Memorandum



DATE May 30, 2025

Honorable Members of the City Council Economic Development Committee:

Tennell Atkins (Chair), Omar Narvaez (Vice Chair), Carolyn King Arnold, Chad West, Adam Bazaldua, Paul Ridley, and Kathy Stewart

SUBJECT High Speed Rail Economic Impact Study

At the City Council Briefing on March 6, 2024, City Council requested an economic impact study to determine the impact that several proposed High-Speed Rail (HSR) alignments would have on Dallas:

- Dallas to Houston, implemented by Amtrak and Texas Central
- Dallas to Fort Worth, eastern alignment, implemented by NCTCOG
- Dallas to Fort Worth, western alignment, implemented by NCTCOG
- Alternative alignments, such as upgrading and utilizing the existing Trinity Railway Express rail line

In June 2024, City Council passed a resolution (CR #24-0876) to not support new aboveground passenger rail through the Central Business District, Uptown, and Victory Park areas, except streetcar expansion projects currently under consideration, and committed to revisit support for new above-ground passenger rail through the downtown area once the results of the economic impact study were released.

The Boston Consulting Group, Inc. (BCG) was selected to conduct the economic impact study through a competitive procurement process. A service contract with BCG was authorized by City Council on October 23, 2024 (CR# 24-1586) and a notice to proceed was issued on November 18, 2024. Since that time, BCG has met with a wide range of stakeholders, including elected officials, private developers, community stakeholders, and industry experts to forecast the amount of economic activity that could be generated from each of the alignments noted above. The work was underpinned by four modules:

- **Customer Preference Survey** Conducted conjoint-based survey with 1,600 respondents to estimate ridership potential via preference share modeling.
- **Economic Modeling** Worked with REMI, a leading transit economic modeling firm, to estimate economic and transportation impact, integrating projected capital expenditures and ridership data with regional baselines.
- **Stakeholder Interviews** Held approximately 35 local stakeholder meetings with City Councilmembers, transit organizations, real estate owners, and other stakeholders.
- **Supplementary Research** Drew from prior HSR projects to inform impact estimation and contextualize findings. Held several expert calls to gather qualitative insights and validate assumptions.

DATE May 30, 2025 SUBJECT High Speed Rail Economic Impact Study PAGE 2 of 2

Update on current state of High-Speed Rail

As the economic impact study was wrapping up, the U.S. Department of Transportation and Amtrak released a joint statement on April 14, 2025, announcing that the previously awarded \$63.9 million grant under the Corridor Identification and Development program for the Dallas to Houston HSR line was being cancelled, and Amtrak would no longer be a partner on the project. Investors for Texas Central have indicated they will continue to pursue the project as a fully privately funded venture. Their path forward is not yet known.

Separately, Fort Worth and Arlington have also commissioned an economic impact study to determine the benefits of the proposed HSR line from Dallas to Fort Worth. That study is anticipated to be complete by the end of 2025. City staff will update Council as more information is released on the Dallas to Houston project, and other HSR projects.

The HSR Economic Impact Study completed by BCG is attached. Please refer to the Executive Summary for economic impacts for each of the three routes evaluated as well as key takeaways. BCG is available to meet with Councilmembers to answer questions or review the results. If you have questions or would like to schedule a meeting with BCG, please contact me at dev.rastogi@dallas.gov.

Service First, Now!

De Rastogi

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Dev Rastogi Assistant City Manager

Kimberly Bizor Tolbert, City Manager Tammy Palomino, City Attorney Mark Swann, City Auditor Bilierae Johnson, City Secretary Preston Robinson, Administrative Judge Dominique Artis, Chief of Public Safety M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager Alina Ciocan, Assistant City Manager Donzell Gipson, Assistant City Manager Robin Bentley, Assistant City Manager Jack Ireland, Chief Financial Officer Elizabeth Saab, Chief of Strategy, Engagement, and Alignment (I) Directors and Assistant Directors

Economic Benefits to the City of Dallas of High-Speed Rail (HSR)

Q2 2025

Guide to Document

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This report analyzes three high-speed rail (HSR) scenarios for the City of Dallas and evaluates their economic impact and strategic feasibility.

The report is structured as follows:

Scenario Overview:

An overview of three scenarios that outlines core assumptions and strategic implications.

Scenario Analysis and Economic Impact

Each scenario is assessed for its economic impact. In scenarios 2 and 3, incremental impact is evaluated and, where relevant, alternative alignments and strategic variations are explored.

Key Considerations

Key questions and implications are outlined for each scenario.

Analysis of Ridership and Real Estate Considerations

Detailed survey and ridership analysis examines user demand, travel patterns, and projected system utilization. This is followed by an evaluation of real estate impacts, examining macro-level effects on property values and development, and micro-level impacts on specific properties.

Conclusion

The report concludes with major takeaways from the economic impact assessment of each scenario and reviews considerations for informed decision-making.

Disclaimer:

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1. Executive Summary

This report evaluates the economic impact of high-speed rail (HSR) in Texas over three scenarios:

- 1) Dallas to Houston (Base Route)
- 2) HSR extension from Dallas to Fort Worth via Arlington (Metro Dallas Route)
- 3) HSR extension from Dallas to DFW Airport via Love Field (Airports Route)

The report primarily focuses on the impacts that could accrue within the City and County of Dallas.



Figure 1: Overview of Route and Alignment for Scenarios¹

Scenario 1: Dallas to Houston (Base Route)

The Dallas to Houston route connects two of the largest metro areas in Texas, reducing travel time to approximately 90 minutes.² Construction is expected to begin in 2029 and train service to start in 2034. The project includes new HSR stations in Dallas's Cedars neighborhood and in Houston. This is the only route that has undergone a formal Environmental Impact Statement process.

Highlights:

• \$30B total capital investment, including \$12B allocated investment in Dallas County and \$5B of real estate capital investment from Matthews Southwest in the Cedars neighborhood, creating added construction stimulus and ongoing operational impacts.³

¹ Dallas-Houston Final Environmental Impact Statement (FEIS); Prior NCTCOG and Dallas City Council meetings/reports; Direct Stakeholder Interviews; Grimes is a potential intermediate station location considered in the FEIS

² Google Maps (FEIS)

³ March 2024 Town Hall Transcript.docx; Dallas-Houston Final Environmental Impact Statemen (FEIS); Matthews Southwest Estimate. Preliminary economic impact metrics are measured at the county level, with city level detail provided in Sections 5, 6 and the Appendix

- \$5B average annual increase in GDP and expected boost of 28,300 new jobs in Dallas County over 2029-2050, including construction phase.⁴
- Projected 3M-6.5M passengers in 2035, the first full year of HSR operations.⁵

Scenario 2: Fort Worth Extension via Arlington (Metro Dallas Route)

An extension from Dallas to Fort Worth via Arlington would lengthen the total high-speed rail service, extending full travel time by about 25 minutes.⁶

Three potential HSR alignments from Downtown Dallas for this extension were evaluated: a Western alignment along Riverfront Boulevard; an Eastern alignment through downtown; and a tunnel under downtown. A fourth option involves upgrading Trinity Railway Express and does not include high-speed rail.

Highlights:

- Additional \$6B capital investment for Western or Eastern alignments; roughly half allocated to Dallas County.⁷
 - Western Alignment: Estimated \$600M average incremental annual GDP growth and 3,400 more jobs⁸ compared to Scenario 1.
 - Eastern Alignment: Estimated \$1.1B lower average annual GDP and net 7,100 fewer jobs created compared to Scenario 1. This alignment prevents the Hunt Reunion Development (\$4.3B in capex) and so negatively impacts local expenditures and employment.⁹
 - Tunnel: Significantly higher cost and structural challenges given HSR station location and elevation; prevents a one-seat ride from Fort Worth to Houston.
- The Trinity Railway Express upgrade would cost an estimated \$1B (preliminary investment) to achieve a Dallas-to-Fort Worth travel time of 30 minutes.¹⁰ The TRE option would require a strategic reprioritization of the system by Trinity Metro and DART, and an inter-transit connection from Union Station to the new Dallas HSR station.

Scenario 3: DFW Airport Extension via Love Field (Airports Route)

This report also considers express rail travel from downtown Dallas to DFW Airport via Love Field Airport, including high-speed rail or a route served by DART. Less than one percent of DFW travelers now use the existing multi-stop DART Orange Line.¹¹

⁴ TranSight Economic Model using the midpoint for ridership estimates. A review of impact at the high and low end of ridership is provided in Sections 6 and the Appendix

⁵ Report Ridership Survey

⁶ NCTCOG published documentation on HSR

⁷ March 2024 Town Hall Transcript.docx; Section 13.3.3 has more information on capex assumptions

⁸ TranSight Economic Model

⁹ TranSight Economic Model; Hunt Realty Investments Estimate

¹⁰ Trinity Metro Planning-level Estimate; more analysis is needed to determine the actual project costs

¹¹ Direct Stakeholder Interviews

Highlights:

- Estimated additional \$3.2B capital investment allocated to Dallas; \$4.3B capital investment overall.¹²
 - HSR route: Estimated \$300M incremental average increase in annual GDP and employment growth of 1,600 jobs¹³ compared to Scenario 1.

Beyond the economic impact, context-specific considerations and stakeholder concerns include connections to established transit systems, equitable distribution of benefits across Dallas, and real estate impacts on the city.

		Dallas-Houston	Fort Worth Extension via Arlington ¹	DFW Extension via DAL (<i>conceptual</i>) ^{1,2}
All	Annual Ridership	3.0-6.5M	5.1-9.5M (Incremental 2.1-3.0M) ³	3.6-7.7M (Incremental 0.6-1.2M)
Project	Daily Ridership	8-18K	14-26K (Incremental 6-8K)	10-21K (Incremental 2-3K)
Counties	Total Capex	\$30B - Not	\$6B te: cost responsibility undetermined for all scena	rios —— \$4.3B
	Total Capex ('29-'50)	\$5.8B	\$1.5B	\$1.6B
City of	Avg. Annual GDP Uplift (29-50)	\$3.5B	West Alignment: \$300M East Alignment: (\$1.4B)	\$200M
Impact ⁴	Avg. Build Phase Jobs ('29-'33)	10,300	3,000	2,800
	Avg. Total Jobs (*34-*50)	20,600	West Alignment: 1,300 East Alignment: (9,900)	200
Key	' Takeaways	 Impetus for station build and majority of real estate state benefits Downtown and local transit connectivity reg'd to spread benefits Captures -20% of car travel and -50% of plane travel 	 Alignment not finalized, East alignment poses additional disruption to real estate An express TRE may serve as alternative at lower cost 1/3 car capture rate (as % of baseline) vs. Dallas-Houston 	 Limited usage of existing DART service to DFW; no service to DAL Station, route, transit type remain undetermined (HSR not reg'd.) Relatively more benefit for visitors (vs locals); though higher downtown density will create more benefit

Full Project Economic Impact and Takeaways by Scenario:

1. All figures are incremental to the Dallas-Houston besides total Ridership figures 2. Costs and impact currently assuming HSR, though not required 3. DFW-Houston ridership is 3.2-6.9M (incremental 0.2-0.4M); Metro Dallas only (no Houston passengers) Ridership is 1.9-2.6M (all incremental). 4. Job figures include all direct, indirect, and induced jobs. Source: Ridership Preference Survey (midpoint of ridership used); Transight Economic Model; Dallas-Houston Final Environmental Impact Statement (FEIS), stakeholder conversations

¹² Section 13.3.3 has more information on capex assumptions

¹³ TranSight Economic Model

2. Project Approach and Methodology Summary

This report was completed using four types of analysis:



Figure 2: Project Approach Overview

1) Survey

The Ridership Preference Survey focused on intercity travel in Texas, including routes connecting Dallas, Houston, Arlington, and Fort Worth. The objective was to assess travel patterns and barriers, quantify interest, and evaluate the potential impact of HSR on travel demand between cities. The survey asked 1650 respondents about their travel habits and inclination to use high-speed rail.

2) Economic Model

Modeling inputs included capital costs, HSR ridership projections, modal shifts, and changes in consumption patterns. These were derived using survey results, the Final Environmental Impact Statement (FEIS), and estimates from interviews with industry experts. (Additional detail in subsequent sections.)

Scenarios were defined based on alignment options and stakeholder input on prospective routes. The objective was to estimate the economic benefit to Dallas with respect to GDP growth, jobs, and revenue, among other key performance indicators.

A bespoke economic model with built-in transportation parameters and dynamics - called TranSight was used to assess the potential economic impact to Dallas of building and operating HSR under each proposed scenario (Dallas-Houston only, Metro Dallas Route; Airports Route). The TranSight model integrates complex transport dynamics with macroeconomic flows. The model allows for detailed simulations of impact channels, such as urban agglomeration, and is driven by transport inputs such as ridership and road traffic volumes. The model's economic portion is dynamic, with endogenous behavioral equations to simulate how household and business decision-making evolves over time in response to HSR and associated changes in the economy. Impacts are estimated relative to a baseline scenario with no HSR and economic growth and development driven by business-as-usual factors. Impacts are modeled primarily at the Dallas County level because of city data limitations, including GDP, and the geographical resolution of the TranSight model. While county impacts represent an upper bound on City of Dallas impacts, conservative estimates are calculated by applying a city-tocounty population ratio to the county data. The only exception is real estate impact, which accrues within city boundaries. See Sections 5-8 for further details.

3) Supplementary Research

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Supplementary research included reviews of prior meetings, studies, and analysis, notably the Federal Railroad Administration's *Dallas to Houston High-Speed Rail Final Environmental Impact Statement* ("FEIS"), which was published in May 2020. Ridership was detailed in Appendix J of that document. Other transit projects were reviewed, including a case study of Brightline inter-city high-speed rail.

4) Stakeholder and Expert Engagement

The work involved meeting with project-specific stakeholders and third-party experts to elevate critical questions and ensure an exchange of perspectives and insight. All direct stakeholder conversations were conducted the same way.



3. Overview of Scenarios

This report evaluates three scenarios for HSR connectivity. The focus is the potential economic impact on the City of Dallas, although some outputs, including the impact on jobs and GDP, are modeled at the county level.

3.1. Scenario 1: Dallas to Houston (Base Route)

This HSR line, the base route, is a direct connection between Dallas and Houston. The line is projected to follow electrical transmission lines west of the I-45 highway. The current driving time between Dallas and Houston is about four hours. The HSR trip is expected to take approximately 90 minutes.

The endpoint HSR locations are a new station in Dallas located south of downtown in the Cedars neighborhood and a new station in Houston located in the abandoned Northwest mall at the intersection of US290 and IH610

One stop in Grimes County is proposed along this HSR line, a "Brazos Valley Station" located roughly equidistant from the College Station and Huntsville stations. This could serve future connections to other cities. All three base route stations are shown in Figure 3.



Figure 3: Dallas and Houston Stations

3.2. Scenario 2: Fort Worth Extension via Arlington (Metro Dallas Route)

Scenario 2 includes the base route plus additional HSR stations in Arlington and Fort Worth for a line connecting Fort Worth, Arlington, Dallas, and Houston. This extension serves two purposes: It adds HSR connectivity for the entire distance between Fort Worth and Houston and it enhances regional transit in the Dallas Fort Worth area (Metro Dallas). The HSR extension travel time between downtown Dallas and downtown Fort Worth is expected at 25 minutes, including the Arlington stop. Current travel times are 40-60 minutes by car and one hour on the Trinity Railway Express.

HSR station locations:

- Dallas: new station in the Cedars neighborhood, south of Downtown Dallas
- Arlington: new station near I-30 and AT&T Way in the Entertainment District, close to Six Flags and the Arlington sports stadiums
- Fort Worth: expansion of existing Fort Worth Central station that could anchor connections to more Texas cities in the future

Figure 4 shows the proposed HSR corridor (red line) following I-30 from Fort Worth Central Station to Arlington and to the new Dallas Terminal Station. The current Trinity Railway Express (green line) is also displayed, with a possible connection between Arlington and Centreport (orange line).



Figure 4: Metro Dallas stations¹⁴

3.2.1. Alignment Options; Tunnel Option; TRE Alternative

Three HSR alignments and a Trinity Railway Express alternative were considered to realize Scenario 2.

The three alignment options are detailed below:

- 1) A Western Alignment, also known as "West of Downtown" or "Western Concept," cuts west of downtown, crosses I-30 and runs along Riverfront Boulevard.
- 2) An Eastern Alignment, also known as "East of Hyatt" or "2B", involves an elevated track passing directly east of the Hyatt Regency hotel and is partially within existing rail corridors.
- 3) A tunnel following the Eastern Alignment¹⁵ was considered but not fully evaluated. Major stakeholders determined this was not actionable. Beyond a much higher cost, the anticipated depth of the tunnel below the Trinity River, the existing highway infrastructure, and the grade requirements would inhibit development within the bounds of the FEIS.

 ¹⁴ NCTCOG Supplemental Alignment Alternative Analysis for Dallas-Fort Worth High-Speed Rail Core Express Service, 2017; Note: Alignment alternatives represent a rough visualization and may have slight alterations
 ¹⁵ NCTCOG Review of Proposed High-Speed Rail Alignments near Downtown Dallas. The Eastern Alignment matches alignment 3 from the NCTCOG report and the tunnel alternative is considered in alignments 9, 13, 15, 15A, 15B, and 15C. The West of Downtown alignment was not included in NCTCOG's initial study

Figure 5 illustrates the proposed Eastern and Western alignments. Further discussion of potential impacts is provided in Section 6.2.



Figure 5: Alignment Alternatives¹⁶

A fourth option, using the Trinity Railway Express as a non-HSR Alternative for Scenario 2, was included.

The Trinity Railway Express (TRE) is a commuter rail system connecting Dallas and Fort Worth with multiple stops within Metro Dallas. Its role was evaluated in two ways:

- 1) How TRE and high-speed rail would interact as substitute or complementary services.
- 2) Whether an upgraded TRE could serve as a connectivity solution between Dallas and Fort Worth in the absence of HSR. Additional details are provided in Section 6.



Figure 6: Trinity Railway Express (TRE) map¹⁷

¹⁶ Per NCTCOG from February 2025

¹⁷ Fort Worth Report

3.3. Scenario 3: DFW International Airport Extension via Love Field (Airports Route)

Scenario 3 considers a configuration that connects Dallas-Fort Worth International Airport (DFW) with Dallas Love Field (DAL) and downtown Dallas.

Currently, a DART Orange line runs from DFW airport to downtown with 12 stops between the airport and West End station. No train connects Love Field to downtown, although the "Love Link" bus route connects to a nearby DART station.¹⁸ Fewer than 1% of travelers now use public transit to DFW.¹⁹

A proposed express train for the airports would have three stops: Downtown Dallas, DAL, and DFW. HSR would connect with the new Dallas Terminal Station; a conventional rail line would connect to a DART stop such as Victory Park, Convention Center, or Union Station. Detailed routing and feasibility studies have not been done.

For this report, the route has been modeled as HSR and the high-speed rail trip from Downtown Dallas to DFW is estimated at 15 minutes. Currently, drive times from Downtown Dallas are 10-25 minutes to Love Field and 25-45 minutes to DFW, depending on traffic.²⁰ The DART Orange Line trip to DFW can take more than an hour.²¹



Figure 7: DART Orange Line Map²²

- ¹⁹ Direct Stakeholder Interviews
- ²⁰ Google Maps
- ²¹ Google Maps
- ²² DART Rail System Map

¹⁸ Dallas Love Field

4. Ridership Summary

"Ridership" represents annual high-speed rail passenger trips and is estimated using existing data, projected travel patterns, and consumer preferences inferred from an original survey and the FEIS.

Projections for 2035 include assumed baseline travel patterns, induced demand (new trips because of HSR), and capture rates (the share of travel that HSR captures). The findings illustrate how station locations, route extensions, and airport connections influence travel behavior and overall demand.

HSR ridership affects economic impact through increased connectivity and passenger spending, and improved access to jobs and education. Environmental benefits include lower emissions, reduced congestion, and fewer motor vehicle accidents.

For this report, ridership was estimated across the three scenarios:

- Scenario 1-Base Route of Dallas to Houston, with intermediate stop in Grimes County
- Scenario 2-Metro Dallas Route with stations in Fort Worth, Arlington, Dallas, and Houston, creating both a "long route" (DFW Metro to Houston) and "local routes" (intra-DFW travel)
- Scenario 3-Airports Route with connections to DFW and DAL airports, forming a "short route" (Dallas to airports) and a "long route" (Dallas to Houston)

Across all scenarios, ridership estimates were produced for 2035 as a base year, the assumed start date of service²³. Estimates are a range, reflecting uncertainty in projecting travel patterns.

Ridership estimates are influenced by macroeconomic trends, population growth/density, traffic congestion, first and last-mile connectivity, commercial activity, and major events.

²³ For this report, construction is assumed to begin in 2029 and finish in 2033, with a one-year ramp-up in 2034

					Stati	ion visits		
		HSR Annual Ridership (2035)	HSR Daily Ridership (2035)	Station visits	Dallas station	Arlington station	Fort Worth station	Houston station
Scenario 1	Dallas- Houston only	3.0-6.5M	8-18k	6.0-13.0M 📎	3.0-6.5M	-	-	3.0-6.5M
Scenario 2	Extension to FW	5.1-9.5M	14-26k	10.2-18.9M 📎	3.5-6.5M	1.8-2.6M	1.7-2.9M	3.2-6.9M
	DFW Metro -Houston	3.2-6.9M	9-19k	6.3-13.8M	2.2-4.8M	0.2-0.5M	0.7-1.6M	3.2-6.9M
	Metro Dallas Only	, 1.9-2.6M	5-7k	3.9-5.1M	1.3-1.7M	1.6-2.1M	1.0-1.3M	-
Scenario 3	Extension to Airports	3.6-7.7M	10-21k	7.2-15.5M 📎	3.6-7.7M	-	-	3.0-6.5M
	Dallas- Houston	3.0-6.5M	8-18k	6.0-13.0M	3.0-6.5M	-	-	3.0-6.5M
	Dallas- airports	0.6-1.2M	2-3k	1.2-2.5M	0.6-1.2M	-	-	-

Table 1: Station visits^{24,25}

Scenario 1: Dallas-Houston

The Dallas-Houston route is projected to generate 3M-6.5M HSR passenger trips in 2035, including new travelers and existing travelers shifting from bus, car, and plane.

Scenario 2: Fort Worth Extension via Arlington

Total ridership on the two route segments is projected at 5.1M-9.5M passenger trips in 2035.

DFW Metro to Houston: Ridership between DFW Metro and Houston is expected at 3.2M-6.9M annual trips with added stations in Arlington and Fort Worth. This represents more trips (primarily from modal substitution) between the DFW Metro and Houston than Scenario 1.

Metro Dallas alone: Ridership on Metro Dallas (intra-DFW) routes is projected to reach 1.9M-2.6M annual trips. The expanded network offers a transit alternative across the three cities and will capture new trips and modal shifts, primarily away from car trips. (Minimal impact on TRE). HSR ridership estimates are driven by direct access to Arlington for events, sub-30-minute travel between Dallas and Fort Worth, and a cost-competitive alternative to rideshare.

²⁴ Visits to stations in DFW/DAL airports are not included in table

²⁵ Note: sub-totals may not sum to totals due to rounding

Although total ridership rises with the Fort Worth extension, visits to the new Dallas HSR station are expected to remain steady compared to Scenario 1 at 3.5M-6.5M annual visits because passengers will use multiple stations within the DFW metropolitan area.

Scenario 3: DFW Airport Extension via Love Field

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Extending HSR to the Dallas airports increases total ridership to 3.6M-7.7M annual trips over the two route segments. Dallas-Houston ridership is estimated to be stable at 3M-6.5M trips, reflecting a conservative assumption that the airport segment will primarily draw local travelers. That passenger traffic is expected at approximately 600,000 to 1.2M trips in 2035, driven by modal shifts from personal car, rideshare, and DART. These riders, together with Dallas-Houston travelers, will contribute directly to station visits at the new Dallas HSR terminal.



5. Introduction to Economic Impact

All economic impacts presented in this report are additional, relative to a baseline scenario in which HSR does not exist.

The baseline scenario functions as an explicit counterfactual to represent how key economic and demographic metrics could evolve over time in the absence of HSR. The baseline incorporates forecasts of key economic and demographic aggregates out to 2050 for each region in the model, which in turn are informed by national and region-specific information, including data and forecasts from official government sources such as the Bureau of Economic Analysis (BEA), the Bureau of Labor Statistics (BLS), the Census Bureau, the Congressional Budget Office (CBO), and others.

Key metrics measured at the summary project level include employment, economic output, gross domestic product (GDP), personal income, and population.

- Employment measures full-time plus part-time jobs, weighted as in the BEA data. Economic output measures total production or revenue.
- GDP excludes intermediate goods and services from economic output to measure the market value of final goods and services.
- Personal income is measured from all sources, including labor income, property income, and transfer payments.
- Population takes mid-year estimates, including natural change and migration.
- Only impacts measured in dollars (i.e., economic output, GDP, and personal income) are aggregated across years, as it would be duplicative to present impacts on people-based variables such as employment and population in cumulative terms.
- Dollar-based model inputs and outputs are expressed in 2024 dollars.

The results combine economic and demographic impacts from five categories, each highlighting a different element of the project: capital expenditures ('capex'); operating expenditures ('opex'); consumption; commerce; and real estate.

- **Capex:** The capex phase is consistent across all scenarios, lasting five years from 2029 to 2033, and consisting of building, engineering, planning, and systems spending on HSR tracks, the new Dallas Terminal Station, and the train maintenance facility. Although the overall funding breakdown is not yet determined, Dallas County's share of the capex benefit is estimated from the Dallas-Houston FEIS and the proportional mileage of the route within Dallas and Tarrant Counties for the extension segments.
- **Opex:** Starting in 2034, the HSR system would include operating the stations, staffing the trains, and the repair and maintenance of trains and tracks. Dallas County's share of operating jobs is estimated from the Dallas-Houston FEIS and assumptions from industry experts regarding Dallas and Tarrant Counties' share of opex job categories.
- **Consumption:** Benefits from net new travel attributed to HSR, including food and beverages, hotels, parking, and other miscellaneous expenditures and those activities' related job growth. Per passenger spending is expected to be higher on the Dallas-Houston route compared to shorter lines. A one-year ramp-up period is assumed, with ridership reaching 50% of full capacity before the 2035 projected run rate.
- **Commerce:** HSR ridership would take cars off the road²⁶ and potentially make all travel between Dallas and Houston easier. This may benefit leisure travelers, although the focus of

²⁶ There is some substitution away from bus and plane travel. The former contributes to road decongestion, though it is a small effect relative to cars. Reducing plane rides does not directly affect road congestion

this analysis is business travel. Faster journey times between cities may generate agglomeration benefits through lowering the cost of doing business - as firms are more interconnected - with subsequent benefits including reduced prices for goods and services, and increased regional competitiveness.

- Further, Scenarios 2 and 3 would decongest the DFW Metroplex and facilitate more efficient commutes. This could make it easier for businesses to hire from a wider geographic area, potentially reducing labor costs or boosting labor productivity due to better matching between employers and workers. While intercity commuting will likely remain rare, further development of intercity supply chain relationships could create new employment opportunities in both cities indirectly.
- **Real Estate:** HSR would directly impact the 7M-to-11M square-foot Matthews Cedars development, the 5 million square-foot Hunt Reunion development, and affect property values in the surrounding area. Beyond construction spending, commercial activity and employment effects are based on assumptions regarding asset type and purpose. Real estate development timelines are assumed to match the HSR project development timeline.

Baseline impacts are estimated at the Dallas County level. This is the most granular geographic level at which many economic variables, including GDP, are reported, and Impacts for the City of Dallas are estimated using relativities between the city and county. Economic benefits accruing to the county or city blend, given supply chain and demographic linkages. A conservative estimate of the City of Dallas impacts is calculated by applying the most up-to-date City-to-County population ratio (approx. 50%) based on data from the U.S. Census Bureau for all categories except for real estate, which is counted in its entirety given the localized impact.

In the next sections, summary views and details of project impacts are presented for each scenario. Only the impact on Dallas is illustrated. Other effects, including impact on the State of Texas, are detailed in the appendix.

6. Scenario 1: Dallas to Houston Only

6.1. Summary

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	31.0	31.0	30.7	29.6	28.1	19.8	22.9	22.6	23.2	24.1	25.2	26.4	27.4	28.4	29.2	30.0	30.8	31.5	32.1	32.7	33.2	33.7
Economic Output	7.4	75	75	7.3	7.0	5.1	6.0	6.1	65	6.9	7.4	8.0	85	9.0	9.5	10.0	10.5	110	115	11_9	12.3	12_8
Gross Domestic Product (GDP)	4.2	4.3	4.3	4.2	4.0	3.1	3.7	3.7	3.9	4.1	4.4	4.7	5.0	5.2	5.5	5.7	6.0	6.2	6.5	6.7	6.9	7.1
Personal Income	2.0	19	2.0	2_0	19	15	2.0	21	2.4	27	29	3.2	3.4	3.6	3.8	4.0	4_2	4.4	4.6	4.8	4_9	5.1
Population	7.6	13.0	17.0	19.7	21.3	20.9	22.4	24.1	26.2	28.4	30.7	33.0	35.2	37.3	39.2	41.0	42.6	44.0	45.3	46.5	47.6	48.5
*Units: Total Employment - Thous	ands of	f Johs;	Есоно	vnic Ou	ntpurt, G	iDP, Pe	rsonal	lmaxm	e - Billi	ons of	2024)ollars,	; Рори	ation -	Thous	ands o	f Indiv	iduals.				

Table 2: Dallas-Houston route Economic Impacts for Dallas County

Only monetary impacts (GDP, Economic Impact, and Income) can be aggregated across years. Employment and Population can only be evaluated each year. All metrics are a comparison to a no HSR baseline.

From 2029-2050, the Dallas-Houston HSR route would generate average annual impacts in Dallas County of 28,300 jobs, \$8.6B in economic output, \$5.0B in GDP, \$3.2B in personal income, and 31,400 in population growth.

This represents a roughly 1% increase over the underlying baseline forecast. After the capex phase, the employment impact rises from 0.7% in 2034 to 1.1% in 2050, the economic output and GDP impacts rise from 0.6% in 2034 to 1.1% in 2050, the personal income impact rises from 0.5% in 2034 to 1.2% in 2050, and the population impact rises from 0.7% in 2034 to 1.4% in 2050.

The largest and most immediate source of post-capex impact is improved efficiency of businessrelated travel between Dallas and Houston. Also significant are real estate investments and the commercial activities they support. Opex jobs and more consumer spending on parking, food, and lodging in the Metroplex drive consistent but relatively more modest impacts.

Note on Ridership:

The baseline Scenario 1 impacts are derived using the midpoint of the two cases (Case A and Case B). The estimated midpoint is 4.3 million annual riders (see Section 11.1 for more information about the ridership estimates, which are labeled as Case A and Case B). The impacts based purely on the Case A (3.0 million) and Case B (6.5 million) annual ridership estimates are also included in the Scenario 1 Appendix.

City and State Level Estimates:

Over the 2029-2050 period, the Dallas-Houston HSR route would generate average annual impacts in the City of Dallas of at least 20,400 jobs, \$6B in economic output, \$3.5B in GDP, \$2B in personal income, and 20,500 in population. A table is included in the Scenario 1 Appendix detailing the City level impact as well as the State of Texas impact.

6.2. Core Economic Estimates

6.2.1. Capital Expenditures²⁷

From 2029 to 2033, the capex phase would generate 20,600 jobs, \$5.1B in economic output (\$25.7B²⁸ total over five years), \$3B in GDP, and \$1.4B in personal income in Dallas County. This assumes capex spending over five years of \$11.7B in the county and \$30B overall.

Direct spending is assumed to be spread out evenly over the five-year period and reflects increased demand for the supply chains of contracted firms, new labor spending, investment spurred by secondary activity, and other factors.

6.2.2. Operating Expenditures²⁹

Dallas-Houston HSR would create new operating jobs including drivers, conductors, infrastructure maintenance workers and administrators. Starting in 2034, HSR opex would generate annual average gains in Dallas County of 2,000 jobs, \$858M in economic output, \$455M in GDP, and \$154M in personal income. This is estimated to include 657 jobs in Dallas.

The top five most impacted sectors in this category would be rail transportation (jobs that pay an average of \$78,000 a year), professional services (\$159,400), administrative services (\$85,500), healthcare (\$93,900), and real estate (\$54,700). Rail transportation jobs are directly associated with opex. Most non-rail jobs would be driven by demand for business supply chains; healthcare jobs would be supported by increased personal income and population. Annual earnings estimates were developed in the economic model based on Bureau of Economic Analysis (BEA) data.

6.2.3. Consumption

Starting in 2034, new annual consumer spending of \$303M would include about \$71M in Dallas County. The project would generate an average annual gain of 1,000 jobs, \$202M in economic output, \$116M in GDP, and \$65M in personal income in the county. These gains would be fairly steady year-to-year.

The top five most impacted sectors in this category would be parking services (earning \$41,100 annually), accommodation and food services (earning \$47,400 annually), professional services (\$159,400), real estate (\$54,700), and administrative services (\$85,500). Most of these jobs are either related to the new consumer spending or supported by increased related incremental business.

6.2.4. Commerce

Starting in 2034, fewer cars on the road because of the high-speed rail line will smooth commerce in the corridor and thereby lower the transportation-related costs of doing business between Dallas and Houston. The lower costs will make the region more economically competitive and the associated

²⁷ Recent public statements from NCTCOG and Dallas City Council meetings indicate that current capex estimate for Dallas-Houston lies "north of \$30B." This model adopts \$30 billion as a conservative figure, preserving the FEIS-derived proportions of direct, indirect, and systems and rolling stock costs.²⁷ The FEIS's allocation splits among Dallas, Harris, and intermediate counties are also retained, resulting in \$11.7 billion capital expenditure attributed to Dallas County (see Section 13 for details)

²⁸ The reported total does not correspond exactly to the reported average due to rounding

²⁹ For the Dallas-Houston corridor, the FEIS projects a total of 1,494 direct operating jobs, generating an estimated \$116 million in annual earnings (indexed to 2024 dollars). Of these, Dallas County is projected to receive 657 jobs (44%), corresponding to \$51.3 million in annual earnings (see Section 13 for details)

price decreases will spur additional consumer spending. These combined effects are expected to generate annual average gains in Dallas County of 12,300 jobs, \$4.4B in economic output, \$2.5B in GDP, and \$2.3B in personal income. After a ramp-up period between 2034 and 2035, these impacts would continue to grow over time, reflecting lower consumer prices as well as the County's rising importance in local, state, national, and international markets. The lower prices drive increases in consumer spending, and the increased competitiveness of the County drives a large and growing increase in export-related production.

The five most-affected sectors would be finance and insurance (jobs earning an average of \$97,100 annually), manufacturing (\$126,900), healthcare (\$93,900), transportation and warehousing (\$57,500), and retail trade (\$76,900). Three of these five sectors are largely related to the production and delivery of goods and would be bolstered by growing demand for exports from Dallas County. Finance and insurance and healthcare would be bolstered by its wider economic gains.

6.2.5. Real Estate

The Dallas-Houston HSR line necessitates building the new Dallas Terminal Station (capex is included in the base project detailed above). The combination of the line and the station are projected to boost existing property values by approximately 6% within a half-mile radius of the station, stimulate at least 15 million square feet of new development, and yield more than \$125M in additional tax revenue.

It also carries the possibility of gentrification, particularly in lower-income areas such as Cedars.³⁰ From 2029 to 2050, real estate outcomes are expected to generate average gains in Dallas County of 12,500 jobs, \$3.4B in economic output, \$2B in GDP, and \$910M in personal income. After the development of the Matthews Cedars property (assumed in 2029-2033), gains would remain fairly steady year-to-year with venues assumed to operate at or near capacity.³¹ (See Dallas Real Estate Analysis Section for more details.)

The five most-affected sectors would be professional services (earning \$159,400 annually), administrative services (\$85,500), hospitality and food services (\$47,400), retail trade (\$76,900), and real estate (\$54,700). These would largely be driven by new residential and commercial activity, including office space, retail, restaurants, hotels, and wellness and entertainment centers.

6.3. Environmental and Social Impact

Environmental

Environmental analysis focuses on emissions reductions, which are quantified, and noise and vibration, which are addressed more qualitatively. To form a preliminary view of noise and vibration impacts for each scenario, the Final Environmental Impact Statement (FEIS), case-study comparisons, and stakeholder inputs were reviewed.

³⁰ Dallas-Houston Final Environmental Impact Statement (FEIS); City of Dallas Economic Development Website; Report Ridership Survey; Direct Stakeholder Interviews; Third-party Expert Interviews; Other External Literature

³¹ Note of Matthews Cedars Development: without HSR, a approx. \$750 million, 3000-unit residential project, "The Rivers," would be developed on this property. With HSR from Dallas-Houston, a approx. \$5.9 billion, 7-11 million square feet mixed-use project would be developed. Only the incremental \$5.1B capex and approx. 7.8 million square feet (difference of the approx. 9 million sq. ft. for the mixed use project and the approx. 1.2 million sq. ft. for The Rivers, which is estimated using the proportional capex of the two projects) are incorporated within the model's analysis of Dallas-Houston

Emissions

The Dallas-Houston HSR line is projected to reduce vehicular travel between the two cities by about 1.3M per year and reduce gas consumption by 14M gallons a year. This translates into an overall annual cut of approximately 121,000 tons of CO_2 (valued at approx. \$33.8M). About 41% of these trips are expected to start or end in Dallas County, although all emissions improvements benefit Dallas because air quality and climate impacts extend beyond points of origin.³²

Fewer travelers on planes (approx. 828,000) and buses (approx. 127,000) would also lessen emissions, though some routes might still run or redirect service to more profitable segments, limiting net reduction.³³

Noise and Vibration

Dallas-Houston HSR operations are projected to generate slightly higher noise levels than standard commuter rail although they are experienced over a shorter time. The Federal Railroad Administration (FRA) estimates that an HSR train passing at 205 mph produces noise exposure of roughly 90 dBA at a reference distance of 50 feet from the track centerline. This compares with 84 dBA for a commuter train traveling at 79 mph, and 80 dBA for a freight train traveling at 50 mph.³⁴ For reference, a chain saw at three feet from the operator generates about 100-110 dBA and a jet aircraft at 500 feet can reach 110-120 dBA.³⁵

Although HSR's maximum volume is higher, its speed means observers experience the noise for a shorter period. A train traveling at 220 mph is heard for about four seconds; a 50-car freight train traveling at 30 mph is heard for about 60 seconds.³⁶ HSR's grade-separated track design also eliminates the need for bells and warning horns, which can exceed 100 dBA for at-grade trains.³⁷

The Federal Transit Administration (FTA) recommends assessing a project's operational noise by comparing it to the existing ambient noise in the area. Noise-monitoring sites set up by Cross-Spectrum Acoustics in Dallas County are displayed below:

³⁵ California High-Speed Rail Authority "Sound and California's High-Speed Trains"

³² US Environmental Protection Agency; US Dept of Transportation as of March 2025

³³ Report Ridership Survey

³⁴ Dallas-Houston Final Environmental Impact Statement (FEIS); California High-Speed Rail Authority "How do High-Spee Train Noise Levels Compare to Traditional Trains;" A-weighted Sound Level (dBA): the basic noise unit for transit noise analyses; represents the overall noise at a receiver that is adjusted in frequency to approximate typical human hearing sensitivity

³⁶ Ibid.

³⁷ Dallas-Houston Final Environmental Impact Statement (FEIS); California High-Speed Rail Authority "How do High-Spee Train Noise Levels Compare to Traditional Trains"



Figure 8: Dallas to Houston Noise Measurement Sites in Dallas County³⁸

Baseline noise measurements along the proposed rail line range from 53 to 72 dBA, driven by Interstate 45 traffic, local freight operations and busy streets. Projected HSR noise levels in the area are estimated at 48 to 57 dBA.³⁹ and the FEIS anticipates no moderate or severe operational noise impact for Dallas residential or industrial properties.⁴⁰ Station and maintenance facility noise is projected to be negligible. The FEIS also concludes that the Dallas to Houston corridor would experience no vibration impact from HSR operations.⁴¹

Any system developer will likely be required to conduct additional noise and vibration evaluations in the final design phase.⁴² Mitigation measures could include sound barriers and insulation.

Construction would introduce temporary noise and vibration. Residential sites within 40 to -200 feet of daytime construction or 125 to approx. 200 feet of nighttime construction could be affected, according to the FEIS. Pile driving and compaction would cause the most perceptible ground-borne vibration.

In Dallas, high baseline noise levels along the route and relatively low residential density near the station should limit effects. The Dallas Code of Ordinances restricts construction to be only from 7 am to 7 pm on weekdays. After an intense construction phase of about five years, operational externalities are expected to be limited. A more detailed analysis should occur following a final construction assessment.⁴³

³⁸ Dallas-Houston Final Environmental Impact Statement (FEIS), Figure 3.4-5: Existing Noise Measurement Locations (Sheet 1 of 4); completed by Cross-Spectrum Acoustics in 2017; LT stands for Long-Term Noise Measurement Site, meaning noise was measured for 24 hours; ST stand for Short-Term Measurement Site, meaning noise was measured for 1 hour

³⁹ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.4-13: Summary of Operational Noise Impacts for Residential Land Uses, Table 3.4-14: Summary of Operational Noise Impacts for Institutional Land Uses; Some institutional locations in Dallas measured existing noise levels of 75 dBA

⁴⁰ Dallas-Houston Final Environmental Impact Statement (FEIS), Across the route, 275-295 moderate and 9-12 severe noise impacts were detected

⁴¹ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.4-15 and Table 3.4-16

⁴² Dallas-Houston Final Environmental Impact Statement (FEIS), Section 3.4.6 "Avoidance, Minimization and Mitigation"

⁴³ Dallas-Houston Final Environmental Impact Statement (FEIS)

The Dallas to Houston HSR route is also expected to reduce noise and vibration pollution by diverting travelers from cars, buses, and planes. The project could remove approximately 1.3M cars trips between Dallas and Houston a year, and an additional 127,000 bus travelers and 828,000 plane travelers may shift to rail.

According to the Federal Railroad Administration (FRA), automobiles and vans traveling at 50 mph produce about 74 dBA at a distance of 50 feet and buses generate 80-83 dBA.⁴⁴ Data from the Federal Aviation Administration (FAA) indicates select aircraft noise ranging from 52-113 dBA. For instance, a Boeing 737-800 emits 70-77 dBA on takeoff and 85-89 dBA on approach.⁴⁵ These reference points highlight potential noise reductions if HSR results in fewer cars, bus, and plane trips.

SOCIAL

Social analysis examines how a high-speed rail system might influence accessibility and public health and safety in Dallas.

Accessibility

The Dallas to Houston HSR route is expected to provide greater mobility and access to jobs, schools, and essential services.

- Jobs: The project will create jobs in construction, operations, and other ancillary businesses. About 27% of District 5's workforce is now employed in construction trades, suggesting an opportunity for workers⁴⁶ and for skills development valuable for later HSR expansion. In Florida, Brightline included workforce mandates to ensure some proportion of hires from disadvantaged backgrounds and the City of Dallas could adopt similar measures. HSR operations and new jobs near the station will bolster employment opportunities, especially in Cedars.
- **Commute Times:** HSR is expected to reduce stress associated with lengthy and unpredictable commutes. Driving from Dallas to Houston typically takes 3.5 to 4 hours and the proposed rail trip is estimated at 90 minutes.⁴⁷ This would save 2-3 hours per trip for the 100,000 passengers, including about 45,000 from Dallas, who travel between Houston and Dallas-Fort Worth more than once a week.⁴⁸ In addition, riders free-up driving time for more productive activities.
- Access to Education: The proposed HSR line, including stations in Dallas, Brazos Valley and Houston, will increase access to universities and trade schools and may improve the experience of seeking and sticking with higher education. For instance, Dallas students studying in Houston may more easily return home during holidays. Schools also may add HSR station field trips to spark interest in large-scale infrastructure.

⁴⁴ FRA Transit Noise and Vibration Impact Assessment Manual Table 4-11 Source Reference Levels at 50 ft from Roadway, 50 mph

⁴⁵ U.S. Federal Aviation Administration "Estimated Airplane Noise Levels in A-Weighted Decibels;" noise level estimates are provided for 6,500 meters from start of takeoff roll, and 2,000 meters from the runway threshold for approach

⁴⁶ Stakeholder Interview

⁴⁷ Google Maps, Dallas-Houston Final Environmental Impact Statemen (FEIS)

⁴⁸ 56 Mitchell L. Moss and Carson Qing, "The Emergence of the Super-Commuter," New York University Rudin Center for Transportation, Wagner School of Public Service, February 2012.; Dallas-Houston Final

Environmental Impact Statement (FEIS) states that since the 2012 publication, the number of super-commuters has increased as businesses prioritize talent over location and regular office presence

- Social Connectivity and Inclusion: Enhanced transit options help individuals visit friends and family more often, strengthening cultural ties and community cohesion. This is especially valuable for older adults or those with limited mobility. The Final Environmental Impact Statement (FEIS) specifies that stations will comply with 49 C.F.R. 37 and 38, as well as ADA standards, facilitating easier access for individuals with reduced mobility.⁴⁹
- **Potential Road and Infrastructure Improvements:** The Brightline West project in California and Nevada will expedite and cover certain I-15 improvements and a similar approach could emerge for the portion of the Dallas to Houston route that runs along I-45.
- Housing and Neighborhood Changes: Construction will require relocating at least 21 homes around Le May Avenue, Le Forge Avenue, Has Road, and Nail Drive, causing some community disruption. Meanwhile, transit-oriented development, most visibly in Cedars, would increase the housing supply and potentially lower housing costs. Other planned developments in the area could also increase the supply of housing. Affordable housing may be required to balance out gentrification. (see Macro Real Estate section).⁵⁰
- South Dallas Connectivity: Last-mile connections, including streetcars from Dallas Terminal Station to neighborhoods in South Dallas, are vital to ensure that historically underserved communities benefit from HSR. Linking these areas to urban centers can help mitigate "geographic poverty traps" and narrow income disparities.⁵¹ Better transit links raise the likelihood that residential and commercial developments will extend beyond the immediate station area. Ticket pricing will affect how accessible HSR is for low-income residents.

Public Health and Safety

HSR can influence health and safety outcomes.

- Air Quality Improvements: Removing approximately 1.3M annual car trips (approx. 12% of baseline travel) is expected to cut annual CO₂ emissions by approximately 121,000 tons (see Emissions Reduction section). ⁵² Cars also release pollutants such as sulfur dioxide (SO₂) and nitrogen oxides (NO_x), which form fine particulate matter (PM_{2.5}) and ground-level ozone (smog) that can drift hundreds of miles. ⁵³ Reducing vehicle trips and emitted air pollutants would benefit all Dallas residents by improving respiratory health and overall well-being. While long-term gains are significant, communities close to the rail line in South Dallas may face a temporary dip in air quality during construction.
- **Reduced Traffic and Accident Risks:** Removing approximately 1.3M annual car trips will reduce road congestion and is expected to cut motor vehicle accidents.⁵⁴ The Dallas-Houston

⁴⁹ Dallas-Houston Final Environmental Impact Statement (FEIS)

⁵⁰ Dallas-Houston Final Environmental Impact Statement (FEIS)

⁵¹ Graham, D. J. (2019). *Quantifying Wider Economic Impacts of Agglomeration for Transport Appraisal: Existing Evidence and Future Directions.*; Blanquart, C. K. (2017). The Local Economic Impacts of High-Speed Railways: Theories and Facts.

⁵² Report Ridership Survey; US Environmental Protection Agency; highlights the midpoint between ridership ranges; only considers car trips between Dallas Metro Area and Houston, not all vehicle travel in the broader region; assumes each car trip is approximately 240 miles long (same as HSR route), the average vehicle has a fuel economy of 22.2 miles per gallon of gasoline, and that each gallon of gasoline burned creates 8,887 grams of CO2

⁵³ US Environmental Protection Agency

⁵⁴ Report Ridership Survey; highlights the midpoint between ridership ranges; only considers car trips between Dallas Metro Area and Houston, not all vehicle travel in the broader region

HSR may avert approximately 572 crashes and approximately 256 injuries per year.⁵⁵ While these figures reflect the whole project area, local drivers will benefit. Fewer road accidents reduce strain on emergency healthcare services.

• **Public Safety Near the Station:** Infrastructure projects such as the new train terminal encourage pedestrian activity and can help deter crime, particularly when paired with robust lighting, maintenance, and security measures. In Chicago, densely populated, mixed-use areas have lower crime rates than more sparsely developed residential or commercial zones.⁵⁶ Significant mixed-use developments combined with increased station foot traffic should contribute to a safer community.

Summary: Dallas-Houston HSR offers social and community benefits – from expanded employment and educational opportunities to safer, healthier neighborhoods – provided that relocation and environmental impacts are mitigated.



⁵⁵ Report Ridership Survey; Texas Department of Transportation "Texas Motor Vehicle Traffic Crash Facts Calendar Year 2023"; Varghese Summersett "Car Crash Statistics in Texas: 2022 vs. 2023"; assumes each car trip is approximately 240 miles long (same as HSR route); applies ratios of crashes and injuries per miles traveled

⁵⁶ Twinam, Tate, 2017. "Danger zone: Land use and the geography of neighborhood crime," Journal of Urban Economics, Elsevier, vol. 100(C), pages 104-119.

7. Scenario 2: Extension to Fort Worth via Arlington

7.1. Summary

Scenario 2 includes three HSR options: the Western alignment, the Eastern alignment, and a tunnel. A fourth alternative is a non-HSR upgrade of the TRE.

Table 3 shows the potential economic impact of the Western alignment option.

Table 4 shows the incremental impact relative to the Dallas-Houston route.

All years are a comparison to a non-HSR baseline (except for the increment tables, which compare to HSR scenarios). Monetary outputs can be summed across years.

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	37.1	37.2	36.9	35.5	33.8	20.7	24.3	23.9	24.6	25.7	27.2	28.6	29.9	31.1	32.2	33.2	34.1	35.0	35.8	36.5	37.1	37.7
Economic Output	8.9	9.0	9.1	8.8	85	5.4	65	6.6	7.0	75	8.1	8.8	9.4	10.0	10.6	11.2	11.8	12_4	12.9	13.4	13_9	14.4
Gross Domestic Product (GDP)	5.1	5.2	5.2	5.1	4.9	3.3	3.9	4.0	4.2	4.5	4.8	5.1	5.5	5.8	6.1	6.4	6.7	7.0	7.3	7.5	7.8	8.0
Personal Income	2_4	2.3	2_4	2_4	2_4	16	22	2_4	27	3.0	3.3	3.6	3_9	4.1	4.4	4.6	4_9	5.1	5.3	55	5.7	5.9
Population	9.2	15.8	20.6	23.9	25.9	24.6	25.7	27.3	29.4	31.8	34.3	37.0	39.6	42.1	44.4	46.5	48.4	50.2	51.8	53.2	54.5	55.6
*Units: Total Employment - Thous	ands of	f Johs;	Есоно	vnic Ou	dpat, 6	iDP, Pe	vsonal	Incom	e - Billi	ions of	2024	Do lla rs,	; Рори	lation -	Thous	ands a	f Indiv	iduals.				

Table 3: Fort Worth-Dallas-Houston route (Western Alignment) Economic Impacts for Dallas County

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	6.1	6.2	6.2	6.0	5.7	0.9	1.4	1.3	1.4	1.6	1.9	2.2	2.5	2.8	3.0	3.2	3.4	3.5	3.7	3.8	3.9	4.0
Economic Output	15	15	16	15	15	0.3	0.4	0.4	05	0.6	0.7	0.8	0.9	10	11	12	13	1.4	1.4	15	16	17
Gross Domestic Product (GDP)	0.9	0.9	0.9	0.9	0.9	0.2	0.3	0.2	0.3	0.3	0.4	0.4	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.9	0.9
Personal Income	0.4	0.4	0.4	0.4	0.4	0.1	0.2	0.2	0.3	0.3	0.4	0.4	05	05	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.8
Population	1.6	2.8	3.6	4.2	4.6	3.7	3.3	3.2	3.2	3.4	3.7	4.0	4.4	4.8	5.2	5.5	5.9	6.2	6.4	6.7	6.9	7.1
*Lods: Total Employment - Thous	ands a	f Inhe	Franci	mic Ou	tout 6	ne e	www	Investor	o _ Riffi	ans af	20241	วงมีคร	· Prant	lation -	Thous	ands o	ef Invliv	inlande				

*Units: Total Employment - Thousands of Jobs; Economic Output, GDP, Personal Income - Billions of 2024 Dollars; Population - Thousands of Individual

 Table 4: Fort Worth-Dallas-Houston route (Western alignment) Economic Impact for Dallas County (increment to Dallas-Houston route)

Table 5 shows the potential economic impact of the Eastern alignment option.

Table 6 shows the incremental impact relative to the baseline scenario of there being no HSR.

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	28.8	28.9	28.7	27.6	26.3	8.6	12.4	12.2	13.2	14.5	16.1	17.6	19.0	20.2	21.3	22.3	23.2	24.1	24.8	25.5	26.1	26.6
Economic Output	7.0	7.1	72	7.0	6.7	2.4	3.5	3.5	4.0	45	5.1	5.8	6.4	7.0	75	8.1	8.6	9.1	9.6	10.0	10.5	10_9
Gross Domestic Product (GDP)	4.1	4.1	4.2	4.1	3.9	1.4	2.1	2.1	2.4	2.6	3.0	3.3	3.6	3.9	4.2	4.5	4.8	5.0	5.3	5.5	5.7	6.0
Personal Income	19	18	19	19	19	0.8	14	16	19	2.2	25	2.8	3.1	3.3	3.6	3.8	4.0	4_2	4.4	4.6	4.8	5.0
Population	7.1	12.2	16.0	18.5	20.0	17.4	17.7	18.7	20.4	22.5	24.9	27.5	30.0	32.5	34.8	36.9	38.8	40.6	42.2	43.6	44.9	46.1
*Units: Total Employment - Thous	ands of	f Johs;	Есоно	mic Ou	tput, G	iDP, Pe	rsonal	Incom	e - Billi	ons of	2024	Dollars,	; Рори	ation -	Thous	ands o	f Indiv	iduals.				

Table 5: Fort Worth-Dallas-Houston route (Eastern alignment) Economic Impacts for Dallas County

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	-2.1	-2.1	-2.0	-1.9	-1.9	-11.2	-10.4	-10.4	-10.1	-9.6	-9.2	-8.8	-8.4	-8.1	-7.9	-7.7	-7.5	-7.4	-7.3	-7.2	-7.1	-7.0
Economic Output	-0.4	-0.4	-0.3	-0.3	-0.3	-2.8	-2.6	-2.6	-2.5	-2_4	-2.3	-2.2	-2.1	-2.1	-2_0	-2_0	-1.9	-19	-1.9	-1.9	-19	-1.9
Gross Domestic Product (GDP)	-0.2	-0.2	-0.1	-0.1	-0.1	-1.7	-1.6	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-1.3	-1.3	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2
Personal Income	-0.1	-0.1	-0.1	-0.1	-0.1	-0.7	-0.5	-0.5	-0.5	-0.5	-0.4	-0.4	-0.3	-0.3	-0.3	-0.3	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2
Population	-0.5	-0.8	-1.0	-1.2	-1.3	-3.5	-4.7	-5.4	-5.8	-5.9	-5.7	-5.5	-5.2	-4.8	-4.4	-4.1	-3.7	-3.4	-3.1	-2.9	-2.6	-2.4
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Units: Total Employment - Thousands of Jobs; Economic Output, GDP, Personal Income - Billions of 2024 Dollars; Population - Thousands of Individuals

Table 6: Fort Worth-Dallas-Houston route (Eastern alignment) Economic Impacts for Dallas County(increment to Dallas-Houston route)

From 2029-2050, the Western alignment of the Fort Worth extension would result in an average annual impact of:

- 31,700 jobs, or about 3,400 more jobs than the Dallas-Houston base route
- \$9.7B in economic output, about \$1.1 billion more than base route
- \$5.6B in GDP, \$0.6 billion more than base route
- \$3.6B in personal income, \$0.5 billion more than base route
- 36,000 in population, 4,600 more than base route

These impacts represent a gain of about 1.1% of economic output and about 0.1 percentage points over gains expected from building the Dallas-Houston route alone. In a county with a GDP of about \$500B, that is equivalent to about 1.1% in extra economic activity.⁵⁷

After the capex phase, the employment, economic output, and GDP gains increase from 0.7% in 2034 to 1.2% in 2050, the personal income gains rise from 0.5% in 2034 to 1.4% in 2050, and the population gain rises from 0.8% in 2034 to 1.6% in 2050.

From 2029-2050, the Eastern Alignment of the Fort Worth extension would result in annual average impact of:

- 21,300 jobs, or about 7,100 fewer than the baseline because it curtails other development projects
- \$6.9B in economic output (\$1.8B less)
- \$3.9B in GDP (\$1.1B less)
- \$2.9B in personal income (\$300M less)
- 27,900 in population (3,500 less)

The differences between the alignments are driven by the real estate impacts.

In the aggregate, these represent about 0.8% increases (0.2 pp less than the Dallas-Houston route) over the baseline forecast.

After the capex phase, the employment impacts rise from 0.3% in 2034 to 0.8% in 2050, the economic output and GDP impacts rise from 0.3% in 2034 to 0.9% in 2050, the personal income impact rises from 0.3% in 2034 to 1.1% in 2050, and the population impact rises from 0.6% in 2034 to 1.4% in 2050.

The largest and fastest-growing source of the post-capex impact is the decongestion of the Fort Worth or Dallas to Houston highway route, improving the efficiency of business-related travel.

⁵⁷ Federal Reserve Bank of St. Louis, as of 2023

The impact of Significant real estate investments and residential and commercial activities represent the second-largest source of long-term impact. Opex jobs and increased consumer spending on station parking and food and lodging drive consistent but relatively more modest impacts.

City Level Estimates:

Over 2029-2050, the Western alignment would generate average annual impacts to the City of Dallas of at least 22,100 jobs (1,700 more than baseline), \$6.6B in economic output (\$600M more), \$3.8B in GDP (\$300M more), \$2.3B in personal income (\$200M more), and 22,800 in population (2,300 more).

The Eastern alignment would generate annual average impact in the City of Dallas of at least 11,700 jobs (8,800 less), \$3.7B in economic output (\$2.3B less), \$2.1 billion in GDP (\$1.4 billion less), \$1.5 billion in personal income (\$500M less), and 14,700 in population (5,800 less). A table of these estimates is included in the Scenario 2 Appendix.

7.2. Summary of Alignment and Alternative Impacts

Several options were considered for the extension to Fort Worth. First, two HSR alignments from Downtown Dallas —Western and Eastern — were evaluated, with relative impacts quantified through economic modeling. A tunnel alignment was also reviewed. The TRE was assessed and compared to HSR, though it was not included in the modeling.



Figure 9 provides an overview of the impact of each alignment and the TRE alternative.

Figure 9: Summary of Extension to Fort Worth Alignments and Alternatives⁵⁸

7.2.1. Eastern and Western Alignment Review

Two main alignments have been considered for connecting a new Dallas HSR station to Fort Worth.

⁵⁸ "Annual Avg. GDP Impact" is the incremental annual average GDP impact over the 2029-2050 period; connections referenced in "Ease of Connecting to Local Transit" are physical links to the Convention Center DART station and Union Station (DART, TRE, & Amtrak service); Downtown Tunnel Alignment Annual Avg. GDP Impact assumed to be at least as high as the Downtown West Alignment given the lack of real estate disruption, and likely higher given the greater capex investment required; NCTCOG assumes that downtown alignments cost the same; TRE Improvement cost is a preliminary TRE estimate

The Western alignment, also known as the Western Concept, would extend from the new Dallas Terminal Station on the west side of I-35. It would skirt the core of downtown just east of Trinity Park, then continue west to Fort Worth.⁵⁹ Final design is not yet determined.

The Eastern alignment, also called 2B, would cut through downtown immediately west of the existing at-grade rail tracks and east of the Hyatt Regency hotel, then turn west toward Fort Worth.



Figure 10: Downtown Alignments⁶⁰

Four primary variables guide the cost-benefit analysis of these alignments: the cost of constructing the railway line; the cost and feasibility of creating connectivity to the Kay Bailey Hutchison Convention Center and Union Station; the negative externalities associated with construction and operations (such as noise, vibration, visual impairment, and parcel division); and the impact on downtown development and property values.⁶¹

Construction

Capital expenditures for constructing the HSR rail line are assumed to be similar for both alignments at roughly \$6B,⁶² although a detailed cost study has not been published.

Connectivity

The design and cost of connectivity to the convention center and Union Station will vary by alignment. In an Eastern alignment, the HSR rail line would pass near both sites, enabling links directly beneath the track structure. Initial estimates from NCTCOG project that an Eastern alignment connection to Union Station would run from \$35M to \$75M. With a people mover system, the cost could exceed \$100M.⁶³

⁵⁹ September 9, 2024 - NCTCOG Public Meeting on High-Speed Transportation Dallas-Fort Worth

⁶⁰ NCTCOG as of February 2025. Western Concept is the same as Western Alignment

⁶¹ Note: additional variables, such are ridership, are also theoretically impacted by the alignment chosen. Only variables directly impacted by the alignment were focused on this section, as opposed to second or third-degree effects

⁶² NCTCOG estimate

⁶³ Ibid.

The design and feasibility of a Western alignment is undetermined. This option would likely require standalone infrastructure for both the convention center and Union Station, adding cost and disruption in the range of \$50M-\$100M or more (\$100M+ with a people mover).⁶⁴ Connecting only to the convention center, which is closer and has fewer elevation requirements, might suffice. A simple walkway could cost \$25M-75M; a full deck park is expected to exceed \$100M (see Key Considerations section for more on connectivity).⁶⁵

Externalities

Operational noise from high-speed rail near the downtown corridor and the highway may be marginal relative to existing ambient noise from rail lines and highways. Nonetheless, construction noise and vibration are expected to be more disruptive for downtown under the Eastern alignment and more disruptive near the highway for the Western alignment.

Visual impact would be more noticeable for the Eastern alignment, including an elevated track passing hotels and offices in the city center, although engineering and design would determine the relative impairment. The Western alignment would be farther from these properties but may temporarily disrupt highway traffic. A further environmental impact study would help understand the impact of externalities.

Real Estate

Hunt Realty has indicated that the Eastern alignment through the Reunion site would prevent a planned \$4.3B development and another \$6B in annual operating expenditures, according to the company. That would include construction and operational jobs, property tax revenues and other economic benefits for the city.⁶⁶ Hunt believes the Eastern alignment would hurt the Hyatt Regency's business due to noise and visual impairments. This could cut about \$240M in related economic activity and cost 1,255 associated jobs.⁶⁷ The disruption may also reduce property tax revenue, construction, and operations jobs, and affect hotel capacity supporting the convention center area.

Although the Western alignment avoids cutting through the Reunion parcel, it poses a greater threat to the \$325 million Harold Simmons Park and potential associated real estate development.⁶⁸

Both alignments will pass through the 30-acre West Overlook development, already under construction, but only the HSR Western alignment crosses the park's East Overlook, which is still in its early planning stages (see "Trinity Park" in Section 10.2 for more details).⁶⁹

The Western alignment will bisect parcels along Riverfront Boulevard located just east of the proposed railway, where \$60M has been allocated for sidewalk and utility upgrades.⁷⁰ These infrastructure improvements, in combination with redeveloping the Lew Sterrett Justice Center and Trinity Park, could lead to quality development in the area that may be interrupted.⁷¹ For example,

⁶⁴ Preliminary estimate developed in consultation with NCTCOG

⁶⁵ Preliminary estimate developed in consultation with NCTCOG; "How a Deck Park Can Reunite Downtown Little Rock"

⁶⁶ Hunt Reality Investments Estimate; \$5B development capex has been the number publicly stated: "A fight for the future of transportation pits an investor against north Texas planners"
⁶⁷ Ibid.

⁶⁸ Harold Simmons Park Website: Dallas Innovates

⁶⁹ Direct Stakeholder Interviews

⁷⁰ "New effort to cut delays on Dallas Riverfront Boulevard reconstruction"

⁷¹ July 11, 2024 - NCTCOG Regional Transportation Council Workship High-Speed Transportation Dallas-Fort Worth; "New effort to cut delays on Dallas Riverfront Boulevard reconstruction"

the Lionhead-managed property between South Houston Street, South Industrial Boulevard, and I-35, earmarked for tall, mixed-use development in the next five to ten years, would be split by the Western alignment and prevent redevelopment.

The \$60M infrastructure improvements to the boulevard have been stalled for 19 years because of disputes among government entities, utility companies, and Union Pacific, leaving it unclear whether these plans would succeed regardless of the Fort Worth HSR alignment. In addition, the current value of Riverfront parcels is less than downtown sites affected by the Eastern alignment (some at roughly \$50 per square foot).⁷² However, mixed-use development in this area could increase property values, an opportunity that may be curtailed if the Western alignment bisects the parcels.

Summary

The Eastern alignment offers simpler connectivity to the convention center and Union Station but generates more significant real estate impacts, including a \$4.3B loss in investment in the Reunion site (\$6B loss in annual operating expenditures).⁷³ The Western alignment appears less harmful to downtown properties but raises a question about connectivity infrastructure and highway-related disruptions. Given current data, it is challenging to calculate a definitive return on investment, yet high real estate costs tied to the Eastern alignment suggest such impacts may overshadow other factors.

7.2.2. Tunnel as Alternative Review

A tunnel from the HSR station that travels beneath the city and returns to surface grade for a connection to Arlington was considered. After discussions with Amtrak and NCTCOG, it was determined this was not realistic without either a change in the station location from Cedars or a platform/track change with a multi-story subterranean connection. This would prevent a one-seat ride. Engineering is feasible, but this option is not practical, especially considering much higher cost.

7.2.3. TRE Overview and Alternative Review

The Trinity Railway Express (TRE), co-owned by DART and Trinity Metro, has operated a 34-mile corridor between Dallas and Fort Worth since 1996. Ridership peaked at 2.7M annual passengers in 2008-2009 (about 9,000 daily trips) ⁷⁴ and declined to 1.2M (about 4,000 daily trips) in 2023⁷⁵, exacerbated by the COVID-19 pandemic⁷⁶.

⁷² "New effort to cut delays on Dallas Riverfront Boulevard reconstruction;" Stakeholder Interviews

⁷³ Hunt Reality Investments Estimate; \$5B development capex has been the number publicly stated: "A fight for the future of transportation pits an investor against north Texas planners"

⁷⁴ Trinity Railway Express Ridership by Fiscal Year

⁷⁵ American Public Transportation Association

⁷⁶ Note: Daily trips calculated using 6-day operating week (no Sunday operation)



Figure 11: TRE Ridership 2007-202377

Stakeholders also attribute the drop to payment system difficulties, headway constraints related to deferring to freight rail on shared right of way, and the train's reputation as outdated. While survey results show two-thirds of respondents who travel between Dallas and Fort Worth aware of TRE, they cite convenience, accessibility, delays, and safety as reasons for not using it.

One-third of respondents said they were not aware of TRE, demonstrating a marketing and information gap.

TRE is undergoing infrastructure and service upgrades to improve reliability and ridership, including double tracking (roughly \$60M purchased for double track west of Medical Market Station to east of IH-35E Bridge in Dallas County, and between Handley Ederville and Precinct Line in Tarrant County). Trinity Metro and DART are committed to purchasing five new locomotives, costing up to \$66M (committed, underway) with a broader \$180M+ fleet modernization program desired⁷⁸.

Additional desired improvements include station and facility upgrades, and track improvements. Total cost of upgrades, excluding those underway, has been estimated around \$18⁷⁹. With completed upgrades, a proposed express TRE service could reduce Dallas-Fort Worth travel time to 25-30 minutes (roughly in line with HSR) vs. approximately 60 minutes today. A potential extension to Arlington and a connection from the CentrePort station are not included in the \$1B of suggested enhancements.

Ongoing enhancements and worsening traffic may drive additional traveler adoption in coming years. NCTCOG projects TRE ridership to reach approximately 20,000 daily riders by 2045 (approx. 4x prepandemic levels), with most passengers using intermediate stops rather than traveling end-to-end.⁸⁰ It is not clear which improvements this projection includes.

⁷⁷ Trinity Railway Express Ridership by Fiscal Year; American Public Transportation Association

⁷⁸ TRE Advisory Committee Meeting

 ⁷⁹ This amount is a planning-level estimate, more analysis is needed to determine the actual project costs
 ⁸⁰ NCTCOG Phase 1 Travel Demand Methodology & Findings Report; December 2022. Note: approx. 20,000 weekday ridership estimate assumes HSR connection between Dallas and Fort Worth. Projection of 22,000 with HSR. Assumed continued 6-day service offering

Stakeholder Questions Regarding TRE

Is TRE underused today? Would more people take it in the future?

Although the current ridership is significantly less than its pre-COVID peak, TRE ridership could grow if the service is improved.

Asked about travel preferences between Dallas and Fort Worth, survey respondents showed more interest in conventional rail than current TRE ridership suggests, pointing to a gap between demand and usage. Pain points include limited time savings compared with driving, the train's frequent stops, and inconveniences related to shared rail infrastructure. Some respondents mentioned security concerns and a limited schedule (TRE now runs six days a week with no Sunday service).

Some of these issues are expected to be mitigated by planned upgrades or express service. Further, attitudes may change with worsening traffic.

What is the substitutability/complementarity of the TRE and HSR?

TRE and HSR could function as substitute or complementary systems, depending on the traveler and trip purpose.

For end-to-end travelers between Dallas and Fort Worth, HSR would likely offer faster service while TRE would be a lower-cost option with more stops. Survey data suggests that about 50% of TRE's current end-to-end riders may switch to HSR, although these riders account for only 10% of total TRE trips. The survey did not assume a TRE express service, which would reduce the benefit of HSR.

For non-end-to-end travelers, TRE and HSR are more complementary than competitive. TRE, with 10 stops in the corridor, serves local commuters making shorter trips.

Would investing in TRE or HSR provide a better ROI for the City of Dallas?

The economic impact of investing in TRE versus HSR depends on several factors.

Cost is a major consideration. TRE improvements are estimated to be around \$1B, significantly lower than the \$6B estimate for the Dallas-Arlington-Fort Worth HSR extension.⁸¹

TRE, especially with a 30-minute express service, could function as a connector between Fort Worth and Dallas, although long-distance passengers would have to transfer between Union Station and the new Dallas HSR terminal and would therefore not have a one-seat ride to Houston. It would not replace more extensive HSR service that could extend to cities like Austin or San Antonio.

TRE also does not provide as much convenience at the Arlington stop, relative to the proposed HSR configuration, although it could serve as a short-term solution while HSR is developed for the Dallas-Houston corridor.

⁸¹ Trinity Metro Planning-level Estimate; more analysis is needed to determine the actual project costs
7.3. Scenario 2 Incremental Economic Results

7.3.1. Core Impact Estimates

Across both the Western and Eastern alignments, capital expenditures, operating expenditures, induced consumption, and commerce are assumed to be similar. The real estate impacts are significantly different.

7.3.1.1. Capital Expenditures⁸²

From 2029 to 2033, the capex for the Fort Worth to Dallas increment of the Fort Worth to Houston HSR route would generate additional average annual impacts in Dallas County of 6,000 jobs, \$1.5B in economic output⁸³ (\$7.6B total over five years), \$900M in GDP, and \$400M in personal income. These impacts pertain to capital expenditures of \$3B in Dallas County and \$3B in Tarrant County.

These impacts would be fairly steady year-to-year, with spending spread out evenly across the fiveyear period and includes all downstream spending and investment.

7.3.1.2. Operating Expenditures⁸⁴

Either Fort Worth alignment would attach to the existing HSR system and new operating jobs would primarily support extra rolling stock and infrastructure.

Starting in 2034, the HSR opex would generate additional annual average impact in Dallas County of 400 jobs, \$171.9M in economic output, \$91.5M in GDP, and \$33.5M in personal income. This includes 127 new direct jobs in Dallas County.

The top five most affected industry sectors would be rail transportation (jobs with average annual earnings of \$78,000), professional services (\$159,400), administrative services (\$85,500), healthcare (\$93,900), and real estate (\$54,700). Rail transportation jobs are directly associated with opex. Non-rail jobs would be associated with secondary economic activity, including potential population growth.

7.3.1.3. Consumption

Starting in 2034, related new annual consumer spending is estimated at \$62M, with \$21M in Dallas County and the remainder in Tarrant County. This would generate annual average impact in Dallas County of 100 jobs, \$47.5M in economic output, \$26.9M in GDP, and \$14.9M in personal income.

⁸² Recent public statements from NCTCOG and Dallas City Council meetings indicate that the current Capex estimate for an extension to Fort Worth lies "north of \$6 billion." This model adopts \$6 billion as a conservative figure, preserving the Dallas-Houston FEIS-derived proportions of direct, indirect, and systems and rolling stock costs. A 50%-50% capex allocation between Dallas and Tarrant Counties has been assumed based on rough approximation of the mileage split, resulting in \$3 billion capital expenditure attributed to Dallas County (see Section 13 for details)

⁸³ The reported total does not correspond exactly to the reported average due to rounding.

⁸⁴ Opex for an extension to Fort Worth is assumed to scale proportionally to the Dallas-Houston corridor on a per-mile basis, resulting in 193 opex jobs and \$15M in annual earnings. A 67%-33% opex allocation between Dallas and Tarrant Counties has been taken as the weighted average of several assumptions on the split of train operations, infrastructure, and administrative jobs. The result is 127 opex jobs and \$9.9M in annual earnings attributed to Dallas County (see Section 13 for details)

The five most impacted sectors would be parking services (jobs earning \$41,100 annually), accommodation and food services (\$47,400), professional services (\$159,400), real estate (\$54,700), and administrative services (\$85,500). Most of these jobs are either related to the new consumer spending or supported by increased downstream activity.

7.3.1.4. Commerce

Starting in 2034, fewer cars on the road because of the high-speed rail line will smooth commerce in the corridor and thereby lower the transportation-related costs of doing business between Dallas and Houston. The lower costs will make the region more economically competitive and the associated price decreases will spur additional consumer spending. These combined effects are expected to generate annual average impact in Dallas County of 2,300 jobs, \$800M in economic output, \$5M in GDP, and \$4M in personal income.

The five most affected sectors would be finance and insurance (jobs earning \$97,100 annually), manufacturing (\$126,900), healthcare (\$93,900), transportation and warehousing (\$57,500), and retail trade (\$76,900). Three of these are largely related to the production and delivery of goods and bolstered by growing demand for exports from Dallas County. Finance and insurance and healthcare, two of the five largest sectors in the county, would be bolstered by its wider economic gains.

7.3.1.5. Real Estate

HSR to Fort Worth could spur marginal increases in property value and new developments.

The Western alignment would pose disruptions on Trinity Park and Riverfront Boulevard, although these have not been modeled. These disruptions, combined with a relatively smaller growth in Dallas station visits, result in diminished real estate benefits compared to the Dallas-Houston route.⁸⁵ See Section 10 for more details.

The Eastern alignment may cause substantial downtown disruptions, notably a potential \$4.3B loss in construction and \$6B loss in annual operating expenditures in the Reunion district and difficulties for the Hyatt Regency. In 2029-2050, real estate average impact in Dallas County would include 10,500 fewer jobs, \$2.9B in lost economic output, \$1.7B in lost GDP, and \$751M in lost personal income.

7.3.2. Environmental and Social

Environmental

See Scenario 1 in Section 6 for an introduction to environmental impacts.

Emissions:

The extension to Fort Worth via Arlington is projected to reduce annual car trips between Dallas and Fort Worth by about 615,000, and another 200,000 annual trips between Dallas and Houston. This equates to about 62 million fewer miles driven, about 2.8 million less gallons of gasoline used, and a 25,000 ton reduction in CO₂ each year.⁸⁶ This reduction in car trips is 35% lower than the Dallas-

⁸⁵ Report Ridership Survey; Direct Stakeholder Interviews; Third-party Expert Interviews; Other External Literature

⁸⁶ Report Ridership Survey; US Environmental Protection Agency; highlights the midpoint between ridership ranges; only considers car trips between Dallas Metro Area and Houston, and between Dallas, Arlington, and Fort Worth city centers, not all vehicle travel in the broader region (See Section 10: Survey and Ridership Deep Dive for more information); assumes car trips from Dallas Metro Area to Houston are approximately 240 miles

Houston scenario, although the shorter distance between Dallas and Fort Worth (average of 23 miles compared to an average of 240 miles) means an 80% drop in annual emissions. Around 216,000 of affected car trips start or end in Dallas County,⁸⁷ although lower emissions across the region benefit the City of Dallas, given that air quality and climate impacts extend beyond the point of origin.⁸⁸

Noise and Vibration:

Unlike for the Dallas-Houston HSR line, there is no FEIS for the Dallas-Fort Worth corridor, so assessments of noise and vibration remain largely qualitative. The Federal Transit Administration's recommended approach — comparing expected operational noise with existing ambient levels — suggests that incremental impact would likely be minimal. The planned route will largely follow I-30, which generates significant traffic noise, similar to conditions along the Dallas-Houston corridor. In the downtown segment, the Western alignment would occupy dedicated right-of-way alongside the highway, while the Eastern alignment would follow existing right-of-way used by at-grade rail tracks. Neither path would introduce a substantial increase over current noise levels. Trinity Park, which both alignments must traverse before heading west, is one area where a modest increase in noise or vibration could be felt, although no major adverse effects are anticipated.

Construction-phase information is limited without a final plan but building the Dallas-FW route will likely prove more disruptive than Dallas-Houston, given the portion to be built through downtown.

Over the projected four-year construction period, office buildings, hotels, and residences in or near the construction zone could experience notable noise and vibration, particularly with the Eastern alignment. Dallas ordinances restricting construction hours, along with the presence of I-30 and existing rail lines, may mitigate these impacts.

Social

See Scenario 1 in Section 6 for an introduction to social impacts.

Accessibility

The Dallas-FW route is expected to provide incremental mobility benefits for the region:

- Access to Jobs: Extending HSR to Fort Worth would create jobs throughout the project's lifespan and most of the workforce is likely to be local. Improved connections could bring more business and job opportunities, benefiting Dallas residents. Similar to the Dallas-Houston line, mandated hiring initiatives could offer valuable opportunities to lower-income workers, especially those with prior HSR experience. Incremental operations job at Dallas Terminal Station from the Fort Worth extension are expected to be minimal.
- Commute Times: HSR would reduce travel time between downtown Dallas and downtown Fort Worth to an estimated 25 minutes, including an Arlington stop. This compares with 40-60 minutes by car or 60+ minutes on the TRE.⁸⁹ HSR travel time between the cities may take more than 30 minutes if a traveler's origin or destination is not near an HSR stations. Although the exact number of weekly Dallas-Fort Worth commuters is less clear, baseline data

⁸⁷ Report Ridership Survey

long (same as HSR route), that car trips from Dallas to Fort Worth are approximately 22.25 miles long (average between approx. 31 mile route between Dallas and Fort Worth and approx. 15.5 mile route between Arlington and either Dallas or Fort Worth), the average vehicle has a fuel economy of 22.2 miles per gallon of gasoline, and that each gallon of gasoline burned creates 8,887 grams of CO_2

⁸⁸ US Environmental Protection Agency

 $^{^{89}}$ Google Maps, NCTCOG published documentation on HSR $\,$

from 2023 suggests roughly 5 million trips between Dallas and Fort Worth within a 5-mile radius of downtown areas.⁹⁰ Substantially cutting travel time for these frequent travelers could boost productivity and minimize traffic stress.

- **Convenient Access to Education:** Shorter travel times also would improve access to educational institutions within the metro area. In addition, education and training will be integral to constructing and running the system, and station visits may spark student interest in large-scale infrastructure. Discounted pricing for students could help achieve such benefits.
- Access to Healthcare: Unlike the Dallas to Houston corridor, the Dallas to Fort Worth route is short enough that residents might use it to access healthcare, although the TRE is better suited to access the Medical District in Dallas.
- Social Connectivity and Inclusion: Better transit options enable residents to visit friends and family more often, fostering cultural and community ties. An Arlington stop would improve access to popular events at AT&T Stadium or Globe Life Field. It is also likely that any extension would adhere to 49 C.F.R. 37 and 38, as well as ADA standards, ensuring access for people with reduced mobility.
- **Potential Road and Infrastructure Improvements:** Brightline West, in California and Nevada, plans to expedite and fund road improvements as it builds out the rail corridor. The Texas HSR extension along I-35 could do the same by requiring the rail operator to upgrade local infrastructure. This may also apply to local street infrastructure, including power lines, along the route.⁹¹ Fewer car trips overall may also reduce the need for widening the I-35 highway, although the HSR track may also affect road expansion, which could be a negative.⁹²
- Housing and Neighborhood Changes: Beyond potential disruptions in Downtown Dallas, the Fort Worth HSR route may require relocating homes in West Dallas. Further study would be required to recognize and mitigate community impact. New housing development and associated price increases are projected to be more modest than those triggered by the Dallas-Houston route. (see Macro Real Estate section).
- Trinity Park (Harold Simmons Park) Disruption: The western part of Harold Simmons Park will be split by the rail line with either the Western or Eastern alignments. This may disrupt the West Overlook and Trinity Park Conservancy developments, including lower-income housing and schools. The Western alignment may also complicate plans for an East Overlook because it would reduce visual appeal, introduce noise and fragment natural, communal, and social benefits. See Section 10.2, Individual Property Analysis

Public Health and Safety:

• Air Quality Improvements: By removing more than 800,000 annual car trips (about 4% of baseline Dallas-Houston and Metro Dallas car travel), a Fort Worth HSR extension is projected to reduce annual CO₂ emissions by about 25,000 tons (see Emissions Reduction section).⁹³

⁹⁰ Streetlight Data January 2023 - May 2023

⁹¹ Direct Stakeholder Interviews

⁹² Report Ridership Survey; highlights the midpoint between ridership ranges

 $^{^{93}}$ Report Ridership Survey; US Environmental Protection Agency; highlights the midpoint between ridership ranges; only considers car trips between Dallas Metro Area and Houston, and between Dallas, Arlington, and Fort Worth city centers, not all vehicle travel in the broader region (See Section 10: Survey and Ridership Deep Dive for more information); assumes car trips from Dallas Metro Area to Houston are approximately 240 miles long (same as HSR route), that car trips from Dallas to Fort Worth are approximately 22.25 miles long (average between approx. 31 mile route between Dallas and Fort Worth and approx. 15.5 mile route between Arlington and either Dallas or Fort Worth), the average vehicle has a fuel economy of 22.2 miles per gallon of gasoline, and that each gallon of gasoline burned creates 8,887 grams of CO₂

Drops in sulfur dioxide (SO₂), nitrogen oxides (NO_x), particulate matter (PM_{2.5}) and groundlevel ozone (smog) — at least 85 tons combined, equivalent to \$10.6M, which would otherwise have been emitted — would further enhance respiratory health and overall well-being in the area. ⁹⁴ Some parts of West Dallas may experience a decline in air quality during construction.

 Reduced Traffic and Accident Risks: Fewer car trips would reduce roadway congestion and vehicular accidents.⁹⁵ The Fort Worth extension is projected to avert roughly 117 crashes and 52 injuries per year.⁹⁶ These figures cover the whole Dallas Metro area and the Houston route, although a broad decline in congestion and accidents benefits local Dallas drivers and would ease pressure on emergency healthcare services.

Summary: Extending the proposed HSR line to Fort Worth would expand social and community benefits, add a more convenient local commuting option, improve event access, and broaden healthcare choices. Challenges would include disruptions to Trinity Park and West Dallas.



⁹⁴ US Environmental Protection Agency

⁹⁵ Report Ridership Survey; highlights the midpoint between ridership ranges; only considers car trips between Dallas Metro Area and Houston, and between Dallas, Arlington, and Fort Worth city centers, not all vehicle travel in the broader region (See Section 10: Survey and Ridership Deep Dive for more information)
⁹⁶ Report Ridership Survey; Texas Department of Transportation "Texas Motor Vehicle Traffic Crash Facts Calendar Year 2023"; Varghese Summersett "Car Crash Statistics in Texas: 2022 vs. 2023"; assumes car trips from Dallas Metro Area to Houston are approximately 240 miles long (same as HSR route), that car trips from Dallas to Fort Worth are approximately 22.25 miles long (average between approx. 31 mile route between Dallas and Fort Worth and approx. 15.5 mile route between Arlington and either Dallas or Fort Worth); applies ratios of crashes and injuries per miles traveled

8. Scenario 3: Extension to DFW via Love Field

8.1. Summary

Scenario 3 includes adding high-speed rail from Dallas to the airports. Note that these figures are HSR only; DART options would produce different economic impacts.

Table 7 shows the total economic impact of the HSR line.

Table 8 shows the incremental impact relative to Scenario 1, the Dallas-Houston HSR line.

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	36.8	36.8	36.6	35.2	33.5	20.0	22.9	22.5	23.1	24.1	25.3	26.7	27.8	28.9	29.8	30.7	31.5	32.2	32.9	33.4	34.0	34.4
Economic Output	8.8	8.9	8_9	8.7	8.4	5.3	6.1	6.2	6.6	7.0	7.6	8.2	8.8	9.3	9.9	10.4	10_9	114	119	12.3	12.8	13.2
Gross Domestic Product (GDP)	5.0	5.1	5.1	5.0	4.8	3.2	3.7	3.7	3.9	4.2	4.5	4.8	5.1	5.4	5.7	6.0	6.2	6.5	6.7	6.9	7.2	7.4
Personal Income	2_4	2.3	2_4	2.4	2.3	15	2.0	2.2	2.4	2.7	3.0	3.2	3.5	3.7	3.9	4.1	4.3	4.5	4.7	4_9	5.1	5.2
Population	9.0	15.5	20.3	23.5	25.4	24.0	24.7	25.8	27.4	29.2	31.3	33.6	35.7	37.8	39.8	41.6	43.2	44.7	46.0	47.2	48.2	49.2
*Units: Total Employment - Thous	ands og	f Jobs;	Есоно	mic Ou	tput, G	iDP, Pe	rsonal	Incom	e - Billi	ons of	2024	Do lla rs,	; Рори	lation -	Thous	ands a	f Indiv	iduals.				

Table 7: Total Economic Impact - Scenario 3

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	5.8	5.9	5.8	5.6	5.3	0.2	0.0	-0.2	-0.2	-0.1	0.1	0.2	0.4	0.5	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.8
Economic Output	14	14	15	1.4	14	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	05
Gross Domestic Product (GDP)	0.8	0.8	0.8	0.8	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Personal Income	0.4	0.4	0.4	0.4	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Population	1.5	2.5	3.3	3.8	4.1	3.1	2.3	1.6	1.2	0.9	0.7	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7
*Lods: Total Employment - Thous	ands a	f Inhs:	Franci	mic Ou	daud 6	ano pe	www	Incrum	e - Riffi	ans af	2024	Dollars	Prove	lation -	Thrus	nnds n	f Invliv	inlande				

Table 8: Incremental Economic Impact - Scenario 3

Over the 2029-2050 period, the Dallas-Houston HSR route with an extension to the airports would generate average annual increases in Dallas County of 30,000 jobs (1,600 more than Dallas-Houston route alone), \$9.2B in economic output (\$500M more), \$5.3B in GDP (\$300M more), \$3.3B in personal income (\$100M more) and possible population growth of 32,900 (1,500 more).

In the aggregate, these represent increases of about 1% over the baseline forecast. After the capex phase, employment and GDP impacts rise from 0.7% in 2034 to 1.1% in 2050, economic output impact rises from 0.6% in 2034 to 1.1% in 2050, personal income impact rises from 0.5% in 2034 to 1.2% in 2050, and the population impact rises from 0.8% in 2034 to 1.5% in 2050.

The largest and fastest-growing source of post-capex impact is fewer cars on the road and more efficient business-related travel. The second largest long-term impact is significant real estate investment and related residential and commercial activity, Opex jobs and extra consumer spending on station parking and food and lodging in the Metroplex drive relatively more modest impacts.

City Level Estimates:

Over the 2029-2050 period, this HSR route would generate average impact in the City of Dallas of at least 21,200 jobs (800 more than baseline), \$6.3B in economic output (\$300M more), \$3.7B in GDP (\$200M more), \$2.1B in personal income (\$110M more), and 21,300 in population (700 more).

8.2. Scenario 3 Incremental Economic Results

8.2.1. Core Impact Estimates

8.2.1.1. Capital Expenditures⁹⁷

During the capex phase, extending HSR from Dallas to the airports would generate additional average increases in Dallas County of roughly 5,700 jobs, \$1.4B in economic output (\$7.1B⁹⁸ over five years), \$800M in GDP, and \$400M in personal income. This reflects capex spending of about \$3.2B in Dallas County and \$1.1B in Tarrant County.

These impacts would be fairly steady year-to-year, with spending assumed to be spread out evenly across the five-year period. They reflect increased demand throughout the local economy, including secondary spending by contracted firms and labor.

8.2.1.2. Operating Expenditures⁹⁹

Starting in 2034, the HSR opex would generate additional annual average impact in Dallas County of 400 jobs, \$156.3M in economic output, \$82.8M in GDP, and \$28.1M in personal income.

The top five most affected sectors would be rail transportation (\$78,000 average annual income), professional services (\$159,400), administrative services (\$85,500), healthcare (\$93,900), and real estate (\$54,700). Rail transportation jobs are directly associated with opex. Most non-rail jobs would be primarily driven by secondary spending. Healthcare jobs would be supported by increases in personal income and population.

8.2.1.3. Consumption

An HSR line is not likely to produce more airport trips and so no induced consumption is expected.

8.2.1.4. Commerce

Starting in 2034, fewer cars on the road because of the high-speed rail line will smooth commerce in the corridor and thereby lower the transportation-related costs of doing business between Dallas and Houston. The lower costs will make the region more economically competitive and the associated price decreases will spur additional consumer spending. These combined effects are expected to generate average annual gains in the county of 300 jobs, \$200M in economic output, \$100M in GDP, and \$100M in personal income.

The top five most affected sectors would be finance and insurance (\$97,100 average annual income), manufacturing (\$126,900), healthcare (\$93,900), transportation and warehousing (\$57,500), and retail trade (\$76,900). Three of these five sectors are related to production and delivery of goods. Finance and insurance and healthcare would also be bolstered by the widening economy.

⁹⁷ No public Capex estimates are available for the Dallas-DFW Airport connection. This model assumes the route will be HSR and that the cost per mile would be similar to the Fort Worth route. With a preliminary route distance of 22 miles—extending from Cedars to Love Field and on to DFW—the total Capex is estimated at \$4.26 billion. A 75%-25% allocation split between Dallas and Tarrant Counties yields \$3.2 billion attributed to Dallas County (see Section 13 for details)

⁹⁸ The reported total does not correspond exactly to the reported average due to rounding

⁹⁹ Opex for an extension to DFW Airport is assumed to scale proportionally to the Dallas-Houston corridor on a per-mile basis, resulting in 137 opex jobs and \$10.6 million in annual earnings. 90% of opex jobs are expected to be attributed to Dallas County, as nearly the entire track would likely fall within its boundaries. The result is 123 opex jobs and \$9.6 million in annual earnings attributed to Dallas County (see Section 13 for details)

8.2.1.5. Real Estate

The Dallas to DFW airport extension would exert a moderate real estate impact compared to the Dallas-Houston line. Improved airport access may offer a slight gain in property values and spur development, although the effect on Dallas real estate is imprecise because of the lack of a finalized route. Improving DART infrastructure, meanwhile, would likely mean minimal disruption. A new route could significantly affect in-place development in North Dallas.¹⁰⁰ See Section 10 for more details.

8.2.2. Environmental and Social Considerations

Emissions:

An HSR extension to DFW Airport via Love Field is projected to reduce annual car trips from Dallas to the airports by roughly 400,000, representing about 6 million fewer miles driven and roughly 270,000 fewer gallons of gasoline. This translates into a reduction of about 2,400 tons of CO_2 per year, almost all within Dallas County.¹⁰¹

Noise and Vibration:

The route for the Dallas-DFW Airport extension remains unconfirmed, making a detailed noise and vibration assessment difficult. Although no routes are fully evaluated here, this segment may introduce more disturbance than the Dallas-Houston or Dallas-Fort Worth routes. Construction-related disturbances would be subject to Dallas ordinance restrictions. Note that a non-HSR option would alter noise and vibration considerations.

Accessibility

HSR will improve access to the Love Field and DFW airports. Typical drive times now from Downtown Dallas are 10-25 minutes to Love Field, which has no public rail option, and 25-45 minutes to DFW.¹⁰² The DART Orange Line can take more than an hour to DFW.¹⁰³ An HSR line to DFW is expected to take roughly 15 minutes. A non-HSR express alternative would likely take slightly longer.

Shorter travel times would benefit residents, tourists, and business travelers, including easier travel between the airports. Job creation is an added benefit, particularly leveraging HSR expertise gained from other Dallas area routes by the time construction begins. More detailed analysis is needed to assess community and housing impacts after a specific route is chosen.

Public Health and Safety

Respiratory health and overall well-being¹⁰⁴ may be enhanced by emissions reductions related to removing 400,000 annual car trips. This included the projected drop of CO₂ emissions of about 2,400

¹⁰⁰ Third-party Expert Interviews; Other External Literature

¹⁰¹ Report Ridership Survey; US Environmental Protection Agency; assumes that all ridership is captured from car travel for simplicity (See Section 10: Survey and Ridership Deep Dive for more information), that car trips to the Airports are approximately 14.5 miles long (average between approx. 22 mile route between Downtown Dallas and DFW Airport and approx. 7 mile route between Downtown Dallas and Love Field), the average vehicle has a fuel economy of 22.2 miles per gallon of gasoline, and that each gallon of gasoline burned creates 8,887 grams of CO_2

¹⁰² Google Maps

¹⁰³ Google Maps

¹⁰⁴ US Environmental Protection Agency

tons and another eight tons, combined, of sulfur dioxide (SO₂), nitrogen oxides (NO_x), particulate matter (PM₂. $_5$) and ground-level ozone (smog).

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9. Key Considerations

This section presents additional considerations identified by stakeholders as central to shaping their views on the HSR projects. The list is not exhaustive. For clarity, the considerations are organized by scenario.

9.1. Concerning All Scenarios

How will connections from the new Dallas Terminal Station to surrounding destinations affect HSR's economic impact?

The potential of HSR in Dallas would be enhanced by effective connections between Dallas Terminal Station and surrounding destinations. HSR facilitates rapid intercity travel, but seamless access for travelers to the stations, local transit, and major economic hubs — so-called "last mile" connections — are necessary to catalyze the system for local development and reducing traffic congestion.

Key Economic Benefits:

- Increased Ridership & Transit Utilization: Stronger connections to DART, TRE, and key destinations would drive HSR adoption, particularly for the estimated 15% of travelers already inclined to use public transit.¹⁰⁵ Improving these links could also bolster fare revenue.
- Reduced Infrastructure Costs & Land Use Optimization: Enhanced public transit access would minimize the need for parking structures and free up land for higher-value mixed-use developments, commercial real estate, and housing projects.
- Boosted Downtown & Regional Economy: Improved access to major business centers, such as the Convention Center, would foster attendance, visitor spending, and commercial development.
- Job Creation: Construction and long-term maintenance of transit connections would generate employment opportunities, stimulating local economic growth.

Proposed Links & Their Economic Impact:

- Convention Center: A direct link would provide HSR travelers with immediate access to Downtown Dallas and DART service. This would enhance the convention center's attractiveness for major events, increase local business patronage, and align with broader redevelopment goals. The station is currently approximately 2,000 feet from the convention center, requiring an infrastructure solution to facilitate pedestrian movement.¹⁰⁶
- Union Station: Extending connectivity to Union Station would integrate HSR with TRE, Amtrak, and additional DART services. This would be particularly beneficial if there is no HSR route to Fort Worth because TRE could serve as a primary feeder for HSR riders. However, this connection would require a more substantial investment¹⁰⁷ because it is 4,000-5,000 feet from the HSR station.

Infrastructure Investment & Associated Costs:

• Station Elevation: The FEIS design places the new Dallas Terminal Station 73 feet above ground (about seven stories).¹⁰⁸ Any connection would have to match the station's elevation or transfer passengers to a lower level. Existing obstacles, including the I-30 highway, may

¹⁰⁵ Report Ridership Survey

¹⁰⁶ Google measuring tool applied to NCTCOG suggested routes

¹⁰⁷ Google measuring tool applied to NCTCOG suggested routes

¹⁰⁸ Dallas-Houton Final Environmental Impact Statement (FEIS), Appendix F Final Conceptual Engineering Report

favor an above-grade structure, ensuring continuity with station facilities. The convention center's loading docks, which are 31 feet above grade at Memorial Drive and Hotel Street, must factor into overhead design, especially for the Eastern alignment.¹⁰⁹ Models and costs outlined below are preliminary and directional.

Three transit connection models may be considered.

(Structures and costs below are preliminary.)

- Outdoor walkway or park:
 - A pedestrian deck park over I-30 could enhance connectivity while serving as a downtown attraction. Example: Klyde Warren Park



Figure 12: Klyde Warren Park¹¹⁰

- The cost of a large deck park would likely exceed \$100M; a pedestrian bridge would be significantly less expensive.¹¹¹
- While boosting walkability, exposure to extreme weather may limit usability and require partial enclosure.

¹⁰⁹ Direct Stakeholder Interviews

¹¹⁰ "How a Deck Park Can Reunite Downtown Little Rock"

¹¹¹ Preliminary estimate based on Trinity Park; "How a Deck Park Can Reunite Downtown Little Rock"

- Enclosed Walkway:
 - A weather-protected pedestrian corridor, at or above ground, with moving walkways.



Figure 13: Elevated Metro Station Connection in Riyadh, Saudi Arabia¹¹²

- Cost would depend on the scope of infrastructure (size, route, moving walkway) and ability to use existing infrastructure.
- Economic benefit of year-round usability and greater appeal to travelers with luggage or mobility constraints.
- Enclosed Walkway with People Mover:
 - A light rail or automated people mover system could provide a seamless link between HSR, the Convention Center, and possibly Union Station.



Figure 14: People Mover Connection to Union Station Concept Art¹¹³

- While reducing travel time and improving accessibility, it requires significant upfront investment.
- Economic returns may justify costs if ridership and transit demand increase substantially.

¹¹² Image from Ayesa

¹¹³ July 11, 2024 - NCTCOG Regional Transportation Council Workship High-Speed Transportation Dallas-Fort Worth

- Scenario-Based Economic Considerations
 - Scenario 1 Dallas-Houston: Only Trinity Railway Express would serve as the transit connection for Fort Worth travelers to Dallas, reinforcing the need for a seamless Union Station connection.
 - Scenario 2 HSR extension to Fort Worth: Fort Worth-bound riders would have direct access to the HSR station so a Union Station connection would be less important; connection easier with the Eastern alignment.
 - Scenario 3 HSR Extension to Airports: Some convention center connectivity would ensure seamless transitions for air-to-rail travelers.

Conclusion: Balancing Costs & Economic Gains

Establishing connectivity to and from a new Dallas Terminal Station will maximize the economic benefits of HSR for the region. Upfront capital investments in infrastructure must be weighed against the long-term benefits of transit from HSR to local destinations, including more local transit ridership, job creation, and less traffic congestion.

9.2. Concerning Scenario 1 - Dallas-Houston

What impact will the Dallas to Houston HSR have on nearby airports?

The Dallas-Houston HSR route is projected to draw approximately 900,000 airline passengers a year and may decrease the volume of direct flights between the cities.¹¹⁴ Love Field, already operating at capacity, would fill freed slots with other flights and maintain utilization levels.¹¹⁵ DFW, which also faces capacity constraints, serves roughly 4,000 daily travelers on Houston flights (including connecting passengers), which account for less than 2% of its total daily traffic of more than 250,000 passengers.¹¹⁶ DFW would experience less than a 4% decline in daily traffic, a drop that could be replaced by other routes,¹¹⁷ even with an estimated 50-60% of Houston passengers switching to high-speed rail.

Even with passengers switching from air travel to HSR, overall spending in Dallas is expected to shift rather than decline. Instead of airfare, baggage fees, and airport concessions, these travelers may now spend at the Dallas Terminal Station on HSR tickets, food, and parking.

9.3. Concerning Scenario 2 - Extension to Fort Worth via Arlington

How will the HSR impact tourists' decision to stay in Dallas or Arlington?

Some Dallas stakeholders express concern that an HSR link to Fort Worth would encourage visitors to stay in Arlington instead of Dallas. For example, a Houston resident traveling by HSR for a Cowboys-Texans game might take the train directly to Arlington and stay there. Similarly, a business traveler attending an event at the Kay Bailey Hutchison Convention Center could opt for an Arlington hotel and commute via HSR.

Visitors already have incentives to consider Arlington, including lower hotel rates and proximity to event venues. An HSR connection could shift this advantage by significantly reducing travel time for tourists staying in downtown Dallas.

¹¹⁴ Report Ridership Survey; expected to capture approx. 900,000 airplane trips with and without the extension to Fort Worth

¹¹⁵ Direct Stakeholder Interviews

¹¹⁶ DFW Airport Estimates

¹¹⁷ Report Ridership Survey

The extent to which HSR might move some tourism from Dallas to Arlington remains uncertain. However, given Dallas's existing infrastructure and attractions, it is unlikely that HSR alone would cause a significant shift.

Does an HSR connection to Fort Worth improve Dallas's ability to host larger events at the convention center?

Assessing Kay Bailey Hutchison Convention Center bids for large expos is not a primary objective of this study. However, expanded hotel access throughout the DFW Metro could bolster the center's competitiveness and support the city's broader economic development goals. Dallas offers more than 35,000 hotel rooms, with more than 10,000 in the downtown core.¹¹⁸ Other U.S. convention cities exceed Dallas's current capacity. Chicago, which hosts about 200 trade shows a year, has 130,000 rooms, and had 90+ properties contracted for the 2022 International Manufacturing Technology Show (IMTS) to accommodate more than 86,000 attendees.¹¹⁹ Las Vegas, where the 2024 Consumer Electronics Show (CES) had more than 139,000 participants, has more than 150,000 rooms.¹²⁰

Fort Worth provides about 12,000 rooms and Arlington offers an estimated 6,000.¹²¹ With HSR, Dallas events could draw on rooms 20 to 30 minutes away by rail. Fort Worth and Arlington, both with convention centers, also could tap Dallas's larger hotel inventory. Arlington's convention center may benefit the most, given that its adjacent to the city's proposed station and would gain quick access (10-15 minutes by HSR) to both Fort Worth and Dallas hotels. Notably, Dallas(city) leads new hotel construction in the U.S. now, with 204 projects slated to add over 23,000 rooms well before any HSR service would become operational.¹²²

Would one city benefit more from an HSR connection between Fort Worth and Dallas, or would the benefit be mutual?

Connecting Dallas to Fort Worth via high-speed rail would further integrate labor markets by cutting the commute to less than 30 minutes. This would open up job opportunities across the region and give employers access to more talent.

Since Dallas is the larger regional economy, most of these benefits may accrue to Dallas. Still, a quicker commute would give Fort Worth workers easier access to the larger economy of Dallas. Second, the rail line may encourage Dallas workers to move to Fort Worth to capitalize on its lower cost of living (11.4% overall; 24.3% lower rent.), encouraging more spending in Fort Worth.¹²³

This shift occurred in Florida after the Brightline Florida rail line opened, with Miami workers moving to the West Palm Beach station area for cheaper housing.

Though the TRE could generate similar benefits, this would require substantial upgrades and marketing, particularly considering its limited commuter ridership today.

Practically, HSR's benefits depend on cross-metro cooperation from relevant authorities; the speed and extent to which modal substitution occurs; broader regional economic trends; and demographic

¹²⁰ "How Many Hotel Rooms in Las Vegas 2025?"; "CES by the Numbers"

¹¹⁸ Visit Dallas Stats & Facts

¹¹⁹ "20 Largest Trade Show Convention Centers in the US"; "How many hotel rooms are in Chicago: Exploring the Hospitality Landscape of the Windy City"

¹²¹ Visit Fort Worth, Meetings and Conventions Arlington Key Features

¹²² "U.S. Hotel Construction Skyrockets, Dallas Leads with Over 200 Projects"

¹²³ Cost of Living Comparison Between Dallas, TX and Fort Worth, TX

dynamics. These advantages may be substantial, based on detailed economic modeling and the intuitive notion that HSR represents a substantial addition to transport in North Texas.

In sum, Dallas may benefit more in aggregate volume, and Fort Worth could gain more in relative terms.

How do additional connected routes beyond Fort Worth alter the extension's impact on Dallas?

Connecting Dallas to Fort Worth via HSR could lay the foundation for a broader network in Texas and other parts of the country. While a detailed analysis is beyond this study's scope, extensions may include routes to Austin, San Antonio, and Laredo that are supported by a Transportation Study completed in early 2020.¹²⁴

A proposed "T-Bone" project would extend from Bryan-College Station (a stop on the Dallas-Houston route) through Austin, San Antonio, and Laredo. The Dallas-Fort Worth extension would not be required but would alleviate congestion near Dallas Terminal Station.¹²⁵

There is also discussion of expanding north toward Oklahoma City, potentially via Fort Worth, a route some stakeholders view as less disruptive for Dallas than adding track directly through the city.¹²⁶ A HSR extension to DFW Airport would establish a route through North Dallas.



Figure 15: Potential HSR Routes to Laredo¹²⁷

For Dallas, expansion could generate significant economic benefits with minimal additional local construction. A statewide HSR network, like Japan's Shinkansen, would unify major urban centers, drive economic integration and expansion, population growth, tourism, local spending, and real estate appreciation across Texas and beyond.

¹²⁴ NCTCOG "FW to Laredo High-Speed Transportation Study"

¹²⁵ NCTCOG input

¹²⁶ Texas Oklahoma Passenger Rail Study (TOPRS) 2017; Direct Stakeholder Interviews

¹²⁷ July 11, 2024 - NCTCOG Regional Transportation Council Workship High-Speed Transportation Dallas-Fort Worth

As a geographic and logistical hub, particularly with a northern extension, Dallas would strengthen its role as a business and tourism anchor. ¹²⁸

The city may benefit from incremental ridership and commerce without the expenses of the initial build, with increases in GDP, employment, city revenue, and trade flows. While out-of-area extensions may create fewer direct construction jobs for Dallas, the city's HSR workforce would be well-positioned to help. Manufacturing jobs may also move to the DFW area.

The broader network is unlikely to materialize soon, and feasibility remains uncertain. Still, building in phases and measured timing would allow Dallas to evaluate new data on ridership, economics, and engineering to ensure that expansion aligns with strategic objectives and resource constraints.

What are the implications of a one-seat ride compared to a system with transfers? What if the systems were managed by separate operators?

A 'one-ticket' ride, where passengers travel without having to buy multiple tickets or navigate separate fare structures, is assumed in every scenario.

A 'one-seat' ride, where passengers sit in the same seat from Fort Worth to Houston, is somewhat more complicated. Separate operating systems for the Dallas-Houston and Metro Dallas routes may increase travel time, wait times, and reduce convenience — all factors that could discourage some riders — although easy cross-platform transfers, minimal layovers and integrated ticketing could mitigate losses. Tickets may be sold as a single purchase, similar to other "one-stop" tickets, even if a seat transfer is required.

In the survey, a one-seat ride was modeled for simplicity.

What are the considerations if Arlington station is not built?

If an Arlington station is not included, ridership is not expected to decline significantly because most travelers are expected to board in Dallas or Fort Worth. Still, Arlington passengers would have to commute to either station and no Arlington stop may mean fewer intra-regional trips and less spending within the network. Some or most of those economic benefits may shift to Dallas and Fort Worth.

9.4. Concerning Scenario 3 - Extension to DFW Airport via Love Field

How do people access the airport today?

Nearly all travelers now access DFW and Love Field airports by car, including personal vehicles, taxis, and rideshare services, according to interviews and surveys. When respondents selected more than one option, a large majority chose personal vehicle and rideshare.

Survey results suggest modest satisfaction with existing options and limited immediate demand for alternative transit. However, amid anticipated worsening traffic congestion and higher costs of vehicles, rideshare, and parking, traveler satisfaction may decline.

Who is the target customer for the airport extension?

The airport extension is designed for travelers needing a direct connection between Dallas and the Love Field or DFW airports. Dallas area locals with convenient station access may use a new rail system. Parking costs may also influence ridership.

¹²⁸ High Speed Rail Alliance, "The Shinkansen: How high-speed rail transformed a nation"

The primary passenger base is likely business travelers and visitors looking for a direct link to downtown hotels, conference locales, and business districts. While some passengers traveling between Houston and Dallas-area airports might opt for the train instead of flying, they will not be a significant share of ridership.

Does the airport extension need to be HSR? What station considerations exist?

The need for HSR to the airports depends on the extent of the service area. If the primary goal is connecting the airports to Downtown Dallas, an improved express train with limited stops may be a cost-effective alternative. But an HSR extension to other cities would be beneficial for seamless connectivity. International examples highlight viable approaches: In Tokyo, an express train links the airport to a downtown HSR hub; in Rome, HSR from the airport connects to more regional options.

An HSR airport extension must be integrated with Dallas Terminal Station and the Houston corridor. A DART option could connect at Union Station or Victory Station, which already offer TRE access. Union Station could link passengers to Dallas Terminal Station. Victory Station, on the DART Orange Line, already serves DFW and includes ample parking.

What impact would the airport extension have on DFW and Love Field Airports?

The airports favor an extension offering travelers a faster, more direct connection to downtown.

Currently, less than 1% of DFW travelers use DART to reach the DFW airport, partly because the rail travel to downtown can take roughly an hour. A rail service that competes with car travel times would attract riders and ease vehicular congestion.

DFW's immediate focus involves consolidating its terminal layout to create a more compact, centralized environment. An HSR or similar rail line would support this agenda by funneling travelers into a single node for arrivals and departures, reinforcing the airport's traffic consolidation efforts.¹²⁹ Although DFW is jointly owned by Dallas and Fort Worth, airport improvements need not offer equal benefits to both cities to start a project. Indirect advantages to Fort Worth, including less traffic, would likely secure the airport's cooperation.

Love Field lacks a direct rail transit option now. The HSR extension would deliver more modest time savings compared to DFW, though it would help travelers avoid driving or rideshare services.¹³⁰

¹²⁹ Direct Stakeholder Interviews

¹³⁰ Direct Stakeholder Interviews

10. Dallas Real Estate Detailed Analysis

This analysis addresses the impact of HSR on real estate in Dallas at a macro level. It focuses on property values, development, property taxes, and gentrification. Assume all developments are built from 2029 to 2033 and operational in 2034 alongside HSR. All real estate figures are expressed in 2024 nominal dollars.

10.1. Macro Real Estate Impact

An HSR system would influence Dallas real estate at the station site and along the railway line.

The HSR station would increase property values and development in the surrounding area in three ways. First, HSR would simplify travel and make properties within walking distance of the station more desirable for both residential and commercial use. Second, passenger traffic would generate spending and activity that further real estate premiums and investment, with more expected impact on retail and hotel properties than office or residential properties.¹³¹ Third, the station and new development around it, offering desirable amenities and attractions, may create a positive feedback loop, including foot traffic key to the long-term success of transit-oriented development (TOD).¹³²

The railway line may impose some negative externalities, including noise and vibration during construction and operation, impairments that diminish views and light, and disruption when land parcels are divided or require demolition. Although construction-related impacts are temporary, they may lower surrounding property values until the project is completed.

Overall, an HSR system is likely to increase property values and development opportunities in the City of Dallas.

For the Dallas-Houston corridor, existing property values are expected to increase by approximately 6%, and development around the station may total \$6B or more.¹³³ This route, which includes the Dallas Terminal station and will draw the most incremental riders, provides the biggest impact on real estate by stimulating the most demand for both housing and commercial activities.

By contrast, the Dallas-Fort Worth extension is expected to offer less of a bump, given existing transit solutions and potentially greater development disruptions. The Fort Worth extension's real estate benefit may grow with added connections to Austin, San Antonio, and national destinations.

The Dallas-DFW Airport segment may have a moderate impact on real estate, though this is difficult to assess given limited information. New rail infrastructure construction would disrupt North Dallas, compared with leveraging existing DART options.

Gains are expected to cluster within a one-mile radius of the Dallas Terminal Station, affecting Downtown Dallas and particularly the Cedars neighborhood, where fewer properties may translate to steeper increases in value. Net benefits will hinge on city planning and station connectivity. Negative

¹³¹ Third-party Expert Interviews

¹³² Dallas-Houston Final Environmental Impact Statement (FEIS), Section 3.14 - Socioeconomics and Community Facilities, "Permanent Impacts: Property Premiums; Zhonghua Huang & Zuejen Dub "How does high-speed rail affect land value? Evidence from China;" David A. Hensher, Zheng Li, and Corinne Mulley, "The impact of highspeed rail on land and property values: A review of market monitoring evidence from eight countries;" Weihang Gong & Victor Jing Li "The territorial impact of high-speed rail on urban land development;" Third-party Expert Interviews

¹³³ See Property Value and Individual Property Analysis Sections

impacts, including noise and visual intrusion, may disproportionately affect South Dallas, West Dallas, and portions of downtown, depending on the final rail alignment.

As property values rise and new development emerges, tax revenue for the City of Dallas, Dallas County, the Dallas Independent School District, and other local bodies will increase. For Dallas-Houston, annual tax revenue may rise by \$125M or more.¹³⁴

Higher housing costs may accelerate gentrification in places like Cedars, which is historically home to low-income populations. With proactive zoning policies and by engaging stakeholders early, Dallas can balance HSR's benefits — access, growth, and higher tax revenue —with strategies addressing displacement and housing affordability.

Property Values

High-speed rail between Dallas and other cities is expected to drive up property values near the new Dallas Terminal Station. For the Dallas-Houston route, property values within a half mile of the station are projected to increase by 6% (\$136 million) once operational.¹³⁵. The FEIS projects a 4-8% increase within a quarter mile of the station and a 2-4% increase between a quarter mile and half-mile radius.¹³⁶ These estimates are conservative and rely on literature documenting the effects of traditional mass transit. HSR would deliver faster travel, more riders, and less noise or vibration externalities, so the upper range estimates of 8% for a quarter-mile radius and 4% for a quarter-to-half mile radius may be anticipated.

Other U.S. transit projects suggest that property value gains might exceed these projections.

A joint study by the American Public Transportation Association and the National Association of Realtors indicates "transit premiums" ranging from a few percent to more than 150%, depending on regulations, regional connections, economic conditions, density of nearby developments and other factors.¹³⁷ South Florida's Brightline, which runs at slower speeds than HSR, shows property value effects beyond a half mile. Residential properties within a mile of Brightline stations rose 9% more than those outside the boundary between 2012 (when the project was announced) and 2022.¹³⁸ In Miami, home values in the station's ZIP Code rose twice as much between 2018 and 2023 and as the citywide average. Some commercial property values in the area reportedly rose more than 100%.¹³⁹

Dallas areas that may see higher gains include Cedars, where relatively low existing property values could experience a larger proportional boost. Other parts of downtown Dallas, already with high-value properties, may show more moderate percentage increases.

Premiums may accrue before construction starts. South Florida saw a 13.4% price premium for homes within a mile of future Brightline stations following its 2012 announcement and this leveled out at a 9% net gain once service launched and 13% decline during construction.¹⁴⁰ In Dallas, Districts 8, 4, 7,

¹³⁴ See Property Tax Revenues Section

¹³⁵ Dallas County Appraisal Department (DCAD) 2019 Annual Report; 2024 Annual Report. The market value of all properties within the city of Dallas increased 59% from 2019 to 2024 and was used to scale FEIS figures to present value

¹³⁶ Dallas-Houston Final Environmental Impact Statement (FEIS) Table 3.14-22; indexed to 2024

¹³⁷ National Association of Realtors "Public Transportation Boosts Property Values"

¹³⁸ Fernando Mattar, "Now Boarding;" Cities included in the study: Miami, Aventura, Fort Lauderdale, Boca Raton, and West Palm Beach

¹³⁹ Wall Street Journal: Fernando Mattar, "Now Boarding," Smaller sample size of commercial properties; New York Post, exact boundaries or reference points for the property value uplift percentages included are unknown ¹⁴⁰ Fernando Mattar, "Now Boarding"

and 2 could face short-term, construction-driven dips along the rail line in South Dallas. Neighborhoods nearer the station are likely to see a net positive uplift after operations commence.



Figure 16: District Map of Dallas¹⁴¹

Extending HSR to Fort Worth via Arlington or DFW Airport via Love Field would likely yield smaller increases in property value because of existing transit and a relatively modest anticipated increase in station visits. Exact figures have not been estimated due to a lack of comparable case studies.¹⁴²

Development

High-speed rail between Dallas and other cities should spark substantial development around the Dallas Terminal Station, including at least 10M-15M square feet related to key properties analyzed in Section 10.2. This section focuses on macro development impacts.

Real estate development produces a range of benefits for Dallas, including more property tax revenue, which is the city's largest income source. Developers and tenants may also contribute sales and occupancy taxes. Moreover, each building's function, including housing, healthcare, or commercial services, adds its own value. Construction creates temporary jobs; completed projects generate operational roles that stimulate indirect and induced employment throughout the economy. Hotel and residential developments create jobs, while retail and office buildings are more likely to relocate existing jobs.

¹⁴¹ City of Dallas Website

¹⁴² Third-part Expert Interviews

The new Dallas Terminal Station is expected to be the primary development catalyst.¹⁴³ and serve as a focal point for mixed-use projects. (As determined by Brightline projects, stations are a primary draw for surrounding transit-oriented development.¹⁴⁴)

The Dallas-Fort Worth and Dallas-DFW airport extensions may contribute more modest growth and negative externalities. Any Fort Worth alignment would cut through downtown land, limiting build-out potential or interrupting development opportunities along I-35. At the same time, this option could reduce parking demand by 10-20% and free up land for higher-value developments.¹⁴⁵

Given current underused land in Cedars, the Dallas Terminal Station could have a relatively significant impact on neighborhood growth. In addition to the planned 7M-11M square foot Matthews' development, new projects near the station would help revitalize the area. The extent of South Dallas development into Districts 7 and 4 will depend on HSR success and stronger local transit connections, which may include DART, TRE, or streetcars. Further, the combination of major Downtown Dallas initiatives, including the \$3.7 billion "Master Plan" renovation of the convention center, Reunion Development, Goldman Sachs campus relocation, and HSR, could spur more development activity.

Miami's Central Station, part of the Brightline project in Florida, demonstrates how a significant rail project can spark real estate growth. Like Cedars, the area around Miami Central was underdeveloped, with vacant lots and warehouses. Brightline's plan of about one million square feet for the station and its surroundings was followed by about 20,000 residential units within a mile of the station since its 2013 announcement.¹⁴⁶ The station area now hosts two major office towers (330,000 square feet) that sold for \$230M, an 816-unit multifamily property that sold for \$450M, and the newly announced First & Fifth luxury tower with 700,000 square feet and 500 residential units,¹⁴⁷ Miami World Center, a \$6B mixed-use development that is a six-minute walk from the station opened in 2019.¹⁴⁸ The station is also a regional attraction, with tenants including Starbucks, Chick-fil-A and Powerhouse Gym, and office space.¹⁴⁹ Greater Downtown Miami, meanwhile, once considered underused, now surpasses the Brickell neighborhood with more than 10 million square feet of office development.¹⁵⁰

Brightline also reveals how rail segments influence development. Along its long-haul Miami-Orlando corridor, Brightline spurred office, hotel, hospitality, and experiential projects to accommodate business travelers. On the shorter Miami to Aventura/Fort Lauderdale/Boca Raton/West Palm Beach routes, residential developments serving daily commuters are more common.¹⁵¹

¹⁴⁶ Third-party Expert Interviews

¹⁴³ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.14-25; indexed to 2024. Note that the Dallas Train Maintenance Facility (TMF) will also result in \$636M of property value, although is likely to be publicly owned and non-taxable. It is impact on surrounding development is also minimal relative to the station ¹⁴⁴ Third-party Expert Interviews

¹⁴⁵ Report Ridership Survey; Dallas-Houston Final Environmental Impact Statement (FEIS), Appendix J, Final Conceptual Engineering Report Table 14: Vehicle Generated by Access/Egress Mode, Dallas - provides estimates on ground transportation vehicles generated by passenger activity during the peak hour, as well as passengers per vehicles. Assumptions were adjusted for DFW Metro travelers

¹⁴⁷ Fernando Mattar, "Now Boarding;" "Brightline's New Orlando Route Signals Florida's Potential Transit Future;" "Oak Row Equities Wins Unanimous Approval from Urban Development Review Board for First & Fifth, a Luxury Multifamily Tower Designed by ODP Architects"

¹⁴⁸ Miami World Center Website

¹⁴⁹ "Brightline Welcomes Tri-Rail to MiamiCentral"

¹⁵⁰ Third-party Expert Interviews

¹⁵¹ *Ibid*.

Another promising case of transit-oriented development (TOD) is in Charlotte, North Carolina, where the Charlotte Area Transit System (CATS) operates bus, light-rail, and streetcar services.¹⁵² Despite challenges with bus ridership and the Gold Line streetcar, the city has recorded significant transit-oriented development (TOD) near stations. Since 2005, 279 TOD projects within one mile of a station have totaled around \$6.2B in capital expenditures and 18 million square feet of development, including 24,000 residential units.¹⁵³ Including proposed projects those under construction, investments increase to \$11B and 30 million square feet.¹⁵⁴ While this example involves bus and light rail rather than HSR, it reinforces the potential of proactive, station-focused development policies to generate significant economic activity when new transit services are introduced.

In September 2024, the Dallas City Council adopted Forward Dallas 2.0, a long-term land-use plan to guide the city's growth over the coming decades. One central theme is "Transit-Oriented Development + Connectivity," which focuses on 25,800 city acres within a half mile of DART stations. Of these, 33% are currently zoned for low-density residential use, 13% are vacant, and 10% are owned by the city – highlighting a prime opportunity for well-coordinated development.¹⁵⁵ To maximize HSR benefits, particularly in South Dallas and Cedars, a similar transit-oriented development strategy should be envisioned around the new station. This could dovetail with Forward Dallas 2.0 and ensure that zoning, urban design, and public infrastructure support land use and connectivity. A detailed Geographical Information Systems (GIS) analysis would help identify the maximum land suitable for redevelopment within a one-mile radius of the station, clarify best-case scenarios and inform a robust plan. A forward-thinking approach—comparable to the convention center "master plan"—would optimize the potential of HSR and minimize disruption to existing neighborhoods.



CITY OF DALLAS - DRAFT FUTURE PLACETYPE MAP #7 - 7/31/24

Figure 17: Forward Dallas 2.0 Future Place Type Map¹⁵⁶

¹⁵² CATS Website

¹⁵³ City of Charlotte Transit Station Development Projects

¹⁵⁴ City of Charlotte Transit Station Development Projects

¹⁵⁵ Forward Dallas 2.0 Comprehensive Land Use Plan Final September 2024

¹⁵⁶ Forward Dallas 2.0 Comprehensive Land Use Plan Final September 2024

Property Tax Revenue

One benefit of HSR to the City of Dallas is its impact on property tax revenue. Figure 18 highlights the 2022 distribution of taxable value per acre throughout Dallas County, where Uptown and Downtown Dallas appear as purple peaks and broad swaths of South Dallas remain comparatively lower-value green areas.¹⁵⁷ By promoting development downtown and new growth in lower-valued neighborhoods, HSR can help grow these purple peaks and lift the wider tax base.



Figure 18: Dallas County Taxable Value Per Acre 2022¹⁵⁸

The Dallas-Houston HSR line is estimated to generate roughly \$125M of incremental annual property tax revenue, including premiums on existing properties and development of the Dallas Terminal Station and the Matthews-owned land (see Section 10.2: Individual Property Analysis).¹⁵⁹ This figure may understate the real tax revenue potential because it excludes more transit-oriented developments. Extensions to Fort Worth and DFW Airport would yield smaller gains.

The City of Dallas may also convert some tax-exempt land —-which is now 31% within city limits compared to 24% at the county level — to private ownership or taxable use.¹⁶⁰ About 56% of real estate in the western area of downtown belongs to government entities.¹⁶¹ As HSR spurs property growth and more redevelopment, policymakers could relocate non-taxable facilities and sell downtown parcels to bolster, tax revenues. The feasibility and significance of such transitions would depend on each property's specific functions and constraints, but aligning station site planning with land-use optimization would leverage HSR's potential for fiscal gains.

 ¹⁵⁷ Urban3 "Economics of Land Use in Dallas County"
 ¹⁵⁸ Ibid.

¹⁵⁹ City of Dallas Economic Development Website; City of Dallas, Dallas County, Dallas Independent School District, Dallas College, and Parkland Hospital taxes are all included. Does not account for any tax incentives the city may offer to developers

¹⁶⁰ Urban3 "Economics of Land Use in Dallas County"

¹⁶¹ Data from Charter Holdings; West downtown defined as north of the Convention Center, east of Hotel St., south of Pacific Ave., and west of Griffin Street





Figure 19: City of Dallas Taxable vs. Exempt Land¹⁶²

The City's Land Value Capture (LVC) policies may affect how property taxes are allocated. According to NCTCOG, LVC involves government funding tools, which are permitted under the Texas local government code, to leverage rising property values, real estate opportunities tied to transportation, and other benefits arising from new transportation facilities to fund infrastructure improvements.¹⁶³ Tax Increment Financing Zones (TIFZs), for instance, capture incremental growth in property tax revenues within a designated zone and reinvest some revenue into redevelopment. The City of Dallas has a "TOD" TIFZ that includes the Dallas Terminal Station site and surrounding Matthews development, which means some tax revenue from the station and Cedars projects must be reinvested locally rather than flow into the city's general fund.¹⁶⁴

Dallas employs a Public Improvement District (PID) program, where property owners pay assessments to finance district goals and needs. One PID covers Downtown Dallas, while the "South Side PID" includes much of the station area and Cedars land.¹⁶⁵ Unlike a TIFZ, which redirects existing tax growth, PIDs generate new revenue for improvements, providing a net new benefit.

¹⁶² Urban3 "Economics of Land Use in Dallas County"

¹⁶³ NCTCOG North Texas Value Capture for Transportation Report

¹⁶⁴ City of Dallas Economic Development Website

¹⁶⁵ City of Dallas Economic Development Website

Gentrification

Dallas-Houston HSR may affect housing prices across Dallas County, spurred by population growth and rising incomes. From 2029 to 2050, housing prices could rise by an annual average of 0.81%, increasing steadily from 0.39% in 2029 to 1.15% in 2050. (Table 9)

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Housing Price	0.39%	0.47%	0.54%	0.58%	0.59%	0.52%	0.60%	0.64%	0.69%	0.75%	0.80%	0.85%	0.90%	0.94%	0.98%	1.01%	1.05%	1.07%	1.10%	1.12%	1.13%	1.15%
*Units: Relative Housing Price - Pe	væntag	e .																				

Table 9: Housing price changes 2029-2050

Gentrification near the station may increase housing demand and prices, and the City of Dallas could take strategic measures to help mitigate negative impacts. During planning, for instance, the city may collaborate with non-profit organizations to address potential displacement. Long-term urban planning initiatives such as Forward Dallas support equitable development. HSR may also have an anti-displacement effect by promoting housing supply that keeps costs in check. Large projects, including those by Matthews and Hunt, may help offset rising demand and ensure balanced growth.

10.2. Individual Property Analysis

To understand how HSR could affect Dallas, several Downtown and Cedars properties have been identified for further analysis. These sites were highlighted by city stakeholders as significant or relevant to HSR. This is not an exhaustive list of impacted sites.



Figure 20: Map of Key Properties¹⁶⁶

- 1) Kay Bailey Hutchison Convention Center Dallas
- 2) Reunion Development
- 3) Hyatt Regency
- 4) Union Station
- 5) Dallas HSR Terminal Station

¹⁶⁶ United States Geological Survey (USGS) Earth Explorer

6) Matthews Cedars Development

- 7) Dallas Trainset Maintenance Facility (TMF)¹⁶⁷
- 8) Trinity Park (Harold Simmons Park)

9) Lew Sterrett Justice Center

			Incre	mental Sq. Ft. Develo	oped Compared to "No	o HSR"
Development	Туре	Sq. Ft. Developed (No HSR)	Dallas—Houston	Fort Worth Extension via Arl. (East Align.)	Fort Worth Extension via Arl. (West Align.)	DFW Airport Extension via DAL
Dallas Terminal Station	CommercialIndustrialParking	No Build	Commercial:~0.1M Operations:~0.3M Parking:~2.5M	Commercial:~0.1M+ Operations:~0.3M+ Parking:~2.5M	Commercial:~0.1M+ Operations:~0.3M+ Parking:~2.5M	Commercial:~0.1M+ Operations:~0.3M+ Parking:~2.5M
Vallas Train Maintenance Facility (TMF)	• Industrial	No Build	~4-5M	~4-5M+	~4-5M+	~4-5M+
edars evelopment Matthews)	 Mixed-Use (Residential, 	~1-2M (Only Resi.)	~6-10M	~6-10M+	~6-10M+	~6-10M+
eunion Development Hunt)	Retail, Leisure)	, ~5M	0	(~5M) No Build	0	0
ncremental Squar	e Feet Developed		~15M	~10M	~15M+	~15M+
ncremental Prope	erty Value		~\$6B	~\$2B	~\$6B+	~\$6B+
ncremental Tax In	npact of Taxable P	roperties	~\$125M	~\$25M	~\$125M+	~\$125M+

Figure 21: HSR Square Footage Developed by Key Property¹⁶⁸

The Dallas-Houston HSR line would spur property development, enhance incremental projects, and value for others, and cause limited or no negative impacts. This route is the impetus for the development of Dallas Terminal Station and would induce investment in Cedars. Projects like Reunion Development and Trinity Park Conservancy would proceed as planned. Union Station may attract greater passenger traffic, assuming it is seamlessly connected to the new terminal.

The Dallas-Fort Worth HSR extension presents a more mixed outlook, depending on its route through Dallas, The Eastern alignment may halt Reunion's development and affect the nearby Hyatt¹⁶⁹ and result in losses estimated at \$4.3B in construction and \$6B in annual operating expenditures. The Western alignment may hinder Trinity Park's planned revitalization (specifically the planned East Outlook). The impact on the convention center's competitiveness and logistics is less certain.

The Dallas-DFW Airport extension's effects also are difficult to predict. If it passes through downtown, it may echo the mixed impacts of the Fort Worth extension. Added convenience for regional air travelers and visitors to Dallas would be a clear advantage.

¹⁶⁷ Dallas-Houston Final Environmental Impact Statement (FEIS); Dallas Trainset Maintenance Facility (TMF) would be located off-map, north of IH-20, approx. 7.5 miles from the Dallas Terminal Station ¹⁶⁸ Dallas-Houston Final Environmental Impact Statement (FEIS); "A fight for the future of transportation pits an investor against north Texas planners"; Hunt Realty Investments estimates; Matthews Southwest estimates; assumes Reunion and Matthews Development will have a similar real estate type splits; property value assumed to be equivalent to investment capex given limited information; Property tax rates taken from City of Dallas Economic Development Website; City of Dallas, Dallas County, Dallas Independent School District, Dallas College, and Parkland Hospital taxes are all included; Does not account for any tax incentives the city may offer to developers; Dallas TMF property value is included in "Incremental Property Value" total but is assumed to not be taxable and therefore not factored into "incremental Tax Impact"

Kay Bailey Hutchison Convention Center Dallas

Property Overview:

•

Owner	City of Dallas (Managed by Oak View Group)
Square Footage	2.5M
Development Capex	\$3.7B
Description	Largest Convention Center in the MSA; attracts more than one million annual visitors.
Planned Development	In 2021, the City of Dallas initiated a "Master Plan" to expand the Kay Bailey Hutchison Convention Center Dallas, aiming to spur economic growth in the surrounding downtown area. Approved by voters in 2022, the \$3.7B renovation and expansion project includes 800,000 square feet of new exhibit space, an all-new walkable entertainment district, and a multi-modal station center with connections to public transit. Inspire Dallas, a team of 28 subcontractors led by Matthews Southwest, Kaizen Development, and Azteca Enterprises, will project manage the first component of this development.

Figure 22: New Kay Bailey Hutchison Convention Center Concept Art¹⁷⁰

MI

¹⁷⁰ Dallas Morning News

- **No HSR:** Physical renovations likely proceed as planned but new economic activity tied to the rail project is not realized.
- **Dallas-Houston:** Renovations continue as planned and the convenient, high-speed connection with Houston enhances the center's business.
- **Dallas-Fort Worth Western Alignment:** Renovations move forward. The link to Fort Worth and Arlington benefits event logistics with added hotel capacity, though those cities might compete with Dallas for convention visitors. The extension may disrupt the convention center's Lot E, limiting development there.
- Dallas-Fort Worth Eastern Alignment: Renovations still move forward. The link to Fort Worth and Arlington could benefit event logistics with added hotel capacity, though those cities might compete with Dallas for convention visitors. The extension may disrupt the convention center's Lot E, limiting developments there. Potential cancelation of the Reunion development and effects on the Hyatt Regency may be problematic given the renovated convention center will need roughly 6,000 nearby rooms but has only the 1,000-room Omni Dallas available.¹⁷¹
- **Dallas-DFW Airport:** Renovations continue as planned, with improved connections to Love Field and DFW boosting the center's appeal by simplifying air travel transfers and potentially spurring additional development.

Property Takeaway:

The Kay Bailey Hutchison Convention Center will benefit from a high-speed rail system because of increased accessibility and surrounding development. A strong connection between Dallas Terminal Station and the center is crucial to maximizing these advantages.

Reunion Development

Property Overview:

Owner	Hunt Realty Investments
Square Footage	approx. 5M (18 acres)
Estimated Development Capex	\$4.3B (\$6B annual ongoing operating expenditures)
Description	Large assemblage of undeveloped land in the downtown area adjacent to the Convention Center.
Planned Development	Multi-use plan (residential, office, hotel, retail) to create a full district supporting the Convention Center.

¹⁷¹ Direct Stakeholder Interviews



Figure 23: Reunion Development Concept Art¹⁷²

- No HSR: Development proceeds as planned.
- **Dallas-Houston:** Development proceeds as planned, with potential property value increases due to proximity to the station.
- Dallas-Fort Worth Western Alignment: Development likely proceeds as planned. Property value is affected by both proximity to the station and potential environmental externalities (e.g., noise, visual impacts).
- **Dallas-Fort Worth Eastern Alignment:** Development likely canceled. Estimated \$4.3B of capital investment and \$6B of annual operating expenditures is lost, leaving 18 acres undeveloped below the rail line.¹⁷³
- Dallas-DFW Airport: Convenient airport access would likely boost property value.

Property Takeaway:

Building the Fort Worth extension along the Eastern alignment would likely block an estimated \$4.3B of investment that would generate an annual \$6B in operating expenditures as well as further economic gains from new jobs, property taxes, and convention center support. All other scenarios should not substantially interfere with development.

¹⁷² Hunt Realty Investments Website

¹⁷³ Hunt Reality Investments Estimate: Hunt has conducted an independent economic impact analysis from forgoing the Reunion Development, which includes \$6B in annual spending and 10,630 jobs lost; \$5B development capex has been the number publicly stated: "A fight for the future of transportation pits an investor against north Texas planners"

Hyatt Regency Hotel	
Property Overview:	
Owner	Hunt Realty Investments
Square Footage	1,083,196
Description	Existing 1,120-room, 29-story hotel adjoining Reunion Tower & Union Station. Nearby hotel for Convention Center attendees.
Planned	No public development plans.
Development	



Figure 24: Hyatt Regency Dallas¹⁷⁴

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- No HSR: Hotel operations continue unchanged.
- **Dallas-Houston:** Hotel operations continue with potentially higher property value because of proximity to station.
- **Dallas-Fort Worth Western Alignment:** Hotel operations continue. Property value may be affected by proximity to station and environmental externalities including visual impairment and noise.

¹⁷⁴ Fan Travel

- Dallas-Fort Worth Eastern Alignment: Noise and visual impacts would make some rooms unfit for rental. Estimated loss of \$240M in related business in the hotel and surrounding area.¹⁷⁵
- **Dallas-DFW Airport:** Potentially higher property value because airport access more convenient.

Property Takeaway:

The Fort Worth HSR extension along the Eastern alignment would interfere with hotel operations because of the elevated rail line nearby. Hunt has estimated the direct impact of the impairment to be approximately \$240M. Closing the hotel would cut property tax revenue and reduce lodging near the convention center. Other scenarios do not significantly impede hotel operations.

Union Station

Property Overview:

Owner	City of Dallas (Hunt Realty Investments holds development rights)
Square Footage	26,000
Recent Restoration project cost	\$23M
Description	Built in 1916 and listed on the National Register of Historic Places, Union Station serves as a transit hub for DART, TRE, and Amtrak.
Planned Development	Investment may enhance the station's transportation role, or the building may be redeveloped to prioritize events or incorporate a boutique hotel. Its evolution will be shaped by HSR, convention activity, and local transit development.

¹⁷⁵ Hunt Realty Investments Estimate: Hunt has conducted an independent economic impact analysis from the closure of the Hyatt, which includes \$1.5B in spending and 9,171 jobs lost from tourism losses, bringing the total economic impact loss to \$1.7B and 10,425 jobs.



Figure 25: Union Station¹⁷⁶

- No HSR: Union Station's importance as a transportation center will depend on TRE, DART, and Amtrak enhancements and ridership. Increased activity around the convention center may drive transit demand.
- **Dallas-Houston:** If Union Station connects to the Dallas Terminal Station, it will gain significance as a multi-modal hub, particularly if TRE is the primary public rail link to HSR. Without a direct connection, the convention center's DART station may become the dominant local transit stop, though Union Station could see activity related to real estate development.
- **Dallas-Fort Worth:** This route would capture some TRE ridership at Union Station while emphasizing the need for strong local transit connections to HSR. The net effect could be greater demand for Union Station as a transport hub close to Dallas Terminal Station.
- **Dallas-DFW Airport:** Additional airport traffic may increase demand for local transit and increase Union Station's relevance as a transportation hub.

Property Takeaway:

HSR expansion would enhance Union Station's importance as a transit hub and likely attract further investment. A direct link to the Dallas Terminal Station would amplify these benefits. Without HSR, development may focus on event space and hotel opportunities rather than transit.

¹⁷⁶ Hunt Realty Investments Website

Dallas HSR Terminal Station

Property Overview:

Owner	Matthews Southwest
Square Footage	2,853,087 total, including parking (2,479,000); commercial/public areas (113,470); platforms/operations/facilities (230,537)
Projected Property Value	\$196M (likely underestimated given stakeholder input and relative comps.)
Planned Development	Will serve as Dallas's new HSR station; located near Cedars Station and the Convention Center.



Figure 26: Dallas Terminal Station Concept Art¹⁷⁷

Potential HSR Impact:

- No HSR: Would not be developed.
- Dallas-Houston: Station built to accommodate this route.
- Dallas-Fort Worth: Station upgraded to meet requirements of the additional route.
- Dallas-DFW Airport: Station upgraded to meet requirements of the additional route.

Property Takeaway:

Dallas Terminal Station would be constructed for the Houston-Dallas route; extensions to Fort Worth and DFW would require further investment

Note on Parking:

According to the Dallas-Houston FEIS, 2.5M square feet of space is designated for 6,340 parking spaces and related facilities around the station.¹⁷⁸ Extending the HSR line to Fort Worth may cut

¹⁷⁷ NBCDFW

¹⁷⁸ Dallas-Houston Final Environmental Impact Statement (FEIS), Appendix J, Final Conceptual Engineering Report, Preliminary Terminal Station Program

parking demand at the station by 10%-20%, some of which may be available for higher-value development.¹⁷⁹ Conversely, extending HSR to the airports may boost parking demand because some travelers might drive to the station to go to the airports.

Matthews Cedars Development

Property Overview:

Owner	Matthews Southwest
Developable Square Footage	approx. 7-11M (32 acres)
Estimated Development Capex	\$500M (No HSR) to \$7B+ (With HSR)
Planned Development	Matthews Southwest earlier proposed "The Rivers," including 3,000 residential units across a 52-acre site includes land now designated for the Dallas Terminal Station. Estimated construction value was \$500M-\$1B. With the station, the plan shifts to a denser mixed-use development of 7M-11M square feet on 32 acres close by, potentially reaching a constructed value of \$5B-7B.



Figure 27: Cedars Land Surrounding Future Dallas Terminal Station¹⁸⁰

Potential HSR Impact:

- No HSR: "The Rivers" moves forward, adding 3,000 residential units and \$500M-\$1B in constructed value.
- **Dallas-Houston:** The denser mixed-use plan of 7M-11M square feet takes shape around the station, yielding \$5B-7B in value.

¹⁸⁰ United States Geological Survey (USGS) EarthExplorer

¹⁷⁹ Report Ridership Survey; Dallas-Houston Final Environmental Impact Statement (FEIS), Appendix J, Final Conceptual Engineering Report Table 14: Vehicle Generated by Access/Egress Mode, Dallas - provides estimates on ground transportation vehicles generated by passenger activity during the peak hour, as well as passengers per vehicles. Assumptions were adjusted for DFW Metro travelers.

- **Dallas Fort Worth:** Mixed-use development may see additional growth. A potential drop in demand for parking could free up land for higher-value development beyond the projected 7M to 11M square feet.
- Dallas-DFW Airport: More convenient airport access may further boost property values.

Property Takeaway:

Building the Dallas-Houston HSR route would increase development capex in Cedars by an estimated \$4B-6B compared with "The Rivers" project. Rail extensions to Fort Worth or the airports may add to the benefit, particularly by repurposing parking areas for higher value uses.

Dallas Trainset Maintenance Facility

Property Overview:

Owner	Undetermined; either private or government owned, or some combination (AMTRAK)
Acres	approx. 100
Projected Property Value	\$636M
Planned Development	Site for HSR system rolling stock delivery, assembly, maintenance, and operations control center. Located north of IH-20 about 7.5 miles from the Dallas Terminal Station.



Figure 28: Dallas Train Maintenance Facility Plans¹⁸¹

¹⁸¹ Dallas-Houston Final Environmental Impact Statement (FEIS), Appendix G, Final Conceptual Engineering Plans and Details XI

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- No HSR: Would not be developed.
- Dallas-Houston: Facility is built to meet the route's requirements.
- Dallas-Fort Worth: Unclear if TMF would be used to service this route; built regardless.
- Dallas-DFW Airport: Unclear if TMF would be used to service this route; built regardless.

Property Takeaway:

Dallas TMF would be constructed for the Dallas-Houston HSR route. Extensions to Fort Worth and DFW would require station improvements assuming the TMF would service these routes.

Trinity Park (Harold Simmons Park)

Property Overview:

Owner	City of Dallas (Managed by Trinity Park Conservancy)
Acres	250 (Harold Simmons)
Estimated Development Capex	\$325 million
Description	City of Dallas nature-focused park between Ron Kirk Bridge and the Margaret McDermott Bridge around the Trinity River.
Planned Development	Includes a West Overlook (22 acres) and an East Overlook on either side of the park. The West broke ground in 2024. The Trinity Park Conservancy and adjacent developments for education and affordable housing are being considered west of the floodway.


Figure 29: Planned Development of Harold Simmons Park¹⁸²

Potential HSR Impact:

- No HSR: Development plan proceeds.
- **Dallas-Houston:** Development plan proceeds. The park's foot traffic and surrounding property values may rise because it is close to the Dallas Terminal Station. The park's value may increase from increased station activity.
- **Dallas-Fort Worth: Western Alignment:** Track cuts through the western portion of the park, which would significantly impact the West Overlook and Trinity Park Conservancy, including planned educational center and affordable housing. This section of the park breaks ground in 2025 and will likely be established by the time HSR begins construction. The Western alignment may hinder the development of the park's East Overlook though plans are not laid out. While the Western alignment may not halt development, it could constrain the park and neighboring properties' future plans.¹⁸³
- **Dallas-Fort Worth: Eastern Alignment:** Similar to the Western alignment, though the route may mean less impact on the planned East Overlook or other development locations.
- Dallas-DFW Airport: Likely no additional impact.

Property Takeaway:

Trinity Park's planned improvements and related real estate projects would be significantly disrupted by a Fort Worth extension. Preserving the park's amenities and the potential for nearby development will require close coordination between HSR and Trinity Park stakeholders.

¹⁸² Trinity Park

¹⁸³ Direct Stakeholder Interviews

Lew Sterrett Justice Center

Property Overview:

Owner	City of Dallas
Square Footage	238,000
Description	A jail facility built in 1993 that provides custody for individuals awaiting trial or serving short-term sentences.
Planned Development	Plans to relocate the facility further from downtown due to infrastructure, safety, and operational issues, opening the land for other development.



Figure 30: Lew Sterrett Justice Center¹⁸⁴

Potential HSR Impact:

- No HSR: Relocation occurs in the mid-to-long term.
- **Dallas-Houston:** The line does not require moving the jail. Relocation can occur in the mid to long term, possibly expedited by downtown development.
- **Dallas-Fort Worth: Western Alignment:** The line requires moving the jail and relocation may be accelerated. HSR track may also disrupt the redevelopment of the vacated parcel.
- **Dallas-Fort Worth: Eastern Alignment:** Same as Western alignment the line requires moving the jail, and relocation may be accelerated. HSR track may also disrupt the redevelopment of the vacated parcel.
- Dallas-DFW Airport: Assume same as Dallas-Houston given unclear routing of the airport line.

¹⁸⁴ Broden & Mickelsen Criminal Defense Attorneys Website

Property Takeaway:

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The HSR extension to Fort Worth may accelerate the process of moving it, although the jail's condition and city priorities may mean it is moved regardless. Relocation could bolster nearby real estate development, including Riverfront Boulevard. The Fort Worth extension may hamper site redevelopment.



11. Survey and Ridership Detailed Analysis

Ridership is core to determining the financial viability and mobility outcomes of transit development, including high-speed rail. HSR influences the economy by reducing congestion, encouraging passenger spending, and increasing adjacent commercial activity. It provides social benefits, including better access to jobs and education and fewer road accidents, as well as environmental benefits, including lower emissions. Ridership alone does not directly determine capital expenditure, job creation, real estate development or many types of operational jobs.

Ridership estimates are determined by three factors:

- **Baseline travel:** Trips projected to occur in 2035 using existing transportation options (e.g., cars, buses, planes), accounting for anticipated population and job growth¹⁸⁵
- Induced demand: New trips generated by the introduction of HSR; travelers who would not have made the trip otherwise
- **Capture rate:** Share of total trips captured by HSR (i.e., modal preference compared with cars, buses, planes)

Baseline travel is determined via several sources; induced demand is informed by a preference survey and benchmarks; capture rate is informed by a stated preference survey. Together, these determine the projected number of future HSR trips, as illustrated in Figure 31.



Figure 31: Ridership Methodology Visualization

A preference survey was conducted to understand ridership potential across the three scenarios.

- **Objective:** To assess current travel patterns and barriers, quantify interest in high-speed rail, and evaluate its potential impact on travel demand between Texas cities
- **Scope:** Focused on intercity travel within Texas across key corridors, including routes connecting Dallas, Houston, Arlington, and Fort Worth
- Sample: 1,650 respondents from zip codes in Dallas, Houston, Fort Worth, and Arlington
 - DFW Metro residents: 64%

¹⁸⁵ Baseline estimates for 2035 assume that prices and travel times remain unchanged from current levels.

- Houston residents: 27%
- Other: 10%
- Representative: Sample targeted representative cohort across race, gender, wealth
- Period: December 2024

11.1. Overview of Methodology and Assumptions

This section outlines the methodology for estimating ridership across the three scenarios, as well as associated spending for induced trips. Ridership estimates were developed as a range and are represented as Cases A and B. The midpoint of each ridership range was used for economic modeling.

Scenario 1: Dallas-Houston

For the Dallas-Houston route, Cases A and B are estimated using differing sources and methodologies.

For Case A, estimates are determined by a combination of existing baseline data, benchmarks, and the preference survey conducted for this report.

For Case B, variables are based on publicly available estimates from the 2020 Final Environmental Impact Statement (FEIS)¹⁸⁶ published by the Federal Railroad Administration (FRA), which was based on a preference survey, historical benchmarks, and analysis of existing data.¹⁸⁷

Methodologies for baseline, induced demand, and capture rate estimates in each case are below:

Baseline

For Case A, baseline data was derived for three travel modes: car, bus, and airplane:

- **Car**: National Household Travel Survey (NHTS) data estimating passenger vehicle trips in 2022; developed using mobile-device data and quality checks to estimate per person trips between Dallas and Houston MSAs
- Bus: Historical data from 2015 and 2024 reports estimating bus trips for 2023
- Plane: 2023 OAG passenger data estimating non-connecting air travelers between Dallas and Houston airports

For Case B, baseline estimates were derived from Appendix J of the FEIS report¹⁸⁸. This covers a broader set of counties around Dallas and Houston compared to Case A. It includes passengers from Grimes County using a Brazos Valley station, who are not included in Case A. Bus and plane projections from the FEIS are slightly lower than Case A estimates.

To estimate baseline travel demand in the run rate¹⁸⁹ year of 2035, total GDP growth across applicable Dallas and Houston counties was used to estimate travel over the next decade without HSR. GDP was selected because it reflects economic activity, job expansion, and business development — factors that drive demand more than population growth alone. The GDP forecasts were sourced from Oxford Economics, which provided a Compound Annual Growth Rate (CAGR) estimate of approximately 2.3%, applied across baseline travel estimates from 2022/2023 to 2035.

¹⁸⁶ Federal Railroad Administration-Dallas to Houston High-Speed Rail - Final Environmental Impact Statement, May 2020

¹⁸⁷ Case B FEIS estimates were brought forward to 2035 (assumed the first year of run-rate projections); although the FEIS assumed the first year of run-rate ridership to be 2029

¹⁸⁸ Dallas-Houston Final Environmental Impact Statement (FEIS), Appendix J: Miscellaneous Memoranda

¹⁸⁹ Run rate is the expected stable level of ridership after the initial ramp-up period

Induced demand

For Case A, induced demand — net new trips generated by the availability of high-speed rail — was estimated using survey data and prior benchmarks. Dallas-Houston projections were based on survey responses regarding travel likelihood and reported average trip frequency.

For Case B, induced demand was taken from the FEIS and derived using international benchmarks.

Capture rate

For Case A, a survey was used to understand travel preferences and estimate the portion of travelers likely to choose HSR. Respondents were presented with HSR among existing transportation options and asked to select their preferred mode considering factors such as fare, travel time, and services. Responses were analyzed to estimate the share of travelers expected to shift to HSR assuming stations in Dallas and Houston only.

For Case B, estimated modal share was pulled from the FEIS report and based on a preference survey.

Scenario 2: Dallas to Fort Worth via Arlington (Metro Dallas Route)

Scenario 2 is comprised of two segments: travel within Metro Dallas and the travel from Fort Worth all the way through to Houston.

Metro Dallas travel:

Ridership estimates across Cases A and B for the Metro Dallas routes were derived from benchmark and data analysis and survey results.

Baseline

- **Car**: Vehicle trip baseline covers travel between Dallas, Arlington, and Fort Worth. Most trips fall within a five-mile radius of each city's center, except for Arlington-Fort Worth trips, where travel to or from Arlington is roughly a three-mile radius. The vehicle trip estimate is based on Streetlight data, which uses satellite tracking to measure vehicle trip volumes. Passenger vehicle trips were calculated by applying an 88% adjustment factor for non-commercial vehicles.¹⁹⁰ Per person trip estimates were calculated using NHTS statistics and are based on an average of 1.5 passengers per vehicle.¹⁹¹
- **Conventional Rail:** The baseline ridership estimates for conventional rail considers passengers traveling between the Dallas and Fort Worth endpoints using Trinity Railway Express. Since HSR would only have competing locations at the last two stops in each direction of the current TRE line, non-end-to-end TRE riders are generally not expected to shift to HSR (though some travelers currently using the TRE Centreport station may switch to the HSR Arlington station). Based on estimates from NCTCOG and data analysis, roughly 10%-15% of total TRE ridership are accounted for in the baseline^{192, 193}. Estimates do not include potential ridership bumps from future double-tracking initiatives or infrastructure enhancements.
- **Bus:** Bus ridership estimates were developed using publicly available data on existing Greyhound bus services between Dallas and Fort Worth.

¹⁹⁰ NHTSA Traffic Safety Facts 2022

¹⁹¹ NHTS Summary of Travel Trends 2022

¹⁹² NCTCOG 2022 Phase 1 Travel Demand Methodology & Findings Report

¹⁹³ The 10-15% range accounts for some baseline variability, including potential riders across some non-end-toend stations (e.g., Centreport, Victory Station, Fort Worth ITC station)

The Case A and Case B baselines are the same because overall travel patterns are well understood. Like the Dallas-Houston estimate, this baseline was projected to 2035 using a GDP CAGR of roughly $2.3\%^{194}$ per year as defined by Oxford Economics.

Induced demand

Similar to Dallas-Houston, induced demand estimates for the Fort Worth via Arlington extension were quantified using survey data. A calculated standard error value was applied for a range from Case A to Case B to account for uncertainties related to TRE improvements, traffic conditions, HSR characteristics, and other factors that may influence 2035 DFW travel behavior.

Capture rate

The capture rate estimate for this scenario was derived from survey results assessing mode preference across local routes. The calculations for HSR modal share produced a standard error value which was used to define a range (Case A to Case B) accounting for potential uncertainties.

Metro Dallas (including Fort Worth, Arlington) to Houston segment:

The ridership from Scenario 1 for the DFW Metro to Houston was adjusted in the following way:

- **Baseline and induced demand:** Baseline and induced demand values were held constant with or without an extension to Fort Worth, as the total travel market size between Metro Dallas and Houston stays the same. Any net new trips resulting from the Fort Worth extension provide upside to the range.
- **Capture rate:** Including Fort Worth and Arlington, the capture rate for travelers between the Dallas Metro and Houston increases compared to Scenario 1. Passengers who found the Dallas station too far to make HSR a viable option would now be more likely to use HSR with closer stations available. For Case A, survey responses measured the incremental capture rate assuming HSR stations are constructed in Fort Worth and Arlington and factor in overall travel time and potential cost increases. For Case B, where the FEIS did not contemplate stations in Fort Worth or Arlington, a ratio was based on the increase in ridership from Case A.

Scenario 3: Dallas to DFW Airport via Love Field (Airports Route)

Cases A and B for the airport routes were derived via benchmark and data analysis.¹⁹⁵ No airport extension was contemplated in the FEIS. Scenario 3 is comprised of two segments, the Dallas-airports (DAL, DFW) segment and the Dallas-Houston segment.

Airport routes

Baseline

The airport routes baseline was estimated using OAG data on non-connecting air passengers going through the DFW and Love Field airports. The baseline was adjusted to account for travel between the airports and the City of Dallas and scaled to a 2035 estimate using the GDP growth rate of approx. 2.6% for the DFW Metro region, as defined by Oxford Economics. Since the number of total passengers using Dallas airports is known, the baseline was not varied between Case A and Case B. The baseline does not consider airport employees as they are not the target market (fare, need for

¹⁹⁴ GDP CAGR was calculated using Dallas and Tarrant County GDP growth projections

¹⁹⁵ Ridership estimates were developed on a "best efforts" basis since exact data was not known across variables. The final ridership number is accurate

early / late trains, spread of residences). Existing DART infrastructure is well suited for employees, based on stakeholder conversations.

Induced demand

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For airport routes, induced demand is conservatively assumed to be zero because HSR alone is not likely to induce more travel to or from the airports.

Capture rate

Capture rates for Cases A and B were based on benchmarks from comparable transit systems such as the Atlanta MARTA and the Washington Metropolitan Transit Authority Silver Line. This rate reflects the likelihood that HSR would attract passengers from the City of Dallas and Dallas airports, primarily shifting away from cars and rideshare services.

Dallas to Houston segment

Though this scenario introduces stations in DFW and Love Field airports, no adjustment was made to add incremental riders across the Dallas-Houston segment. That said, potential upside may lie in 1) travelers choosing the airport station because they live nearby or are traveling to a location near the airport, and (2) passengers opting for HSR over flying between Dallas and Houston due to cost, airline loyalty, or other preferences.

11.2. Overview of Ridership Survey Results

		HSR Annual Ridership (2035)	HSR Daily Ridership (YEAR??)
Scenario 1	Dallas-Houston only	3.0 - 6.5M	8-18K
Scenario 2	Extension to Fort Worth	5.1 - 9.5M	14-26K
	DFW Metro-Houston (with Fort Worth extension)	3.2 - 6.9M	9-19K
	Metro Dallas Only	1.9 - 2.6M	5-7K
Scenario 3	Airport Extension	3.6 - 7.7M	10-21K
	Dallas-Houston	3.0 - 6.5M	8-18K
	Dallas-airports	0.6 - 1.2M	2-3K

This section summarizes 2035 HSR ridership estimates across the three scenarios and highlights demand based on network alternatives.

Table 10: HSR Ridership estimates across scenarios

11.2.1. Scenario 1: Dallas to Houston (Base Route)

Baseline: Travel without HSR in 2035

Dallas area- Houston: Case A	Estimated trips	Modal share (%)	Dallas area- Houston: Case B	Estimated trips	Modal share (%)
Car	13M	88%	Car	19M	94%
Plane	2M	10%	Plane	1M	6%
Bus	<1M	2%	Bus	<1M	<1%
Total (2035)	15M	100%	Total (2035)	20M	100%

Table 11: 2035 Dallas-Houston Baseline trips by mode

About 26% of survey respondents in Case A said their trips between Dallas and Houston are primarily business travel, while another 25% reported a roughly equal mix of business and leisure. For Case B, 25%¹⁹⁶ of baseline travel is expected to be business-related, based on data from the FEIS report.

<u>Induced demand</u>: The induced demand as a share of total baseline trips across the Dallas-Houston route is estimated to be 9%-13%¹⁹⁷, reflecting new trips generated by the availability of a faster and potentially cheaper option compared to existing modes such as cars and planes.

This aligns with other HSR studies, as well as the Texas High-Speed Rail report by Baruch Feigenbaum, which estimates a 10% induced demand value for the Dallas-Houston route based on international benchmarks.¹⁹⁸

<u>Capture rate</u>: The capture rate for travel between Dallas and Houston is projected in a range from 20%-30%. In Case A, the capture rate for the Eastern counties, which are closer to Dallas station, is expected to be about 20%; for the Western counties, the rate is estimated at about 16% because travelers face some extra time and cost. The Case A capture rate across all travelers is expected to be about 18%. The differences between Case A and Case B are attributed price, headways (frequency), and other variables. These estimates align with other studies, such as Brightline Florida, which projected a 20% capture rate for its long-distance segment from the Miami area to Orlando.¹⁹⁹

Case B, based on the FEIS report, estimates a capture rate of approximately 30%, suggesting higher adoption, particularly among travelers who would otherwise drive.

<u>HSR Ridership</u>: Ridership on the Dallas to Houston HSR route is estimated to be between 3M and 6.5M trips a year.

¹⁹⁷ The FEIS reports induced demand of 12.5% based on international benchmarks. Case B uses this value to ultimately land at 6.5M HSR trips in 2035, in line with the FEIS

¹⁹⁸ The Texas High-speed Rail: Caution Ahead

¹⁹⁶ Dallas-Houston Final Environmental Impact Study (FEIS), Appendix J: Miscellaneous Memoranda

¹⁹⁹ Based on Brightline Investor Reports and Industry interviews

Dallas-Houston only	Case A	Case B
Baseline trips without HSR (2035)	15M	20M
Induced demand	9%	13%
Capture rate	18%	29 %
HSR Ridership	3.0M	6.5M

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Table 12: Dallas-Houston HSR ridership estimates without an extension to Fort Worth

<u>Exogenous factors that may influence ridership</u>: Projections are subject to uncertainty due to external factors that could affect HSR adoption. Understanding these factors helps assess potential risks and opportunities that may impact ridership levels.

Factors that suggest less ridership:	Factors that suggest more ridership:
 Development and population growth in areas further from the station Advances in self-driving and electric vehicles offering hands-free and more productive long-distance travel Lower gas prices or lower air ticket prices Limited parking or congestion near the Dallas station Difficulty accessing the station via other last-mile connectivity solutions 	 Increases in downtown living/density Reduced car ownership Higher gas prices Higher air ticket prices or fewer flights More connectivity and walkability around the Dallas and Houston stations More leisure activities around the station and downtown. I-45 congestion that may deter car use

Table '	13:	Dallas	to	Houston	Factors
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11.2.2. Scenario 2: Extension to Fort Worth via Arlington (Metro Dallas)

Segment 1: Metro Dallas ridership

Baseline: Estimated trips per mode of travel (same for Cases A and B)

Metro Dallas routes	Estimated trips	Modal share (%)
Car	33M	99 %
Conventional Rail	<1M	<1%
Bus	<1M	<1%
Total (2035)	33M	100%

Table 14: 2035 Metro Dallas Baseline trips by mode

On the Metro Dallas route, survey responses indicate a slightly higher proportion of business travel compared to the Dallas-Houston route, with approximately 30% of respondents identifying business as their primary trip purpose and another 25% reporting a mix of business and leisure travel.

<u>Induced Demand</u>: Induced demand on this route is estimated at 3%-4%, reflecting existing travel options, the relatively shorter travel time in addition to higher baseline travel. Range calculated with standard error value of approx. 0.5%.²⁰⁰

<u>Capture rate</u>: The capture rate is estimated at approximately 7%, reflecting lower likelihood to switch from existing car travel given relative travel time savings and a higher likelihood to switch from competitive TRE and bus travel. Range calculated using standard error value of approx. 1%.²⁰¹

This is in line with others, including Brightline, which estimated a approx. 5%-10% capture rate for its Miami-West Palm segment.²⁰²

Induced demand and capture rates for this route may vary based on trip purpose and external factors. Concerts, sporting events or conventions could increase ridership; changes in daily commuting patterns may boost overall demand.

²⁰⁰ Standard error value was calculated using survey data and induced demand calculations

²⁰¹ Standard error value was calculated using survey data and capture rate calculations

²⁰² Based on Brightline Investor Reports and Third-party Expert Interviews

Metro Dallas	Case A	Case B
Baseline (2035)	33M	33M
Induced demand	3%	4%
Capture rate	6%	8%
HSR Ridership	1.9M	2.6M

HSR Ridership: The 2035 HSR ridership across Metro Dallas routes is estimated at 1.9M-2.6M trips.

Table 15: Metro Dallas HSR Ridership Estimate

Note on reconciling ridership of 1.9M-2.6M riders in Metro Dallas segment (5-7k daily riders)

Metro Dallas ridership projections are for a system that currently does not exist and is unknown to most Dallas residents. The data below helps put the ridership figures into perspective.





<u>#1 Transit Variability and Event-Driven Demand</u>

Ridership from Fort Worth to Dallas is expected to mix commuter and event-driven travel. Arlington's AT&T Stadium hosted more than 4 million annual attendees in recent years, according to ZURN.²⁰³, and related congestion is a known challenge. If just 20% of attendees used transit between Arlington and Dallas or Fort Worth, it would equate to approximately 800,000 riders (an average of 2k daily). Large-scale events in the region could significantly boost transit ridership, particularly for return travel to Dallas.

<u>#2 and #4 TRE Historical Ridership Trends</u>

At its peak in 2009, the TRE carried nearly 3 million passengers (approx. 10k daily),²⁰⁴ although ridership has declined due to aging infrastructure, safety concern, evolving travel patterns, and strategic reprioritization. Stakeholders believe that with targeted investment, ridership levels could return to pre-COVID figures. NCTCOG projects that TRE ridership could rise to 7 million a year (approx. 22k daily) by 2045, assuming improvements and the introduction of a HSR system.

²⁰³ ZURN Customer Success Stories (assumed to be 2024)

²⁰⁴ Trinity Railway Express, accounting for 6-day service

#3- NCTCOG Estimates

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Ridership projections for intra-DFW travel align with estimates from NCTCOG HSR 2045 projections of 2.2M - 5.5Mtrips (approx. 11k daily); note that the estimated range for this report of 1.9M-2.6M trips (approx. 6k daily) scaled to 2045 would be 2.4M - 3.2M.

Segment 2: Dallas-Houston ridership

HSR ridership may increase due to more people traveling to or from western counties in the DFW MSA (e.g., Tarrant, Parker). Baseline and induced demand values are projected to remain constant at 15M-20M trips and 9-13%, respectively. However, the capture rate is anticipated to increase. Thus, ridership is expected to increase to 3.2M- 6.9M.

Dallas area-Houston	Case A	Case B
Baseline (2035)	15M	20M
Induced demand	9%	13%
Capture rate	19%	31%
HSR Ridership	3.2M	6.9M

Table 16: Dallas-Houston HSR ridership estimates with a station in Fort Worth

Fort Worth or Arlington travelers will save relatively little time driving to a local station compared with driving to Dallas to board the HSR service to Houston. Still, increased traffic congestion or parking issues could increase demand for a Fort Worth HSR extension as HSR use grows.

Exogenous factors that may influence ridership on Metro Dallas Extension in 2035 and beyond:

Factors that suggest less ridership:	Factors that suggest more ridership:
 TRE improvements between Dallas and Fort Worth Limited need to access the downtowns 	 Increased downtown activity for work and living, including new apartment buildings, return-to-office policies)
of DFW Metro cities (vs. other population centers such as Frisco or	• Improved connectivity and walkability around the HSR stations
 Plano) Limited parking or congestion near stations 	 More vehicular traffic, making HSR's time savings more appealing Receiption and movements in Fort Worth Arlington and
 Less traffic along I-30, Technological inventions such as 	• Dallas to improve first and last-mile connectivity
self-driving cars that allow for "productive travel"	• Concerts, sports events etc., particularly in Arlington
 Limited last-mile connectivity from stations 	

Table 17: FW Extension Factors

11.2.3. Scenario 3: Extension to DFW Airport via Love Field (Airports Route)

Dallas airports ridership

<u>Baseline</u>: Estimated 2035 addressable baseline trips between Dallas and Dallas airports (DFW and Love Field) is roughly 12M, based on non-connecting flight passenger data, anticipated growth rates, and population distribution. This accounts for the portion of total airport traffic specifically traveling between the Dallas airports and the City of Dallas and excludes other airport-related trips.

<u>Induced demand</u>: Induced demand across airport routes is expected to be negligible because high speed rail is conservatively not expected to create new travel to or from the airports.

<u>Capture rate:</u> HSR is expected to capture 5%-10% of trips to the airport, based on existing capture rates of comparable systems including Atlanta's MARTA and the Washington Metro Silver Line. The capture rate range reflects HSR providing a one-seat connection to DFW and DAL airports, a quicker and sometimes cheaper alternative to cars and rideshare services.

<u>HSR Ridership</u>: The 2035 HSR ridership across airport routes is estimated to be within the range of 600,000 and 1.2M trips.

Airport routes	Case A	Case B
Baseline (2035)	12M	12M
Induced demand	0%	0%
Capture rate	5%	10%
HSR Ridership	0.6M	1.2M

Table 18: Airport route ridership estimate

Dallas-Houston ridership

Dallas-Houston ridership is conservatively held at 3M-6.5M trips annually. Additional demand could come from passengers traveling to or from areas near DFW or DAL airports or travelers choosing HSR over flying between Houston and Dallas airports because of layovers, cost, or airline preference.

<u>Exogenous factors that may influence ridership</u>: Ridership projections for airport routes depend on how travelers choose to travel to or from Dallas airports and whether HSR presents a cheaper or faster alternative to existing options. Since induced demand for airport travel is assumed to be zero, ridership will be driven primarily by mode shifts from DART, cars, and rideshare services.

Factors that suggest less ridership:	Factors that suggest more ridership:	
 HSR stations are difficult to access at DFW and DAL airports 	 Increased activity in Downtown Dallas for business and leisure travel vs. other areas 	
 Travelers remain satisfied with existing car-based travel given relative speed and convenience 	 Increased traffic at DFW and DAL airports 	

Factors that suggest less ridership:

Factors that suggest more ridership:

Flying becomes more difficult/more expensive, reducing airport traffic
Poor connectivity between Dallas HSR station and traveler origin / destination
HSR use between Houston and Dallas airports as alternative to connecting flights
Higher rideshare services costs

Table 19: Airport Factors

11.2.4. Operational Implication of Ridership Estimation

This section outlines operational implications of estimated ridership, train capacity, and service frequency. These assumptions demonstrate the feasibility of meeting demand under varying service levels rather than actual operating parameters. Train capacity, as defined by NCTCOG, is estimated at approximately 475 passengers per train²⁰⁵. Per the FEIS, the HSR system is assumed to operate 18 hours per day with 30-minute headways (four trains per hour, two in each direction). Full-year daily operation has been assumed for simplicity.

A breakdown of utilization rates is provided in Table 20 and detailed below.

Note that Scenario 3 is not included because of limited information.

Scenario 1: Dallas to Houston

Annual ridership estimates range from 3M to 6.5M trips. Under the given assumptions:

- To achieve 3M annual trips (Case A), an average utilization rate of approximately 24% would be required at 30-minute headways.
- To achieve 6.5M annual trips (Case B), the average utilization rate would need to be around 52% at 30- minute headways.

Scenario 2: Extension to Fort Worth via Arlington

Extending the route to Fort Worth would create a longer DFW-Houston corridor, with projected annual ridership between 3.2 million and 6.9 million trips. Under the same service assumptions as Scenario 1, utilization rates would range from approximately 26% to 55%.

The extension would also introduce an intra-DFW corridor:

- "Metro Dallas Only" reflects travel exclusively between Dallas, Arlington, and Fort Worth, with projected ridership between 1.9M and 2.6M annual trips and a utilization rate of approximately 15%-20%.
- "Total Metro Dallas" includes an additional approximately 1M trips between Arlington/Fort Worth and Houston, bringing total ridership across the Dallas-Fort Worth corridor to 2.9M-3.6M and a utilization rate of approximately 23%-29%. This option likely better reflects actual utilization.

²⁰⁵ Phase 2 FAQs - NCTCOG May 2024

	Case	Length	Capacity / train	Head- ways (min)	To/from trains per hour ²⁰⁶	Service hours	Avg. Utilizati on	Riders / day	Riders/ yr
Scenario 1:	Dallas-H	louston							
Dallas- Houston	A	700 ft train	475	30	4	18	24%	8,208	3.0M
Dallas- Houston	В	700 ft train	475	30	4	18	52%	17,784	6.5M
Scenario 2:	Dallas-H	Houston (i	ncluding Ar	·l/FW-Ho	uston passe	ngers)			
Total DFW- Houston	A	700 ft train	475	30	4	18	26%	8,721	3.2M
Total DFW- Houston	В	700 ft train	475	30	4	18	55%	18,810	6.9M
Scenario 2:	Metro [Dallas only	r (no Housto	on passe	ngers)				
Dallas-FW Only	A	700 ft train	475	30	4	18	16%	5,301	1.9M
Dallas-FW Only	В	700 ft train	475	30	4	18	21%	7,011	2.6M
Scenario 2:	Total M	etro Dalla	s (includin	g Arl/FW	-Houston pa	ssengers)			
Dallas-FW Only	А	700 ft train	475	30	4	18	23%	7,866	2.9M
Dallas-FW Only	В	700 ft train	475	30	4	18	29 %	9,918	3.6M

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Table 20: Ridership Implications²⁰⁶

²⁰⁶ Represents average frequency, may increase during peak hours; Represents trains leaving either the origin or destination station; approx. 1M passengers included across the Dallas-Fort Worth route to account for Fort Worth/Arlington-Houston travel demand; Assumes operation 365 days / yr

11.3. Foot Traffic and Induced Spend

Foot traffic: Station visits play a critical role in ridership analysis because they impact capacity requirements and multimodal connectivity needs. Foot traffic estimates are based on total HSR ridership, with station distribution determined by projected travel patterns, population density, and employment concentrations.

				Stati	on visits		
		HSR Ridership (2035)	Station visits	Dallas station	Arlington station	Fort Worth station	Houston station
Scenario 1	Dallas- Houston only	3.0 - 6.5M	6.0 - 13.0M	3.0 - 6.5M	-	-	3.0 - 6.5M
Scenario 2	Incremental extension to FW	5.1 - 9.5M	10.2 - 18.9M	3.5 - 6.5M	1.8 - 2.6M	1.7 - 2.9M	3.2 - 6.9M
	DFW Metro - Houston (with FW extension)	3.2 - 6.9M	6.3 - 13.8M	2.2 - 4.8M	0.2 - 0.5M	0.7 - 1.6M	3.2 - 6.9M
	Metro Dallas	1.9 - 2.6M	3.9 - 5.1M	 1.3 - 1.7M	1.6 - 2.1M	1.0 - 1.3M	-
Scenario 3	Airport routes	3.6 - 7.7M	7.2 - 15.5M	3.6 - 7.7M	-	-	3.0 - 6.5M
	Dallas-Houston	3.0 - 6.5M	6.0 - 13.0M	 3.0 - 6.5M	-	-	3.0 - 6.5M
	Dallas-airports	0.6 - 1.2M	1.2 - 2.5M	0.6 - 1.2M	-	-	-

Table 21: Station visits²⁰⁷

A Fort Worth extension would increase HSR use, with total ridership rising from a range of 3M-6.5M to a range of 5M-9.5M, including passengers traveling only part way. Foot traffic in the Dallas HSR station is projected to remain largely unchanged regardless of the Fort Worth extension.

Induced spend: As a result of net new travel, the Houston and DFW metropolitan areas are expected to see an increase in consumer spending, including parking, leisure, food, and lodging. Induced spending is estimated using average trip expenses reported in the survey. Spending is allocated to the origin station and spending on food and lodging is allocated to end destination. Dallas, Arlington, Fort Worth and Houston receive proportional shares based on their population, job, and baseline travel distribution.

²⁰⁷ Note that numbers may not tie due to rounding

		Total induced spend	Dallas	Arlington	Fort Worth	Houston	Other DFW
Scenario 1	Dallas- Houston only	\$186M - 419M	\$44 - 99M	\$6 - 14M	\$15 - 34M	\$92 - 206M	\$29 - 66M
Scenario 2	Incremental extension to FW	\$231 - \$498M	\$55 - 118M	\$25 - 48M	\$30 - 61M	\$92 - 206M	\$29 - 66M
	DFW Metro- Houston (with FW extension)	\$186M - 419M	 \$40 - 91M	\$7 - 16M	\$18 - 40M	\$92 - 206M	\$29 - 66M
	Metro Dallas	\$45 - 79M	\$15 - 27M	\$18 - 32M	\$12 - 21M	-	-

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Table 22: Induced Spend across locations²⁰⁸

The Fort Worth extension is expected to increase total induced spend to \$45M-79M. The City of Dallas is expected to benefit by approximately \$10M-\$20M in induced spend in the first year of HSR operations.²⁰⁹

²⁰⁸ Note that numbers may not tie due to rounding. Excludes transit costs

²⁰⁹ Note that county job/population factors were used to distribute induced spend. Since the majority of spend is expected to be concentrated in the cities themselves, the estimate is expected to be the same for the city of Dallas

12. Conclusion

Assessing the economic impact of high-speed rail to the City of Dallas was completed using a combination of surveys, economic modeling, interviews with stakeholders and experts, and secondary research.

Three scenarios were examined.

Scenario 1: The **Dallas to Houston route** is projected to generate an average annual gain in GDP of \$5B and help create 28,300 new jobs from 2029 to 2050, largely driven by a \$30B capital investment (\$12B in Dallas), real estate development including \$5B by Matthews in the Cedars neighborhood, and ongoing direct and indirect economic activity.²¹⁰

The project would generate short- and long-term employment opportunities, including construction jobs and sustained demand for highly skilled positions tied to the HSR system. Indirect job creation would span retail, real estate, and service sectors, driven by real estate development, commerce, and consumer spending. Given its terminus in South Dallas, this scenario minimizes environmental and social disruption in the county compared to the additional routes. Ensuring that benefits extend equitably across both North and South Dallas will be key to maximizing regional inclusivity.

Scenario 2: Extension to Fort Worth via Arlington must be evaluated in terms of strategic rationale, economic trade-offs, and various potential alignments. The three HSR alignments and one non-HSR alternative considered present distinct cost, feasibility, and impact considerations.

- Western Alignment: This alignment would generate an incremental annual GDP of \$600M and additional employment of 3,400 job compared to Scenario 1.²¹¹ The \$6B capital investment to build the system is similar to the Eastern Alignment (see below), as are the ongoing opex, commerce, and induced consumption impacts. The Western alignment is more disruptive to the highway system²¹² and it may impact more of Trinity Park, although it avoids disrupting the Hunt's Reunion Development. It requires additional infrastructure to build last-mile connectivity.
- **Eastern Alignment:** This alignment would cut projected annual GDP by \$1.1B and annual employment by 7,100 jobs²¹³ compared to Scenario 1. This is because the Reunion development capex of \$4.3B and associated ongoing expenditures²¹⁴ would be halted. In addition, the Eastern alignment impacts the West Overlook of Trinity Park. This option partially lines up with existing rail corridors, reducing the need for additional connectivity investments. Its buildout would be more disruptive to downtown infrastructure.
- **Tunnel Alignment:** While theoretically less disruptive to downtown, this option is likely not feasible under the current proposed system and station location. It would require significantly higher capital expenditure and prevent a one-seat ride because of a multistory platform change. A tunnel is likely not viable under current conditions.
- **TRE Enhancement Alternative:** Instead of a dedicated HSR extension, upgrading the TRE could provide a temporary or long-term solution for enhanced Dallas-Fort Worth connectivity. The preliminary estimate is approximately \$1 billion in infrastructure investment. A strategic

²¹⁰ TranSight Economic Model; March 2024 Town Hall Transcript.docx; Dallas-Houston Final Environmental Impact Statemen (FEIS); Matthews Southwest Estimate

²¹¹ TranSight Economic Model

²¹² March 2024 Town Hall Transcript

²¹³ TranSight Economic Model

²¹⁴ Hunt Realty Investment Estimate

re-focus, marketing/PR overhaul, and seamless Union Station-HSR connectivity to link to Houston²¹⁵ also are required.

While Dallas is positioned to capture the most absolute benefits, Fort Worth and Arlington could see significant economic gains through improved access to Houston and other points of interest, and through population shifts driven by cost-of-living differences. HSR beyond Fort Worth to Austin or San Antonio could generate substantial economic benefits for the Texas Triangle, although route and funding require further analysis for this to be a viable long-term consideration.

Scenario 3: Extension to DFW airport via Love Field. An express HSR route from Dallas to the airports is expected to generate an incremental \$300M in annual GDP and 1,600 jobs from 2029-2050 compared with Scenario 1. The route (whether HSR or an express DART service) would benefit travelers and support locals who live or work near the HSR station. The route needs further study to understand the impacts to the City's infrastructure and real estate.

Further Consideration: Across all routes, a coordinated plan that includes targeted land use strategies, recruits capable development partners, and examines robust last-mile transit connections is required to maximize the system's overall benefits and ridership potential.

Beyond the economic impacts outlined in this report, further evaluation of additional considerations is required before the project development process. Note that some of these decisions involve the City of Dallas only as a key stakeholder. The city would not necessarily be the primary deciding body.

Key topics for further assessment include:

- Dallas-Houston Route: Finalizing right-of-way acquisitions and land procurement.
- Fort Worth Extension: Feasibility of alignments, including legal and structural viability and strategic implications/necessity of a one-seat ride. Plus, a required environmental review.
- Airports Extension: Moving from concept to determining station locations and transit system coordination, including operator. Plus, a required environmental review.

Critically, funding for any project is a prerequisite for construction. This will involve assessing the feasibility of municipal, state, and federal contributions, including from the City of Dallas, and securing private investment.

²¹⁵ Trinity Metro Planning-level Estimate; more analysis is needed to determine the actual project costs

13. Appendix

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13.1. Added Economic Impact Tables and Figures

13.1.1. Scenario 1 - Dallas County Impacts for End Points of Ridership Range (Cases A & B)

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	31.0	31.0	30.7	29.6	28.1	17.5	18.2	17.7	17.8	18.3	19.0	19.7	20.3	20.9	21.5	22.0	22.4	22.8	23.1	23.3	23.6	23.8
Economic Output	7.4	7.5	7.5	7.3	7.0	4.6	4.9	4.8	5.0	5.2	5.5	5.9	6.2	6.5	6.8	7.1	7.4	7.7	8.0	8.2	8.4	8.7
Gross Domestic Product (GDP)	4.2	4.3	4.3	4.2	4.0	2.8	3.0	2.9	3.0	3.1	3.3	3.5	3.6	3.8	4.0	4.1	4.3	4.4	4.5	4.7	4.8	4.9
Personal Income	2.0	1.9	2.0	2.0	1.9	1.2	1.5	1.5	1.6	1.7	1.9	2.0	2.1	2.2	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1
Population	7.6	13.0	17.0	19.7	21.3	20.0	19.8	19.7	20.0	20.5	21.2	22.1	23.0	23.9	24.8	25.6	26.3	27.0	27.6	28.0	28.5	28.9
*Units: Total Employment - Thous	ands o	f Jobs;	Econo	mic Ou	ıtput, C	iDP, Pe	ersonal	Incom	e - Billi	ons of	2024 L	Dollars;	; Popul	ation -	Thous	ands o	f Indiv	iduals.				

Table 23: Scenario 1 Dallas County Impacts for End Points of Ridership Range - Case A

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	31.0	31.0	30.7	29.6	28.1	22.2	28.2	28.3	29.4	30.8	32.5	34.1	35.6	37.0	38.4	39.7	40.9	42.1	43.2	44.2	45.2	46.1
Economic Output	7.4	7.5	7.5	7.3	7.0	5.7	7.4	7.6	8.2	8.9	9.7	10.4	11.2	12.0	12.7	13.5	14.2	15.0	15.7	16.4	17.1	17.8
Gross Domestic Product (GDP)	4.2	4.3	4.3	4.2	4.0	3.5	4.5	4.6	4.9	5.3	5.7	6.1	6.5	6.9	7.3	7.7	8.1	8.4	8.8	9.2	9.5	9.9
Personal Income	2.0	1.9	2.0	2.0	1.9	1.7	2.5	2.9	3.4	3.8	4.2	4.6	5.0	5.3	5.6	6.0	6.3	6.6	6.9	7.1	7.4	7.7
Population	7.6	13.0	17.0	19.7	21.3	21.8	25.4	29.3	33.4	37.7	41.9	45.9	49.8	53.3	56.6	59.6	62.4	64.9	67.3	69.4	71.3	73.0
*Units: Total Employment - Thous	ands og	f Jobs;	Econo	mic Ou	tput, G	iDP, Pe	ersonal	Incom	e - Billi	ons of	2024 I	Dollars;	; Popul	ation -	Thous	ands o	f Indiv	iduals.				

Table 24: Scenario 1 Dallas County Impacts for End Points of Ridership Range - Case B

13.1.2. Scenario 1 - City of Dallas Impacts (Ridership Midpoint, Case A, Case B)

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	20.3	20.4	20.2	19.4	18.5	17.0	18.4	18.2	18.4	18.7	19.2	19.8	20.2	20.7	21.1	21.6	22.0	22.4	22.7	23.0	23.3	23.6
Economic Output	4.8	4.8	4.9	4.7	4.6	4.4	4.8	4.8	5.0	5.2	5.5	5.8	6.1	6.4	6.6	6.9	7.2	7.5	7.8	8.0	8.3	8.5
Gross Domestic Product (GDP)	2.7	2.8	2.8	2.7	2.6	2.6	2.9	2.9	3.0	3.1	3.3	3.4	3.6	3.7	3.9	4.0	4.2	4.3	4.4	4.6	4.7	4.8
Personal Income	1.3	1.2	1.3	1.3	1.3	1.2	1.4	1.5	1.7	1.8	1.9	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1
Population	5.0	8.6	11.2	13.0	14.1	14.7	15.9	17.2	18.4	19.7	20.9	22.1	23.3	24.3	25.3	26.2	27.0	27.8	28.4	29.0	29.6	30.0
*Units: Total Employment - Thous	ands o	f Jobs;	Econo	mic Ou	itput, G	iDP, Pe	ersonal	Incom	e - Billi	ons of	2024 [Dollars;	; Popul	ation -	Thous	ands o	f Indiv	iduals.				

Table 25: Scenario 1 City of Dallas Impacts - Ridership Midpoint

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	20.3	20.4	20.2	19.4	18.5	15.9	16.1	15.7	15.7	15.8	16.1	16.4	16.7	17.0	17.3	17.5	17.8	18.0	18.2	18.3	18.5	18.6
Economic Output	4.8	4.8	4.9	4.7	4.6	4.1	4.2	4.2	4.3	4.4	4.6	4.7	4.9	5.1	5.3	5.5	5.7	5.8	6.0	6.2	6.3	6.5
Gross Domestic Product (GDP)	2.7	2.8	2.8	2.7	2.6	2.5	2.6	2.5	2.6	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.5	3.6	3.7
Personal Income	1.3	1.2	1.3	1.3	1.3	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	1.9	1.9	2.0	2.0	2.1
Population	5.0	8.6	11.2	13.0	14.1	14.2	14.6	14.9	15.3	15.7	16.2	16.7	17.2	17.7	18.1	18.5	18.9	19.3	19.6	19.8	20.0	20.2
*Units: Total Employment - Thous	ands oj	f Jobs;	Econo	mic Ou	tput, G	iDP, Pe	ersonal	Incom	e - Billi	ons of	2024 I	Dollars;	; Popul	ation -	Thous	ands o	f Indiv	iduals.				

Table 26: Scenario 1 City of Dallas Impacts - Case A

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
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Total Employment	20.3	20.4	20.2	19.4	18.5	18.2	21.1	21.0	21.5	22.1	22.8	23.6	24.3	25.0	25.7	26.4	27.0	27.6	28.2	28.8	29.3	29.8
Economic Output	4.8	4.8	4.9	4.7	4.6	4.6	5.5	5.6	5.9	6.2	6.6	7.0	7.4	7.8	8.2	8.6	9.1	9.5	9.9	10.3	10.7	11.1
Gross Domestic Product (GDP)	2.7	2.8	2.8	2.7	2.6	2.8	3.3	3.4	3.5	3.7	3.9	4.1	4.3	4.6	4.8	5.0	5.2	5.4	5.6	5.8	6.0	6.2
Personal Income	1.3	1.2	1.3	1.3	1.3	1.3	1.7	1.9	2.1	2.4	2.6	2.8	3.0	3.1	3.3	3.5	3.7	3.8	4.0	4.1	4.3	4.4
Population	5.0	8.6	11.2	13.0	14.1	15.1	17.4	19.7	22.0	24.3	26.5	28.6	30.6	32.4	34.0	35.6	37.0	38.2	39.4	40.5	41.4	42.3
*Units: Total Employment - Thous	ands o	f Jobs;	Econo	mic Ou	tput, G	iDP, Pe	rsonal	Incom	e - Billi	ons of	2024 [Dollars;	: Popul	ation -	Thous	ands o	f Indiv	iduals.				

13.1.3. Scenario 1 - Texas Impacts

Summary

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	84.2	85.5	86.0	82.9	78.7	38.7	46.3	49.8	56.6	64.4	72.4	80.0	86.8	92.8	98.2	102.9	107.1	111.0	114.4	117.6	120.5	123.2
Economic Output	19.3	19.7	19_9	19.3	18.5	10.1	13.2	14.8	17.3	20.2	23.3	26.3	29.2	32_0	34.5	37.0	39.4	416	43.8	45_9	47_9	49_9
Gross Domestic Product (GDP)	11.0	11.3	11.4	11.2	10.7	5.9	7.5	8.2	9.4	10.9	12.4	14.0	15.4	16.8	18.1	19.3	20.4	21.5	22.6	23.6	24.5	25.5
Personal Income	7.6	7.4	7.8	7.8	7.7	5.0	7.8	9.5	11.4	13.4	15.4	17.3	19.1	20.8	22_4	24.0	25.5	27.0	28.4	29.8	311	32.5
Population	26.7	46.7	62.2	73.6	81.5	79.1	87.2	99.8	116.2	135.1	155.6	176.9	198.3	219.2	239.4	258.7	276.9	294.1	310.1	325.1	339.0	351.9
*Units: Total Employment - Thous	ands of	lobs;	Εαρικο	mic Ou	dpart, 6	iDP, Pe	vsonal	haom	e - Billic	vns of 2	024 Do	H ars; P	opulati	on - The	susand	s of Ind	ividual	5.				

Table 28: Scenario 1 State of Texas Impacts

From 2029-2050, the Dallas-Houston HSR route would generate annual average impact in Texas of 86,400 jobs, \$28.3B in economic output, \$15.1B in GDP, \$17.2B in personal income, and 179,700 in population.

Capital Expenditures

From 2029-2033, the capex phase would generate annual average impact in Texas of 70,000 jobs, \$16.2B in economic output (\$81B²¹⁶ total over five years), \$9.4B in GDP, and \$6.4B in personal income. Total direct capex spending is estimated at \$30B.

Operating Expenditures

Starting in 2034, HSR opex would generate an annual average impact in Texas of 6,600 jobs, \$2.5B in economic output, \$1.3B in GDP, and \$780 million in personal income. Direct jobs statewide total 1,494.

Consumption

Starting in 2034, newly induced annual consumer spending of \$302M would generate annual average impact in Texas of 4,300 jobs, \$829.9 million in economic output, \$481.3 million in GDP, and \$356.5 million in personal income.

Commerce

Starting in 2034, the decongestion effects of HSR ridership would generate annual average impact in Texas of 59,300 jobs, \$23B in economic output, \$11.6B in GDP, and \$16.3B in personal income.

²¹⁶ The reported total does not correspond exactly to the reported average due to rounding

Real Estate

During 2029-2050, the real estate impacts would generate an annual average impact in Texas of 17,900 jobs, \$4.8B in economic output, \$2.8B in GDP, and \$2.2B in personal income.

13.1.4. Scenario 2 - City of Dallas Lower Bound Impacts (Western & Eastern; Total & Increment)

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	57.3	58.8	59.3	57.2	54.2	37.0	47.8	48.9	51.9	55.6	59.5	63.5	67.0	70.3	73.3	76.0	78.5	80.8	82.9	84.8	86.6	88.3
Economic Output	13.4	13_9	14.2	13_9	13.3	9.1	11_9	12.5	13.6	15.0	16.5	18.0	19.4	20.9	77 7	23.6	24.8	26.1	27.3	28.5	29.6	30.8
Gross Domestic Product (GDP)	7.7	8.0	8.2	8.0	7.7	5.4	7.1	7.3	7.9	8.6	9.4	10.2	11.0	11.7	12.4	13.1	13.8	14.4	15.0	15.6	16.1	16.7
Personal Income	5.6	5.5	5.8	5.9	5.8	4.3	6.3	7.1	8_2	9.2	10.3	11.3	17.3	13.2	14 <u>-</u> 2	15.1	15.9	16.8	17.6	18.4	19.2	19_9
Population	20.4	35.6	47.3	55.7	61.5	61.7	70.0	79.7	90.9	103.2	116.0	129.0	141.9	154.3	166.3	177.8	188.5	198.6	208.1	216.9	225.2	232.8
*Units: Total Employment - Thous	ands of	lobs;	Есоно	mic Ou	nput, 6	iDP, Pe	vsonal	ham	e - Billi	ons of 2	2024 De	sllars; F	ropulat	ion - Th	ousono	ls of Inc	lividua	b .				

Table 29: Scenario 2 City of Dallas Lower Bound Impacts - Western Total

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	13.9	14.2	14.3	13.8	13.2	3.5	4.9	4.7	5.2	5.9	6.7	7.5	8.3	9.0	9.6	10.1	10.5	10.9	11.3	11.6	11.9	12.1
Economic Output	3.2	3.3	3.4	3.3	3.2	0.8	12	12	1.4	16	19	2.2	2_4	2.7	3.0	3.2	3.4	3.6	3.8	3_9	4.1	4.3
Gross Domestic Product (GDP)	1.8	1.9	2.0	1.9	1.9	0.5	0.7	0.7	0.8	0.9	1.1	1.2	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3
Personal Income	13	1.3	14	14	1.4	05	0.8	0.8	10	1.2	13	15	17	1.8	2.0	2.1	2.3	2.4	2.5	2.6	2.8	2.9
Population	4.8	8.3	11.0	13.0	14.4	12.3	12.1	12.4	13.3	14.6	16.1	17.9	19.8	21.6	23.5	25.3	27.0	28.6	30.1	31.4	32.7	33.9
*Units: Total Employment - Thous	ands of	lobs;	Бармо	mic Ou	tpat, 6	iDP, Pe	vsonal	Incom	e - Billi	ons of 2	2024 D	sillens; P	ropulat	ion - Th	ousona	s of Inc	lividual	b .				

Table 30: Scenario 2 City of Dallas Lower Bound Impacts - Western Increment

									081													
Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	46.5	47.7	48.0	46.3	43.9	20.5	31.6	32.9	36.2	40.2	44.5	48.6	52.3	55.6	58.6	61.3	63.7	66.0	68.0	69.9	71.6	73.2
Economic Output	10_9	114	11.6	11.3	10_9	5.0	7.9	8.4	9.6	110	12.5	14.0	15.4	16.8	18.1	19.4	20.6	21.8	<u>77 9</u>	24.0	25.0	26.1
Gross Domestic Product (GDP)	6.3	6.6	6.7	6.6	6.3	3.0	4.6	4.9	5.5	6.3	7.0	7.8	8.6	9.3	10.0	10.6	11.2	11.8	12.4	12.9	13.5	14.0
Personal Income	45	45	4.7	4.8	4.7	2.6	4.6	5.3	6.4	7.4	8.4	9.4	10.4	11.3	17.7	13.0	13.9	14.6	15.4	16.2	16_9	17.6
Population	16.4	28.7	38.1	44.9	49.6	46.6	52.5	60.5	70.5	81.8	93.9	106.4	118.8	130.9	142.6	153.8	164.3	174.3	183.5	192.2	200.3	207.8
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Table 31: Scenario 2 City of Dallas Lower Bound Impacts - Eastern Total

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	3.0	3.1	3.1	3.0	2.9	-12.9	-11.3	-11.3	-10.5	-9.5	-8.4	-7.4	-6.5	-5.7	-5.1	-4.6	-4.2	-3.9	-3.6	-3.4	-3.1	-2.9
Economic Output	0.8	0.8	0.8	0.8	0.8	-3.2	-2_8	-2_8	-2_6	-2_4	-2_1	-1.8	-1.6	-1.3	-1.2	-1_0	-0.9	-0.8	-0.7	-0.6	-0.5	-0.4
Gross Domestic Product (GDP)	0.5	0.5	0.5	0.5	0.5	-2.0	-1.7	-1.7	-1.6	-1.5	-1.3	-1.2	-1.0	-0.9	-0.8	-0.7	-0.7	-0.6	-0.6	-0.5	-0.5	-0.4
Personal Income	0.3	0.3	0.3	0.3	0.3	-1.3	-1_0	-0.9	-0.8	-0.7	-0.5	-0.4	-0.2	-0.1	0.0	0.1	0.2	0.3	0.4	0.4	0.5	0.6
Population	0.8	1.4	1.8	2.2	2.5	-2.8	-5.3	-6.7	-7.2	-6.8	-6.0	-4.8	-3.3	-1.8	-0.2	1.3	2.8	4.2	5.5	6.7	7.9	9.0
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*Units: Total Employment - Thousands of Jobs; Economic Output, GDP, Personal Income - Billions of 2024 Dollars; Population - Thousands of Individuals

Table 32: Scenario 2 City of Dallas Lower Bound Impacts - Eastern Increment

13.1.5. Scenario 2 - Dallas Metroplex Impacts

Summary

Table 33 shows the economic impact of the Scenario 2 Western Alignment.

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	57.3	58.8	59.3	57.2	54.2	37.0	47.8	48.9	51.9	55.6	59.5	63.5	67.0	70.3	73.3	76.0	78.5	80.8	82.9	84.8	86.6	88.3
Economic Output	13.4	13.9	14_2	13.9	13.3	9.1	11_9	12.5	13.6	15.0	16.5	18.0	19.4	20.9	77 7	23.6	24.8	26.1	27.3	28.5	29.6	30.8
Gross Domestic Product (GDP)	7.7	8.0	8.2	8.0	7.7	5.4	7.1	7.3	7.9	8.6	9.4	10.2	11.0	11.7	12.4	13.1	13.8	14.4	15.0	15.6	16.1	16.7
Personal Income	5.6	55	5.8	5.9	5.8	4.3	6.3	7.1	8.2	9.2	10.3	11.3	12.3	13.2	14.2	15.1	15.9	16.8	17.6	18.4	19.2	19.9
Population	20.4	35.6	47.3	55.7	61.5	61.7	70.0	79.7	90.9	103.2	116.0	129.0	141.9	154.3	166.3	177.8	188.5	198.6	208.1	216.9	225.2	232.8
*Units: Total Employment - Thous	Units: Total Employment - Thousands of Jobs; Economic Output, GDP, Personal Income - Billions of 2024 Dollars; Population - Thousands of Individuals.																					

Table 34 shows the incremental impact relative to Scenario 1

Table 33: Total Economic impact of Western alignment - Scenario 2

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	13.9	14.2	14.3	13.8	13.2	3.5	4.9	4.7	5.2	5.9	6.7	7.5	8.3	9.0	9.6	10.1	10.5	10.9	11.3	11.6	11.9	12.1
Economic Output	3.2	3.3	3.4	3.3	3.2	0.8	1.2	12	14	16	19	2.2	2_4	2.7	3.0	3.2	3.4	3.6	3.8	3.9	4.1	4.3
Gross Domestic Product (GDP)	1.8	1.9	2.0	1.9	1.9	0.5	0.7	0.7	0.8	0.9	1.1	1.2	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3
Personal Income	1.3	13	14	14	14	0.5	0.8	0.8	10	12	1.3	15	17	1.8	2.0	2.1	2.3	2_4	25	2.6	2.8	2.9
Population	4.8	8.3	11.0	13.0	14.4	12.3	12.1	12.4	13.3	14.6	16.1	17.9	19.8	21.6	23.5	25.3	27.0	28.6	30.1	31.4	32.7	33.9
*Units: Total Employment - Thous	ands o	f Jobs;	Есоно	mic Ou	ntpurt, (iDP, Pt	sonal	Incom	e - Billi	ons of 2	2024 D	ollars; F	ropulat	ion - Th	ousono	ls of Inc	lividuo	Ь.				

Table 34: Incremental Economic impact of Western alignment - Scenario 2

Table 35 shows the economic impact of Scenario 2's Eastern alignment.

Table 36 shows the incremental impact relative to Scenario 1.

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Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	46.5	47.7	48.0	46.3	43.9	20.5	31.6	32.9	36.2	40.2	44.5	48.6	52.3	55.6	58.6	61.3	63.7	66.0	68.0	69.9	71.6	73.2
Economic Output	10_9	11.4	11.6	11.3	10_9	5.0	7.9	8.4	9.6	110	12.5	14.0	15.4	16.8	18.1	19.4	20.6	21.8	22.9	24.0	25.0	26.1
Gross Domestic Product (GDP)	6.3	6.6	6.7	6.6	6.3	3.0	4.6	4.9	5.5	6.3	7.0	7.8	8.6	9.3	10.0	10.6	11.2	11.8	12.4	12.9	13.5	14.0
Personal Income	45	4.5	4.7	4.8	4.7	2.6	4.6	5.3	6.4	7.4	8.4	9.4	10.4	11.3	17.7	13.0	13.9	14.6	15.4	16.2	16_9	17.6
Population	16.4	28.7	38.1	44.9	49.6	46.6	52.5	60.5	70.5	81.8	93.9	106.4	118.8	130.9	142.6	153.8	164.3	174.3	183.5	192.2	200.3	207.8
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inits: Total Employment - Thousands of Jobs; Economic Output, GDP, Personal Income - Billions of 2024 Dollars; Population - Thousands of Individuals.

Table 35: Total Economic impact of Eastern alignment - Scenario 2

Category	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Total Employment	3.0	3.1	3.1	3.0	2.9	-12.9	-11.3	-11.3	-10.5	-9.5	-8.4	-7.4	-6.5	-5.7	-5.1	-4.6	-4.2	-3.9	-3.6	-3.4	-3.1	-2.9
Economic Output	0.8	0.8	0.8	0.8	0.8	-3.2	-2_8	-2_8	-2_6	-2_4	-2_1	-1_8	-1.6	-1.3	-12	-1_0	-0_9	-0.8	-0.7	-0.6	-0.5	-0.4
Gross Domestic Product (GDP)	0.5	0.5	0.5	0.5	0.5	-2.0	-1.7	-1.7	-1.6	-1.5	-1.3	-1.2	-1.0	-0.9	-0.8	-0.7	-0.7	-0.6	-0.6	-0.5	-0.5	-0.4
Personal Income	0.3	0.3	0.3	0.3	0.3	-1.3	-1_0	-0.9	-0.8	-0.7	-0.5	-0.4	-0.2	-0.1	0.0	0.1	0.2	0.3	0.4	0.4	0.5	0.6
Population	0.8	1.4	1.8	2.2	2.5	-2.8	-5.3	-6.7	-7.2	-6.8	-6.0	-4.8	-3.3	-1.8	-0.2	1.3	2.8	4.2	5.5	6.7	7.9	9.0
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"Units: Total Employment - Thousands of Jobs; Economic Output, GDP, Personal Income - Billions of 2024 Dollars; Population - Thousands of Individuals.

Table 36: Incremental Economic impact of Eastern alignment - Scenario 2

From 2029-2050, the Western alignment would generate an average additional impact in the Dallas Metroplex of 65,400 jobs (9,700 more jobs than Scenario 1), \$19B in economic output (\$2.8B more), \$10.7B in GDP (\$1.5B more), \$11.3B in personal income (\$1.7B more), and 126,400 in additional population.

The Eastern alignment would mean an average impact in the Dallas Metroplex of 51,200 jobs (4,500 fewer jobs than Scenario 1), \$15.2B in economic output (\$1B less), \$8.5B in GDP (\$700M less), \$9.5B in personal income (\$100M less), and 107,200 in population.

Capital Expenditures

From 2029-2033, the capex phase would generate an additional average impact of 13,900 jobs, \$3.3 billion in economic output (\$16.4 billion²¹⁷ total over five years), \$1.9 billion in GDP, and \$1.3 billion in personal income. This relates to additional capex spending of \$6B.

Operating Expenditures

Starting in 2034, the HSR opex would generate an additional annual average impact in the Dallas Metroplex of 800 jobs, \$300.0 million in economic output, \$161.9 million in GDP, and \$100.0 million in personal income. This is relative to 193 additional direct jobs in the Metroplex.

Consumption

Starting in 2034, the additional newly induced annual consumer spending of \$62.0 million would generate annual average impact in the Dallas Metroplex of 1,100 jobs, \$196.5 million in economic output, \$112.5 million in GDP, and \$86.2 million in personal income.

Commerce

Starting in 2034, the additional decongestion effects of HSR ridership for the expanded route between the metro areas (and some minimal decongestion between Dallas and Tarrant Counties and within Tarrant County) would generate annual average impact in the Dallas Metroplex of 7,000 jobs, \$2.2 billion in economic output, \$1.2 billion in GDP, and \$1.6 billion in personal income.

Real Estate

There would be no additional real estate impacts under the Western alignment. However, under the Eastern alignment, a separate mixed-use development would not be built or operated, the associated property tax revenue would be lost, and there would be losses in operating revenue at an adjacent hotel. As such, during 2029-2050, the additional real estate impacts under the Eastern alignment would generate annual average impact in the Dallas Metroplex of 14,200 fewer jobs, \$3.8 billion in lost economic output, \$2.2 billion in lost GDP, and \$1.8 billion in lost personal income.

13.2. Prior Ridership Studies on Dallas to Houston

Below is a list of publicly available data on ridership conducted on the Dallas to Houston route. The list is not exhaustive.

Source	Study Year	Annual Ridership Estimate (M)	Ridership Year
Texas DOT Statewide Ridership Analysis Report	2013	²¹⁷ 1.5-5.7	2035

²¹⁷ The reported total does not correspond exactly to the reported average due to rounding

Source	Study Year	Annual Ridership Estimate (M)	Ridership Year
Texas Central Railroad, as reported in FEIS	2019	6.4-6.8	2035 (extrapolated)
Baruch Feigenbaum (Reason Foundation)	2013	1.4	2035
Texas DOT's High-Speed Intercity Passenger Rail Program (HSIPR) Pre-Application	2011	3.1	N/A
2025 Economic Impact Report	2024	3.0	2035

Revised from 0.7-2.7M riders. 2. Original ridership year was 2029 (first run rate year); assumed to be 2035 given current timeline

Table 37: Prior Studies

13.3. Approach and Methodology Detail

13.3.1. Methodology - Economic Impact

The economic analysis used a 70-industry TranSight economic and transportation model consisting of the individual Dallas Metroplex counties, the Houston Metro, the rest of Texas, and the rest of the U.S. Inputs were entered into the model after being appropriately processed (see details below).

13.3.2. Output Methodology

13.3.2.1. Capital Expenditures

Direct capex spending was entered as demand for construction, indirect spending was entered as demand for professional, scientific, and technical services, and the systems spending was entered as demand for other transportation equipment manufacturing.

13.3.2.2. Operating Expenditures

Opex jobs and earnings were entered as employment and wages in rail transportation.

13.3.2.3. Consumption

Increases in station parking spending were entered as economic output in other services (including parking services). Increases in restaurant and hotel spending in the Dallas Metroplex and Houston Metro were entered as economic output in food services and accommodations, respectively.

13.3.2.4. Commerce

The degree of decongestion was entered as decreases in accessibility costs and transportation costs, inputs that affect the access that business have to intermediate inputs and the efficiency of transporting final products to consumers. In Scenarios 2 and 3, additional decongestion via HSR ridership on an extension to Forth Worth or DFW airport would make local commuting easier, which reflected through the commuting costs model input.

13.3.2.5. Real Estate

Increases in property tax revenues were entered as increases in local government spending under a balanced budget assumption. The capex for the mixed-use development was entered as demand for construction. Residential activity in the mixed-use development was entered as economic output in real estate, based on average rent per square foot. Commercial activity in Dallas Terminal Station and mixed-use development was entered as employment in food services, retail trade, accommodations, amusement, and recreation (entertainment venues), and personal services (wellness venues), as well as professional services, administrative services, and management (office jobs). These were all based on employment per square foot calculations.

Under the Eastern alignment of Scenario 2, lost property tax revenue from a foregone mixed-use development were entered as decreases in local government spending. The loss of capex was entered as a decrease in demand for construction. The loss of residential activity was entered as a decrease in economic output in real estate. The loss of commercial activity was entered as a decrease in employment in retail trade, accommodations, amusement, and recreation (entertainment venues), and personal services (wellness venues), as well as professional services, administrative services, and management (office jobs).

13.3.3. Primary Inputs Methodology

Capex

Project Capital Expenditures (capex) represent all expected costs associated with constructing an HSR system. These include direct costs (labor, construction, and materials), indirect costs (planning and administration), and the systems and rolling stock needed to operate each route. In the economic impact model, capex is a primary input for estimating direct, indirect, and induced jobs generated by HSR construction.

Table 38 summarizes the capex estimates for the three scenarios:

Scenario	Dallas-Houston	Dallas-Fort Worth	Dallas-DFW Airport
Direct Labor Costs	\$4.35	\$0.87	\$0.62
Direct Materials & Equipment	\$11.42	\$2.28	\$1.62
Total Direct Costs	\$15.77	\$3.15	\$2.24
Total Indirect Costs	\$10.15	\$2.03	\$1.44
Total Civil Infrastructure & Fixed Facilities	\$25.92	\$5.18	\$3.68
Systems & Rolling Stock	\$4.08	\$0.82	\$0.58
Total Construction Costs	\$30.00	\$6.00	\$4.26

Table 38: Total Capex Costs by Category and Scenario (\$B)

For the Dallas-Houston route, the Final Environmental Impact Statement (FEIS) originally projected \$20.25B (indexed to 2024).²¹⁸ Recent public statements from NCTCOG and Dallas City Council meetings indicate projections "north of \$30B." ²¹⁹ As a result, \$30B has been adopted as a conservative capex estimate for Dallas-Houston, maintaining the same subcomponent proportions outlined in the FEIS. The employment impact from this \$30B of capex will be distributed across Dallas County, Harris County, and intermediate counties. The FEIS assumes a 33-33-33% split for construction (direct costs plus systems and rolling stock) and a 50-50% split between Dallas and Harris Counties for professional services (indirect costs).²²⁰ These assumptions have been adopted in this report, resulting in \$11.7B of capex attributed to Dallas County.

No official capex projections exist for the Dallas-Fort Worth corridor, though "north of \$6B" has been cited publicly as an approximate figure.²²¹ This model adopts \$6B as a conservative estimate. It assumes the same overall capex regardless of a Western or Eastern alignment. A tunnel alignment is likely infeasible and excluded. Subcomponent proportions from the Dallas-Houston route are applied to Dallas-Fort Worth, though systems and rolling stock may be overstated because the current method ties rolling stock to track length without accounting for potential synergies with an existing Dallas-Houston service. If a single operator were to provide one-seat rides from Fort Worth to Houston, rolling stock needs could be lower than if Dallas-Fort Worth were operated independently. Capex is assumed to be split evenly (50-50%) between Dallas and Tarrant Counties, reflecting that the route's mileage is roughly divided along the county line. The geographic proximity and labor connectivity within the metro area further support an even draw from the labor pool of each county. Consequently, \$3B of capex is attributed to Dallas County.



Figure 33: Fort Worth Extension Route Alignment with County Borders²²²

Plans for extending to Dallas-DFW Airport are preliminary, and no public capex estimates are available. In this model, costs per mile are assumed to mirror the Fort Worth route, given that both

²¹⁸ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.14-18: Construction Cost Estimate, 2019; indexed to 2024

²¹⁹ March 2024 Town Hall Transcript.docx

²²⁰ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.14.1: Assumed Share of Investment by Geography

²²¹ March 2024 Town Hall Transcript.docx

²²² July 11, 2024 - NCTCOG Regional Transportation Council Workship High-Speed Transportation Dallas-Fort Worth

would traverse urban areas and necessitate two new stations. It is assumed the Dallas-DFW Airport connection will be built as HSR. Relying on DART infrastructure or opting for conventional rail could significantly reduce cost-per-mile. Based on a preliminary route distance of 22 miles, total capex is estimated at \$4.26 billion, with a possible variance of 5 to 10 miles.²²³

Scenario	Capex (\$B)	Route Distance (mi)	Capex/Mile (\$B/mi)
Dallas-Houston	\$30.00	240	\$0.13/mi
Dallas-Fort Worth	\$6.00	31	\$0.19/mi
Dallas-DFW Airport	\$4.26	22	\$0.19/mi

Table 39: Capex, Route Distance, and Capex/Mile across Scenario

Of the \$4.26B in total capex, 75% of the associated job creation is allocated to Dallas County and 25% to Tarrant County. Given that most of the route lies within Dallas County, the economic benefit tilts toward Dallas. This translates into \$3.2B attributed to local job creation in Dallas County.

Table 40 summarizes the capex estimate attributable to Dallas County for the three scenarios:

Scenario	Dallas-Houston	Dallas-Fort Worth	Dallas-DFW Airport
Total Direct Costs	\$5.25	\$1.58	\$1.68
Total Indirect Costs	\$5.08	\$1.02	\$1.08
Systems & Rolling Stock	\$1.36	\$0.41	\$0.43
Total Construction Costs	\$11.69	\$3.00	\$3.19

Table 40: Dallas County Capex Costs by Category and Scenario

Each scenario in the economic impact model also includes an additional \$100M for a connection to Dallas Terminal Station, Convention Center and/or Union Station.²²⁴ The final cost of this link may vary significantly depending on its length, infrastructure (e.g., walking escalator or people-mover), and alignment. Given the variability in potential structure, the relative amount against the larger capex build, and need for an engineering assessment to understand actual costs, the level was held constant in all scenarios.

Finally, although not incorporated into the current model, a planning-level estimate of \$750M to \$1B would be needed to upgrade the Trinity Railway Express (TRE) to an express route with a travel time of 25-30 minutes. These upgrades remain separate from HSR and are accounted for outside the economic impact model.²²⁵

²²³ Google Maps

²²⁴ Preliminary estimate developed in consultation with NCTCOG

²²⁵ Trinity Metro Planning-level Estimate; more analysis is needed to determine the actual project costs

Operating Expenditures

Operating Expenditures (opex) represent the costs associated with running and maintaining the HSR system after construction. This includes directly created jobs, such as train operations (drivers, conductors, onboard staff), infrastructure maintenance, and administrative roles. In the economic impact model, these opex jobs contribute to direct employment and further support the creation of indirect and induced jobs through supply chain effects and household spending.

For the Dallas-Houston corridor, the FEIS projects a total of 1,494 direct operating jobs, generating an estimated \$116M in annual earnings (indexed to 2024 dollars).²²⁶ Of these, Dallas County is projected to receive 657 jobs (44%), corresponding to \$51.3 million in annual earnings.

No official opex projections exist for the Dallas-Fort Worth corridor, though employment levels are assumed to scale proportionally to the Dallas-Houston corridor on a per-mile basis. Applying this methodology, the incremental extension to Fort Worth is estimated to generate 193 opex jobs, with \$15M in annual earnings. The same approach is used for the Dallas-DFW Airport route, leading to an estimated 137 jobs and \$11M in annual earnings.

Scenario	Total Opex Jobs (#)	Annual Earnings (\$M)	Route Distance (mi)	Jobs/Mile (\$B/mi)
Dallas-Houston	1494	\$116.1	240	6.23/mi
Dallas-Fort Worth	193	\$15.0	31	6.23/mi
Dallas-DFW Airport	137	\$10.6	22	6.23/mi

Table 41: Total Opex Jobs and Earnings by Scenario

To estimate the share of opex jobs allocated to Dallas County for each corridor, assumptions were made regarding the distribution of jobs across three categories:

- Train Operations (50%) Includes train drivers, conductors, and onboard staff.
- Infrastructure Maintenance (35%) Covers track maintenance and other essential upkeep.
- Administrative Roles (15%) Primarily includes managerial and operational support functions.

For the Dallas-Fort Worth corridor, it is assumed that 70% of train operations jobs will be based in Dallas County, given that rolling stock would likely be centralized near the Dallas Terminal Maintenance Facility (TMF). The remaining 30% is expected to be based in Tarrant County, where personnel will be needed for trains beginning and ending service there. Infrastructure jobs are assumed to be evenly split (50-50) between the two counties, as maintenance is required along the entire rail corridor, which is roughly divided by the county border. Administrative roles are likely to be headquartered at Dallas Terminal Station and highly concentrated in Dallas County (90%). This results in an estimated 66.7% of total opex jobs in Dallas County and 33.3% in Tarrant County, as detailed in the table below:

²²⁶ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.14-20: Direct Employment and Earnings Impact

Scenario	% of Opex Job	Dallas County Share	Tarrant County Share
Train Operations	50%	70%	30%
Infrastructure	35%	50%	50%
Administrative	15%	90%	10%

Table 42: Percentage of Opex Jobs and County Shares

Applying these assumptions, Dallas County is projected to receive 127 jobs and \$9.9M in annual earnings from the incremental extension to Fort Worth.

For the Dallas-DFW Airport route, 90% of opex jobs are expected to be attributed to Dallas County, as nearly the entire track would likely fall within its boundaries. Due to the joint ownership of DFW Airport by Fort Worth and Dallas, some opex jobs may still be filled by Tarrant County residents, particularly in station operations. Based on this assumption, Dallas County is projected to receive 123 opex jobs and \$9.6M in direct annual earnings.

A summary of Dallas County's opex jobs and annual earnings across all scenarios is provided below:

Scenario	Total Opex Jobs (#)	Annual Earnings (\$M)		
Dallas-Houston	657	\$51.3		
Dallas-Fort Worth	127	\$9.9		
Dallas-DFW Airport	123	\$9.6		

Table 43: Dallas County Opex Jobs and Annual Earnings

Real Estate

Figure 34 provides a summary of the quantified real estate impacts from HSR:

				Incremental Property Value vs. "No HSR" (Capex Proxy Value)			Proxy Value)
Property	Туре	Sq. Ft.	Property Value (No HSR)	Dallas—Houston	Fort Worth Extension via Arl. (East Align.)	Fort Worth Extension via Arl. (West Align.)	DEW Airport Extension via DAL
Existing Properties ½-mile around station	• Mixed	N/A	\$2.3B	\$136M	\$136M+	\$136M+	\$136M+
Dallas Terminal Station	CommercialIndustrialParking	Commercial:~0.1M Operations:~0.3M Parking:~2.5M	No Build	\$196M	\$196M+	\$196M+	\$196M+
Dallas Train Maintenance Facility (TMF)	• Industrial	~4-5M	No Build	\$632M	\$632M+	\$632M+	\$632M+
Cedars Development (Matthews)	 Mixed-Use (Residential, 	~7-11M	~\$750M	~\$5.1B	~\$5.1B+	~\$5.1B+	\$5.1B+
Reunion Development (Hunt)	Office, Hotel, Retail, Leisure)	~5M	~\$4.3B (~\$6B ann. exp.)	\$0	(~\$4.3B) No Build	\$0	\$0
Incremental Property Valu	e			~\$6B	~\$2B	~\$6B+	~\$6B+
Incremental Tax Impact of	Taxable Properties			~\$125M	~\$25M	~\$125M+	~\$125M+

Figure 34: Real Estate Impact Summary²²⁷

Note on General Assumptions:

- All monetary real estate figures are expressed in 2024 nominal dollars.
- For simplicity, all real estate developments are assumed to be constructed from 2029-2033 and begin operating in 2034 alongside HSR projects.

A) Increase in property value of existing properties ½-mile around the station:

- Background from the FEIS:
 - The FEIS provides baseline property values in both a ¹/₄-mile buffer and a ¹/₄- to ¹/₂-mile buffer around the Dallas Terminal Station, along with expected property premiums for each region (4-8% for the ¹/₄-mile buffer and 2-4% for the ¹/₄- to ¹/₂-mile buffer).

²²⁷ Dallas-Houston Final Environmental Impact Statement (FEIS); Dallas County Appraisal Department (DCAD) 2019 Annual Report; 2024 Annual Report; "A fight for the future of transportation pits an investor against north Texas planners"; Hunt Realty Investments Estimates; Matthews Southwest Estimates; assumes Reunion and Matthews Development will have a similar real estate type splits; assumes that property value will be similar to capex invested in the development of the asset; Assumes Reunion and Matthews Development will have similar real estate type splits; property tax rates taken from City of Dallas Economic Development Website; City of Dallas, Dallas County, Dallas Independent School District, Dallas College, and Parkland Hospital taxes are all included; Does not account for any tax incentives the city may offer to developers; Dallas TMF property value is included in "Incremental Property Value" total but is assumed to not be taxable and therefore not factored into "incremental Tax Impact"

• See Figure 35 for reference:

Table 3.14-22:	Range of	f Property	Premium	Impacts	by Stati	on Area,	\$2019	(M)
Station Area	Total Value in 1/4 Mile Buffer	Property Premium for 1/4 Mile Buffer		Property Premium for 1/4-1/2 Mile Buffer		Total Premium for 1/2 Mile Buffer		
		Wile Butter	Low (4%)	High (8%)	Low (2%)	High (4%)	Low	High
Dallas Terminal Station	\$692.6	\$754.3	\$27.7	\$55.4	\$15.1	\$30.2	\$42.8	\$85.6
Brazos Valley Intermediate Station	\$6.7	\$8.1	\$0.3	\$0.5	\$0.2	\$0.3	\$0.4	\$0. 9
Northwest Transit Center Terminal Station Option	\$321.1	\$931.5	\$12.8	\$25.7	\$18.6	\$37.3	\$31.5	\$63.0
Northwest Mall Terminal Station Option	\$175.4	\$629.3	\$7.0	\$14.0	\$12.6	\$25.2	\$19.6	\$39.2
Houston Industrial Site Terminal Station Option	\$295.8	\$466.9	\$11.8	\$23.7	\$9.3	\$18.7	\$21.2	\$42.3
Total Premium in the 1/2 Mile Buffer							Low	High
Dallas Terminal Station, Brazos Valley Intermediate Station, and Houston Northwest Transit Center Terminal Station Option						\$74.7	\$149.4	
Dallas Terminal Station, Brazos Valley Intermediate Station, and Houston Northwest Mall Terminal Station Option						\$62.8	\$125.6	
Dallas Terminal Station, Brazos Valley Intermediate Station, and Houston Industrial Site Terminal Station Option						\$64.4	\$128.8	

Figure 35: FEIS Table 3.14-22228

- Indexing to 2024:
 - The 2019 property values used in the FEIS are indexed to 2024 using annual appraisal reports from the Dallas County Appraisal Department, which publish a "Total Market Value" for the City of Dallas
 - 2019 Market Value: \$178,658,025,030²²⁹
 - 2024 Market Value: \$284,157,386,450²³⁰
 - This represents a 59% increase in market value between 2019 and 2024
 - Applying this 59% increase to the 2019 property values (originally estimated at \$692.6M and \$754.2M) yields approximately \$1.1B and \$1.2B, respectively, for a total of about \$2.3B within the ½-mile station radius in 2024
- Selected Property Value Increase:
 - 8% and 4% were chosen for the ¼- and ½-mile buffers respectively for the Dallas-Houston line:
 - The 4-8% and 2-4% from the FEIS are qualified as "conservative estimates" based on external literature on non-HSR transit²³¹
 - Brightline data showing a 9% increase within a one-mile radius²³²
 - The weighted property value increase across the entire ½-mile radius amounts to roughly 6%, translating to a premium of \$136M

²²⁸ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.14-22: Range of Property Premium Impacts by Station Area

²²⁹ Dallas County Appraisal Department (DCAD) 2019 Annual Report

²³⁰ Dallas County Appraisal Department (DCAD) 2024 Annual Report

²³¹ Dallas-Houston Final Environmental Impact Statement (FEIS), Table 3.14-22: Range of Property Premium Impacts by Station Area

²³² Fernando Mattar, "Now Boarding"

B) Dallas Terminal Station

- The FEIS estimates the station at roughly 2.9M square feet, with 2.5M designated for parking 0.3M for public areas, tracks/platforms, and operations, and 0.1M for fast food, retail, meeting rooms, and lounges²³³
- Only the 0.1M of commercial square feet (fast food, retail, meeting rooms, and lounges) has been integrated into the economic impact model to avoid double counting any spend, or jobs related to the capex/opex of the track. Parking revenue was accounted for in the consumption calculation (driven from induced demand)
- The FEIS cites a \$160M station value based on California High-Speed Train Program archetype capital costs and assumes assessed improvement value equals construction cost²³⁴
- Indexed to 2024 using the U.S. Federal Reserve's inflation data (22% cumulative increase from 2019 to 2024), this figure becomes approximately \$196M²³⁵
- Some station improvements may occur if routes to Fort Worth or the airports are added, though precise estimates are unavailable

C) Dallas Trainset Maintenance Facility (TMF)

- The FEIS indicates each TMF would occupy about 100 acres (around 4-5M square feet), categorized as "industrial" given the building's purpose²³⁶
- TMF square footage has not been integrated into the economic impact model, given its development should already be accounted for in the base Capex and Opex numbers (and thus, its economic impact)
- The FEIS values the Dallas TMF at \$520M in 2019 dollars²³⁷
- Indexed to 2024 (22% cumulative inflation), the TMF is estimated at roughly \$636M²³⁸
- Some enhancements to the TMF could be anticipated under Fort Worth or airport extensions, but no specific valuations are provided

D) Cedars Development (Matthews)²³⁹

- Matthews Southwest owns a 52-acre site comprising two parts:
 - 18 acres for the proposed station location
 - 32 acres of surrounding land
- Null Scenario "The Rivers":
 - Originally, Matthews intended to build a \$750M residential project with approx. 3,000 units across all 52 acres
 - Matthews estimated capex: \$250K per unit
- HSR Scenario Mixed-Use Development:
 - With the station occupying 18 acres, the remaining 32 acres could support 7-11M square feet of mixed-use development (as assessed by a Matthews-hired consultant)

²³³ Dallas-Houston Final Environmental Impact Statement (FEIS), Appendix F, Final Conceptual Engineering Report: Preliminary Dallas Terminal Station Program

²³⁴ Dallas-Houston Final Environmental Impact Statement (FEIS)

²³⁵ U.S. Federal Reserve

²³⁶ Dallas-Houston Final Environmental Impact Statement (FEIS)

²³⁷ Dallas-Houston Final Environmental Impact Statement (FEIS)

²³⁸ U.S. Federal Reserve

²³⁹ Matthews Southwest Estimates

- Matthews estimates capex: approx. \$650/sq. ft., yielding a \$4.55B-\$7.15B range
- \$5.85B is selected by multiplying 9M sq. ft. × \$650
- Mixed-use commercial/residential profiles are assumed to mirror Hunt's Reunion project (approx. \$5-\$6B)
- The incremental capex tied to HSR is around \$5.1B (\$5.85B minus the original \$0.75B plan)
- Extensions to Fort Worth and the Airports are likely to provide some incremental gain, although the magnitude is unknown
- Note: Assuming capex is roughly equal to property value, following the FEIS's assumption regarding Dallas Terminal Station

E) Reunion Development (Hunt)²⁴⁰

- Hunt intends to invest \$4.3B to build a 5M-square-foot mixed-use project on a 21-acre downtown parcel, irrespective of HSR; annual ongoing operating expenditures estimated at \$6B
- An Eastern alignment to Fort Worth would cancel development, reducing investment to \$0
- The incremental capex tied to HSR in this scenario is (\$4.3B)
- In other scenarios, the Hunt plan proceeds unchanged, although potential incremental value from HSR is not quantified due to timeline/magnitude uncertainties

F) Incremental Property Value

- Sums the incremental property value from each property across various scenarios
- Note: significant underestimation of the **overall** HSR impact on real estate:
 - It ignores other potential developments spurred by HSR
 - It relies on conservative property value increases, factoring only a 1/2-mile radius

G) Incremental Tax Input

Multiplies the incremental property value by 2.3%, the 2023 total property tax rate in the City
of Dallas²⁴¹

²⁴⁰ Hunt Realty Investments Estimates

²⁴¹ City of Dallas Economic Development Website

• Figure 36 illustrates all property taxes in the City of Dallas:

Jurisdiction	Tax
City of Dallas	0.735700%
Dallas County	0.215718%
Dallas Independent School District	1.013835%
Dallas College	0.110028%
Parkland Hospital	0.219500%
Total	2.294781%

Figure 36: Taxes in the City of Dallas²⁴²

• Note: The Dallas TMF is excluded from tax revenue calculations, assuming it will be publicly owned or otherwise tax-exempt

Additional Note on Hyatt Regency:

• Although not included in the primary calculations, Hunt estimates that the Eastern alignment extension to Fort Worth would force Hyatt Regency's closure, sapping \$240M in related economic activity and cutting approximately 1,255 hotel jobs²⁴³

²⁴² City of Dallas Economic Development Website

²⁴³ Hunt Realty Investments Estimate