TEXAS CENTRAL RAILROAD

Texas High-Speed Train Moves Ahead with Federal Environmental Report

Federal Railroad Administration releases its
Draft Environmental Impact Statement on high-speed train

The environmental review of the Texas High-Speed Train has been 4+ years in the making. Conducted by the Federal Railroad Administration (FRA), its new draft environmental impact statement (DEIS) moves the high-speed project forward. Among the highlights, the FRA:

- Set a single, preferred route between North Texas and Houston
- Identified passenger station locations
- Highlighted the system's low-impact design and construction principles

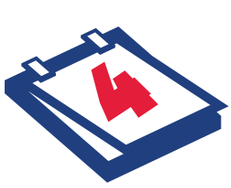
> "The need for [the Texas High-Speed Train] as an alternative mode of transportation is supported by several factors, including population growth, congestion of the state transportation system and safety"
>
> (DEIS, Section ES.4)

Report Findings

- **Approximately 100ft-500ft in right-of-way needed for train system and facilities** (DEIS, Section ES.2)
- **52% of the route is adjacent to existing infrastructure** (DEIS, Section 2.5.4)
- **0 institutional receivers would be severely impacted by operational noise** (DEIS, Section ES.9.5)
- **0 closures of public roads** (DEIS Section ES.9.12)
- **0 noise impacts would occur due to station activities** (DEIS, Section 3.4.5.2.2)
- **1,576 new jobs to be employed by the railroad once operational** (FDCE Section 2.8)
- **Every permanent job from the train system would indirectly spur 2 to 4 jobs in supporting industries based on Economic Impact Area economy.** (DEIS, Section 3.14.5.2.3)
- **On properties within half a mile of station locations, assessment values would increase between $71.4 million and $161.1 million** (DEIS, Section 3.14.5.2.3)
- **An independent analysis confirms a net positive tax impact, estimated to generate between $6.5 billion to $7.0 billion by 2040** (DEIS, Section 3.14.5.2.3)
- **The railroad will lead to net reductions of Nitrogen Oxides (NOx), Volatile Organic Compounds (VOC), and Greenhouse Gas (GHG) emissions** (DEIS, Sections ES.9.3 and 3.21.3)

Draft Environmental Impact Statement By The Numbers

4+ YEARS OF STUDYING



30+ REPORTS / STUDIES

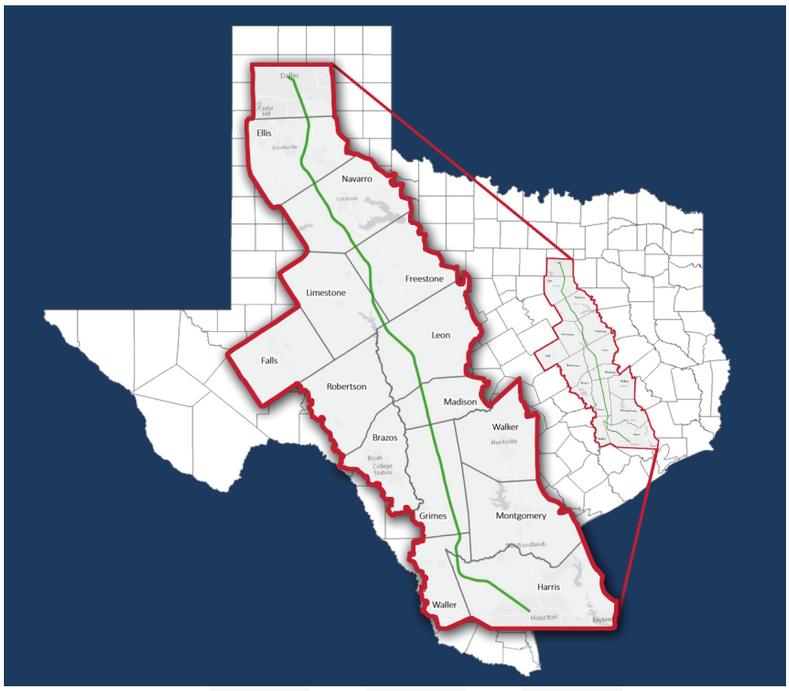
100,000+ WORK HOURS

OVERSIGHT FROM **19** AGENCIES

HUNDREDS OF SUBJECT MATTER EXPERTS

5,600 PAGES

Route Map



FRA evaluated four general corridors before selecting the Utility Corridor for further study. Within the Utility Corridor, FRA investigated 22 potential HSR route alternatives. Six end-to-end alignment alternatives were evaluated in the DEIS, resulting in FRA's announcement of a proposed single preferred build alternative as shown above.

Advantages of the single, identified route, Alternative A:

- Fewest acres of wetlands impacted permanently (DEIS, Section 2.7.2)
- Fewest businesses displaced (DEIS, Section 2.7.2)
- Fewest number of land parcels required (DEIS, Section 2.7.2)
- Fewest agricultural structures acquired (DEIS, Section 2.7.2)
- Fewest impacts to socioeconomic, natural, physical and cultural environments (DEIS, Section 2.7.2)
- Least acreage of permanent impacts (DEIS, Section 3.6.7)
- "Would not result in a significant impact of loss to crop yields, livestock, or the state agricultural economy." (DEIS, Section ES.9.14)
- Alternative A Would have neutral or beneficial impact on most visual landscape. (DEIS, Section 3.10.7)

Environmental Impact Statement Timeline

FEB 2011 — Phase 0 study

JAN 2014 — Signed MOU with FRA, TxDOT and FRA's third-party environmental firm

MAR 2014 — Project endorsed by Dallas, Houston, Fort Worth at Houston press conference

JUN 2014 — Notice of Intent for EIS was published by FRA in the Federal Register

OCT 2014 — First round of FRA scoping meetings held

JAN 2015 — Survey work begins

FEB 2015 — Announcement of Dallas Station location sites and partnership with Matthews Southwest

APR 2015 — Texas Central open house meetings held

APR 2015 — RPA submitted to FRA

DEC 2015 — Second round of Texas Central open houses held

APR 2016 — Land option program begins

FEB 2017 — Option agreements reached with 30% of parcels needed, 50% in Grimes and Waller

DEC 2017 — DEIS released

JAN FEB 2018 — DEIS public hearings

What's Next

The release of the DEIS began a 60-day public comment period ending February 20, 2018. During this time, comments can be submitted online or in person at FRA's public hearings in affected counties. In addition to public hearings, 29 copies of the full DEIS are in public circulation.

To find a public hearing in your area, please visit:
www.fra.dot.gov/Page/P0700

The FRA will assess public comments and Texas Central's impact. The agency then issues its Final EIS, followed by a Record of Decision (ROD), the final step in the environmental review process.

The ROD is needed before the start of construction of the 240-mile passenger line linking North Texas and Houston, with a midway stop in the Brazos Valley.

Comments can also be provided by sending an email to
DallasHoustonHSR@urs.com
or online at
www.fra.dot.gov/Page/P0779