

High Speed Rail Economic Impact Analysis

Arlington, TX & Fort Worth, TX

Final Report Summary – May 2026

Study Jointly Commissioned by:

City of Fort Worth Transportation and Public Works Department

City of Arlington Transportation Department

Agenda

- Project Purpose
- Project Background
- Impact Assessment
- Next Steps

This is an informational presentation of the results of the project. The intent is to encourage discussion at local and regional levels.

No action is needed from the Council.

What

Are We Trying to Answer?

Identification of additional HSR benefits within Dallas-Fort Worth and fiscal impacts for Fort Worth.

Fundamental Questions

1

Based on existing and planned developments and potential transit connections, which areas should anticipate and plan for increased growth following the introduction of high-speed rail?

2

How does the density premium change because of a direct connection to the HSR station?

3

What are the fiscal and economic benefits the City can expect from resulting employment, residency, and visitation growth?

4

What are some of the other benefits of HSR for a metropolitan area?

Comparison of Contemporary Studies Across the Region

	Fort Worth	Arlington	Dallas (Multiple)
Core Question	Regional study of downtown development and rail station area opportunities linked to enhanced access by regional rail investment	Regional study demographic and real estate premiums linked to enhanced access thru regional rail investment	Alternatives analysis for engineering alignment into Downtown Dallas, linked to expected capital investment
Approach	<p>Direct economic and fiscal benefits associated with enhanced regional access.</p> <p>Direct and indirect qualitative benefits of HSR connections.</p>	<p>Direct economic and fiscal benefits associated with enhanced regional access.</p> <p>Direct and indirect qualitative benefits of HSR connections.</p>	Direct, indirect, and induced economic & fiscal impact analysis focused on capital investment, ridership and modal shifts, using tools such as REMI to frame regional outcomes from rail investment
Outcomes	Direct economic and fiscal benefits associated with place-based urban transformation and intensification due to HSR and regional access benefits. The cost of delivering HSR is not included.		Articulates broad economic and demographic impacts based on alignment choices; Not a place-based study.
Impact Areas	District specific - Core City Central Area; Regional rail station areas; local university; future transit station areas	District specific - Major league sports-anchored entertainment district; Downtown; local university	Dallas County is the primary boundary, with some impacts allocated to the City of Dallas.

Nationwide Plan for Higher Speed Rail



FRA was tasked with evaluating restoring **intercity passenger rail** service and the potential for **new Amtrak long-distance routes**.

Preferred routes show several corridors connecting to Fort Worth/Dallas. **All routes in Texas converge in Greater Fort Worth.**

Fort Worth's HSR station is planned to service trains **in all directions** (North/South and East/West).

Status of HSR In Texas

Dallas to Houston

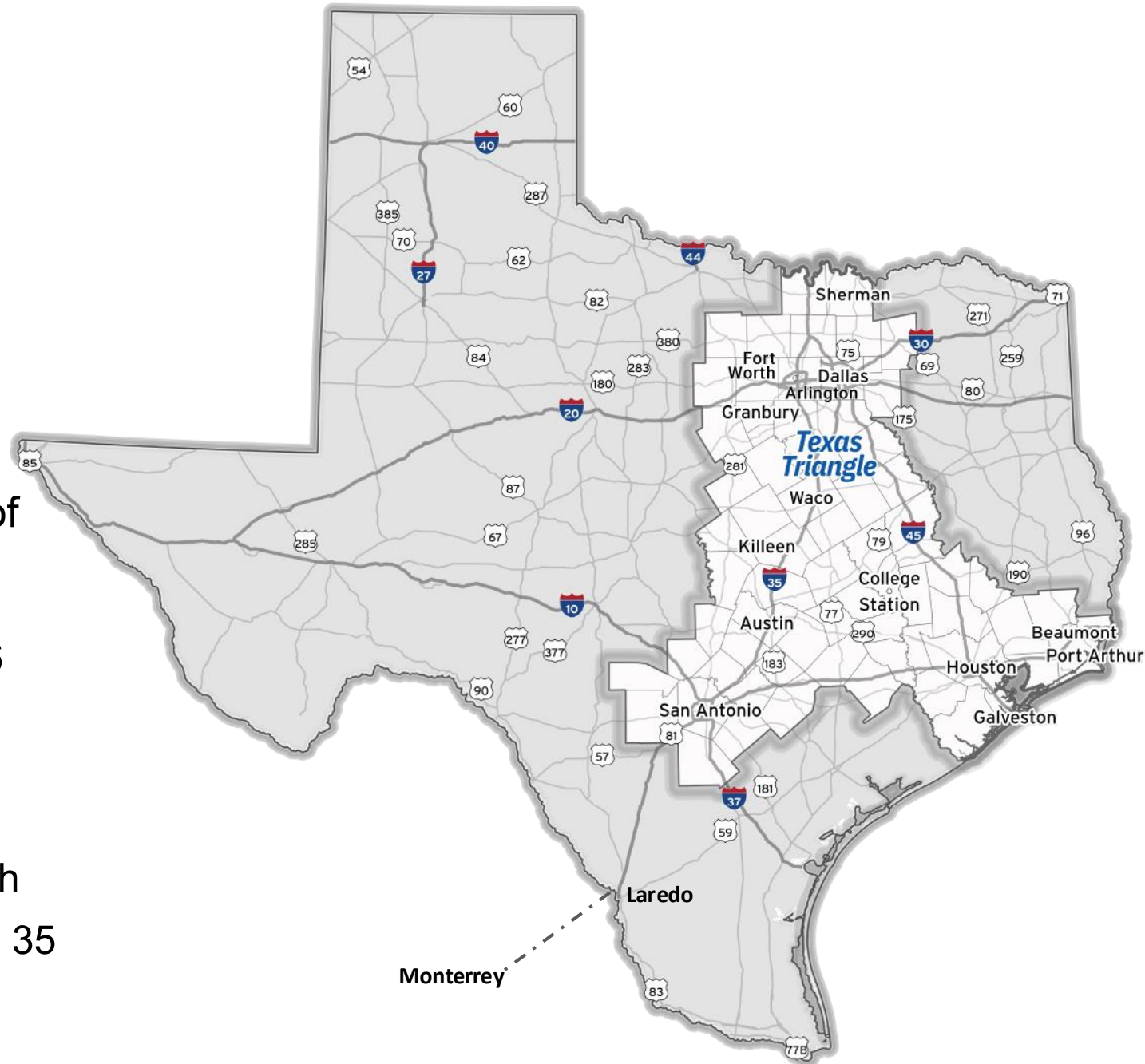
- Project lead: Texas Central (private sector)
- Environmental: FEIS completed in 2020

Fort Worth to Dallas

- Project lead: North Central Texas Council of Governments (public sector)
- Environmental: Estimated completion 2026

Fort Worth to Laredo

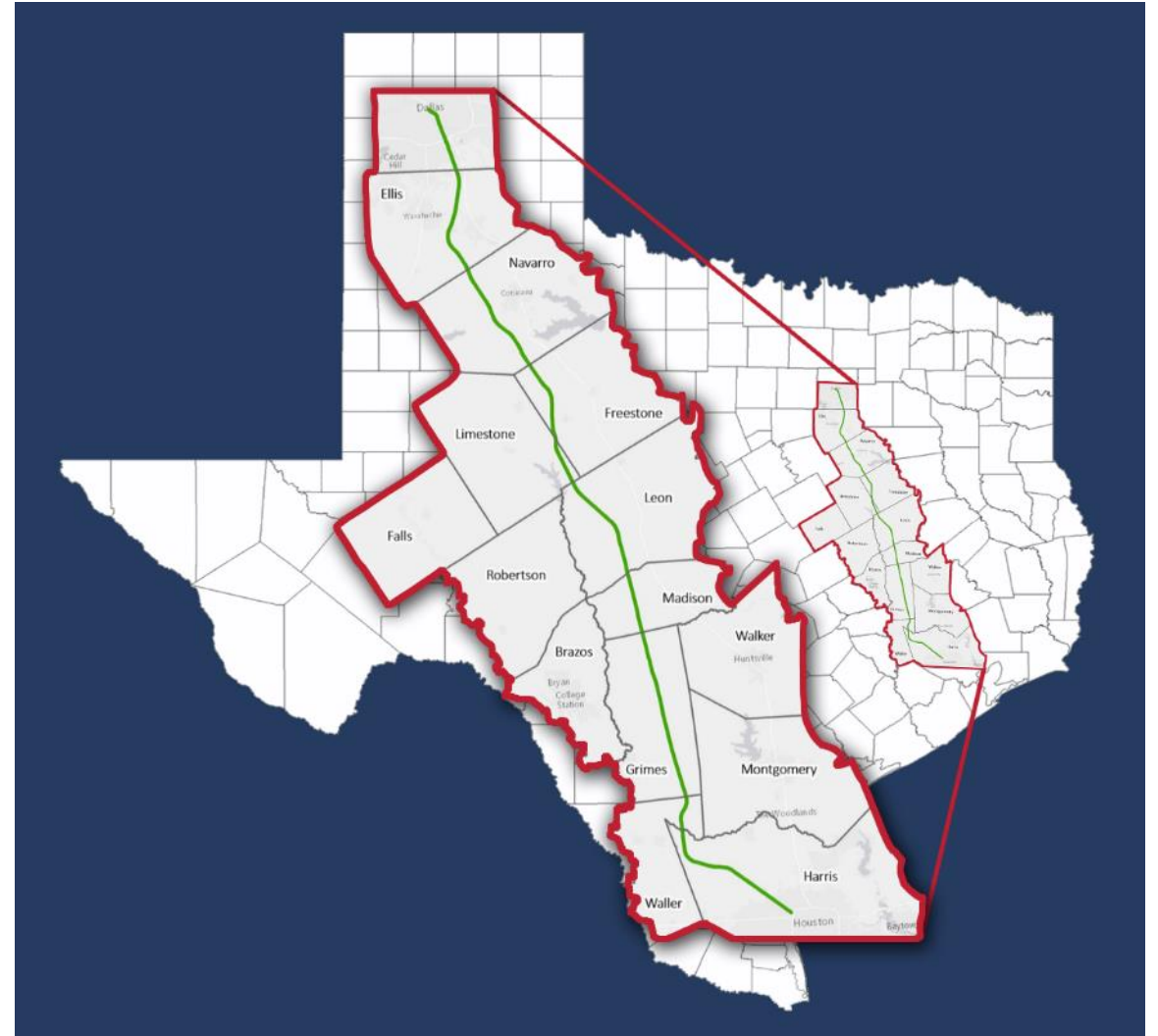
- Project lead: North Central Texas Council of Governments (public sector), coordinated with regional transportation agencies along the IH 35 Corridor
- Environmental: Mode Analysis 2019



Status of HSR In North Texas – Dallas to Houston

Dallas to Houston

- Project lead: Texas Central (private sector)
- Environmental: FEIS completed 2020
- Stations
 - Dallas
 - Brazos Valley
 - Houston
- Technology: Shinkansen
- Travel time: 90 minutes direct to Houston

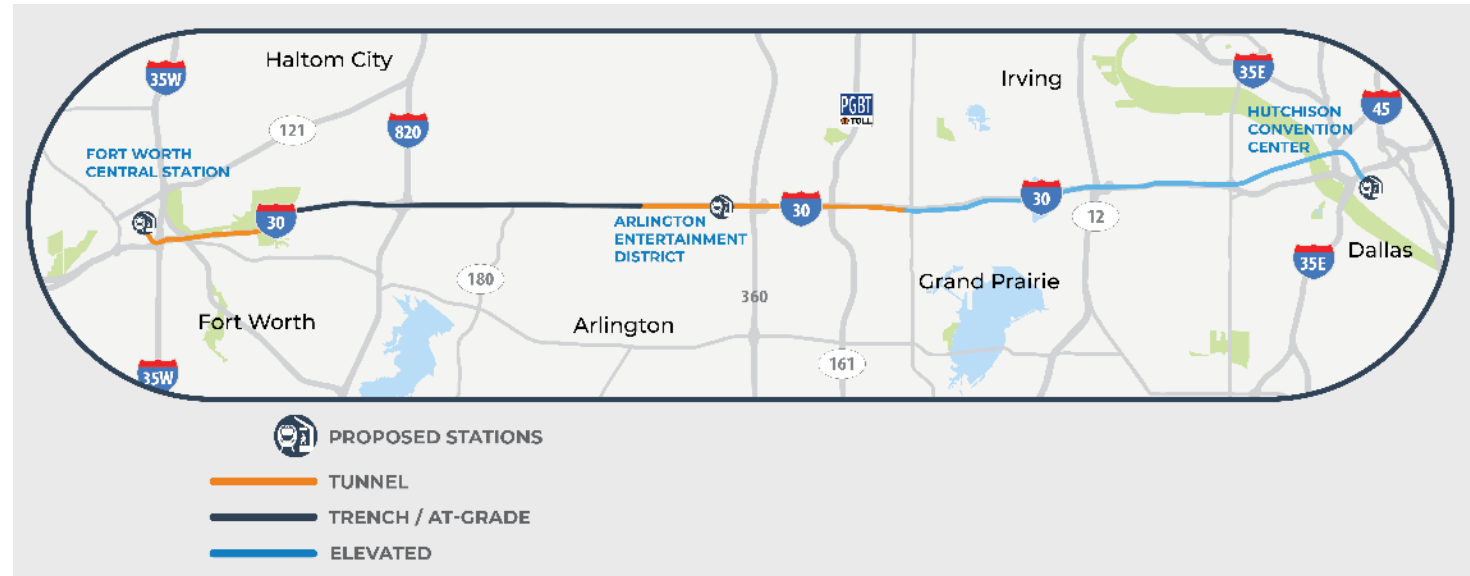


Source: Texas Central Railway

Status of HSR In North Texas – Fort Worth To Dallas

Fort Worth to Dallas

- Project lead: North Central Texas Council of Governments (public sector)
- Environmental: Estimated 2026
- Stations
 - Fort Worth
 - Arlington
 - Dallas
- Technology: Shinkansen
- Travel Time to Houston – 116 minutes

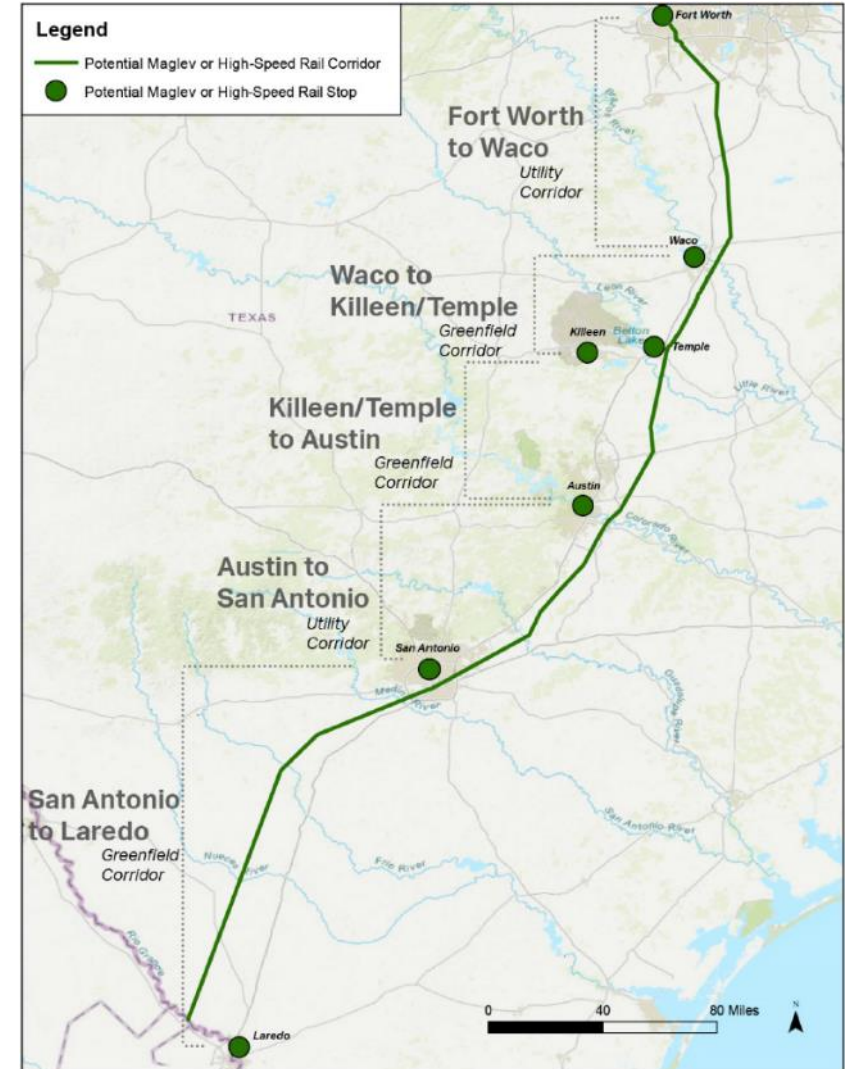


Source: North Central Texas Council of Governments

Status of HSR In North Texas – Fort Worth To Laredo

Fort Worth to Laredo

- Project lead: North Central Texas Council of Governments (public sector); supported by five other MPOs along the corridor.
- Environmental: Mode Analysis 2019
- Stations:
 - Fort Worth
 - Waco
 - Killeen/Temple
 - Austin
 - San Antonio
 - Laredo
 - Possible extension to Monterrey (w/ connect to CDMX)
- Technology: To be determined – HSR is viable



Source: North Central Texas Council of Governments

Reminder: We've Done This Before with DFW

- Support from cities throughout the region approved the project to build a joint regional international airport. Although both major cities had established airports, additional mobility choices was seen as a benefit to voters.
- In 2024, the airport was the third busiest by passenger traffic globally, behind Atlanta and Dubai. ¹
- Dallas-Fort Worth International Airport (DFIA) was responsible for providing **\$78 billion GDP** to the North Texas region in 2024, up 69% from 2014.²
- DFIA generated **total expenditures of \$146 billion** in 2024, up 68% from 2014. ²
- DFIA supports 684,000 jobs. ²

“DFW Airport’s impact reaches far beyond travel, as it fuels economic opportunity in every corner of North Texas. This study shows how the airport’s growth translates directly into new jobs, stronger small businesses, and expanded connections with the Texas economy.” ¹

- DeMetris Sampson, Chair of the DFW Airport Board of Directors

Source: ¹DFW Airport Newsroom. <https://www.dfwairport.com/dfwnewsroom/dfw-remains-worlds-third-busiest-airport-for-passenger-traffic/>

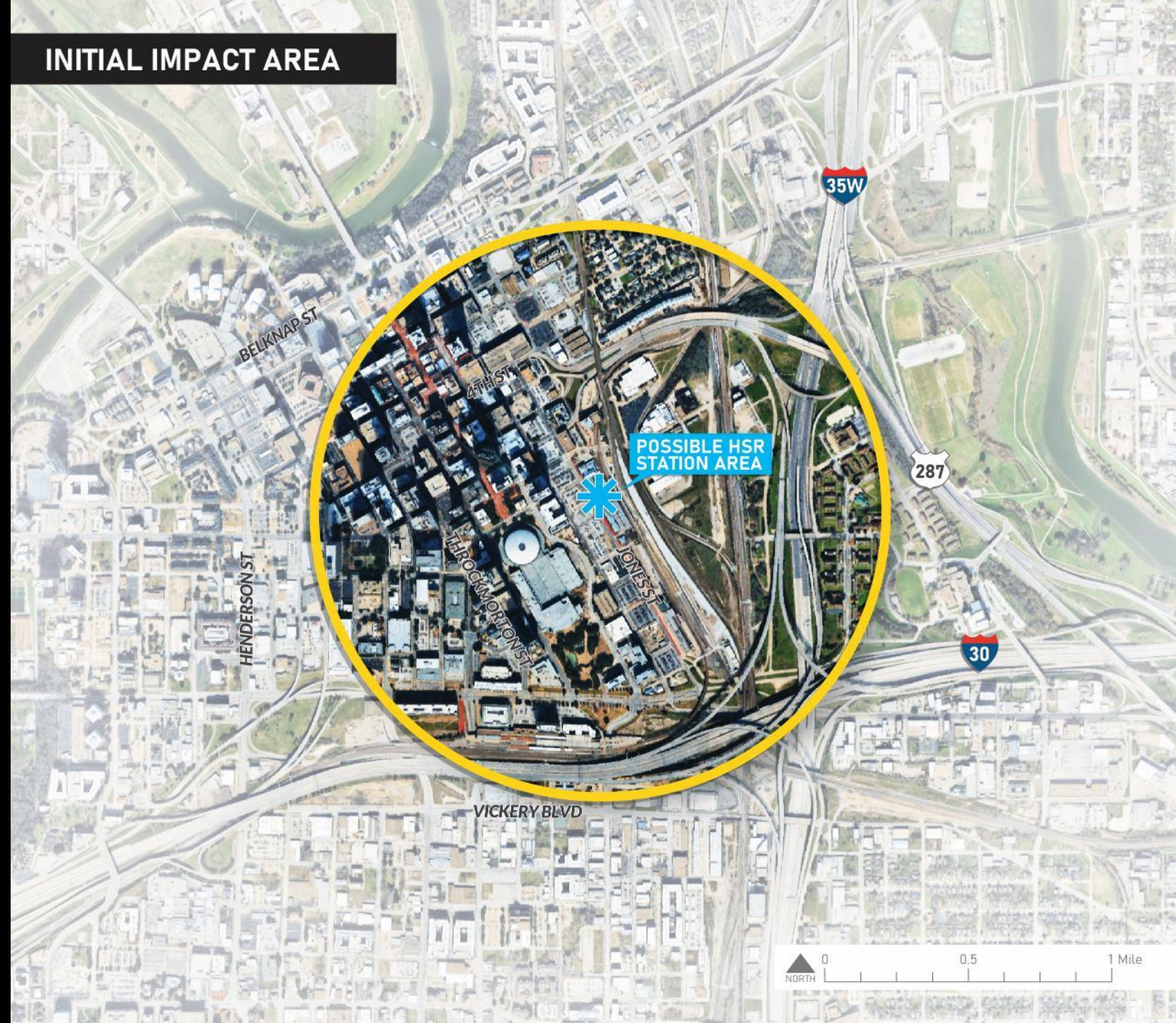
²The Perryman Group. *The Economic and Fiscal Impact of DFW Airport*. November 2025.

Identifying the Impact Area

Direct Impact

High-Synergy

The Impact Area initially focused on Downtown Fort Worth and areas immediately adjacent to the HSR station area.

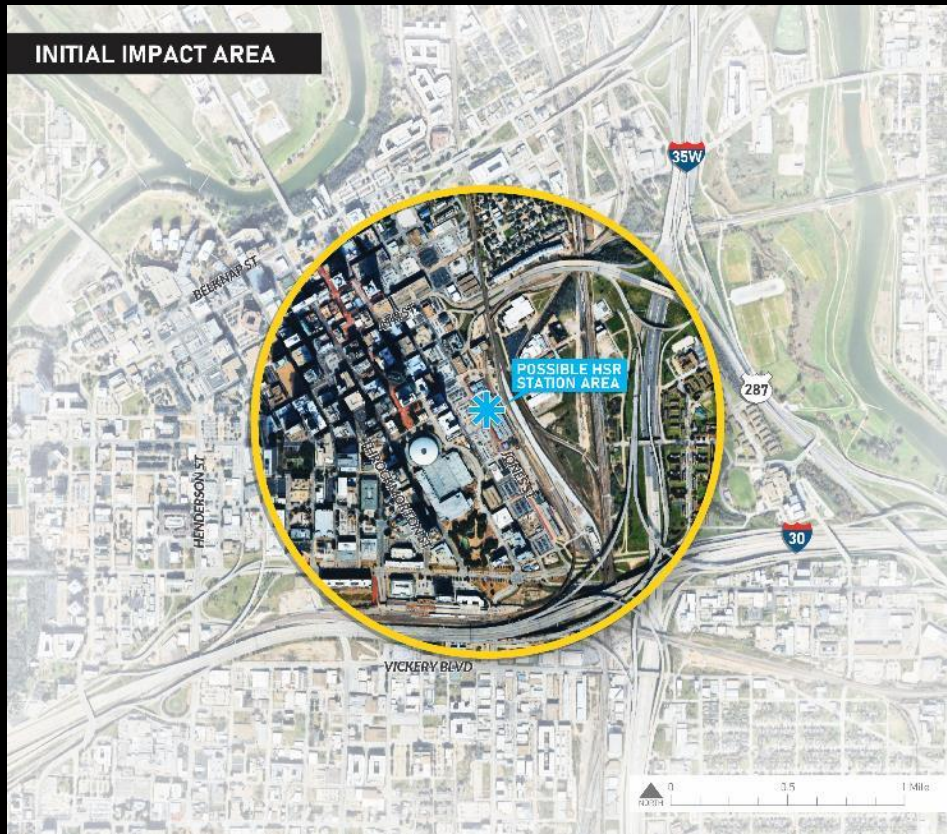


Identifying the Impact Area

Direct Impact

High-Synergy

This presents a conservative level of impact to the City. While HSR can unlock infill development or redevelopment activity, development patterns would likely to follow existing suburban character of development without alignment of planning efforts connecting denser areas together.



15mil

New commercial development sqft at full build out

\$1.2mil

Property Tax Revenue from 2036 to 2050

\$4.5mil

Annual City sales tax (1%) at full build out, plus \$4.5 mil (0.5%) for MTA and CC each.

\$168mil

Annual property tax revenue at full build out

\$449mil

Annual resident and visitor spending at full build out

\$53mil

Annual hotel tax revenue at full build out

Identifying the Impact Area

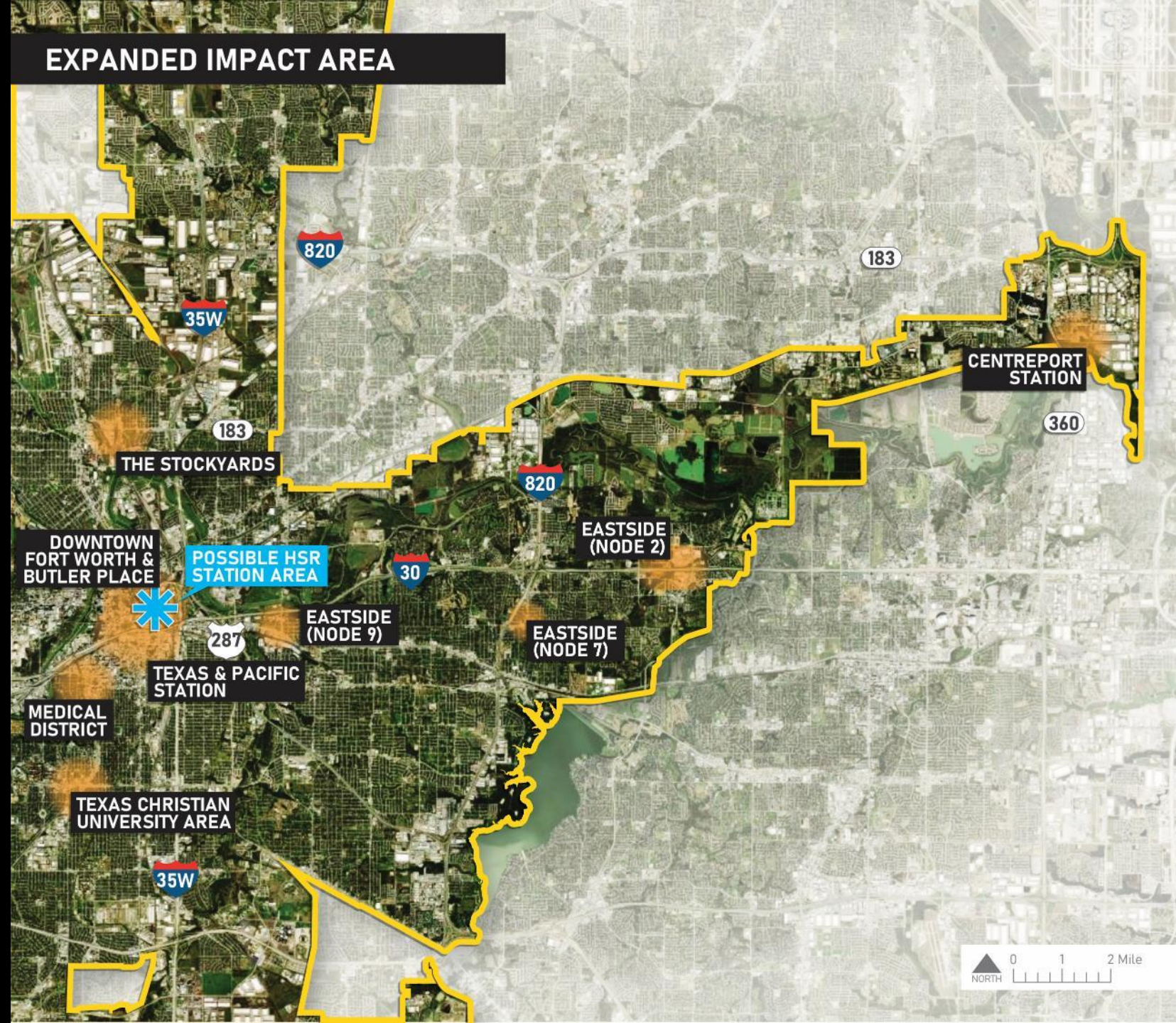
Direct Impact

High-Synergy

The City has been undergoing a series of long-range planning efforts. These areas share synergies with HSR.

These activity nodes have opportunities to accommodate new patterns in development that would leverage the possible HSR station and help shape the City of Fort Worth.

The development patterns of each node are guided by existing plans, current planning efforts, and guidance from the City. Density was guided by planning recommendations and regulations, industry benchmarks, and coordination with the City. May require zoning changes, infrastructure investment, partnerships, governance enhancements, etc.

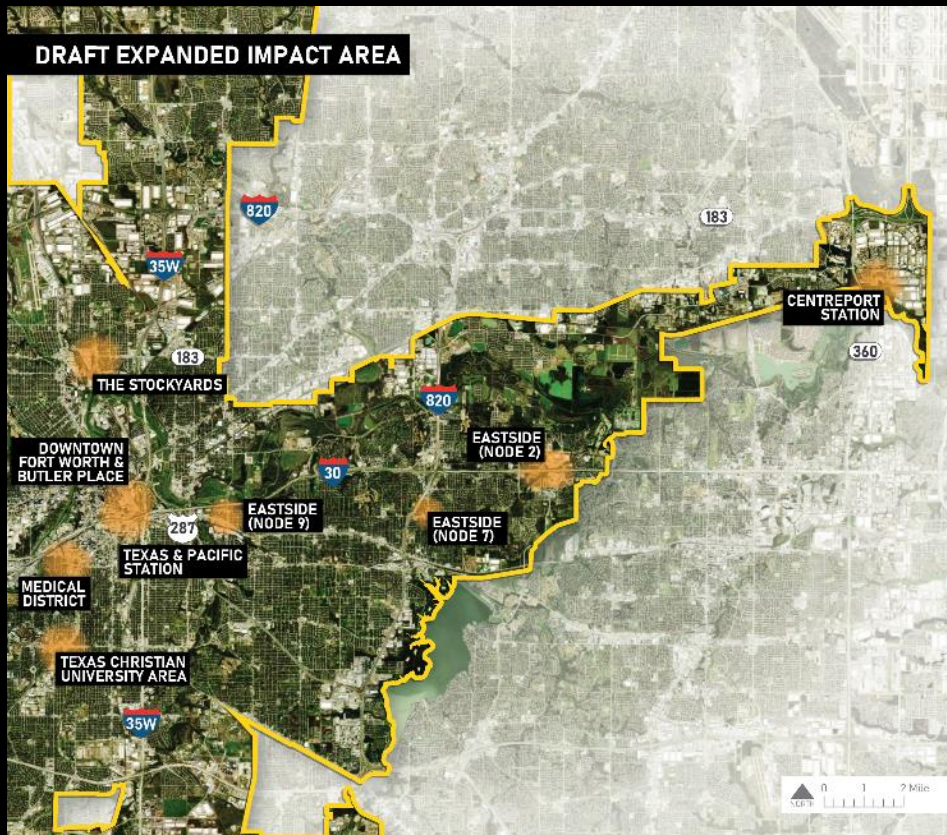


Identifying the Impact Area

Direct Impact

High Synergy

This presents the High Synergy Scenario for the City of Fort Worth. Complemented with past and current planning efforts, the opportunities that HSR brings may be expanded to multiple nodes outside of Downtown Fort Worth.



19.4mil

New commercial development sqft at full build out

\$3.3bil

Property Tax Revenue from 2036 to 2050

\$12mil

Annual City sales tax (1%) at full build out, plus \$6 mil (0.5%) for MTA and CC each.

\$475mil

Annual property tax revenue at full build out

\$1.2bil

Annual resident and visitor spending at full build out

\$84mil

Annual hotel tax revenue at full build out

Next Steps

- Continue the discussion of Fort Worth's position as link for several HSR corridors
 - North-south and east-west connections
- Support NCTCOG through NEPA process for the Fort Worth to Dallas segment.
- Support NCTCOG in pursuing an environmental process for the Fort Worth to Laredo segment
 - Reminder: Five MPOs pledged support when the conceptual planning study was completed in 2020.
- Refine design and integration of the Fort Worth HSR station through the Southeast Downtown Project Development contract.