

HIGH-SPEED RAIL THE LONE STAR WAY

CONNECTING DALLAS & HOUSTON







DALLAS - HOUSTON IN UNDER 90 MINUTES

Each and every day, thousands of Texans travel between Houston and Dallas/Fort Worth. These travelers face a frustrating proposition: choose between a four-hour one-way drive, or spend countless hours parking, getting through security, and waiting in line at the gate or on the tarmac when traveling by air. Both options are prone to frequent and unexpected delays, and neither scenario offers travelers first class amenities or Wi-Fi and phone connectivity for the entire journey. Travel between the two most robust economies and largest metropolitan areas in our state doesn't have to be this way.

Despite substantial infrastructure investment by the State of Texas, congestion and capacity issues remain prevalent within the Dallas/Fort Worth and Houston metro regions. As population continues to grow, these problems will only worsen. Texans need a viable alternative to avoid the increasing travel congestion on our roadways and at our airports.

The proven, fast, and efficient high-speed passenger rail technology that TCR is working to bring to Texas will provide an enjoyable, reliable, safe and sophisticated option for Texans traveling between Dallas and Houston.

"It's my hope that, through the cooperation of public and private sectors, we can one day link Texas' major cities with state-of-the-art passenger rail."



UNITED STATES DEPARTMENT **OF TRANSPORTATION SECRETARY** ANTHONY FOXX

WHO WE ARE

TCR is a Texas company promoting the introduction of high-speed rail in the Lone Star state within the next 10 years. The high-speed bullet train will move travelers between Dallas and Houston in less than 90 minutes.

Our approach is unique. We're a private company, not a government entity. Texas Central Railway works closely with Central Japan Railway Company, an internationally respected leader in high-speed passenger rail. Together, we are promoting the deployment of a system based on the proven N700 Bullet Train System. "This project could transform the way we travel between our city centers and serve as a model for other parts of the country."

HOUSTON CHRONICLE, THE DALLAS MORNING NEWS & FORT WORTH STAR-TELEGRAM OPINION-EDITORIAL AUTHORED BY THE MAYORS OF DALLAS, FORT WORTH, AND HOUSTON

WHAT IS THE N700 **BULLET TRAIN SYSTEM?**

The N700 Bullet Train is a state-of-the-art, 5th generation high-speed train currently operating in Japan. In service for over 50 years, this system has set the global standard for efficiency, safety, and reliability. The N700 Bullet relies on a fully dedicated and electrified track, as well as a sophisticated Automatic Train Control System.

The N700 Bullet Train has a record of real world success, unmatched by any other system – over fifty years of high-speed rail operations without a single loss of life accident due to train accidents. Given the sheer complexity of high-speed rail operations, this level of safety is not a coincidence. Rather, it directly reflects Central Japan Railway's commitment to safety—a dedication that permeates every aspect of the N700 Bullet's design, construction and operation.

high-quality food and beverage service.

Other advantages of our High-Speed Rail include:

SEPARATION Steel-wheeled trains on secure, separate, closed tracks dedicated fully to high-speed passenger trains-no sharing with freight or other passenger rail services, and no dangerous roadway intersections for vehicles or pedestrians to have to cross.

EFFICIENCY Electrical power supplied via overhead catenary cables, with an advanced regenerative braking system that conserves and converts kinetic energy into electric power to operate the train.

TCR anticipates an 8-car train that will comfortably seat approximately 400 passengers, each of whom will enjoy the highest level of customer service-including first-class amenities like WiFi, phone connectivity and

"At about 230 miles, it's the ideal length for a bullet train, and the route has large, growing populations on both ends. Most important, the venture is privately funded.

Texas Central Railway said it will use a market-driven approach, which includes picking routes and stations based on consumer demand, not politics. It also wants no grants or subsidies. The company likes to say, 'This is not a government program.'"

> THE DALLAS MORNING NEWS *MITCHELL SCHNURMAN*





FAST

COMFORTABLE

SAFE

GREEN

ΤΕΧΑΝ

AFFORDABLE

CONVENIENT



CAPABLE OF OPERATING AT SPEEDS IN EXCESS OF 200 MILES PER HOUR AND MOVING PASSENGERS BETWEEN DALLAS AND HOUSTON IN LESS THAN 90 MINUTES

FAST

"A Texas company hopes to create a high-speed rail corridor to move passengers at speeds that would leave Amtrak's Acela in the dust — all with private funds...

It's an ambitious project. The company is eyeing a standard operating speed of about 205 mph along a dedicated closed-track system that would eliminate the need for grade crossings. That's compared to the Acela's top speed of 165 mph."

> POLITICO KATHRYN A. WOLFE

SUBSTANTIVE, WIDE-BODIED SEATS, ARRANGED "TWO-BY-TWO" AND SEPARATED BY AN AISLE, ENSURING SUFFICIENT LEG, HEAD AND ELBOW ROOM WITH NO "MIDDLE-SEAT SQUEEZE"



"While politicians and lawyers continue their high-profile brawl over California's attempt to build a San Francisco-to-Los Angeles bullet train by 2029, a group of Texas business executives — with help from Central Japan Railway (JR Central) — have been developing without much fanfare a plan to open a privately run, Dallas-to-Houston bullet train... If the folks behind Texas Central Railway (TCR) succeed, the 200-plus-mph train will transport passengers on the 240-mile trip between the two cities in 90 minutes."

> PROGRESSIVE RAILROADING JULIE SNEIDER



IN 50 YEARS OF HIGH-SPEED RAIL OPERATION ON JAPAN'S TOKAIDO SHINKANSEN SYSTEM, THERE HAVE BEEN ZERO FATALITIES OR INJURIES DUE TO TRAIN ACCIDENTS BECAUSE OF THOROUGH SYSTEM MAINTENANCE AND ADVANCED SAFETY SYSTEMS

SAFE

SAFE & SECURE

Texas Central Railway and Central Japan Railways (JRC) are committed to a 100% safety performance standard. JRC's 50-year record of safe high-speed rail operations is unrivaled in the world, and we will insist on nothing less here in Texas.

"On safety and reliability, the Japanese system is otherworldly: zero fatal accidents in 50 years and annual cumulative delays of 36 seconds per train. (That's right, seconds.) And the system, known as the Shinkansen, operates 323 trips a day."*



*The delay time of 36 seconds/year is a record as of FY 2012.3".



POWERED BY ELECTRICITY AND INCREDIBLY QUIET



A GREENER ALTERNATIVE

High-speed rail's lighter environmental impact is one of its greatest benefits. In addition to providing an alternative to the many thousands of trips made each year, Texas' Bullet Train will be based on the Tokaido Shinkansen System, which emits 1/12th the carbon dioxide of a commercial passenger jet.*

RESPECTING PRIVATE PROPERTY RIGHTS

An extremely strong emphasis will be placed on constructing the system along land that is already reserved for transportation or other existing rights-of-way, ensuring minimal impact on landowners and the environment for the life of the project.

*Numbers are per passenger, based off of a Boeing B777-200.

"Regional transportation planners, state officials and train supporters have said for 20 years that traffic between Houston and Dallas - two of the fastest-growing metropolitan areas in the country – will necessitate options beyond Interstate 45 and commercial airline flights. Adding high-speed rail has long been considered the next step, simplifying business travel and potentially reinvigorating areas around (stations)."



HOUSTON CHRONICLE BRYAN KIRK



BY 2035 TRAFFIC CONGESTION in Dallas and Houston is expected *to double*

CONGESTION RELIEF

Cars and trucks are the dominant mode of intercity travel within the Dallas and Houston Corridor, with travel time easily exceeding four hours, depending on congestion. This travel time is expected to grow substantially to over 6.5 hours by 2035 due to anticipated growth in regional population and employment.





JOBS, MOBILITY AND CONNECTIVITY FOR THE LONE STAR STATE TEXAN



40,000 JOBS

For its entire four-year construction period, building a high-speed rail line connecting Dallas and Houston would directly create an estimated 10,000 full time jobs annually — and then hundreds of permanent full time jobs directly created for ongoing maintenance and operations.

EACH FEQUALS 200 JOBS



annually for 4 Years

directly generated by construction

directly created for ongoing operations directly generated by annual operations

DURING CONSTRUCTION

DURING OPERATION

"Crucial to the line's success will be the 50,000 people who commute regularly between Dallas and Houston, currently a five-hour schlep in traffic or an hour-long flight... which, when factoring in security lines and travel to and from the airport, takes longer than the 90-minute ride, downtown to downtown, promised by Texas Central."

> ATLANTIC MONTHLY CITYLAB: "THE FUTURE OF TRANSPORTATION"





TO WIN YOUR BUSINESS, FARES WILL BE HIGHLY COMPETITIVE WITH THE COSTS OF MAKING THIS TRIP BY EITHER CAR OR PLANE. AFFORDABLE

"The venture just might be high-speed rail's best hope in the United States."

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ATLANTIC MONTHLY CITYLAB: "THE FUTURE OF TRANSPORTATION"



" A. Hard T. H. B. S. MS Ford The

STATIONS LOCATED WITH EASY ACCESS TO MAJOR ROADWAYS, CONNECTIONS TO PUBLIC TRANSIT **OPTIONS, PLENTY OF ON-SITE PARKING, AND** TRAINS DEPARTING EVERY **30 MINUTES DURING** PEAK HOURS



"From the windows of Texas Central Railway's downtown office, it's easy to imagine a high-speed train shooting out of Dallas, building up to 205 mph, and then — BOOM — arriving in downtown Houston 90 minutes later."

D MAGAZINE

FIVE STAR SERVICE FOR THE LONE STAR STATE

Chat on the phone, enjoy high-speed Wi-Fi, grab a fresh ground coffee, or just sit back and watch the world blur by.

That's our way. The Texas Central Railway.

"As Texans, we take great pride in blazing a path for the rest of the country to follow. This effort by Texas Central will do just that."

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TRACK OUR PROGRESS

@TEXASCENTRAL

All claims and descriptions of the high-speed rail system's operations, including service and station amenities, are solely suggestions of potentiality based on examples from other high-speed rail around the world and for promotional purposes only. TCR will not be the owner, developer, implementer nor operator of the railroad. The railroad's owner or operator will be responsible for coordinating with regulatory agencies and others regarding the specific aspects of the system's

service.Photos and illustrations of the Series N700-I train used inthis book are all used with permission from JR Central.

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