



# Short-Range Passenger Rail Projects

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Overall (Fort Worth/ Wichita Falls)	Heartland Flyer Funding	Continued funding with ODOT of Amtrak state-supported Heartland Flyer service (4 years, at \$2.5 million per year).	\$10M	TxDOT	Maintain Amtrak state-supported passenger service	State support required for Amtrak routes of 750 or less, under PRIIA
Overall (Fort Worth/ Wichita Falls)	Heartland Flyer Funding	Supplemental funding with ODOT of Amtrak state-supported Heartland Flyer service (4 years, at \$1 million per year).	\$4M	TxDOT	Maintain Amtrak state-supported passenger service	Supplemental funding for inflationary escalation of annual \$2.5M payment, plus capital equipment cost for locomotive replacement
Private/Federal	Texas Central Railway/Amtrak Texas High-Speed Rail Corridor	Plan, construct, and implement high-speed (200-mph) passenger rail service on a new, dedicated corridor between Dallas and Houston.	\$71B	Amtrak/Texas Central Partners	Enhance regional mobility	Short-term funding represents \$63.9M Corridor ID grant from FRA to Amtrak plus matching funds for planning/development work
Overall (Houston/ Yoakum/San Antonio)	Texas Triangle: Houston to San Antonio Corridor	Federal Corridor ID Program planning and development activities to study potential intercity passenger rail service between Houston and San Antonio.	TBD	TxDOT	Enhance regional mobility	FRA Corridor ID Program grant funding
Overall (Dallas/Fort Worth/Bryan/ Houston)	Texas Triangle: Dallas- Fort Worth to Houston Intercity Passenger Rail Corridor	Federal Corridor ID Program planning and development activities to study potential intercity passenger rail service between Dallas/Fort Worth and Houston.	TBD	TxDOT	Enhance regional mobility	FRA Corridor ID Program grant funding
Overall (Dallas/Fort Worth/Waco/Austin/S an Antonio)	Texas Triangle: Dallas- Fort Worth to San Antonio Corridor	Federal Corridor ID Program planning and development activities to study potential intercity passenger rail service between Dallas/Fort Worth and Houston.	TBD	TxDOT	Enhance regional mobility	FRA Corridor ID Program grant funding
Overall (Beaumont/ Houston/Yoakum/ San Antonio/Laredo/ Odessa/El Paso)	Daily Sunset Limited Service	Federal Corridor ID Program planning and development activities to study potential daily operation of Amtrak Sunset Limited route.	TBD	Amtrak	Enhance regional mobility	FRA Corridor ID Program grant funding
Overall (Fort Worth/ Dallas/Tyler/Atlanta)	I-20 Corridor Intercity Passenger Rail Service	Federal Corridor ID Program planning and development activities to study potential intercity passenger rail service between Dallas/Fort Worth and Meridian, MS.	TBD	Southern Rail Commission	Enhance regional mobility	FRA Corridor ID Program grant funding
Dallas/Fort Worth	Fort Worth to Houston High-Speed Rail Corridor	Federal Corridor ID Program planning and development activities to study potential high-speed rail service between Dallas and Fort Worth.	TBD	NCTCOG	Enhance regional mobility	FRA Corridor ID Program grant funding

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Dallas/Fort Worth	Dallas-Fort Worth High-Speed Transportation Corridor	Plan, construct, and implement high-speed passenger rail service on a new, dedicated corridor between Dallas and Fort Worth.	\$20M	NCTCOG	Enhance regional mobility	FTA, FRA, and NCTCOG partnership to help fund NEPA planning and engineering
San Antonio	San Antonio Amtrak Improvements	Construct capital improvements to address current safety and efficiency problems associated with moving Amtrak trains into the San Antonio Station.	\$5M	TxDOT, Amtrak, UP	Enhance safety and reliability on shared passenger/freight rail corridor	
Overall (Fort Worth/Wichita Falls)	Heartland Flyer Corridor: Safety, Efficiency, Resiliency	Construct siding relocations, occupied crossing mitigation, and resiliency improvements on Heartland Flyer route.	\$74.24M	TxDOT, ODOT	Enhance safety, reliability, and resiliency on shared passenger/freight rail corridor	
Overall (Fort Worth/Wichita Falls/San Antonio/El Paso Houston)	Amtrak Texas and Oklahoma Rail Improvements	Capital projects to improve rail infrastructure, stations, and mechanical facilities along the routes of the Texas Eagle, Sunset Limited, and Heartland Flyer.	\$25M	Amtrak	Enhance safety, reliability, and mobility for passenger operations	Amtrak FY 2025 Annual Request to Congress; amount will fund pre-construction activities and fully fund some capital projects
Overall	Amtrak Station Improvements	ADA station improvements at 10 Amtrak stations.	\$33.08M	Amtrak	Enhance safety and mobility for passenger operations	Amtrak FY24-29 Five Year Plan
Austin	Red Line Double Tracking	Construct segments of second main track and additional passing sidings to support future 15-minute frequencies on CapMetro Rail Red Line.	TBD	CMTA	Enhance mobility, reliability, and resiliency for passenger operations	Project Connect
Austin	Red Line Quiet Zones	Upgrade grade crossing installations on CapMetro Rail Red Line to enable establishment of quiet zones.	TBD	CMTA	Enhance safety and reliability	Project Connect
Austin	Red Line Broadmoor Station	Relocate CapMetro Rail Red Line Kramer Station to the new Broadmoor Station site.	\$35.6M	CMTA	Enhance mobility and ridership	Additional funding provided by private site developer
Austin	Red Line Platform Extensions	Extend platforms at CapMetro Rail Red Line stations to accommodate longer 2-car trains.	TBD	CMTA	Enhance mobility and capacity for passenger operations	Project Connect, CAMPO 2045 Transportation Plan
Dallas	DART Silver Line (Cotton Belt Corridor)	Construct and implement regional commuter rail operation on 26 miles of the Cotton Belt Corridor between DFW Airport and Shiloh Road in Plano.	\$2.09B	DART	Enhance passenger mobility	

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Dallas	A-Train Positive Train Control Enhancements, Phase 2	Enhance DCTA A-train's track and positive train control software to increase train speeds, reduce travel time, and reduce headways.	\$5M	DCTA	Enhance safety, reliability, and mobility for passenger operations	FRA CRISI Grant award
Dallas	A-Train Enhancement Study	Assess feasibility of an A-train extension south to Carrollton, a new Corinth station, a north extension, and other improvements.	TBD	DCTA	Enhance safety, reliability, and mobility for passenger operations	Dallas
Dallas	DART High Capacity Corridor Planning	Assess feasibility (including alignment and mode type) of high capacity corridors.	\$366M	DART	Enhance regional mobility, ridership, and connectivity	DART 2045 TSP
Dallas	NT Moves	Capital improvements to add track capacity and replace aging bridges (Medical Market Center to Stemmons Freeway double track, Handley Ederville Road to Precinct Line Road double track), and improve TRE corridor operations using Clear Path technology.	\$55M	NCTCOG/DART	Enhance safety, reliability, and mobility for passenger and freight operations	Partially funded with \$25M FY20 BUILD grant from USDOT
Dallas/Fort Worth	Trinity Railway Express PTC/ITS Equipment Replacement and Refurbishment	Investments to replace or refurbish equipment for the Positive Train Control (PTC) safety system and other Intelligent Transportation Systems (ITS) infrastructure that supports passenger and freight operations on the 34-mile Trinity Railway Express corridor between Dallas and Fort Worth.	\$5M	DART	Enhance safety and reliability on shared passenger/freight rail corridor	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Locomotive Purchase	Acquire five new Siemens-built Charger locomotives for Trinity Railway Express.	\$66.2M	DART	Enhance mobility and reliability for passenger rail operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Additional Locomotive Purchase Option	Acquire up to six additional Charger locomotives for Trinity Railway Express as add-ons to 5-locomotive base order with Siemens.	TBD	DART	Enhance reliability and state of good repair for passenger operations	
Dallas/Fort Worth	Trinity Railway Express Bi-Level Midlife Overhauls	Perform mid-life overhauls of 10 Trinity Railway Express bi-level cars (coaches and cab cars).	\$14.7M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program

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Dallas/Fort Worth	Trinity Railway Express Coach to Cab Conversion	Convert a bi-level coach to a cab car with train controls inside an operator compartment at the end of the car to improve TRE fleet utilization and availability.	\$2M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Vehicle Replacement Program	Replace Trinity Railway Express commuter rail locomotives, coaches, and cab cars that have exceeded their 30-year useful life.	\$236.1M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	State of Good Repair Reserves for DFW ROW and Signal Maintenance	Investments in track and signal system repairs and upgrades to maintain state of good repair on the 34-mile Trinity Railway Express corridor between Dallas and Fort Worth.	\$53.1M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	State of Good Repair Reserves for Madill Sub Bridges Replacement	Replace bridges that are nearing the end of their useful life on the DART-owned Madill Subdivision.	\$33.6M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Sunday Service Implementation	Establish Sunday service on the Trinity Railway Express commuter corridor between Dallas and Fort Worth.	TBD	DART	Enhance regional mobility and ridership	DART 2045 Transit System Plan
Fort Worth	TEXRail Medical District Extension	Extend TEXRail commuter rail service 2.1 miles southwest from downtown Fort Worth to Medical District.	\$179M	FWTA	Enhance regional mobility, ridership, and connectivity	Initially planned as part of original corridor; NCTCOG Mobility 2045 Update



# Long-Range Passenger Rail Projects

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Overall (Fort Worth/ Wichita Falls)	Heartland Flyer Funding	Continued funding with ODOT of Amtrak state-supported Heartland Flyer service (16 years, at \$2.5 million per year).	\$40M	TxDOT	Maintain Amtrak state-supported passenger service	State support required for Amtrak routes of 750 or less, under PRIIA
Private/Federal	Texas Central Railway/ Amtrak Texas High-Speed Rail Corridor	Plan, construct, and implement high-speed (200-mph) passenger rail service on a new, dedicated corridor between Dallas and Houston.	\$18B to \$50B	Amtrak/Texas Central Partners	Enhance regional mobility	Public-private partnership with private financing and federal financing via Amtrak
Fort Worth/Dallas	Dallas-Fort Worth High-Speed Transportation Corridor	Plan, construct, and implement high-speed passenger rail service on a new, dedicated corridor between Dallas and Fort Worth.	TBD	NCTCOG	Enhance regional mobility	
Overall	Fort Worth to Laredo High-Speed Rail	Implement high-speed passenger rail service on a new, dedicated corridor between Fort Worth and Laredo.	TBD	NCTCOG/six regional MPOs	Enhance regional mobility	
Austin	Green Line Austin to Colony Park	Construct track and signal improvements and acquire rail vehicles to establish service on the proposed CapMetro Rail Green Line between Austin and Colony Park.	\$370M	CMTA	Enhance regional mobility	Project Connect
Austin	Green Line Extension Colony Park to Elgin	Construct track and signal improvements and acquire rail vehicles to establish service on the proposed CapMetro Rail Green Line extension between Colony Park and Elgin.	\$238M	CMTA	Enhance regional mobility	Project Connect
Austin	Red Line Crestview Connection	Construct grade separation of CapMetro Rail Red Line and N. Lamar Blvd. to facilitate future on-street light rail extension to Crestview with a multimodal transfer station at intersection.	TBD	CMTA	Enhance safety, ridership, and mobility	Project Connect
Austin	Red Line Platform Extensions	Extend platforms at CapMetro Rail Red Line stations to accommodate longer 2-car trains.	TBD	CMTA	Enhance mobility and capacity for passenger operations	CAMPO 2045 Transportation Plan
Austin	Double Track Red Line	Construct a second main track for the entire length of the 32-mile CapMetro Rail Red Line corridor.	TBD	CMTA	Enhance mobility, reliability, and state of good repair for passenger operations	Project Connect, CAMPO 2045 Transportation Plan
Austin	Red Line New Vehicle Acquisition	Acquire 4 new DMU rail vehicles for increased Red Line service.	TBD	CMTA	Enhance mobility, reliability, and state of good repair for passenger operations	Project Connect, CAMPO 2045 Transportation Plan
Austin	CapMetro Rail Heavy Maintenance Facility	Construct a new CapMetro Rail heavy maintenance facility in Leander.	\$40M	CMTA	Enhance mobility, reliability, and state of good repair for passenger operations	Project Connect, CAMPO 2045 Transportation Plan

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Austin	CapMetro Rail Replacement Red Line Vehicles	Acquire new DMU rail vehicles to replace existing CapMetro Rail Red Line fleet at the end of their useful lives.	\$105.6M	CMTA	Enhance reliability and state of good repair for passenger operations	
Dallas	Cotton Belt Corridor Double and Triple Track (Silver Line, TEXRail)	Construct a second mainline track and segments of third main track on the Cotton Belt Corridor to allow for additional train frequencies and improved operations on TEXRail and the Silver Line.	TBD	DART	Enhance mobility and reliability for passenger and freight operations	DART 2045 Transit System Plan
Dallas/Fort Worth	Silver Line/TEXRail through service implementation	Construct improvements and upgrades to the Cotton Belt Corridor track, signals, and stations to establish Silver Line one-seat ride service from Plano to Fort Worth.	TBD	DART/FWTA	Enhance regional mobility and ridership	DART 2045 Transit System Plan
Dallas	A-Train South Extension	Extend A-train corridor approximately 2 miles south from Trinity Mills to downtown Carrollton and establish connections with the DART Silver Line and planned Frisco Corridor commuter line.	\$125M	DCTA/NCTCOG	Enhance regional mobility, ridership, and connectivity	DCTA 2018 Strategic Plan, NCTCOG Mobility 2045 Update
Dallas	A-Train Corinth Station	Construct a new A-train station near North Central Texas College in Corinth.	TBD	DCTA	Enhance regional mobility and ridership	DCTA 2018 Strategic Plan
Dallas	A-Train North Extension	Extend A-train corridor north from Denton to Pilot Point.	\$331.6M	DCTA	Enhance regional mobility and ridership	DCTA 2018 Strategic Plan
Dallas	Frisco Line Regional Rail Corridor	Establish regional commuter rail service on the Frisco Line between Downtown Irving and Celina (37 miles).	\$2.9B	DCTA/NCTCOG /RRCS	Enhance regional mobility, ridership, and connectivity	NCTCOG Mobility 2045 Update/DCTA 2018 Strategic Plan
Dallas	McKinney Line Regional Rail Corridor Study	Future commuter rail corridor study for the McKinney Line Regional Rail Corridor linking Irving, Carrollton, Plano, and McKinney North (Prosper).	TBD	DART/RRCS	Connect Collin County communities to the regional network and major employment centers	NCTCOG Mobility 2045 Update/DART 2045 TSP
Dallas	Silver Line East Extension Regional Rail Corridor Study	Future commuter rail corridor study for an extension of the Silver Line (Cotton Belt Corridor) east from Plano (Shiloh Road) to Wylie.	TBD	DART/NCTCOG	Connect communities northeast of Dallas to the regional network	NCTCOG Mobility 2045 Update/DART 2045 TSP
Dallas	Scyene Line High-Capacity Corridor Study	Study to analyze future service options for an East Scyene LRT extension or Skyene Line regional rail service.	TBD	DART/NCTCOG	Connect eastern communities to the regional network and major employment centers	NCTCOG Mobility 2045 Update/DART 2045 TSP
Dallas	Green Line Southeast Extension High-Capacity Corridor Study	Study to analyze future service options for a Green Line East Extension (6 miles) between Buckner Boulevard and South Belt Line Road.	TBD	DART/NCTCOG	Connect communities south of Dallas and the Inland Port area to the regional network	NCTCOG Mobility 2045 Update/DART 2045 TSP



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Dallas	Waxahachie Line Regional Rail Corridor Study	Future commuter rail corridor study for the Waxahachie Line Regional Rail Corridor (31 miles), linking Dallas, Waxahachie, and Wilmer.	TBD	DART/RRCS	Connect communities south of Dallas and the Inland Port area to the regional network	NCTCOG Mobility 2045 Update/DART 2045 TSP
Dallas	Midlothian Line High-Capacity Corridor Study	Study to analyze future service options for the Midlothian Line Corridor (18 miles), linking Westmoreland and Midlothian.	TBD	DART/NCTCOG	Connect Southwest communities to the regional network and major employment centers	NCTCOG Mobility 2045 Update/DART 2045 TSP
Dallas	McKinney Line Regional Rail Corridor	Establish regional commuter rail service on the McKinney Line between Plano (Parker Road Sta.) and McKinney (18 miles).	\$1.82B	RRCS	Enhance regional mobility	NCTCOG Mobility 2045 Update
Dallas	Silver Line East Extension	Establish regional commuter rail service on the Silver Line (Cotton Belt Corridor) East extension between Shiloh and Wylie (9 miles).	\$908M	DART/NCTCOG	Enhance regional mobility	NCTCOG Mobility 2045 Update
Dallas	Scyene Line Regional Rail Corridor	Establish regional commuter rail service on the Scyene Line between Lawnview and Masters (4 miles).	\$404M	NCTCOG	Enhance regional mobility	NCTCOG Mobility 2045 Update
Dallas	Scyene Line East Extension Regional Rail Corridor	Establish regional commuter rail service on the Scyene Line East Extension between Masters and Lawson Road (8 miles).	\$807M	NCTCOG	Enhance regional mobility	NCTCOG Mobility 2045 Update
Dallas	Green Line – Southeast Extension Regional Rail Corridor	Establish regional commuter rail service on the Green Line Southeast Extension between Buckner Boulevard and South Belt Line Road (6 miles).	\$606M	NCTCOG	Enhance regional mobility	NCTCOG Mobility 2045 Update
Dallas	Waxahachie Line Regional Rail Corridor	Establish regional commuter rail service on the Waxahachie Line between Dallas and Waxahachie (31 miles).	\$2.83B	RRCS	Enhance regional mobility	NCTCOG Mobility 2045 Update
Dallas	Midlothian Line Regional Rail Corridor	Establish regional commuter rail service on the Midlothian Line between Westmoreland and Midlothian (18 miles).	\$1.82B	RRCS	Enhance regional mobility	NCTCOG Mobility 2045 Update
Fort Worth/Dallas	Mansfield Line Regional Rail Corridor	Establish regional commuter rail service on the Mansfield Line between Fort Worth and Midlothian (30 miles).	\$2.74B	NCTCOG	Enhance regional mobility	NCTCOG Mobility 2045 Update
Fort Worth	Cleburne Line Regional Rail Corridor	Establish commuter rail service on the Cleburne Line between Fort Worth and Cleburne (30 miles).	\$1.73B	NCTCOG	Enhance regional mobility	NCTCOG Mobility 2045 Update

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Dallas/Fort Worth	Trinity Railway Express PTC/ITS Equipment Replacement and Refurbishment	Investments to replace or refurbish equipment for the Positive Train Control (PTC) safety system and other Intelligent Transportation Systems (ITS) infrastructure that supports passenger and freight operations on the 34-mile Trinity Railway Express corridor between Dallas and Fort Worth.	\$50.5M	DART	Enhance safety and reliability on shared passenger/freight rail corridor	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Bi-Level Midlife Overhauls	Perform mid-life overhauls of 10 Trinity Railway Express bi-level cars (coaches and cab cars).	\$14.7M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Vehicle Replacement Program	Replace Trinity Railway Express commuter rail locomotives, coaches, and cab cars that have exceeded their 30-year useful life.	\$295.14M	DART	Enhance reliability and state of good repair for passenger operations	DART 2023 Business Plan and 20-Year Financial Forecast
Dallas/Fort Worth	State of Good Repair Reserves for DFW ROW and Signal Maintenance	Investments in track and signal system repairs and upgrades to maintain state of good repair on the 34-mile Trinity Railway Express corridor between Dallas and Fort Worth.	\$211.3M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	State of Good Repair Reserves for Madill Sub ROW and Signal Maintenance	Investments in track and signal system repairs and upgrades to maintain state of good repair on the DART-owned Madill Subdivision between Irving and Carrollton.	\$33.9M	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	State of Good Repair Reserves for Madill Sub Bridges Replacement	Replace bridges that are nearing the end of their useful life on the DART-owned Madill Subdivision.	TBD	DART	Enhance reliability and state of good repair for passenger operations	DART 2024-2028 capital investment program
Dallas/Fort Worth	Trinity Railway Express Sunday Service Implementation	Establish Sunday service on the Trinity Railway Express commuter corridor between Dallas and Fort Worth.	TBD	DART	Enhance regional mobility and ridership	DART 2045 Transit System Plan
Dallas/Fort Worth	Trinity Railway Express Fleet Operating Facility Expansion	Increase the fleet size and expand storage and maintenance facilities to enhance service frequencies on the Trinity Railway Express corridor.	TBD	DART/FWTA	Enhance mobility, ridership, and state of good repair for passenger operations	DART 2045 Transit System Plan
Dallas/Fort Worth	Trinity Railway Express Corridor Double and Triple Track	Construct a second main track and segments of triple track along the Trinity Railway Express corridor to establish a fully double-tracked and partially triple-tracked commuter rail corridor between Dallas and Fort Worth to allow for additional train frequencies and improved passenger and freight operations.	TBD	DART/FWTA	Enhance mobility and reliability for passenger and freight operations	DART 2045 Transit System Plan

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Fort Worth	TEXRail Southwest Extension to Summer Creek/Sycamore School Road	Extend TEXRail commuter service southwest from Fort Worth to Summer Creek/Sycamore School Road in southwest Fort Worth near McPherson.	\$980M	FWTA	Enhance regional mobility, ridership, and connectivity	Initially planned as part of original corridor; NCTCOG Mobility 2045 Update
Fort Worth	TEXRail Corridor Double Track	Construct a second mainline track and segments of third main track on the TEXRail line (Cotton Belt Corridor) to allow for additional train frequencies and improved operations.	TBD	FWTA	Enhance mobility and reliability for passenger and freight operations	DART 2045 Transit System Plan
Houston	US 90A Commuter Line	Establish commuter rail service on the US 90A Commuter Line extending 27.4 miles between Houston METRO's Fannin South Park & Ride and Rosenberg.	\$8.44B	HGAC/GCRD	Enhance regional mobility and connectivity	H-GAC 2045 RTP
Houston	US 290 Commuter Line	Establish commuter rail service on the US 290 Commuter Line extending 44 miles between Houston METRO's Northwest Transit Center and Hempstead.	\$4.41B	HGAC/GCRD	Enhance regional mobility and connectivity	H-GAC 2045 RTP
Houston	Galveston SH 3 Commuter Rail	Establish commuter rail service on a 50-mile corridor along SH 3 between Houston and Galveston.	TBD	HGAC/GCRD	Enhance regional mobility	H-GAC 2040 RTP
Houston	Westpark Commuter Line	Establish rail service on the Westpark Commuter Line extending 22 miles between Houston METRO's Gessner Park & Ride and Fulshear.	\$2.66B	HGAC	Enhance regional mobility	H-GAC 2045 RTP
Pharr	Hidalgo County Commuter Rail	Establish commuter rail service in Hidalgo and Cameron counties connecting Mission, McAllen, Pharr, and Mercedes.	TBD	HCRD	Enhance regional mobility	