



TEXAS
CENTRAL



THE TEXAS BULLET TRAIN

CONNECTING PEOPLE, CREATING JOBS & A NEW AMERICAN INDUSTRY



**TEXAS
CENTRAL**

**TRAINS WILL TRAVEL
AT SPEEDS NEARLY**

200

**MILES
PER HOUR**

**WILL
SERVE**

3

STATIONS

**DALLAS, BRAZOS VALLEY
AND HOUSTON**

**TRAINS WILL
LEAVE EVERY**

30

MINUTES

DURING PEAK HOURS

**NORTH TEXAS TO HOUSTON
IN LESS THAN 90 MINUTES**





WHY THE SHINKANSEN? SAFETY IS *EVERYTHING*

Technology: N700 5th Generation

Safety

- ZERO accident-related fatalities
- 7 billion passengers delivered without single fatality or even injury

Proven Reliability

- Less than 1 min average annual delay

Environmental Friendliness

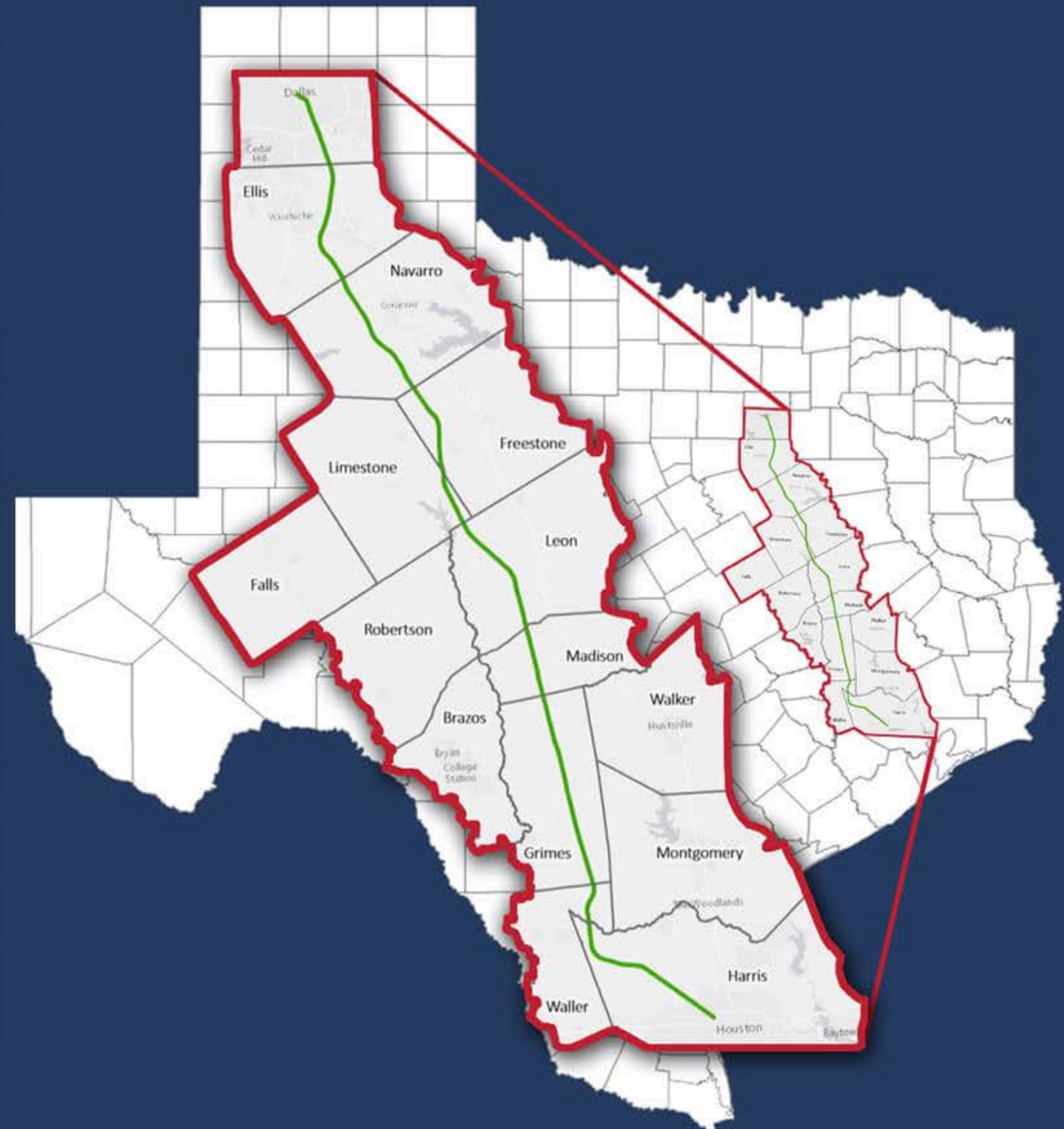
- Low energy consumption

Speed

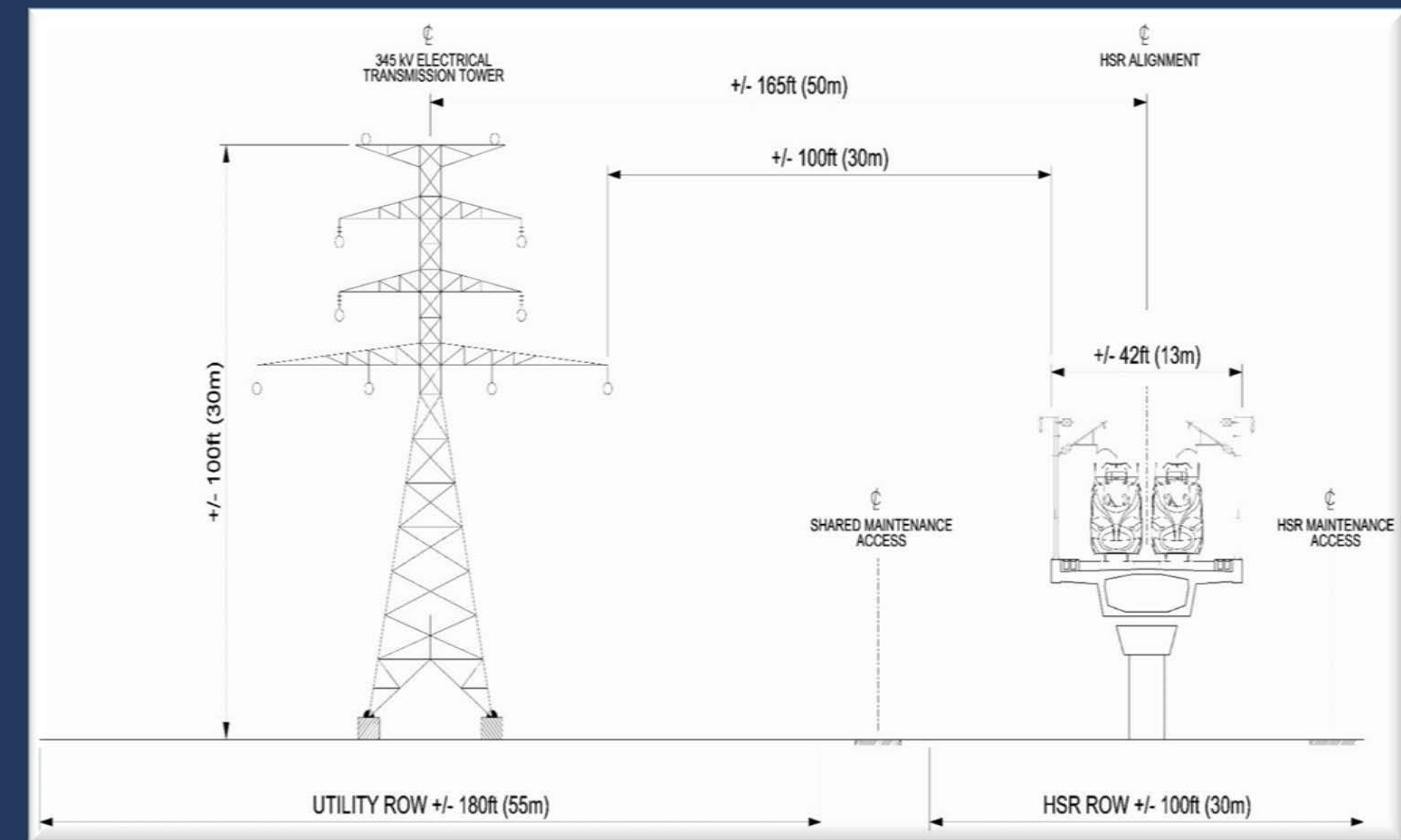
- 205 mph maximum speed

- **Never crosses a road at grade** so there is no opportunity for intersection with cars or vehicles. There are no crossing arms or clanging bells since there are no crossings of this nature.
- There are **no other trains on the system** – either freight or passenger. This ensures the tracks are dedicated to these trains only.
- Trains operate on **dedicated northbound and southbound tracks** so you never have trains heading opposite (head on) directions on the same track.
- The railroad will deploy a safety operations system that is a **generation beyond the federally-mandated Positive Train Control**. It ensures no speeding along the route and electronically monitors and corrects potential human error.
- The route is built to be straight and flat with **all new construction that is tailored for this system**. It is not being retrofitted to be compatible with old or existing conditions or systems.

ROUTE MAP



TYPICAL ALIGNMENT ALONG UTILITY CORRIDOR



Project Magnitude : Construction on a Huge Scale

CONCRETE

The Railroad will require nearly 10 million cubic yards of concrete, three times the amount used to build the Hoover Dam.



STATIONS AND FACILITIES

The Railroad will include:

- 3 stations
- large and small maintenance facilities along the route



RAIL

The Railroad will use nearly

- 1,100 miles of rail
- 215 turnouts
- More than 1.4 million concrete railroad ties.



JOBS

The project will require approximately 10,000 workers every day during design, project management, and construction. As many as 1000 permanent jobs will be created once operational.



PREFERRED DESIGN/BUILDER ANNOUNCED

FLUOR®

LANE 

WSP



Transportation

Texas Central taps Fluor, Lane Construction on \$15B bullet train venture

**DALLAS
BUSINESS JOURNAL**



BUSINESS AUG 14

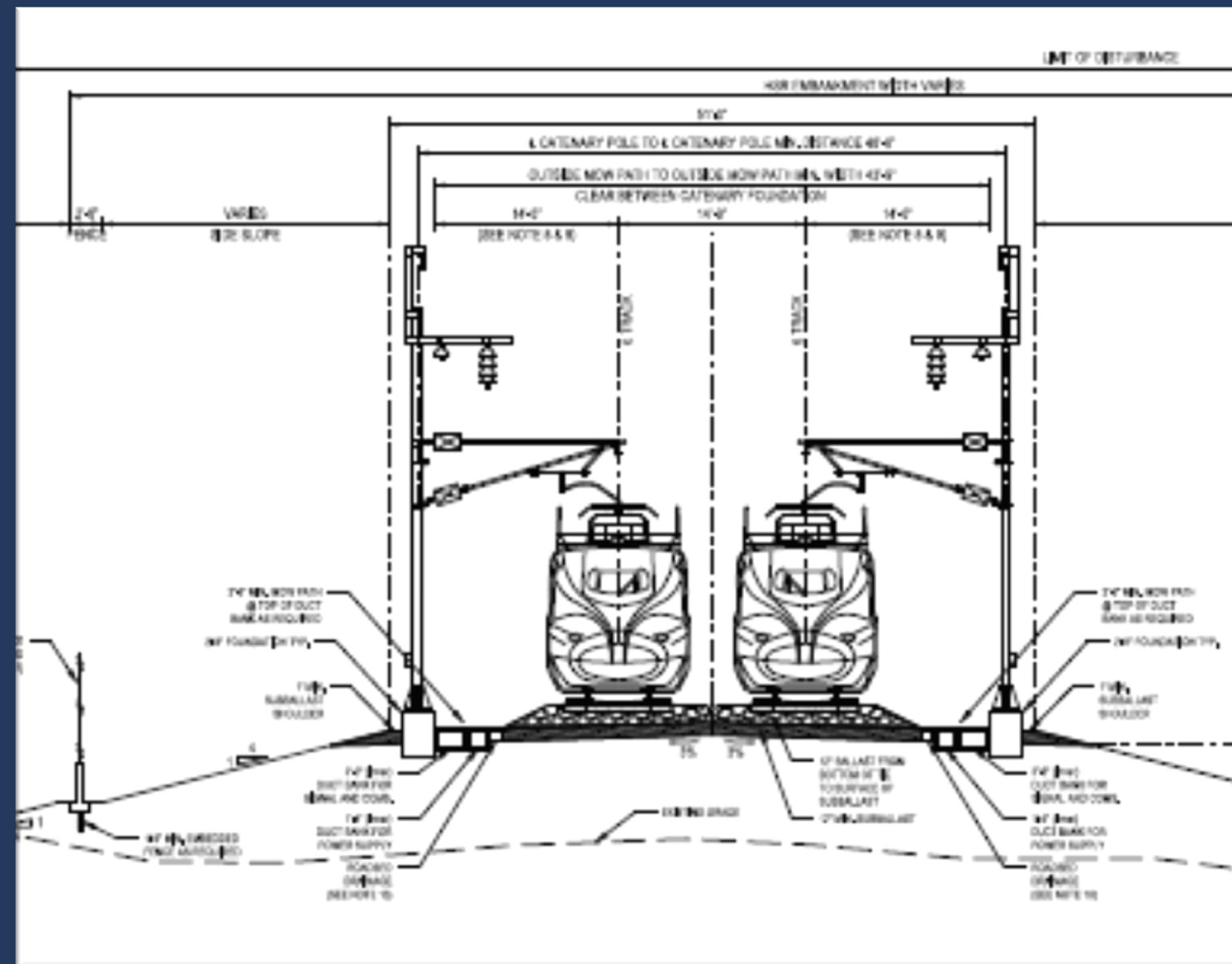


Fluor Enterprises, Lane Construction on track to design, build Texas' proposed bullet train

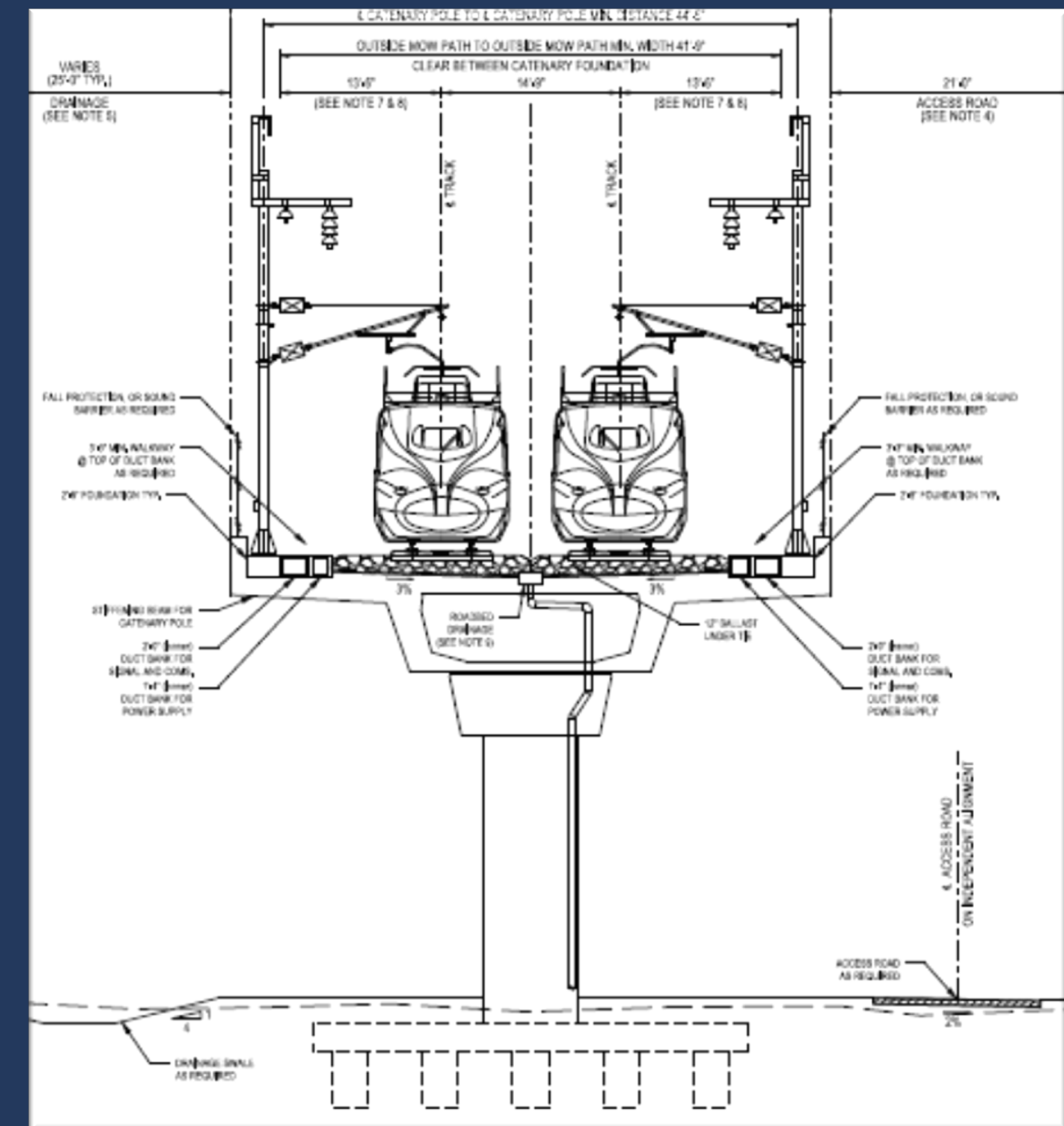


Claire Z. Cardona and Eline de Bruijn

TYPICAL ALIGNMENT - SECTIONS



HSR Typical Embankment Section



HSR Typical Viaduct Section

BERM DESIGN OPTION



ROADWAY CROSSINGS DETAILS

- Summary of Roadway Crossings
- Total public roadway crossings= 225 +/-
- Roadway over Rail crossings= 50 +/-

- Summary of Stream Crossings
- Total stream crossings= 700 +/-
- Stream crossings under elevated structure = 525 +/-
- Stream crossing with a proposed pipe or culvert crossings = 175 +/-

TYPICAL TOP / DOWN CONSTRUCTION



DALLAS APPROACH



DALLAS APPROACH: CROSSING OVER LOOP 12

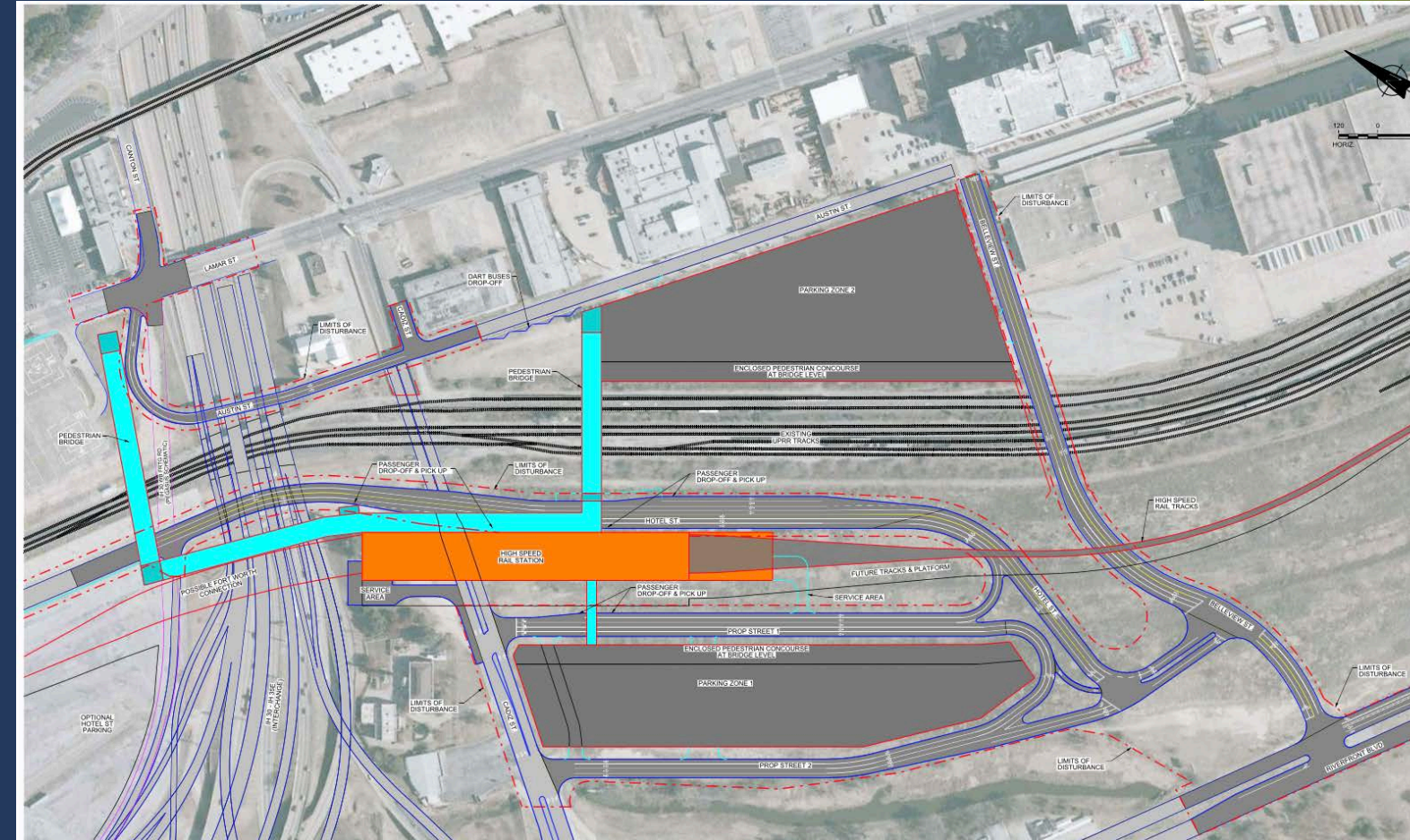


HOUSTON APPROACH ALONG HEMPSTEAD ROAD

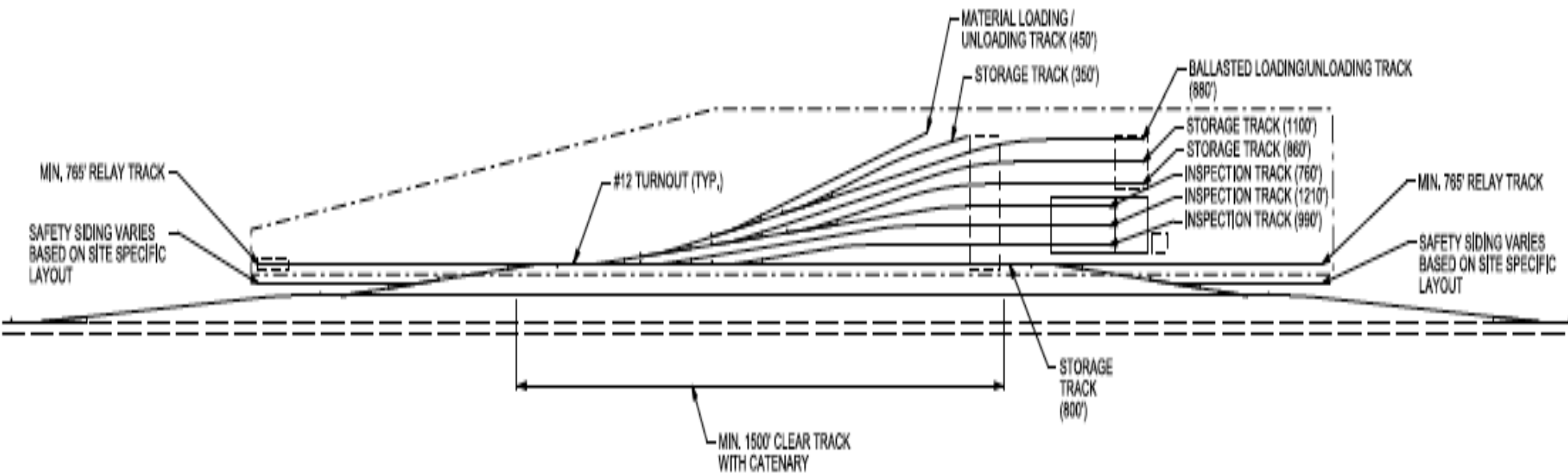


Station Planning

- Program Elements
 - Public area and platforms
 - Parking
 - Operations and Maintenance
 - Transit Oriented Development
- Program Considerations
 - Uses
 - Space Needs
 - Staffing
 - Adjacencies
- Site Specific Layouts
 - Assess ROW requirements and limits of disturbance
 - Access and multimodal connectivity
 - Parking
 - Utilities



PROTOTYPICAL MAINTENANCE FACILITY



TYPICAL TRACK LAYOUT PLAN



MOW FACILITIES AND EQUIPMENT



**TEXAS
CENTRAL**

A SIGNIFICANT INVESTMENT WITH BENEFITS ACROSS TEXAS

>\$10 BILLION

INVESTMENT

from the project's
infrastructure, design
and construction

\$36 BILLION

DIRECT IMPACT

from the economic
benefits the project will
generate over the
next 25 years

\$2.5 BILLION

TAX REVENUE

estimated to be paid by the
company to the state, counties,
local municipalities and
school districts

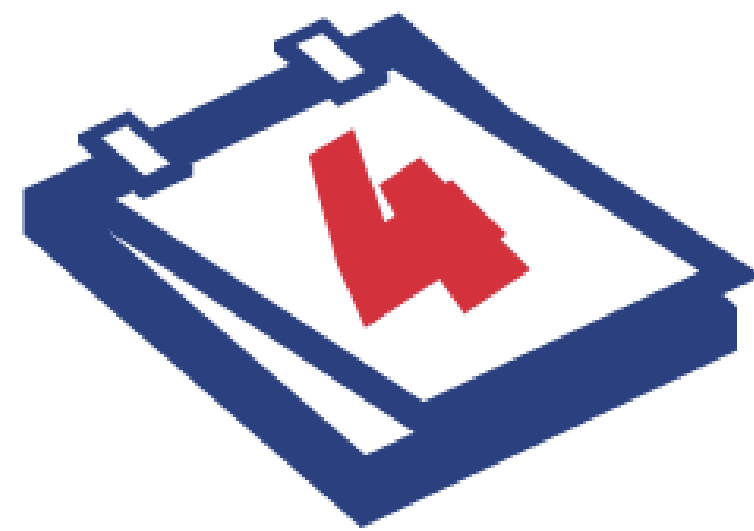
Our Vision for the Station Area



MAJOR MILESTONE: DEIS RELEASED

Draft Environmental Impact Statement By The Numbers

**4+ YEARS OF
STUDYING**



**30+
REPORTS
/ STUDIES**

100,000+
MAN HOURS

19
AGENCIES



**HUNDREDS OF SUBJECT
MATTER EXPERTS**

**4,000
PAGES**



FRA SOLICITING PUBLIC INPUT



HOW TO COMMENT

The (EIS) process is specifically designed for public involvement. This is your opportunity to provide comments and raise issues you would like to see addressed. Your comments and feedback provided during this process will enable the project to better address community and environmental concerns.

The 60-day public comment period that began with the Dec. 22nd notice in the Federal Register provides an important opportunity for the public to review and provide input to the Federal Railroad Administration (FRA) on the Texas Bullet Train's route and low-impact designs. Texas Central looks forward to continuing to hear from landowners and other stakeholders at the FRA's upcoming hearings and informally as we are working every day in the community.

You can review all DEIS-related documents and provide comments to the FRA directly at this link: <https://www.fra.dot.gov/Page/P0779>

ACT NOW:

**PROVIDE YOUR COMMENT
TO THE FRA**

www.fra.dot.gov/Page/P0779



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