



High Speed, Low Impact

The Texas High-Speed Train will connect North Texas and Houston in less than 90 minutes, using the **most efficient and environmentally friendly mass transportation system in the world.**

The Federal Railroad Administration (FRA) recently highlighted the need for the high-speed train, linking the state's economic powerhouses, with a midway stop in the Brazos Valley.

The FRA's Draft Environmental Impact Statement (DEIS) says the project is being built to ensure the safety and environmental wellbeing of counties and communities along the 240-mile route.

"As an alternative transportation mode, [the Texas High-Speed Train] is supported by several factors, including population growth, congestion of the state transportation system and safety," the DEIS said. **"Travel demand is increasing and the existing transportation infrastructure is not able to accommodate this growing demand between Dallas and Houston."**

ECO-FRIENDLY DESIGN

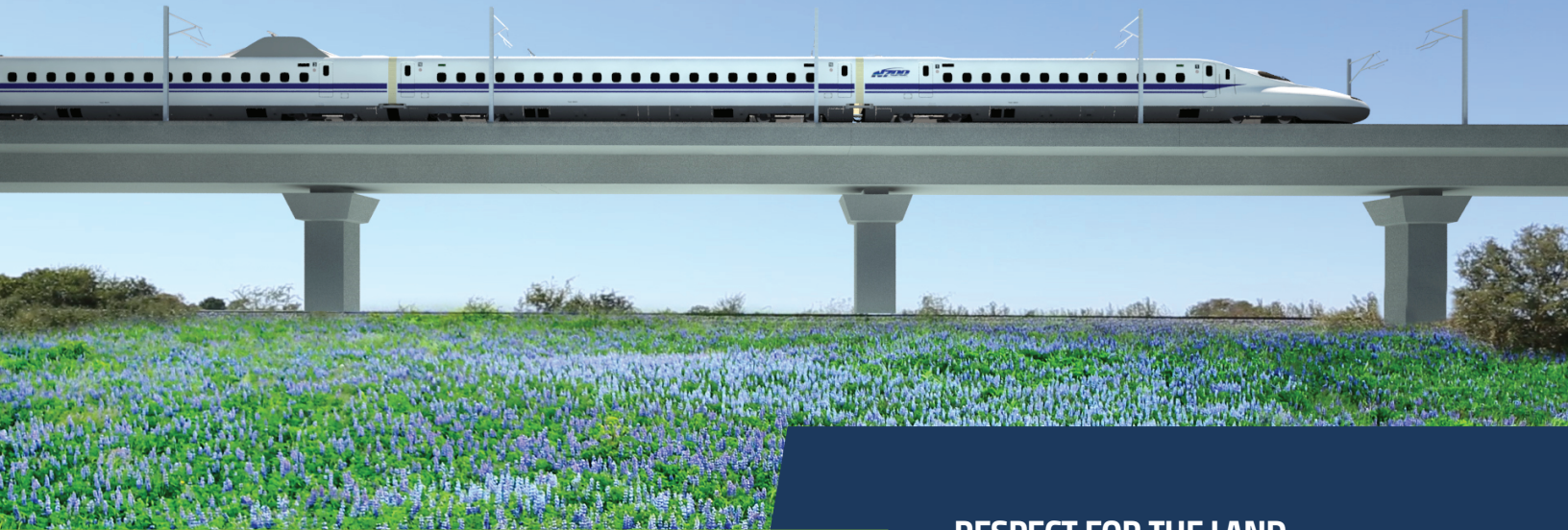
The Texas High-Speed Train, with a small footprint and significantly lower emissions per passenger mile, will help handle growth efficiently and relieve stress on the environment.

AT A GLANCE

- The populations of North Texas and Houston are projected to roughly double by 2035.
- The Texas High-Speed Train utilizes regenerative braking technology to recapture spent energy.
- The Texas High-Speed Train will provide an attractive alternative to hundreds of thousands of auto passengers every year.
- Fewer cars on the road mean less emissions and contaminants that harm air and water quality.
- High-speed trains emit just 1/12th the amount of carbon as a typical commercial jet.
- This technology is entirely electric.

ENVIRONMENTAL REPORT FINDINGS:

- **Approximately 100 to 500 feet in right-of-way needed for train system and facilities.**
- **52% of the route will be adjacent to existing infrastructure.**
(DEIS, Section 2.5.4)
- **There will be zero closures of public roads.**
(DEIS Section ES.9.12)
- **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)
- **Zero noise impacts would occur from station activities.**
(DEIS, Section 3.4.5.2.2)
- **More than a 200% increase in vehicular traffic is expected on Interstate 45 between Dallas and Houston by 2035.**
(DEIS, Section 1.2.2.3)
 - **The train would remove 14,630 vehicles per day on I-45 between Houston and Dallas.** (DEIS, Section 3.2.3.2.2)
 - **By reducing vehicle travel, the train would save 81.5 million gallons of gasoline.** (DEIS, Section 3.9.5.2.3)
- **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)
- **Property assessment values within a half-mile of the proposed stations would increase between \$71.4 million and \$161.1 million.**
(DEIS, Section 3.14.5.2.3)



ROUTE ALIGNMENT

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 -- Build Alternative A.

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 landscapes.** (DEIS, Section 3.10.7)

Tell the FRA you support the Texas High-Speed Train's eco-friendly technology and low-impact design:

<https://www.fra.dot.gov/Page/P0779>

RESPECT FOR THE LAND, COMMUNITIES AND WILDLIFE

Federal regulators said linear transportation infrastructure like a high-speed train typically do not substantially change the pattern and intensity of land use in the broader cities and counties in which they are located.

To minimize impact, the Texas High-Speed Train will run mainly on elevated tracks and berms adjacent to existing infrastructure in a dedicated, grade-separated corridor. There will be no at-grade crossings, which allows for free movement of wildlife, pedestrians and vehicles under the tracks and at crossings.

These design features will make it easier to avoid negatively impacting streams, wetlands, floodplains and other natural and cultural features. Also, there will be silt fences and straw bales installed to minimize runoff into any nearby bodies of water, wetlands, roads or other sensitive areas. And, at completion, the vegetation will be restored along with other erosion control measures, as needed.

CONSTRAINING NOISE POLLUTION

Through decades of applied research and continuous improvement, the High-Speed Train is one of the lightest and quietest in the world. Since there are no at-grade crossings, there are no crossing arms or whistles as the train passes over/under public roads.

It has a sound pattern that is quieter and less frequent than traffic on many roads and highways.



TEXAS
CENTRAL