Setting the Record Straight

The Texas Bullet Train recently announced some exciting news about its Land Option Program. This news generated great excitement along the route, but also some misinterpretations of the important milestones.

Here, fact-checking a news release from a group opposing the train, we set the record straight:

No rulings were made on the merits of any of these cases and most of them were settled out of the courtroom. Having completed thousands of surveys, Texas Central prefers to work with remaining landowners to reach an amicable solution.

This commitment to open dialogue has resulted in more than 3,000 letters signed voluntarily, allowing thousands of surveys to be conducted without incident. The cases from which Texas Central withdrew represent less than 1% of all requested survey permissions.



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Jenett, Texas – In keeping with their corpor released entry today via their public p tiated and

None of the 39 cases has reached Texas Central's desired outcome...

road or granting them access property.

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Texas Central has released a statement today via their public relations firm regarding "key milestones," but these claims of progress are, as usual, unsubstantiated...

> However, in spite of no rulings in their favor and no designation as a railroad, the company has now withdrawn all these cases to presumably continue open talks with landowners, which previously included threatening letters and phone calls and bullying and trespassing by surveyors.

Records documenting each option agreement have been filed with public officials.

The court had not yet ruled on the challenge to Texas Central's status as a railroad prior to withdraw of the cases. The defendant challenged our designation and the court did not rule on that challenge.

First-hand accounts from landowners confirm that they were treated fairly.

That more than 99% of the survey permissions were already granted indicates that landowners are being treated fairly.

The progress on the option agreements have nothing to do with these ancillary issues and everything to do with the project's approach, which clearly resonates with many landowners, including a majority of landowners in two counties. Texas Central has treated all landowners fairly and in an open and personalized manner. art harm if they were r

Their statement today makes it seem as if landowners will now engage in conversation with Texas Central simply because the lawsuits have been withdrawn. But after months of threats and bullying and court proceedings, landowners remain committed to denying access to their private property.

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Company officials claim to have only 30% of the option contraction of the land needed has been acquired, nor does it mean.

Based on first-hand accounts from landowners, these option contracts were entered into under unsubstantiated claims of having the authority of eminent domain and the threat of legal action.

construction permit without proof is unable to complete their proposed rando.

Judge Ben Leman, Chairman of Texans Against High-Is a clear indicator that T 3s a railer

"The decision to withdraw these court cases is a "Clear indicator that Texas Central understands they will not get a ruling in one of these cases designating them as a railroad with eminent domain authority.

'nd in Texas

Along with all its other faults, as a monopolized Japanese rail system in negotiations with a British rail operator, this project is not needed in Texas or anywhere else in America." all these cases to presumably command phone calls and bullying and trespassing

to landowner dialogue from the beginning as

Company officials claim to have only 30% of the option contracts executed on necessary parcels. This doesn't mean 30% of the land needed has been acquired, nor does it mean 30% of landowners support their project.

ving the authority of eminent domain and the threat uired and only a tiny percentage of necessary fund-

apossible for a high-speed rail entity to receive a private landholdings were acquired, Texas Central

Even if all private landholdings were acquired, Texas Central is unable to complete their proposed rail line without crossing a county road, which they do not have authority to do.

> "...forces them to go to the state legislature for a legislative fix. We will see them at the Capitol."

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A large and growing number of landowners have already accepted their option payment checks. Landowners' willingness to sign option agreements suggests a large number of people are interested in the success of the project.

The majority of parcels in two counties are now under option, and hundreds of negotiations are currently underway. Texas Central hopes to work with the counties to move this project forward.

The project has been consistent from its inception, but we'll say it again: "All we want is to continue to be treated like any other private railroad company."

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