impact existing and potential development
- Does the stated definition of the CBD also preclude the “Western Alignment”?

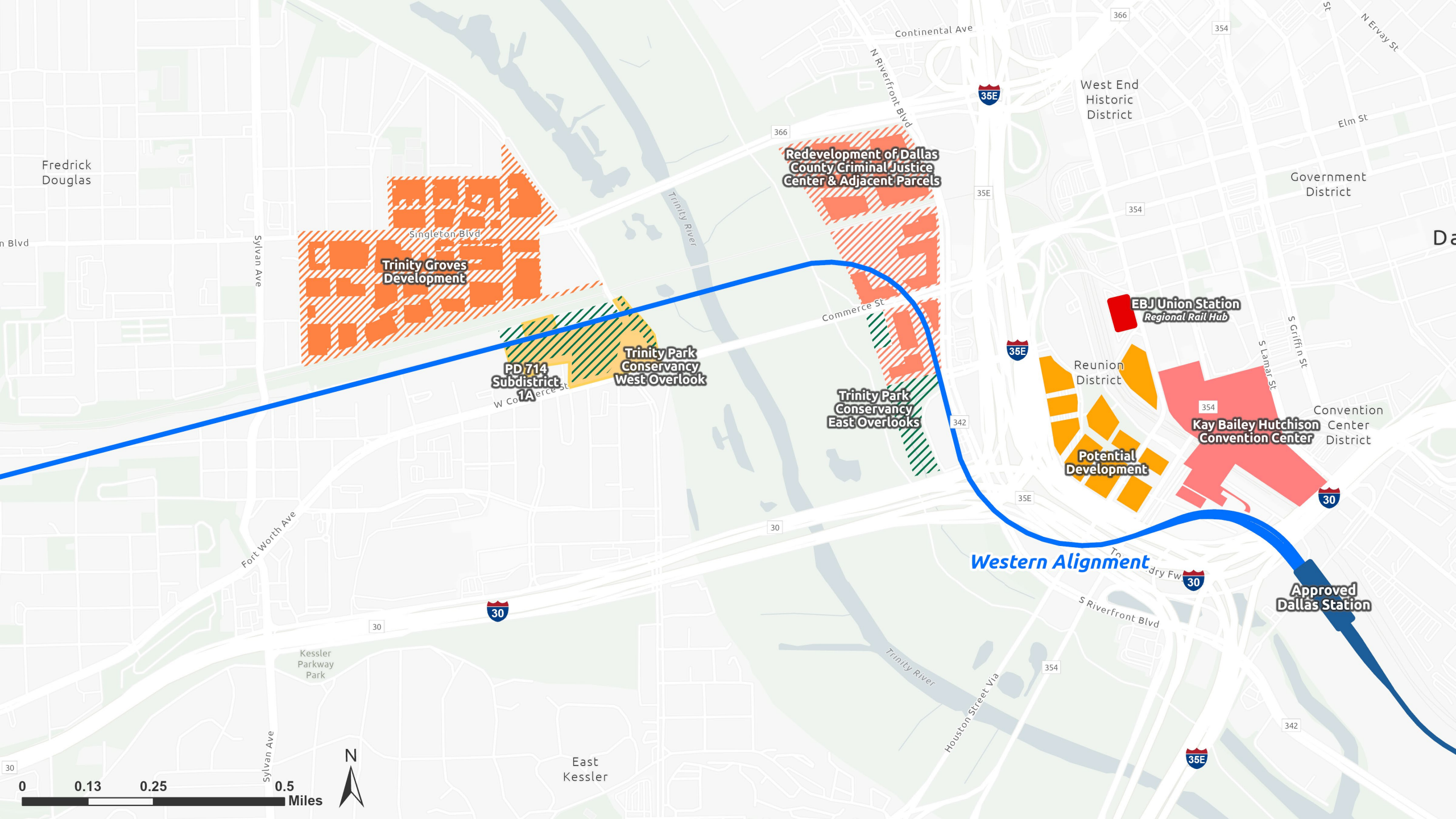
SECTION 1. That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

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 2. That City Council supports NCTCOG's acceptance of FRA's grant of Corridor Identification and Development Program for Step 1: Scope of Work development for the Fort Worth to Houston High-Speed Rail Corridor subject to the following conditions:

- a. The scope and associated step 1 work of the corridor ID study considers a family of multiple alignments that comply with Resolution No. 24-0876 dated June 12, 2024;
- b. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
- c. That any aboveground rail alignments do not go through city park land or Subdistrict 1A of PD 714, as illustrated on the Exhibit A attached to this resolution, including the proposed site for the Harold Simmons Park.

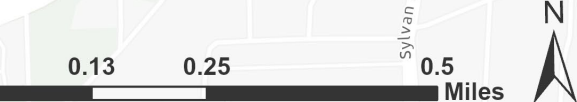
SECTION 3. The phrase “Central Business District” in Resolution No. 24-0876 has the meaning of that phrase as defined in Dallas City Code Section 50-157 and is synonymous to the word “Downtown.”



Fredrick Douglas

n Blvd

Kessler Parkway Park



Trinity Groves Development

Redevelopment of Dallas County Criminal Justice Center & Adjacent Parcels

PD 714 Subdistrict 1A

Trinity Park Conservancy West Overlook

Trinity Park Conservancy East Overlooks

Potential Development

EBJ Union Station Regional Rail Hub

Kay Bailey Hutchison Convention Center

Approved Dallas Station

Western Alignment

Sylvan Ave

Fort Worth Ave

Sylvan Ave

Trinity River

Trinity River

Continental Ave

N Riverfront Blvd

Commerce St

Houston Street Via

S Riverfront Blvd

S Lamar St

Elm St

N Ervay St

West End Historic District

Government District

Reunion District

Convention Center District

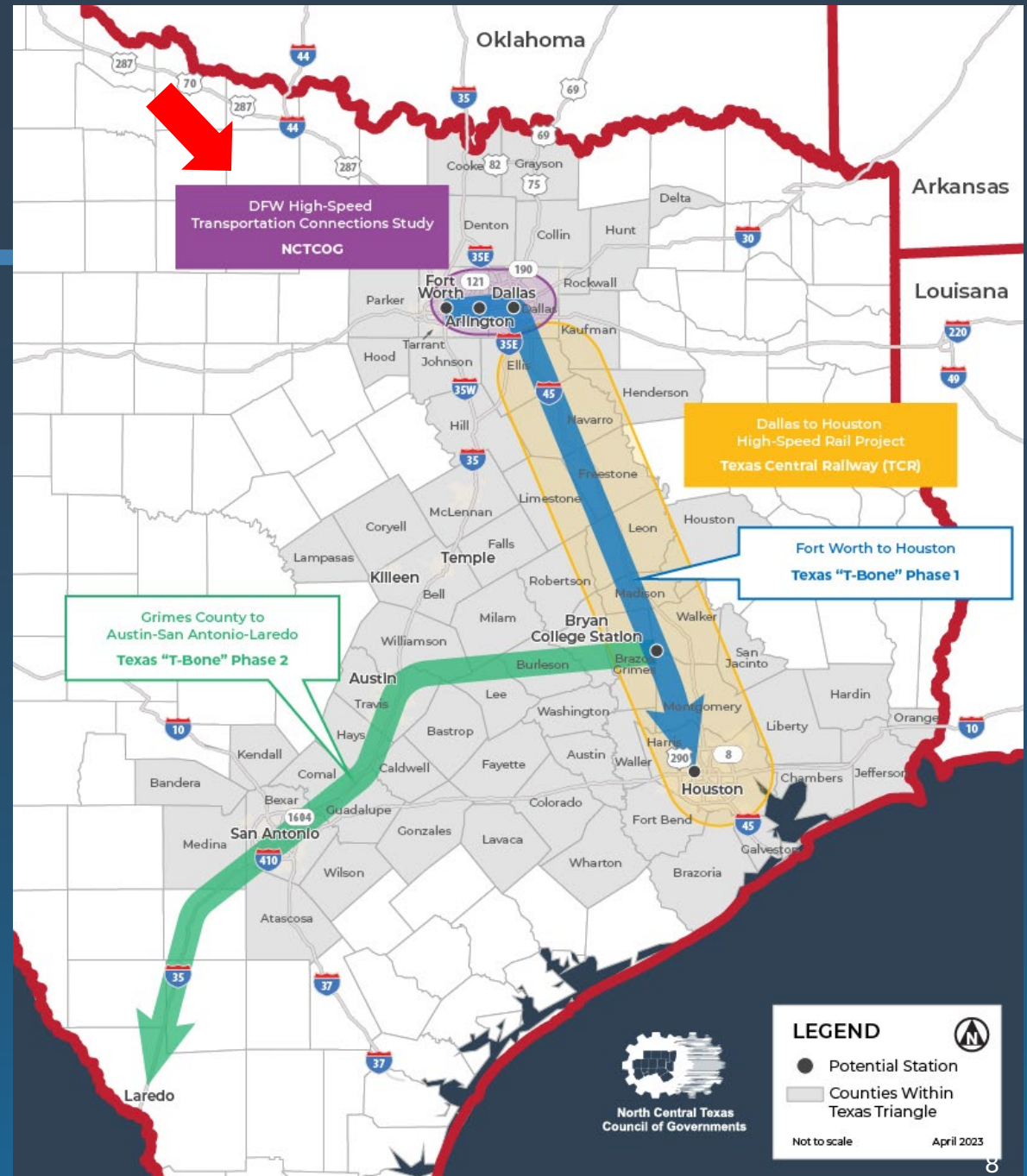
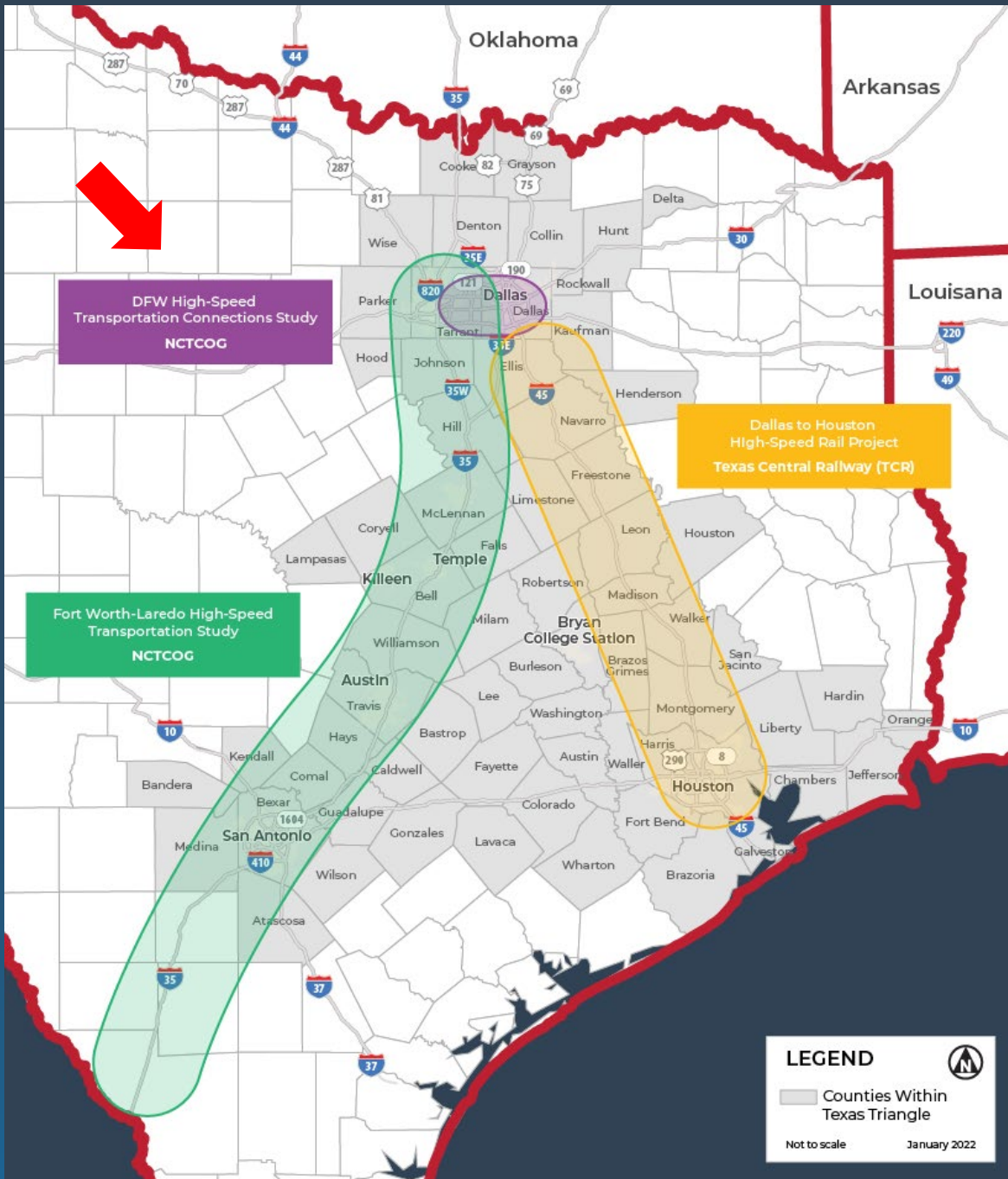
East Kessler





Possible Consequences and Next Steps

- NCTCOG staff are assessing the financial risks of stopping work on the DFW High-Speed Transportation Connections Study.
 - Potential Regional funding loss of the remaining \$1.2 million obligated through the Federal Transit Administration (FTA) grant agreement. This money would return to the US Treasury.
 - Grant agreement with the FTA – Expenses of \$7.5 million+ would need to be repaid under a worst-case scenario.
- Next Step Options:
 - Request mediated negotiations between select RTC Members and City of Dallas Council.
 - Direct staff to complete Phase 2 of the study to minimize financial and contract risks as well as preserve data for use in Corridor ID process or other federal environmental process.
 - Direct staff to begin planning, design, and environmental work for HSR from DFW Airport to Arlington and Fort Worth, with the opportunity for extensions south along the I-35 corridor.





Requested Final Action to Advance High-Speed Rail Initiatives

RTC approval:

- Move forward with one or more of the alternatives listed above and administratively amend any administrative and/or planning documents as needed to incorporate any project scope or funding changes.
 1. Request mediated negotiations between select RTC Members and City of Dallas Council.
 2. Direct staff to complete Phase 2 of the study to minimize financial and contract risks as well as preserve data for use in Corridor ID process or other federal environmental process.
 3. Direct staff to begin planning, design, and environmental work for HSR from DFW Airport to Arlington and Fort Worth, with the opportunity for extensions south along the I-35 corridor.

RTC Action Item – May 14, 2026



Contacts

www.nctcog.org/dfw-hstcs

Public Involvement

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