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Texas Central Signs Design-Build Contract with Salini Impregilo to Build Texas High-Speed Train

- **Texas Central signs design-build agreement with Salini Impregilo and Lane Construction Corporation for Texas High-Speed Train**
- **The scope encompasses design, construction and installation of the civil infrastructure and track system, and related buildings and services along the route that will house maintenance and other rail system equipment**

DALLAS (Sept. 13, 2019) – Today, Texas Central, developer of the high-speed train, announced a design-build contract has been signed with the joint venture of Salini Impregilo, one of the largest civil engineering contractors in the world, and its U.S. subsidiary, Lane Construction Corporation. Salini-Lane is to supply the civil and infrastructure scope for the new high-speed train service between Houston and Dallas. This includes the design and construction of the viaduct and embankment sections along the entire route, the installation of the track system and the alignment and construction of all buildings and services that will house maintenance and other rail system equipment.

This design-build agreement authorizes a set of early works for the joint venture to continue advancing engineering design, detailed planning, interface definition and other key prerequisites necessary to start construction. This agreement is the result of their previous work providing front-end engineering and design for the train's civil infrastructure. Other services included optimizing execution plans, strategies and logistics, as well as performing analysis to develop construction costs and schedule estimates.

“This agreement brings us one step closer to beginning construction of the civil infrastructure segments of the project,” said Carlos F. Aguilar, CEO, Texas Central. “Salini-Lane’s unmatched track record with rail infrastructure, and very specifically its world class high-speed rail expertise across the globe, will be central to the completion of America’s first end to end high-speed rail system.”



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“We are thrilled and honored to bring our large-scale railway expertise to this unique opportunity,” said Pietro Salini, CEO, Salini Impregilo Group. “This inclusion in bringing high-speed train service to Texas and America, through leading the project’s design and construction, is an invaluable experience.” Salini Impregilo is active in more than 50 countries on five continents, with experience building more than 4,000 miles of railway infrastructure around the world – in Australia, Europe, Asia and the Americas. It has built many high-speed train projects in Europe, and some iconic, complex projects in the world in the wider transport sector, including the expansion of the Panama Canal. Salini has worked in the U.S. since the 1980s and expanded its presence in 2016, merging with The Lane Construction Corporation, a U.S.-based company with almost 130 years of experience in infrastructure work.

The Texas train will be based on Central Japan Railway’s Tokaido Shinkansen train system, the world’s safest mass transportation system. The new Shinkansen N700S, which is the 6th generation of this train and will be debuted before this summer’s 2020 Olympics. The system has transported more than 10 billion passengers in over 54 years with a perfect record of zero passenger fatalities or injuries from operations, and an impeccable on-time performance record.

“With increasing congestion on our highways and airways, it is important that we look at alternative modes of transportation,” said Robin A. Kemper, P.E., President of the American Society of Civil Engineers.”

The project’s total investment is expected to be approximately \$20 billion with the civil works estimated at \$14 billion. This would conservatively lead to an estimated \$36 billion in economic benefits state-wide over the next 25 years, including the creation of 10,000 jobs per year during peak construction and 1,500 permanent jobs when fully operational. Texas Central and its partners are committed to the Business and Workforce Opportunity programs, created to ensure a highly skilled workforce and promote the growth of Texas-based small, rural, minority-, woman-, veteran- and disabled individual-owned businesses by offering fair and competitive opportunities to bid and participate in building and operating the Texas high-speed train.

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ABOUT TEXAS CENTRAL

Texas Central is developing a new high-speed train that will connect North Texas, the Brazos Valley and Houston, using proven, world-class technology. The 90-minute trip will provide a safe, reliable and productive transportation alternative. The company’s market-led approach is backed by investors, not government grants, a new business model for infrastructure advances. Texas Central and its affiliated entities will be responsible for the system’s design, finance, construction, operation and maintenance. See more at www.texascentral.com.

ABOUT SALINI IMPREGILO

Salini Impregilo is one of the major global players in the construction of large, complex civil infrastructure. For five years it has been ranked No. 1 in the water infrastructure sector by Engineering News-Record (ENR) and as of 2018 has achieved ranking in the Top Ten of the Top Environmental Firms. It is also a leader in



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the transport infrastructure sector, being involved in major sustainable mobility projects in rail and metro systems around the world. It has successfully built some of the world's most iconic projects: bridges, roads and motorways, civil and industrial buildings, and airports. The Group has 113 years of engineering experience on five continents, with design, engineering and construction operations in nearly 50 countries and more than 35,000 employees from over 100 nationalities. Its expertise is displayed in projects such as the Grand Paris Express metro system, Cityringen in Copenhagen, Sydney Metro Northwest, Red Line North Underground in Doha and Line 3 of the Riyadh Metro. Other projects include the expansion of the Panama Canal, the Rogun hydroelectric dam in Tajikistan, the Anacostia River and Northeast Boundary tunnels in Washington, D.C. and the Al Bayt 2022 World Cup stadium in Qatar. In 2018, new orders totalled €6.0 billion, with a total backlog reaching €33.4 billion. Salini Impregilo Group is headquartered in Italy and is listed on the Milan Stock Exchange (Borsa Italiana: SAL; Reuters: SALI.MI; Bloomberg: SAL:IM). [More information at www.salini-impregilo.com](http://www.salini-impregilo.com)

ABOUT LANE CONSTRUCTION

The Lane Construction Corporation is one of America's leading construction companies, specializing in large, complex civil infrastructure. For nearly 130 years, it has contributed to the development of the country's vast network of roads, highways, and bridges, including the Interstate Highway System. Lane also specializes in tunnels, metro and railway systems, as well as airports and water and wastewater treatment plants. Its affiliate, Lane Power & Energy Solutions, Inc., provides oil and gas storage facilities and services to the energy sector. Lane is a pioneer in the use of design-build and public-private partnership methods of project delivery. Its main projects include the I-10 Corridor Express Lanes in California; the I-395 Express Lanes Extension in Virginia; the Unionport Bridge Replacement in Bronx, New York; the Purple Line Transit Systems in Maryland; and the Anacostia River Tunnel in Washington, D.C. Based in Cheshire, Connecticut, it is wholly owned by Salini Impregilo, a global infrastructure group. For more information, visit www.laneconstruct.com.