



## Texas Central Railway Selects Two Possible Dallas Station Locations

- Sites include access to Dallas Central Business District and South Side
- Confirms related agreement with Matthews Southwest to serve as site developer in Dallas
- Station alignment allows for future connectivity to Arlington and Fort Worth

Dallas – February 6, 2015 – [Texas Central Railway](#) (TCR) today announced that it has selected two locations as potential candidate sites for the Dallas high-speed rail station. As part of the federally mandated National Environmental Protection Act (NEPA) process, TCR identified seven areas as possible station locations in Dallas. Today's announcement highlights two of the seven sites as TCR's preferred locations.

One candidate terminal site is currently undeveloped land located in the South Side on Lamar area and includes the 10 to 20 acres of land TCR estimates is needed for the terminal station, parking and space for future transit oriented development. The second candidate site would extend over Interstate 30 and includes a portion of the first candidate site as well as property next to the Dallas Convention Center.

TCR also confirmed that Texas Central Partners (TCP), an independent development company that will be responsible for the high-speed rail system's design, finance, construction, operation and maintenance, has reached an agreement with [Matthews Southwest](#) to serve as the development partner of the Dallas high-speed rail station and surrounding areas for transit oriented development. Matthews Southwest, led by Dallas area real estate developer Jack Matthews, is an award winning, full-service, private real-estate development company that has two decades of experience building various projects.

The location of either of the candidate Dallas high-speed rail stations will allow for future connectivity with the separate, public high-speed rail project currently under active consideration that would connect Dallas, Arlington and Fort Worth.

TCR has not yet announced a preferred station location in Houston. The project's NEPA process is still underway, and a variety of station locations are still under consideration, including an intermediate station serving Bryan/College Station and Huntsville.

### Quotes

"After assessing no less than seven sites, running from Union Station at the north to I-45 at the South, and using criteria of connectivity, accessibility, visibility, cost, customer service, ease of parking and future economic development surrounding the station, we have determined that these two locations are best suited for our priority consideration. As we have seen in other cities around the world, the high-speed rail stations will become the focal point of development that provides connectivity to other forms of transportation. Either of these locations will allow for a high-speed rail station location and design that will become iconic to the Dallas skyline. TCR expects the final station



location selection process will require several weeks to complete based on close coordination with all parties involved in the NEPA process. We appreciate all the help we have received to date, and we will continue to rely on input from the community and coordinate closely with other interested stakeholders.”

-- Richard Lawless, Chairman and CEO of TCR

“High-speed rail has proven to be transformational wherever it is deployed. These two candidate Dallas station locations will serve as a tremendous catalyst for growth in Dallas, specifically South Dallas, while also serving as a building block for high-speed rail connectivity into Arlington and Fort Worth. The selection of a final station location will be a first step towards the creation of a safe and efficient system that will connect generations of Texans who live and work in the state’s largest and most vibrant metropolitan areas.”

-- Jack Matthews, President of Matthews Southwest

“Jack Matthews has already made his mark on Dallas. From the revitalization of the Cedars area to the Omni Hotel and beyond, Jack’s vision for Dallas is incredible. Either of these two potential station locations are ideally suited for Texas Central’s high-speed rail station in Dallas. The project’s partnership with Matthews Southwest ensures that we will be able to turn this vision into a reality. We are thrilled that the project now has such a highly-regarded partner in Dallas.”

-- Judge Robert Eckels, President of TCR

“I am excited about high-speed rail moving ahead. Both options have the possibility of serving as catalysts for tremendous growth in the City, and I am extremely interested in seeing a deck over Interstate 30, bridging these two vibrant areas of our city and further enhancing what could be an iconic addition to the City of Dallas.”

-- Mike Rawlings, Mayor of Dallas

“Since my time as mayor of Dallas, I have seen a real resurgence in downtown Dallas and in South Dallas. Either of these two station locations would complement and accelerate the growth in these areas, connecting Dallas residents not just to Houston, but also to other parts of their city that previously seemed far away or cut off from one another. The high-speed rail system will transform the state, and either of these station locations will be truly transformational for the city. It’s a great and exciting time to live in Dallas, as we approach a time when many of our vibrant areas – Victory Park, Uptown, Deep Ellum, Cedars, Southside on Lamar, and the Trinity Groves area – are all accessible by vehicles, sidewalks and transit.”

-- Ambassador Ron Kirk, former Mayor of Dallas and Senior Advisor to TCR

"This is a big day for all of us who want to bring high-speed rail to North Texas. Either of these locations will stimulate the revitalization of downtown Dallas and allow for the future expansion of a line to Fort Worth and Arlington. Both of those things were important to us in finding a location site, and I think we have achieved that today."

-- Ambassador Tom Schieffer, Senior Advisor to TCR



"Locating the high speed rail station in Downtown Dallas provides the greatest flexibility for travelers since they will have access to all of DART's bus and light rail network and the Trinity Railway Express commuter rail connecting to Ft. Worth. Just as it has in cities across the world, this convergence of transit choices in the city center should help attract development and create even more activity in downtown."

-- Gary Thomas, President/Executive Director of Dallas Area Rapid Transit

### **About TCR**

[Texas Central High-Speed Railway](#) (TCR) is a private, Texas-based company, promoting the development of high-speed passenger rail between Houston and Dallas. The deployment of the same safe, efficient, comfortable and fast high-speed rail technology that boasts the world's safest record after more than 50 years of flawless operation in Japan will transform the way business travelers and families alike move between the state's largest metropolitan areas. Formed in 2010, a primary purpose of TCR is to secure environmental and technological regulatory approvals required to advance subsequent phases of the project.

### **About TCP**

Texas Central Partners (TCP) is a private, Texas-based company that will develop the high-speed passenger railway and associated facilities. TCP and its affiliated entities will be responsible for the system's design, finance, construction, operation and maintenance. The proposed project will not request or require grants or operational subsidies backed by taxpayers for its eventual construction and operation.

### **About Matthews Southwest**

[Matthews Southwest](#) (MSW) is a full-service private real-estate development company headquartered in Lewisville, Texas, with additional offices in Dallas, Texas; Calgary, Alberta; and Mississauga, Ontario. Since 1988, MSW has acquired, built and managed the development of hotel, office, mixed use, retail, residential, and industrial developments. MSW has development projects in the United States, Canada and Mexico. From conception to completion, MSW brings together financial resources and experienced management to form profitable relationships focused on creating projects of lasting excellence and enduring benefit.