



LEADING THE TEXAS WAY

The Texas Bullet Train vs. California High-Speed Rail

High-speed train projects are underway in Texas and California. The Texas Bullet Train is taking a fundamentally different approach to bringing a bullet train to the 240-mile corridor between Houston and North Texas.

CALIFORNIA

- \$64 billion estimated costs
- Led by state-funded authority
- Funded by government grants
 - Risk borne by taxpayers



TEXAS

- ✓ \$12 billion estimated civil infrastructure cost
- ✓ Led by entrepreneurs
- ✓ 100% investor-owned
- ✓ Risk borne by investors and lenders

- San Francisco – Los Angeles/Anaheim
 - 520 Mile Length (Phase 1)
 - Less than 3 hours travel time



- ✓ North Texas – Brazos Valley – Houston
- ✓ 240 Mile Length
- ✓ Less than 90 Minute travel time

- Grantor of \$3.4 billion in federal funds
 - Lead federal agency for NEPA (EIS) preparation
 - Ensures compliance with existing safety regulations and provides ongoing safety oversight



- ✓ Lead federal agency for NEPA (EIS) preparation
- ✓ Approves safety regulations specific to the operating environment and system deployed in Texas and provides ongoing safety oversight

- Federal, state, and local dollars fund the project
- Project viability and success largely measured by “public good”



- ✓ Investor-owned infrastructure developed without government grants or operational subsidies
- ✓ Addresses pent-up market demand through data-based selection process without the use of government grants

- 15 proposed stations
- Service plan, routes and station locations subject to political considerations



- ✓ 3 proposed stations
- ✓ Market research determines route, adjacent infrastructure rights of way, service plan and station locations, subsequent decisions based on consumer demand



LEADING THE TEXAS WAY (cont.)

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CALIFORNIA

TEXAS

- Technology to be selected during construction
- Portions of alignment to be shared with slower passenger and freight trains
 - Based on technology selected, operating speeds will vary widely



- ✓ Shinkansen technology is lightest, safest, and most efficient option for Texas soils
- ✓ 100% of alignment dedicated solely to the Texas Bullet Train
- ✓ Technology has yielded a perfect safety record in Japan for 53 years
- ✓ Maximum operating speed up to 205 mph

- At least 42 at-grade roadway crossings
 - Crossings will block traffic using only gates to prevent collisions with vehicles and pedestrians
- Mixing of freight and passenger trains with vehicle traffic leads to injuries, and in some cases fatalities



- ✓ No at-grade crossings, fully dedicated corridor
- ✓ Majority of the line will be built on elevated viaducts
- ✓ Operates above or below all public roadway crossings – ensuring the Texas Bullet Train will not block traffic allowing for easy access
- ✓ 0 opportunity for intersection with freight trains or other passenger vehicles

- Legal restrictions limit options to negotiate compensation to landowners



- ✓ Texas Central negotiates flexible and fair option agreements by working collaboratively

- Yes, Cap & Trade Greenhouse Gas Reduction Programs allocate 25% of funds from the state of California to HSR
 - Approximately \$1.25 billion appropriated to date



- ✓ No. Funding is driven by experienced entrepreneurs who recognize the need for improved infrastructure in Texas
- ✓ System will not require or request federal or state grants or operational subsidies