

The Right Project, The Right Time, The Right Way!

Why? – Texans Want Freedom of Choice

**Less than
90
minutes**

- North Texas to Houston in **90 minutes**: safe, reliable, affordable
- Houston and North Texas populations to double in next 20-years
- Connects approximately 1/2 of the state's population

Efficient Land Use

52%
**adjacent to
existing infrastructure**

- Utilizes adjacency to existing infrastructure such as high power lines to minimize impact and footprint
- Majority of the system elevated on viaducts and berms
- Design allows for free movement of people, animals, and vehicles/equipment
- Public roads stay open

Safe Mode of Travel

**0
Crashes
Injuries
Fatalities**

- Safest high-speed train technology in the world
- Over 50-year history of operation
- I-45 is the 2nd deadliest highway in the country

Jobs

**10k
jobs each year**

- **10,000 jobs** during each year of construction
- **1,576** new highly skilled jobs once operational

Economic Benefit

**\$2.5
billion
tax revenue**

- More than **\$10 billion** investment
- **\$36 billion** of direct economic impact over 25 years
- **\$2.5 billion** in tax revenue for local communities

Ridership

83%
**of travelers
would use the
high-speed train**

- **Over 83%** would use high-speed train
- **1 hour** saved compared to air or road travel
- **71% of frequent travelers** would use the Texas Central Railroad on their next trip
- **5 million** journeys per year projected

Environmentally Friendly

**6X
More Efficient**

- **6 times** more efficient than car travel
- Emits about **1/12** the amount of carbon as a commercial jet
- Four counties served are non-attainment status for air quality

Reducing Traffic, Increasing Safety

**Traffic expected
to increase by
100%**

- By **2035**, populations of North Texas and Houston are projected to **increase by about 100%**
- Travel times on I-45 projected to increase to **6.5 hours**
- Safe option to get Texans off of the road

Voluntary Land Option Purchase Program

**Hundreds
of options
negotiated**

- Hundreds of options successfully negotiated
- Each discussion is unique, personal, and fair
- Eminent domain used as a last resort, provided for railroads under the Texas Constitution

No Government Bailouts!

**NO
bailouts!**

- Project will not take federal or state grants
- Investors put their own money at risk

The High-Speed Train is Good for Texas!

For more information, visit TexasCentral.com



The Texas High-Speed Train : *Rumors vs.* **REALITY**

The Texas Central railroad continues to gain momentum, responding to the demands from Texans for more reliable and safe travel options. Texas Central, developer of the high-speed train, is working diligently to ensure the latest facts about the project are readily available. Below, we've debunked some of the most common inaccuracies:

PROJECT FINANCING

RUMOR: "The project is seeking federal loans, which means it is not private. If the project fails, taxpayers will get stuck paying for a bail out."

REALITY:

- This is a market-led venture with investors who put their own capital at risk.
- The project has not – and will not – ask for government grants.
- Officials in Texas have no desire, incentive or legal standing to bail out a private company. That's not how Texas does business.
- Federal loans are like private financing—the principal must be paid back with interest and, in fact, will be available to fund other infrastructure projects in the future.

TAXES

RUMOR: "Property near the train will lose its value, forcing taxing jurisdictions to raise rates on everyone across the county to make up for millions (or even billions!) in lost revenue."

REALITY:

- As an independent company, the Texas Central railroad will be a taxpayer...not a tax-taker.
- The project will pay taxes on tracks, maintenance facilities, substations, and passenger terminals.
- In many areas, the system will become one of the top taxpayers in the region—benefiting local cities, counties, hospital districts, independent school districts and other taxing entities.
- The train will generate \$36 billion in economic activity and \$2.5 billion in local tax revenue over the next 25 years.

PROFITABILITY

RUMOR: "High-speed rail is not profitable – it has failed everywhere it has been tried."

REALITY:

- This market-led, consumer-based approach to financing changes everything.
- Decisions are driven by the discipline of free market principles.
- This project was selected after a thorough feasibility study across the country of 97 city pairs to determine the ONE route that is the BEST place for high speed trains to be commercially successful.
- There are systems and individual lines within systems that are profitable: Madrid-to-Barcelona, Tokyo-to-Osaka, Beijing-Shanghai. The Italian group, Italo, is a profitable private high-speed train system in Europe.
- In 2017, 16 million trips were made between Houston and North Texas. Over 83% of surveyed Texan Travelers travels said they would use the high-speed train.

LAND ACCESS

RUMOR: "The project will split properties in half, cut farmers and ranchers off from large portions of their land, restrict their access to water, and prevent the movement of equipment, cattle and wildlife."

REALITY:

- A majority of the 240-miles of tracks will be elevated on viaducts.
- Where viaducts are not needed for elevation, tracks will run on elevated berms.
- Both options provide for large and conveniently located underpasses or overpasses.
- This project is committed to working with each landowner in a fair and personalized manner.
- Design allows for free movement of animals and vehicles.
- Public roads to stay open.

EMINENT DOMAIN

RUMOR: "A private company does not have the right to use eminent domain."

REALITY:

- Anytime there is an impact to someone's property it's deeply personal, which is why this project's approach is to genuinely understand each issue and work collaboratively with landowners to come to a commercial agreement.
- However, as a last resort, eminent domain powers for railroads like UP, BNSF and Texas Central are set forth in the Texas Statutes for consideration in limited cases.
- Today, the law governing a railroad's use of eminent domain is found under the Texas Transportation Code in Section 112.053 and Section 131.012.