

# **Regional Transportation Council**

May 14, 2026

# What the Court Held

- The Court denied “Defendants’ Plea to the Jurisdiction Challenging RTC’s Standing to Intervene”
- The Court entered a temporary injunction finding the COG Board:
  - “lacks composite membership under federal law to operate as the MPO.”
  - “is passing their own policy without input or in direct opposition of the RTC.”
  - “wrongfully added additional conditions for the nonuse of law enforcement in direct contradiction of RTC Policy.”
  - “wrongfully altered the route alternatives in direct contradiction of RTC Policy by eliminating a downtown Dallas elevated route” related to high-speed rail.
  - “is attempting to influence the policy of the RTC by hiring a new director that will follow directions from the Executive Director, and not the RTC in violation of the MPO Agreement.”
- The Court held that “the termination of the Transportation Director has caused harm that is imminent and irreparable”



# What the Court Held

- The Court enjoined COG from:
  - “allowing any member of the NCTCOG Executive Board who represents a jurisdiction that is not a part of the [MPO] 12 county area from participating in any votes”
  - “pursuing a replacement for Transportation Director.”
- The Court ruled that “the dismissal of Michael Morris is immediately rescinded and he shall continue to discharge all duties and responsibilities of that position, and NCTCOG is restrained from interfering or precluding the Transportation Director’s discharge of those duties or responsibilities.”





Rob Walters  
Partner  
Gibson Dunn



Jeff Gurley  
Associate Attorney  
Gibson Dunn





# Metropolitan Planning Organization Agreement

Dan Kessler

Regional Transportation Council

May 14, 2026

# MPO Planning Agreement

## *Major Provisions*

Term: 5 years (Upon Execution [approximately 30 days] – plus five years)

Option to renew for two one-year terms.

### Parties:

Texas Department of Transportation

Regional Transportation Council (Metropolitan Planning Organization [MPO])

North Central Texas Council of Governments (Fiscal Agent)



# MPO Planning Agreement

## *Major Provisions*

Responsibilities of the Texas Department of Transportation (TxDOT)

Planning Program and Coordination Oversight

Funding Administration & Distribution

Technical support

Performance Management and Federal Award Oversight



# MPO Planning Agreement

## *Major Provisions*

Responsibilities of the Regional Transportation Council as the MPO:

Appoint, direct, manage, evaluate, and relinquish duties of MPO  
Transportation Planning Director

Provide policy direction to the MPO Transportation Planning Director

Maintain competent staff capable of performing required MPO activities

Ensure federal metropolitan planning requirements are fulfilled to develop  
and maintain a regional transportation planning program in  
accordance with federal laws and regulations

Develop and adopt a Metropolitan Transportation Plan (MTP), Transportation  
Improvement Program (TIP), Unified Planning Work Program (UPWP),  
Congestion Management Process, and Conformity Analysis for the MTP  
and TIP

Collect and forecast socio-economic, roadway, and travel data

Maintain composition of RTC in compliance with potential changes in federal  
regulation



# MPO Planning Agreement

## *Major Provisions*

Responsibilities of the North Central Texas Council of Governments (NCTCOG), the Fiscal Agent:

- Maintain required accounting records for state and federal funds
- Make approved UPWP funding available to support MPO activities
- Provide human resources services and employee benefits for MPO staff, consistent with Fiscal Agent policies and applicable law
- Establish and maintain procurement and purchasing procedures



# **MPO Planning Agreement**

## ***Signatories to the Agreement***

RTC Chair, for the Regional Transportation Council as the MPO

NCTCOG Executive Board President, on behalf of NCTCOG  
Executive Board as the Fiscal Agent

Director, Transportation Planning & Programming Division –  
TxDOT



# REQUESTED ACTION – MPO Planning Agreement

RTC approval of:

- RTC's responsibilities consistent with the Agreement in its role as the Metropolitan Planning Organization Designating the North Central Texas Council of Governments to be the Fiscal Agent for the RTC, consistent with the Agreement, and RTC directs such intent be communicated in the next 30 days
- Establishing an Operational Agreement between the Fiscal Agent and RTC that details business terms

RTC Action Item – May 14, 2026



# CONTACT US



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# FTA Funding Allocations for 2026 FIFA World Cup

Karla Windsor  
Regional Transportation Council  
Thursday, May 14, 2026

WASH  
MILE

Beckley Ave



# FTA FUNDING OVERVIEW

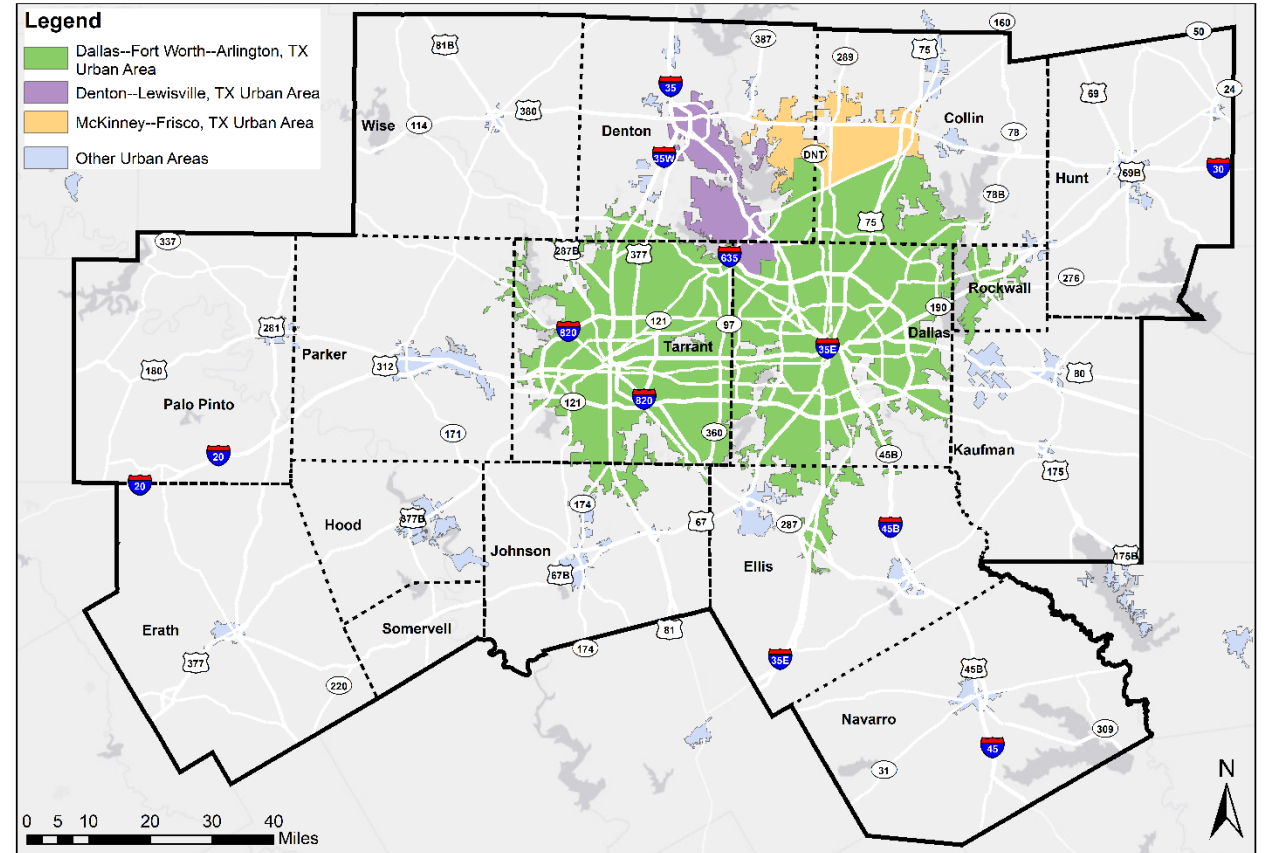
The allocation for the Dallas-Fort Worth-Arlington Urbanized Area (UZA) is **\$10,033,037**.

Funding is apportioned to the **urbanized area** in which the host **stadium is located** and to the **designated recipient** for that **UZA (NCTCOG)**.

The designated recipient is responsible for **consulting and coordinating** with all **providers of public transportation** in the UZA.

Any public transportation provider serving the UZA of the stadium is eligible.

U.S. Census Bureau Urban Areas (2020)

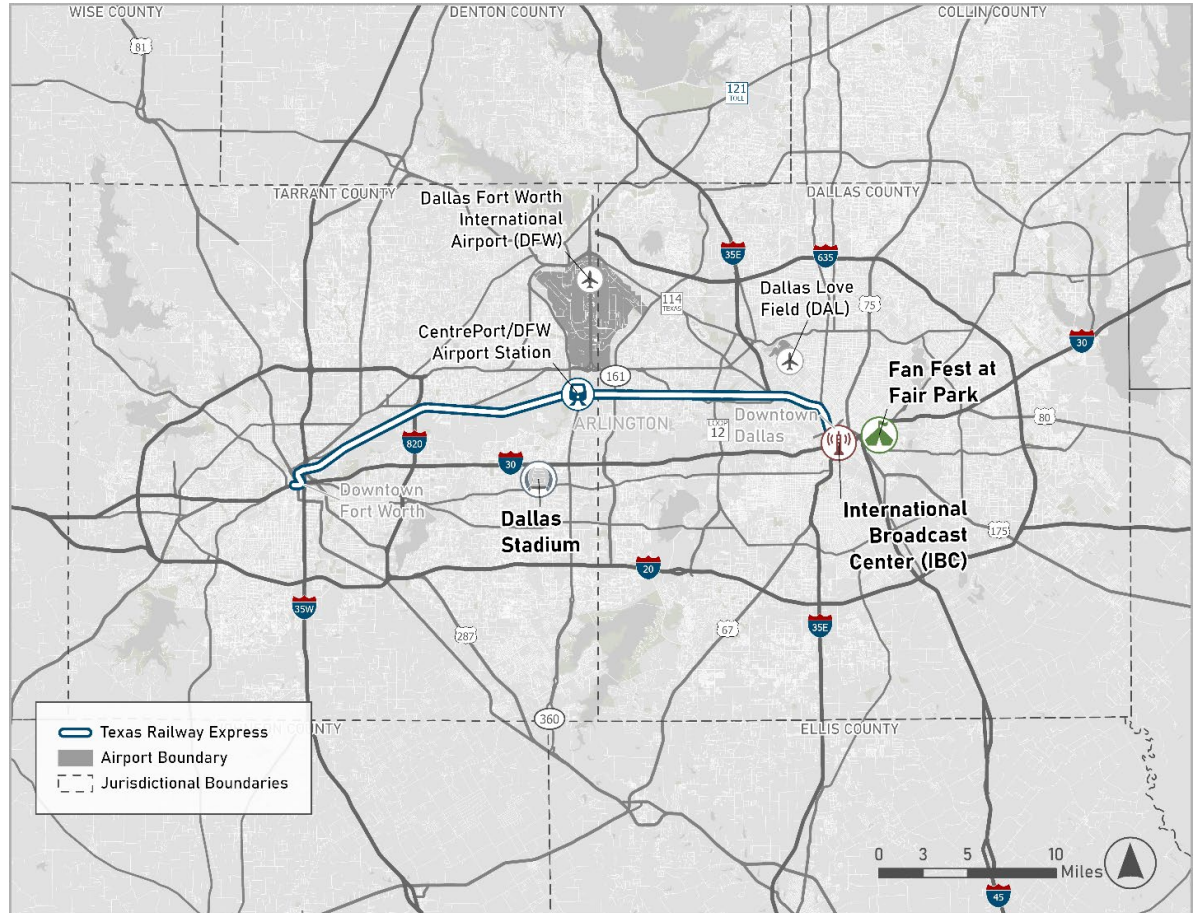


# REGIONAL PRIORITIES

One-hundred percent of the funds to go towards providing transit service and NCTCOG will take no funding for coordination or planning activities.

The FIFA Regional Transportation Plan has identified connections to matches at Dallas/AT&T Stadium and the Dallas Fair Park Fan Festival as the regional transit priorities.

Dallas Mobility Plan, March 2026 (DRAFT)



# PUBLIC TRANSPORTATION

Funds must be used for **public transportation**, defined as **regularly-scheduled, shared-ride services** that are **open to the general public**.

- Examples of **eligible services** include fixed-route systems, demand response/paratransit, and services open to the general public, not just fans.
- **Ineligible uses** include charter buses (some exceptions may apply), Amtrak, courtesy shuttles for specific establishments, premium fare services specific to the event, and services requiring a World Cup ticket.



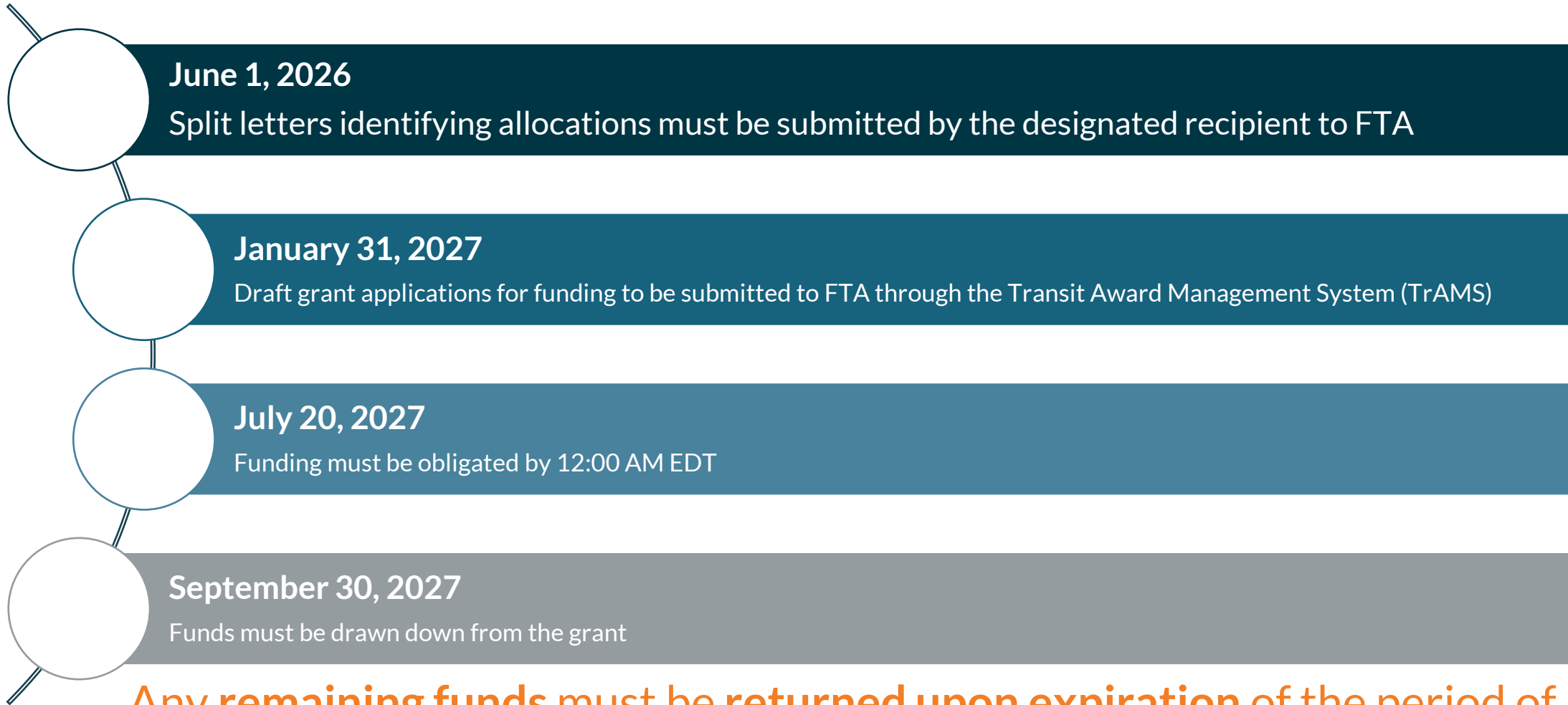
# KEY FLEXIBILITIES

Applicable regulations generally mirror **Section 5307 Urbanized Area Formula Grant Program requirements**, with some **notable exceptions**:

- The funding is being provided at a **100-percent federal share**, with **no local match required**.
- Projects are **not required to be included in various planning documents**, including a Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), Unified Planning Work Program (UPWP), or Program of Projects (POP).
- Funding may be used for **operating expenses even in larger UZAs** (above 200,000 population) and **by agencies with fleets of over 100 vehicles that don't typically qualify** for such uses.



# TIMING & DEADLINES



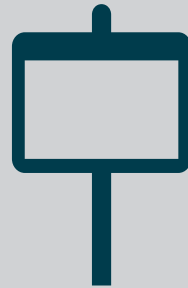
# ELIGIBILITY INFORMATION

Funds may be used for **planning, capital, and operating expenses.**



## Planning

Includes logistics, scheduling, and preparation activities.



## Capital

Includes wayfinding improvements, security equipment, transit stop improvements/additional bus shelters, and leasing vehicles.



## Operating

Include vehicle operators & drivers' salaries, fuel, mechanics, dispatchers, customer service, security personnel, and items having a useful life of less than one year.



# FUNDING ALLOCATIONS BY RECIPIENT

Dallas-Fort Worth-Arlington Urbanized Area	Scope/Activity Line Item (ALI)	Activity Cost	Funding Total
City of Arlington (Direct Recipient)	Major Event - Operating	\$350,000	\$350,000
City of Grand Prairie (Direct Recipient)	Major Event - Operating	\$150,000	\$150,000
Dallas Area Rapid Transit (DART) (Designated Recipient)	Major Event - Operating	\$7,033,037	\$7,033,037
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Major Event - Operating	\$1,715,706	\$2,500,000
	Major Event - Capital (Non-Safety and Security)	\$589,844	
	Major Event - Capital (Safety and Security)	\$194,450	
<b>TOTAL</b>			<b>\$10,033,037</b>



# PREVIOUSLY APPROVED FUNDING FOR TRANSIT AGENCIES BY THE RTC

Agency	Project	Amount	RTC Approval
Dallas Area Rapid Transit (DART)	GoPass Application Enhancement <sup>1</sup>	\$250,000	October 12, 2023
	Transit Passes (Media and Volunteers)	\$1,200,000	April 9, 2026
McKinney Avenue Transit Authority (MATA)	Fleet Preparation	\$500,000	November 13, 2025
	Operations and Maintenance	\$300,000	November 13, 2025
Trinity Metro	TRE Centreport Station Upgrades	\$1,000,000	October 12, 2023
Trinity Railway Express (TRE), <i>provided by Trinity Metro and DART</i>	Passenger Information Displays	\$2,500,000	October 12, 2023
	New TRE Locomotives <sup>2</sup>	\$30,000,000	February 8, 2024
	TRE Improvements (Repairs & Vehicle Lease)	\$7,200,000	March 13, 2025
	Sunday TRE Plus Incremental Fuel Charge	\$700,000	April 9, 2026

**TOTAL                    \$43,650,000**

<sup>1</sup> Executive Board approved an agreement with DART in an amount not to exceed \$150,000

<sup>2</sup> Purchase of 9 replacement vehicles for TRE with local contributions from DART and Trinity Metro. NCTCOG was later notified that these would not arrive prior to World Cup 2026.

# RTC LOCAL FUNDING AGREEMENTS (UPDATES)

	RTC Local Approved	Cost	Available
Transit Passes <sup>1</sup>	\$3,000,000	-\$1,200,000	\$1,800,000
Bus Bridge <sup>2</sup>	\$5,000,000	-\$0	\$5,000,000
Parking Lot Bus Hub	\$3,800,000	-\$3,500,000	\$300,000
			\$7,100,000
	RTC Local Approved	Cost	Available
Operation of Bus Hub, Technology Lot, Centreport	\$0	-\$700,000	-\$700,000
Wayfinding (\$2M Federal) <sup>3</sup>	\$0	-\$2,000,000	-\$2,000,000
Technology Lot	\$0	-\$185,000	-\$185,000
Sunday TRE Plus Incremental Fuel Charge	\$0	-\$700,000	-\$700,000
Fort Worth Statler Road Closures	\$0	-\$10,000	-\$10,000
Concrete Barriers for Pedestrian Lane		-\$115,000	-\$115,000
			-\$3,710,000
		Contingency	\$3,390,000
<sup>1</sup> Media and Volunteers			
<sup>2</sup> Provided Elsewhere			
<sup>3</sup> \$2M Returned in Federal Funds			

## Proposed Agreements

Updated Agreement with FWC Organizing Committee for pilot test, operations, Fan Festival VIP Passes (\$20,000), Wayfinding and Signage, and ADA Vehicles (\$1,700,000 RTR + \$2,550,000 RTC Local)

Updated Agreement with DART for transit passes, Sunday services, and fuel costs (\$1,900,000 RTC Local)

Agreement for tow truck services (\$50,000)

Agreement with Fort Worth for road closure (\$10,000)

Agreement with Arlington for technology lot construction and operation (\$185,000)

## New Proposed Agreements

Contract with Parking Systems of America I, LP for operations of Rideshare Lot (\$55,000)

Contract with Pegasus Link Constructors for concrete barrier for pedestrian lane (\$115,000)



# TIMELINE

Milestone	Date
Federal Transportation Funding Bill Signed into Law	February 3, 2026
FTA Announces Funding Apportionments	March 3, 2026
Surface Transportation Technical Committee – Action (Funding for Split Letter)	April 24, 2026
<b>Regional Transportation Council – Action (Funding and Activities)</b>	<b>May 14, 2026</b>
Surface Transportation Technical Committee – Endorsement (Activities)	May 22, 2026
Split Letter Due to FTA	By June 1, 2026
First Dallas World Cup Match	June 14, 2026
Last Dallas World Cup Match	July 14, 2026



# REQUESTED ACTION – FTA FUNDING ALLOCATIONS FOR 2026 FIFA WORLD CUP

- RTC approval of:
  - Specific funding allocations for City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro for U.S. Department of Transportation’s Federal Transit Administration to prepare transit agencies for the 2026 FIFA World Cup.
  - Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project.

RTC Action Item – May 14, 2026



# CONTACT US



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Program Manager

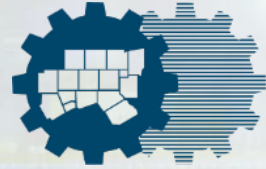
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FTA Funding Allocations for 2026 FIFA World Cup



World Cup Brazil 2014



NCTCOG PRESENTATION

# FY2026 Safe Streets & Roads for All (SS4A) Grant Program

Regional Transportation Council - Action Item | May 14, 2026  
Jeff Neal - NCTCOG, Senior Projects Manager

# NCTCOG Federal Competitive Grant Program Applications

## Application Status – New Award Postings & Pending Announcements

### New Awards Posted:

Grant Program	Application (Project) Name	Award Request	Status
<b>FY2026 Bridge Investment Program (BIP): Large Bridge Grants</b>	<i>IH 345 Connects Project (for TxDOT)</i>	\$ 825M	Not Selected
<b>eVTOL Integration Pilot Program</b>	<i>North Texas Electric Vertical Takeoff &amp; Landing (eVTOL) Integration Pilot Program</i>	N/A	Not Selected

### Pending Award Announcements:

Grant Program	Application (Project) Name	Award Request	Status
<b>FY2024-2025 National Railroad Partnership Program (NRPP)</b>	<i>East Trinity Railway Express (TRE) Corridor Improvements Project (for City of Dallas/DART)</i>	\$ 7.2M	Selection expected: June/July 2026
	<i>Prairie Creek Road/UPRR Grade Separation (for City of Dallas)</i>	\$ 32.9M	
<b>FY2026 Better Utilizing Investments to Leverage Development (BUILD)</b>	<i>FM 917/BNSF Grade Separation – Destination Joshua (for TxDOT)</i>	~ \$ 15.9M	Selection expected: June/July 2026
	<i>SH 183/Pumphrey Drive BASE Project (for TxDOT)</i>	\$ 25M	
	<i>US 287/Prairie Ridge Freeway Breakout Project (for TxDOT)</i>	\$ 25M	



# FY2026 Safe Streets and Roads for All (SS4A) Grant Program

## Overview – Final Round (Infrastructure Investment & Jobs Act – IIJA)

- **PURPOSE** – Prevent deaths and serious injuries on roadways by (1) focusing on comprehensive safety action planning, and (2) implementing identified projects/strategies
- Approximately \$994 million for FY2026 available (*one application/agency*)

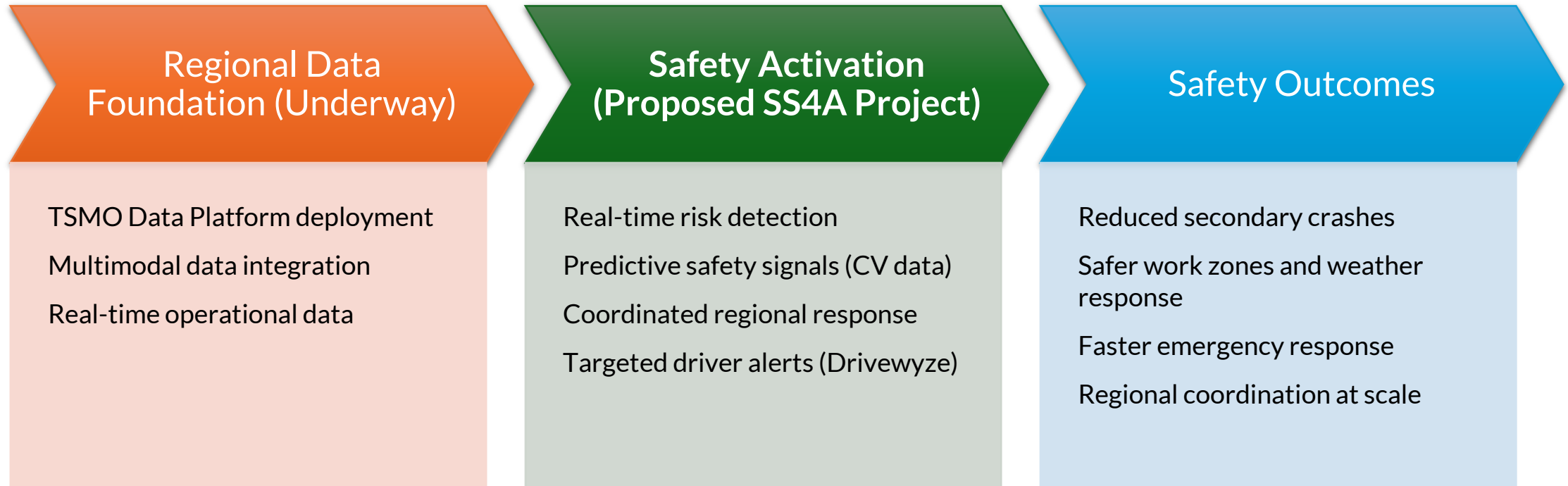
Funding Availability	Minimum Award**	Maximum Award**	Cost Sharing
<p><b>\$ 306 Million*</b> – Planning/Demonstration</p>	<p><b>\$ 100,000</b> – Planning/Demonstration</p>	<p><b>\$ 5 Million</b> – Planning/Demonstration</p>	<p><b>80% Federal/20% Non-Federal</b></p>
<p><b>\$ 688 Million</b> – Implementation</p>	<p><b>\$ 2.5 Million</b> – Implementation</p>	<p><b>\$ 25 Million</b> – Implementation</p>	<p><b>Applicant/Condition Eligibility</b></p> <ol style="list-style-type: none"> <li>1. Metropolitan Planning Organizations (MPOs)</li> <li>2. Political Subdivision of a State (City, Town, County, Transit Agency, Special District, etc.)</li> <li>3. Tribal Government</li> <li>4. Multi-Jurisdictional Group of Above Entities</li> </ol>
<p><b>&lt; 15% per State</b> – Overall Program</p>			

\* If USDOT does not receive enough merit-worthy Planning/Demonstration applications, surplus funds may be redirected toward Implementation.

\*\* No minimum/maximum award amount; however, the Notice of Funding Opportunity (NOFO) provides expected ranges for applicant consideration.

# FY2026 SS4A Program – Implementation Grant Project #1

## Modernizing Regional Safety through Digital Infrastructure *(for NCTCOG)*



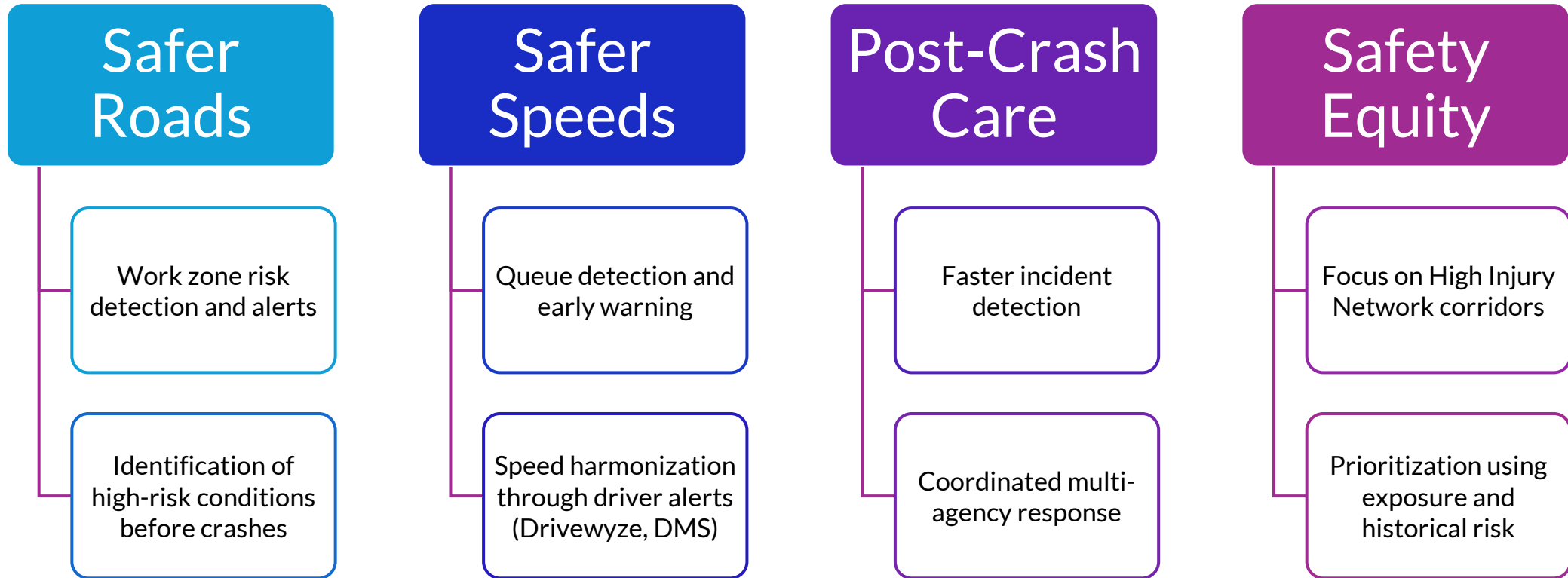
*TSMO = Transportation Systems Management and Operations*

- Leverages existing TSMO investment to deliver new-term safety impact
- Total Estimated Cost = **\$10 million**
  - SS4A Funding Request = \$8 million
  - Local Match = \$2 million *(Regional Toll Revenue funding to provide local match)*



# Modernizing Regional Safety through Digital Infrastructure

## NCTCOG SS4A Proposal – Improves Safety Across Multiple SS4A Priorities

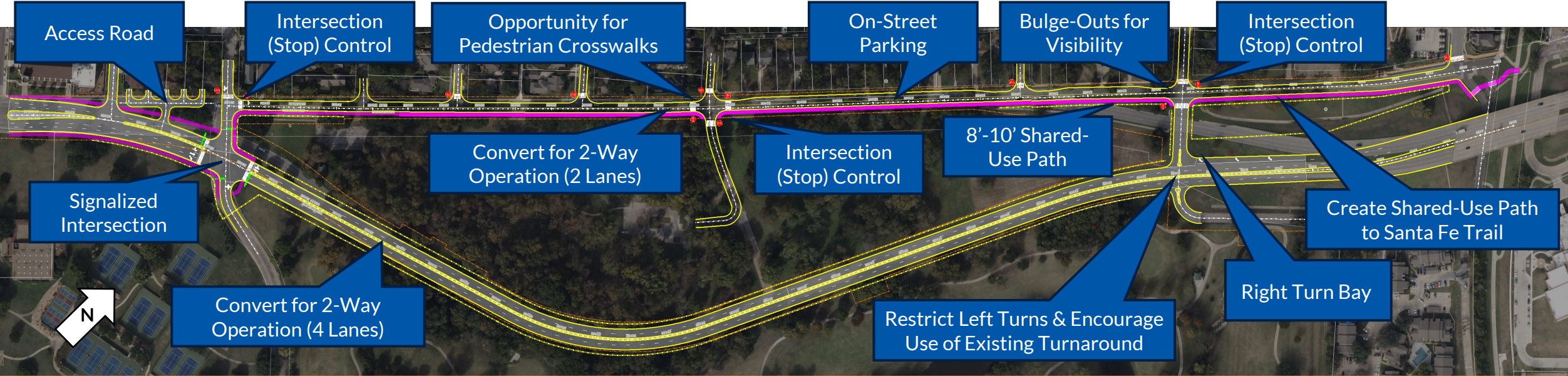


- **SOLUTION:** Expansion of initial TSMO Data Platform integrating freeway, arterial, transit, and emergency data to focus on safety-related initiatives
- **GOAL:** Transition from reactive to proactive traffic management, applying data-driven “Safe System” operations across the Dallas-Fort Worth region



# FY2026 SS4A Program - Implementation Grant Project #2

## Grand Avenue - Segment 3 Safety Reconfiguration (for City of Dallas)



### Segment 3 (CSJ #0009-02-075)

From: Cameron Ave.

To: Tenison Memorial Dr.

PROJECT			CONSTRUCTION COST FUNDING BREAKDOWN		
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (SS4A)	TOTAL COST
Grand Avenue Segment 3	Convert one-way couplet to two streets (two-way): East - SH 78 (four lanes), West - Residential (two lanes)	URBAN	\$5,250,000 (20%)	\$21,000,000 (80%)	\$26,250,000

**Non-Federal:** TxDOT is funding pre-construction phases with state funds, plus 20% match to requested Federal funds for construction

- City of Dallas will submit SS4A application with NCTCOG administrative & technical assistance
- If awarded, TxDOT will ultimately be grantee & implementing agent

# FY2026 Safe Streets and Roads for All (SS4A) Grant Program

## Anticipated Schedule

March 27, 2026	FY2026 SS4A Program: Notice of Funding Opportunity (NOFO) Release
April 15, 2026	Finalize Candidate Project Details <i>(for posting of April 2026 STTC Agenda)</i>
April 24, 2026	STTC Action
<b>May 14, 2026</b>	<b>RTC Action</b>
May 15, 2026	RTC Letter of Support Deadline <i>(for projects submitted by partners, please send requests to Jackie Nolasco – <a href="mailto:jnolasco@nctcog.org">jnolasco@nctcog.org</a>)</i>
May 26, 2026	FY2026 SS4A Program: Application Deadline – Valid Eval
May 28, 2026	Executive Board Endorsement



# Requested Action – FY2026 Safe Streets and Roads for All (SS4A) Grant Program

## RTC approval of:

- Submitting the following project for SS4A Implementation Grant funding consideration, with \$2 million in Regional Toll Revenue funds (2/3 East Set Aside and 1/3 West Set Aside) to leverage requested federal funds:
  - 1) **MODERNIZING REGIONAL SAFETY THROUGH DIGITAL INFRASTRUCTURE**
- Providing administrative/technical support for the city of Dallas to submit the following project for SS4A Implementation Grant funding consideration:
  - 1) **GRAND AVENUE SEGMENT 3 SAFETY RECONFIGURATION**
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected

RTC Action Item – May 14, 2026



# CONTACT US



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NCTCOG PRESENTATION

# **Fiscal Year 2025-26 (FY25-26) Railroad Crossing Elimination Program (RCEP)**

Regional Transportation Council – Action Item I May 14, 2026  
Jeff Neal – NCTCOG, Senior Projects Manager

# Railroad Crossing Elimination Program (RCEP) – Overview

## Program Purpose:

- Fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods
- Preference for grade separations, closure of at-grade crossings through track relocation and corridor-wide grade crossing improvements

## Selection Criteria:

- Project Readiness
- Technical Merit
- Project Benefits
- Workforce Development, Job Quality, and Wealth Creation

**FY2025-26 Application Deadline: June 8, 2026**  
*(application limit – 3 per applicant)*



# Railroad Crossing Elimination Program (RCEP) – Overview

## Project Eligibility:

1. **Grade separation** (*via bridge, tunnel, embankment, or combination thereof*)
2. **Track relocation**
3. Improvement or installation of protective devices, signals, and signs
4. Measures to improve safety related to a separation, closure, or track relocation (*including technological solutions*)
5. Planning/NEPA/Design/Construction (*above projects*)

## Applicant Eligibility (*groups included*):

1. State Department of Transportation (*DOT*)
2. **Metropolitan Planning Organization (MPO)**
3. **Local Government**
4. **Political Subdivision of State/Local Government**
5. Public Port Authority
6. Tribal Government



# Railroad Crossing Elimination Program (RCEP) – Overview

## Funding Availability:

**Total Funding (FY2025-26):**  
**\$1,146,528,000**

### Set-Asides:

- Planning – \$36 Million
- Rural or Tribal – \$229.3 Million
- Highway-Rail Grade Crossing Safety Information and Education Programs – \$3 Million

## Minimum/Maximum Award:

### Minimum:

- \$1 Million per Project (*construction*)

### Maximum:

- 80% of Cost per Project (*construction*)

### Maximum per State:

- **20%** (*or \$229.3 Million*)



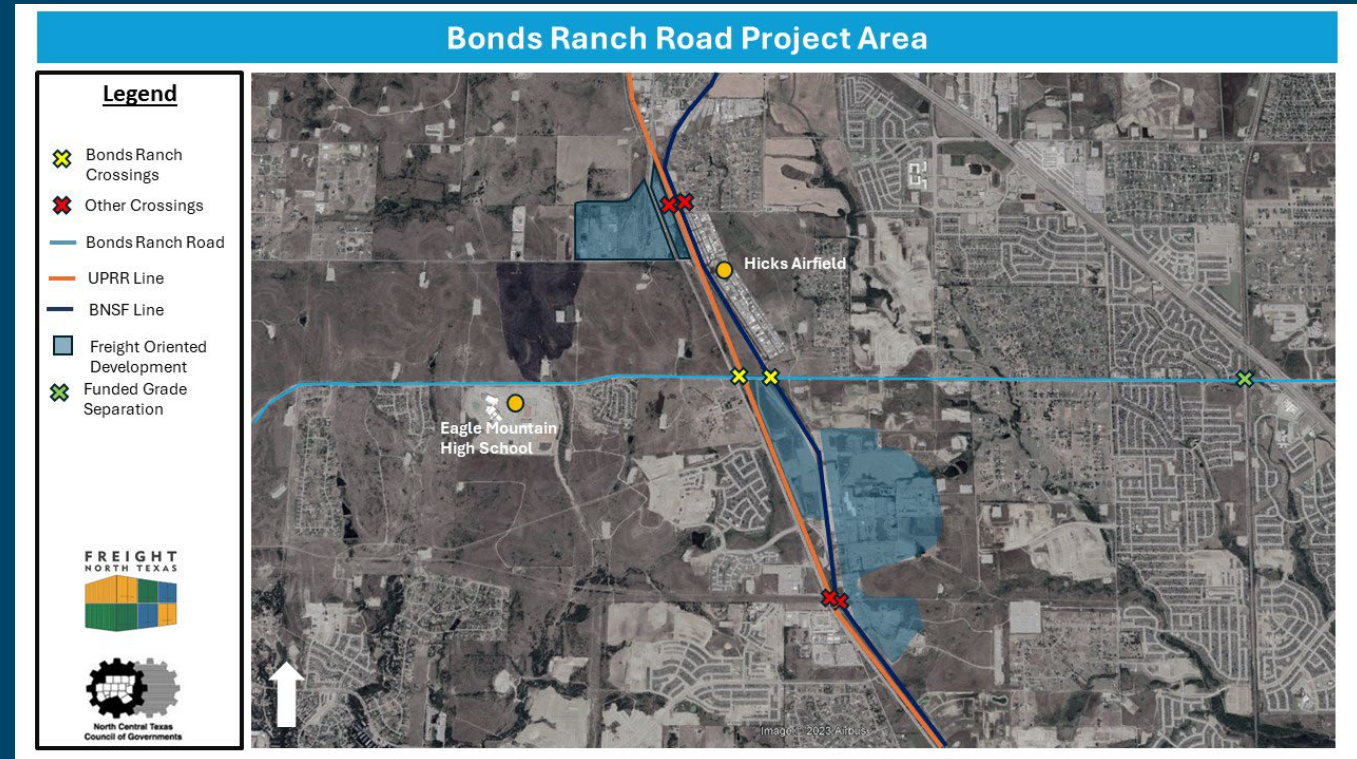
# FY2025-26 RCEP Project – Bonds Ranch Rd Segment #2

## Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main St (*Business US 287*) and Bonds Ranch Rd
- Includes BNSF rail relocation to facilitate grade separation away from Hicks Airfield runway approach zone

## Project Partners:

- **Tarrant County** is the submitting and implementing agency for this FY2025-26 RCEP Grant
- TxDOT, NCTCOG, City of Fort Worth, BNSF, and UPRR are working with Tarrant County as project partners



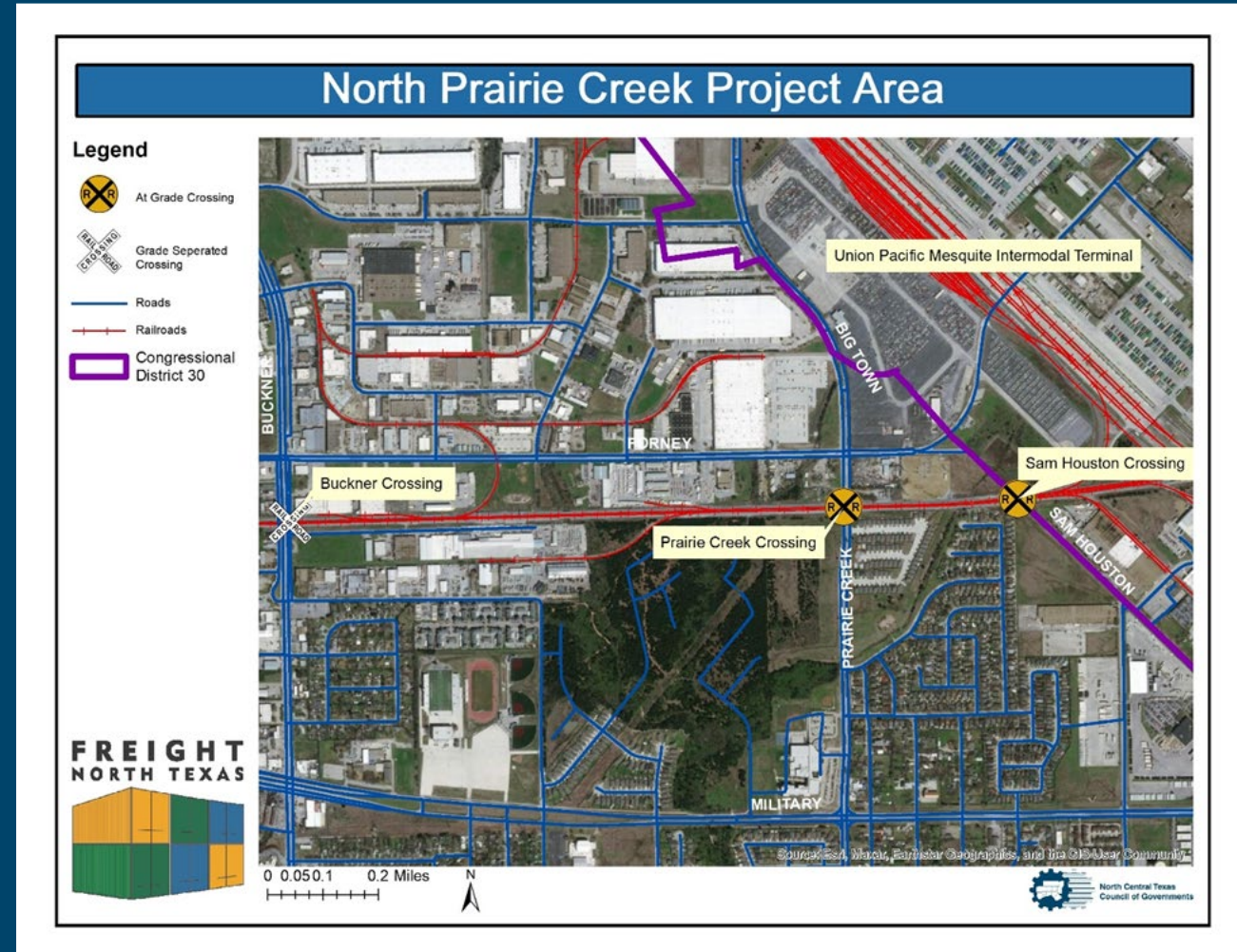
# FY2025-26 RCEP Project – Prairie Creek Rd/UPRR

## Project Overview:

- Located in Dallas, Texas
- Located near three Dallas ISD schools (*middle school, high school, and the Ann Richards STEAM Academy*)
- Funding request for Union Pacific Railroad (*UPRR*) grade separation construction

## Project Partners:

- **City of Dallas** is the submitting and implementing agency for this FY2025-26 RCEP Grant
- NCTCOG, Dallas County, and UPRR collaborating as project partners



# FY2025-26 RCEP Projects – Cost/Revenue Breakdown

PROJECT			COST/FUNDING STATUS						
TITLE	NEW	EAST/ WEST	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG City/County	Other Public	Private (Rail)*	NCTCOG	Other	FY2025-26 RCEP Grant	
<b>SUBMITTED BY OTHERS</b>									
<b>Bonds Ranch Road</b>	No	West	\$27,000,000 <sup>1</sup>	\$15,000,000 (TxDOT) <sup>2</sup>	\$9,650,000 (BNSF/UPRR) <sup>3</sup>	\$30,000,000 <sup>4</sup>	N/A	<b>\$34,483,000</b>	<b>\$116,133,000</b>
<b>Prairie Creek Road</b>	No	East	\$11,302,000 <sup>5</sup>	N/A	\$1,500,000 (UPRR)	\$7,173,000 <sup>6</sup>	\$1,602,000 (Earmark)	<b>\$32,898,000</b>	<b>\$54,015,000</b>

\* Railroad contributions to be confirmed.

<sup>1</sup> **City of Fort Worth, Tarrant County, & Regional Toll Revenue (RTR)** – \$9,000,000 each (Engineering, Right-of-Way, Utilities, & Construction)

<sup>2</sup> **TxDOT** – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match (Construction), **comprised of \$5,000,000 in unawarded funds from the Texas Off-System Rail Grade Separation State Fund Program (Senate Bill 1555)**

<sup>3</sup> **BNSF** – \$5,000,000 (Construction); **UPRR** – \$4,650,000 (Construction)

<sup>4</sup> **RTC** – \$30,000,000 in Surface Transportation Block Grant (STBG) Program funds (Construction)

<sup>5</sup> **City of Dallas** – \$9,451,000 (Construction); **Dallas County** – \$1,851,000 (Construction)

<sup>6</sup> **RTC** – \$7,173,000 in Construction Mitigation Air Quality (CMAQ) Program funds (Construction)



# Railroad Crossing Elimination Program (RCEP) – Schedule

**April 20, 2026**      **FY2025-26 RCEP Notice of Funding Opportunity Released**

**May 14, 2026**      **RTC Action Item**

**May 22, 2026**      **STTC Endorsement**

**May 28, 2026**      **Executive Board Approval**

**June 8, 2026**      **FY2025-26 RCEP Application Deadline**



# FY2025-26 RCEP Projects – Requested Action

## Request RTC approval for:

Submittal of the **Bonds Ranch Road Segment #2 Project** by Tarrant County and the **Prairie Creek Road/UPRR Project** by the City of Dallas for funding consideration through the **FY2025-26 Railroad Crossing Elimination Program (RCEP)**.

Reaffirmation of \$9 million in Regional Toll Revenue (*RTR*) and \$30 million in Surface Transportation Block Grant (*STBG*) funds for the **Bonds Ranch Road Segment #2 Project**, contingent on previously unawarded applications to the FY2023-24 RCEP and Texas Off-System Rail Grade Separation State Fund Program.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY2025-26 RCEP Grant** awards.

**RTC Action Item – May 14, 2026**



# CONTACT US



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# 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

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- 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

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- 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”?

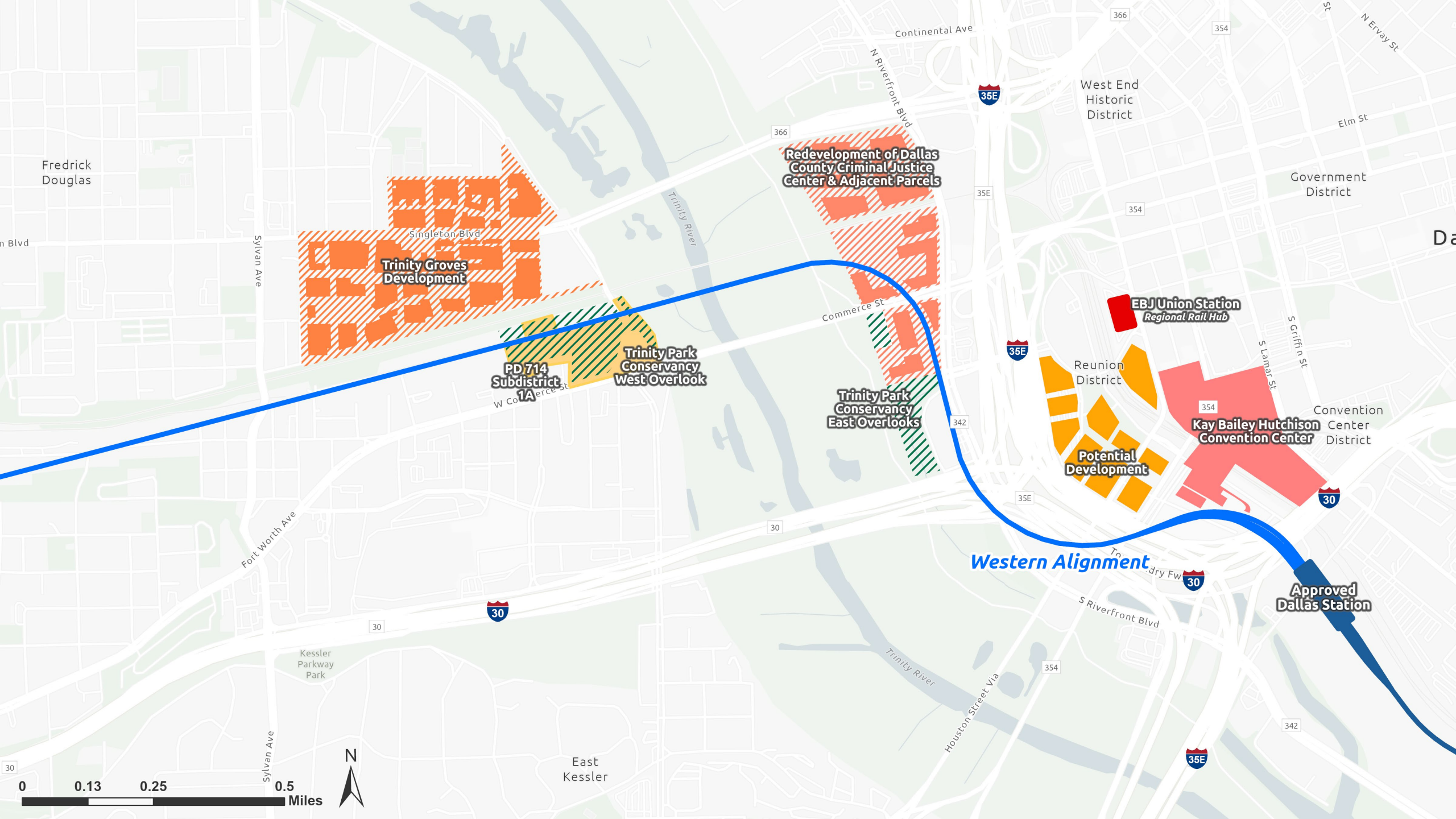
**SECTION 1.** That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

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

Sylvan Ave

Fort Worth Ave

Sylvan Ave



0 0.13 0.25 0.5 Miles

Continental Ave

N Riverfront Blvd

366

366

Commerce St

30

Western Alignment

Houston Street Via

354

S Riverfront Blvd

342

West End Historic District

Government District

EBJ Union Station  
Regional Rail Hub

Reunion District

Potential Development

Kay Bailey Hutchison  
Convention Center

Convention Center District

East Kessler

Kessler Parkway Park

Trinity Groves Development

PD 714 Subdistrict 1A

Trinity Park Conservancy West Overlook

Trinity Park Conservancy East Overlooks

Redevelopment of Dallas County Criminal Justice Center & Adjacent Parcels



35E



342

35E



354

30



354

S Lamar St

S Griffin St

Elm St

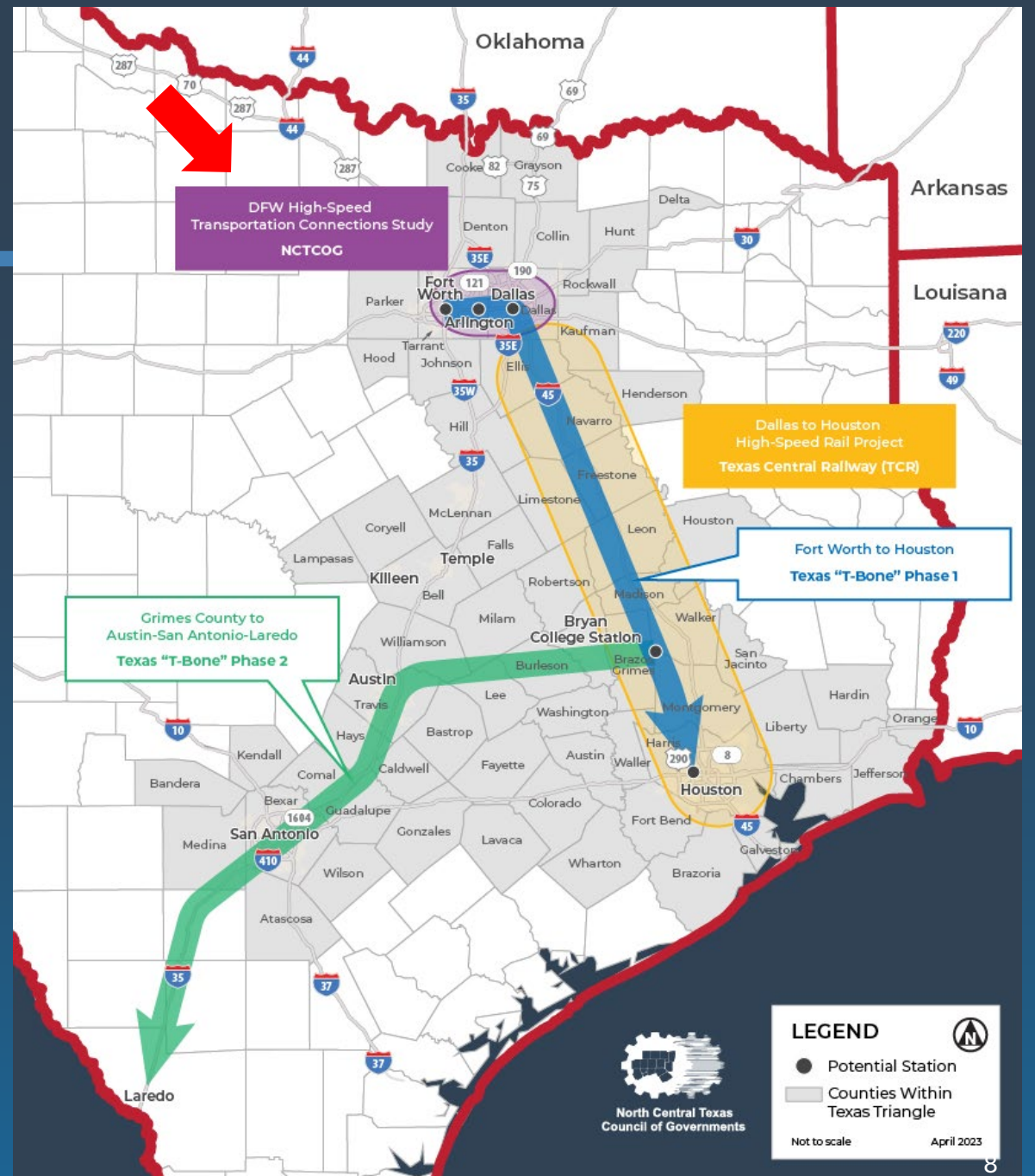
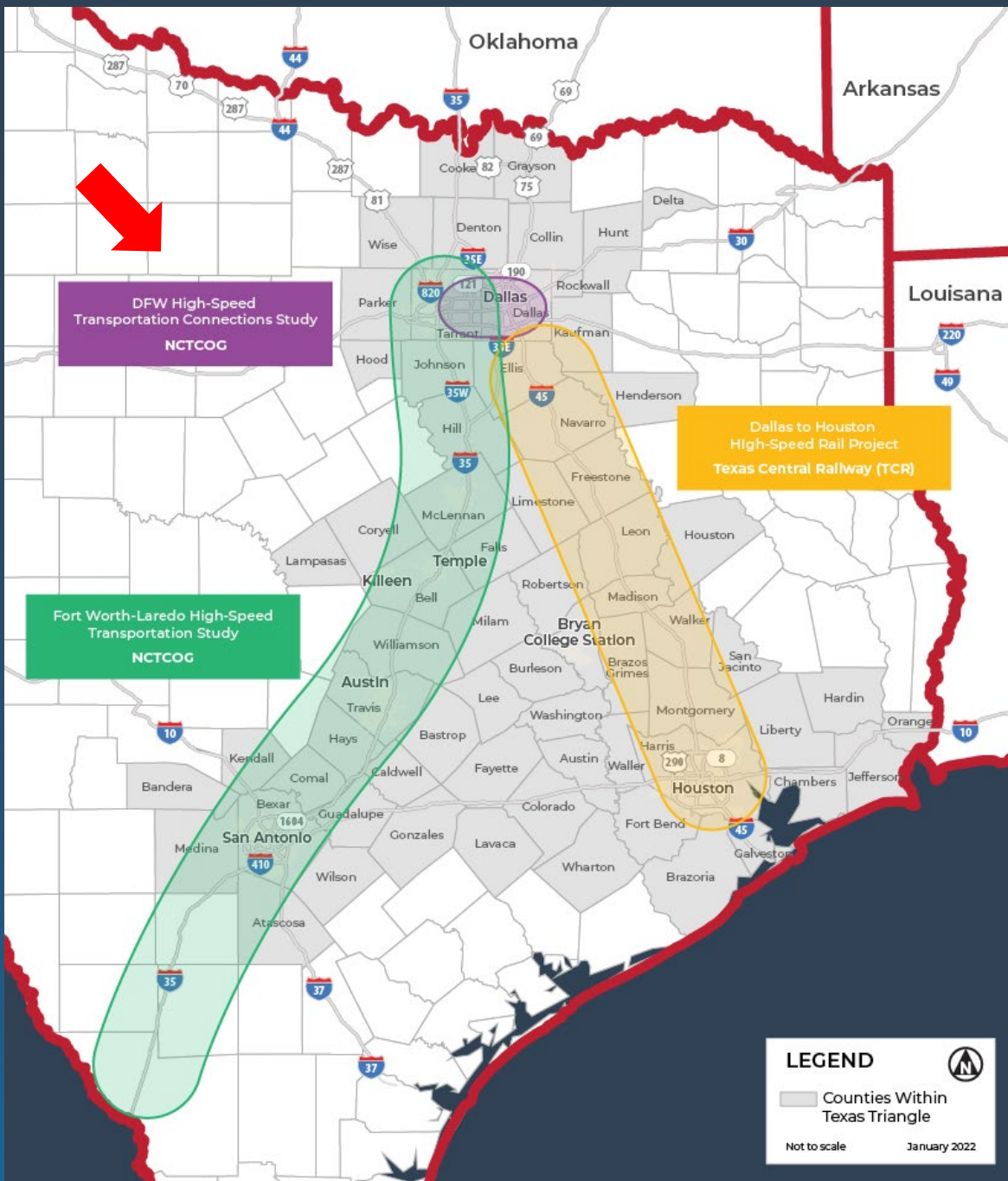
St

N Ervay St



# 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

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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

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