

January 21, 2026

WHEREAS, in February 2021, the City of Dallas (City) began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center; and

WHEREAS, the City is currently examining expansion of the City's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

WHEREAS, on March 6, 2024, the City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, the high-speed rail, and expansion of the streetcar system; and

WHEREAS, the City Council requested an economic impact study on the impacts of the Dallas to Fort Worth High Speed Rail Alignment following the March 6, 2024 briefing; and

WHEREAS, on June 12, 2024, the City Council adopted a Resolution affirming : "That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of new aboveground passenger rail lines through the Central Business District, Uptown, and Victory Park areas;" by Resolution No. 24-0876; and

WHEREAS, on June 2, 2025, the Economic Development Committee was briefed by memorandum summarizing the results of the High-Speed Rail's economic impact for the City of Dallas; and

WHEREAS, the North Central Texas Council of Governments (NCTCOG) applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor Project" (Up to \$500,000.00) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per Federal Railroad Administration's (FRA) announcement; and

WHEREAS, at the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting, pending the City of Dallas' consideration of this item; and

WHEREAS, at the November 13, 2025, meeting, the RTC requested that the NCTCOG executive board proceed with accepting Step 1 of the Corridor Identification and Development (Corridor ID) program grant; and

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WHEREAS, on January 8, 2026, the City of Dallas' Transportation and Infrastructure Committee (TRNI) held a special-called meeting to discuss NCTOG's Step 1 of the FRA's Corridor ID Program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) Corridor.

Now, Therefore,

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

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

“That, at this time, except for streetcar expansion projects currently under consideration, the City Council does not support construction of new above-ground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.”

SECTION 2. That the City Council supports NCTCOG's acceptance of the 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 above-ground rail alignments do not go through city park land

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

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.