

The Project

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THE TEXAS HIGH-SPEED TRAIN

Nearly 100,000 Texans, sometimes called “super-commuters,” travel back and forth between Houston and Dallas/Fort Worth more than once a week ([source](#)). Many others make the trip very regularly. The approximately 240-mile high-speed rail line will offer a total travel time of less than 90 minutes, with convenient departures every 30 minutes during peak periods each day, and every hour during off-peak periods – with 6 hours reserved each night for system maintenance and inspection.

JOY OF THE JOURNEY

- ✓ Capable of operating at speeds in excess of 200 miles per hour and moving passengers between Dallas and Houston in less than 90 minutes
- ✓ Substantive, wide-bodied seats, arranged “two-by-two” and separated by an aisle, ensuring sufficient leg, head and elbow room with no “middle-seat squeeze.”
- ✓ Choice of service levels, with quiet, work-friendly cabins and food and beverage options to fit your needs and budget.
- ✓ Plentiful Wi-Fi and power outlets, so passengers can get down to business, read, enjoy a movie, talk or catch a quick nap.
- ✓ Fares highly competitive with the cost of travel by auto or commercial air service
- ✓ A variety of retail stores, restaurants and shops located in passenger stations, each with a distinctly Texas style of service provided by well-trained staff who are eager to please.
- ✓ Departures every 30 minutes during peak travel periods, with passengers able to review schedules, select seats, purchase tickets, change travel plans, order on-board food and drinks, reserve rental vehicles at their destination and book onward travel connections online or via mobile apps.
- ✓ Stations located with easy access to major roadways, connections to public transit options, and plenty

of on-site parking.

TECHNOLOGY

JRC's Series N700 rolling stock features 16-car trains running between Tokyo and Osaka, Japan. To serve the Texas market, Texas Central anticipates an eight-car train with seating capacity for an estimated 400 passengers, and the room necessary to provide them the comfort, amenities and service options they will expect and deserve.

Other advantages of the N700 system include—

Safety

Zero fatalities due to train accidents in 54+ years of operations.

Separation

The Texas High-Speed Train will operate on secure, separate, closed tracks dedicated fully to high-speed passenger trains with no sharing with freight or other passenger rail services, and no dangerous roadway intersections for vehicles, pedestrians or animals to have to cross.

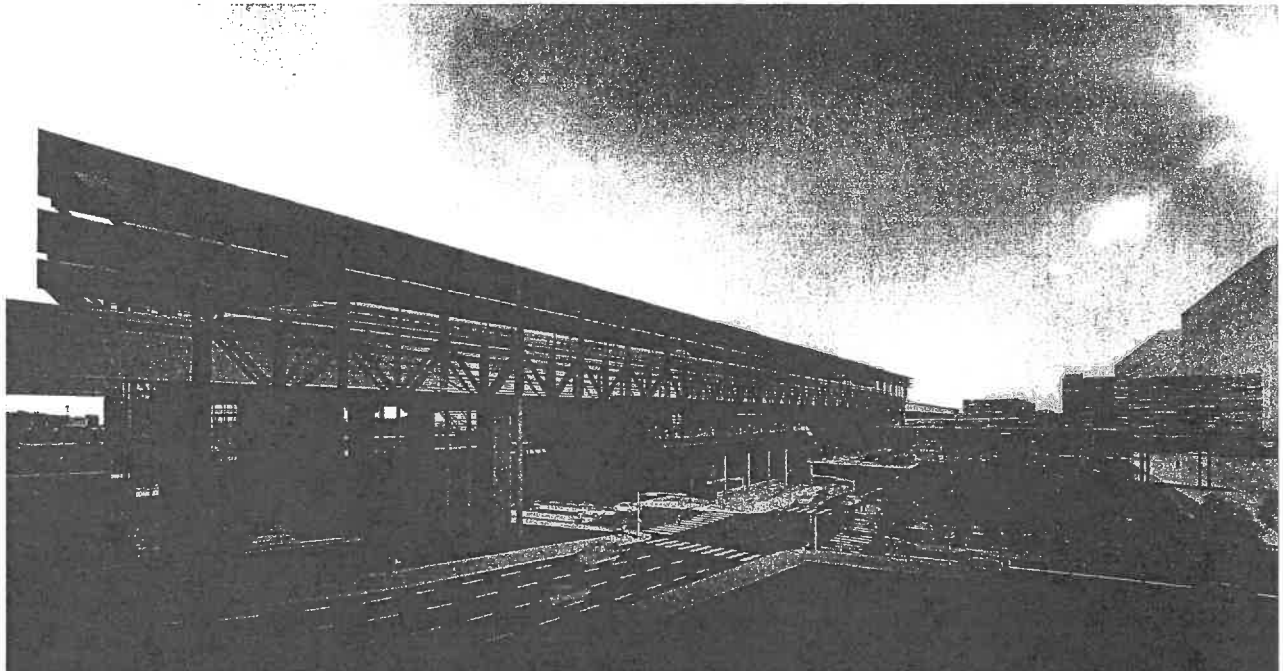
Efficiency

All-electric trains powered via overhead catenary cables, with an advanced regenerative braking system that conserves and converts kinetic energy into electric power to slow the train.

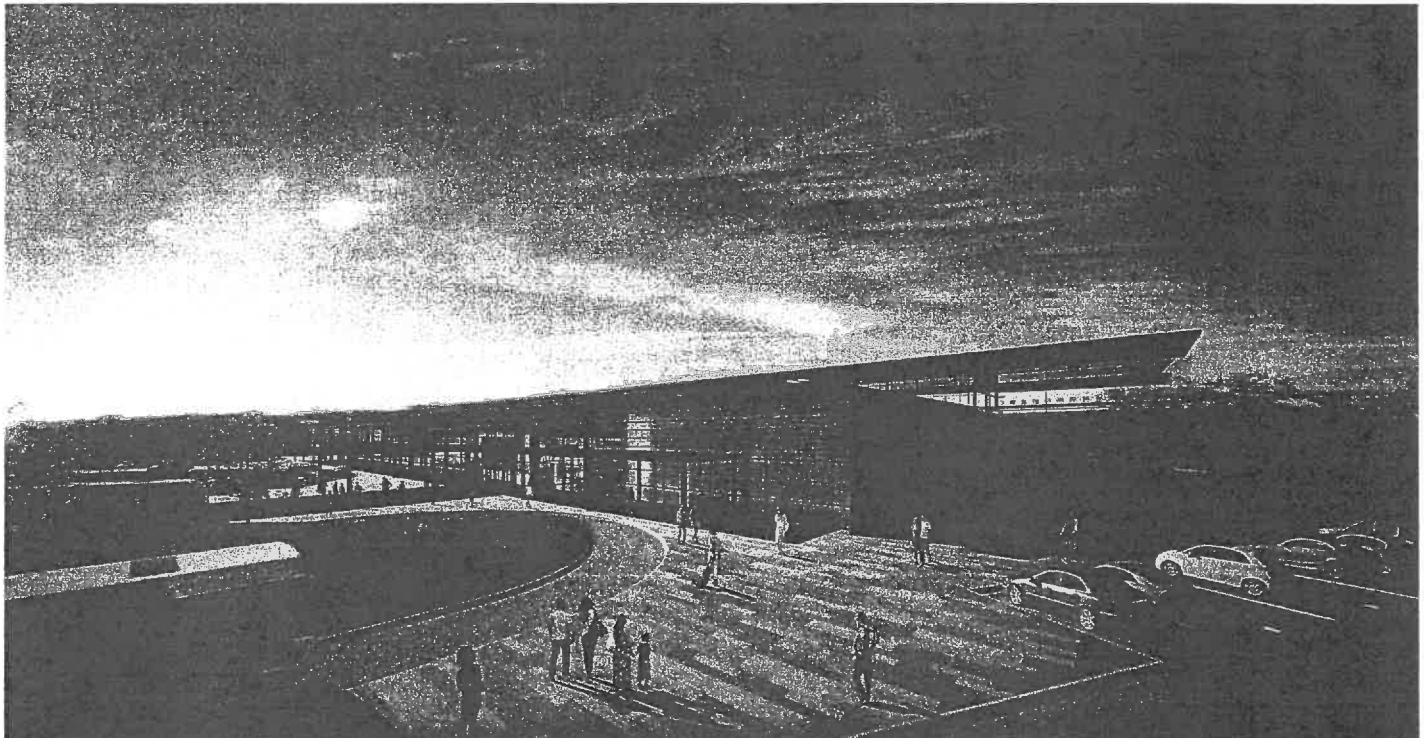
NORTH TEXAS STATION LOCATION

The North Texas passenger station will be located in the revitalized Cedars neighborhood of Dallas, just south of downtown, near the Interstate 30 and Interstate 35 interchange. From this location, passengers will have a quick connection to the Greater Houston region and the Brazos Valley as well as to multimodal transportation networks in Dallas and surrounding areas.

Texas Central is partnering with Matthews Southwest to serve as the developer of the Dallas high-speed train station.



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BRAZOS VALLEY STATION LOCATION

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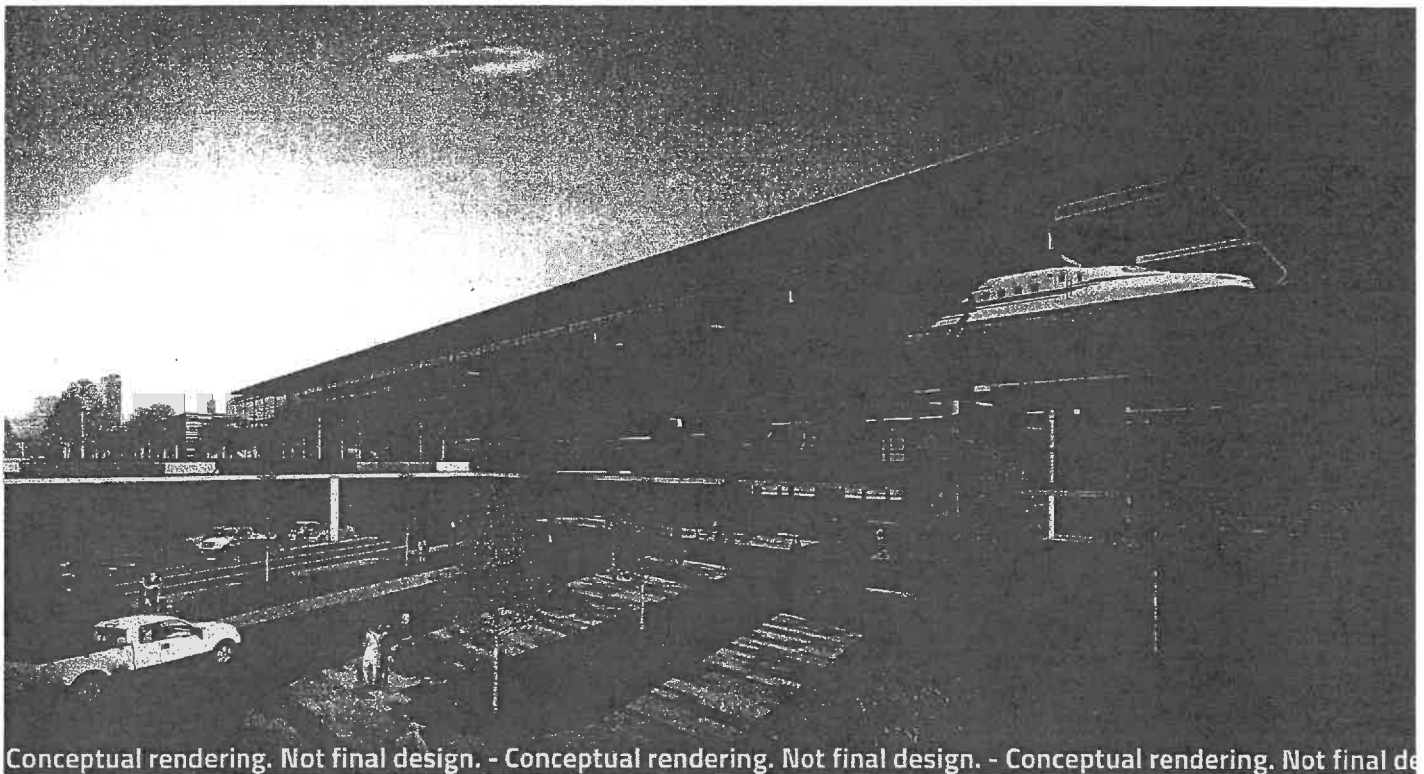
The only stop on the Texas High-Speed Train's daily journeys between North Texas and Houston will be in Grimes County on a 60-acre plot of land on Highway 30, just west of Highway 90, in the Roans Prairie area, about equidistant between College Station and Huntsville.

This site offers an east/west connectivity along Highway 30 that, combined with the proximity to Highway 90, provides passengers hassle-free, quick access to the train station whether they live in major population centers like Bryan/College Station, Huntsville, Madisonville and Navasota, or smaller communities in the area. Plans also call for a shuttle service that will directly connect the Texas A&M campus to the Brazos Valley Station. From that location, it will be a roughly 50-minute ride to Dallas or a 30-minute ride to Houston.

HOUSTON STATION LOCATION

The Texas High-Speed Train's Houston passenger station will be located at the Northwest Mall site near the interchange of US 290 and Interstate 610 in northwest Houston.

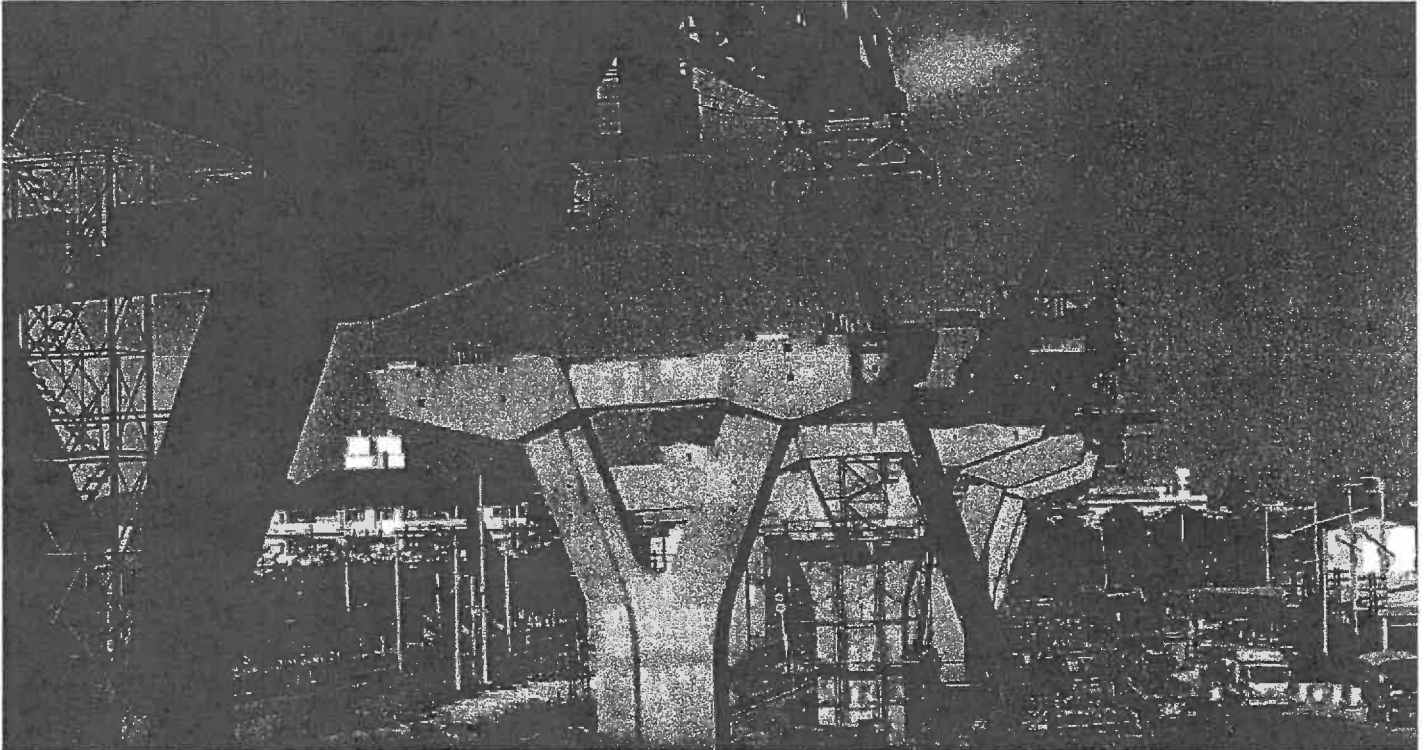
The terminal will be ideally located in a high-growth area, with easy access to employment centers, including the Galleria, the Energy Corridor, the Medical Center and downtown. The station not only will be a catalyst for economic growth but it also will offer a convenient, efficient and direct network for passengers to and from local transit systems.



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Discover The Benefits

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HIGH-SPEED ECONOMIC GROWTH FOR TEXAS

The Texas High-Speed Train will have substantial and long-lasting benefits for the local, state and national economy. This unprecedented private investment will spur economic development, create tens of thousands of jobs and infuse tax revenue into the state and local communities.

RELIEVING CONGESTION: TRAFFIC BETWEEN NORTH TEXAS AND HOUSTON IS EXPECTED TO...

Cars, trucks, 18-wheelers and motorcycles crowd Interstate 45 between Houston and North Texas, with travel times often approaching and sometimes exceeding five hours, depending on road and weather conditions. The Texas Department of Transportation estimates that this trek could take upwards of 6.5 hours by 2035. Similarly, a 2010 study of intercity travel in Texas estimated that the average travel speeds of approximately 60 mph along the I-45 corridor would drop almost 35 percent to 40 mph – making for a 6.5-hour drive between North Texas and Houston. This increase in travel time includes all planned improvements and increased highway capacity.

Passengers on the high-speed train system will leave traffic jams, construction delays and flat tires behind as they zip effortlessly between the two regions. A more pleasant and productive experience will be an oasis for business and leisure travelers alike. And for those who continue to drive, more passengers on the train means fewer people in front of you on the highway. It's a win-win for Texans and it's going to be here before you know it.

ENVIRONMENTALLY SOUND

The N700 train consumes 1/8th less energy per seat and expends 1/12th carbon dioxide than a Boeing B777-200*. The Series N700 was designed and has continuously evolved to operate in some of Japan's most dense urban environments; it embodies decades of applied research, making it one of the quietest trains in the world. *Data based on Tokyo-Osaka line

Although a private-sector project, government agencies will play an important role in certifying the technology, reviewing the project's environmental impacts, coordination during the project's construction and regulating the system's operations.

High-Speed, Low-Impact:

[VIEW THE FACT SHEET](#)

COMMITTED TO SAFETY

High-speed trains are the safest way to travel between cities. In fact, millions of passengers ride high-speed trains every day across Europe and Asia. During more than 54 years of high-speed train operation in Japan, Shinkansen trains have had ZERO fatalities due to train accidents because of the system's thoughtful design, rigorous maintenance and sophisticated, safety-first operating procedures.

To learn from that long experience, Texas Central designers and engineers consult with global leaders in the high-speed train industry to ensure that the latest technologies and highest standards for safety are brought to Texas.

Texas Central's commitment to safety permeates every aspect of the train system's design, including:



A Total System Approach

Seamlessly integrates signaling, infrastructure design, track work, communications, power supply, operations, maintenance, rolling stock and the system safety plan into a coherent whole



Separated Track System

A track system completely separated from other modes of transportation and dedicated solely to high-speed passenger train service, preventing any possible encounter with freight traffic, motor vehicles or pedestrians

ATC Signaling Technology

Life On The Fast Train

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LIFE ON THE FAST TRAIN

A BETTER WAY TO TRAVEL

If you frequently travel between Houston, North Texas, and the Brazos Valley, you understand why Texans are demanding more and better travel options within the state. Current choices are stressful, inefficient and can be downright dangerous.

TEXANS DESERVE BETTER

High-speed trains provide a BETTER WAY to travel the Lone Star State by removing the many pain points of driving and flying. From flexible booking options and seamless interchanges to frictionless security, wide aisles, comfortable seating, fast WIFI and food and beverage service, high-speed trains provide an anxiety-free travel experience for families, business travelers, students, tourists and anyone else traveling between North Texas, the Brazos Valley and Houston.

It's Comfortable. It's Safe. It's Reliable. It's a BETTER way to travel Texas.

A STREAMLINED TRAVEL EXPERIENCE

A BETTER WAY

A BETTER WAY

Train travel is fundamentally different than air travel. No intrusive airport security measures that result in disrobing and unpacking. On this train, you can keep your boots on!

Texas Central is committed to providing a world-class, safe and comfortable experience, building the latest security technology into the stations and design. Already, industry experts with extensive experience in global transportation security are working on comprehensive plans to ensure the safety of the system, passengers and employees. The project's security team has an ongoing dialogue with the Department of Homeland Security, Department of Public Safety, and the Transportation Security Administration to discuss and implement procedures.

For these reasons and many more, high-speed trains will be the preferred mode of travel for millions of Texans moving between the two regions.

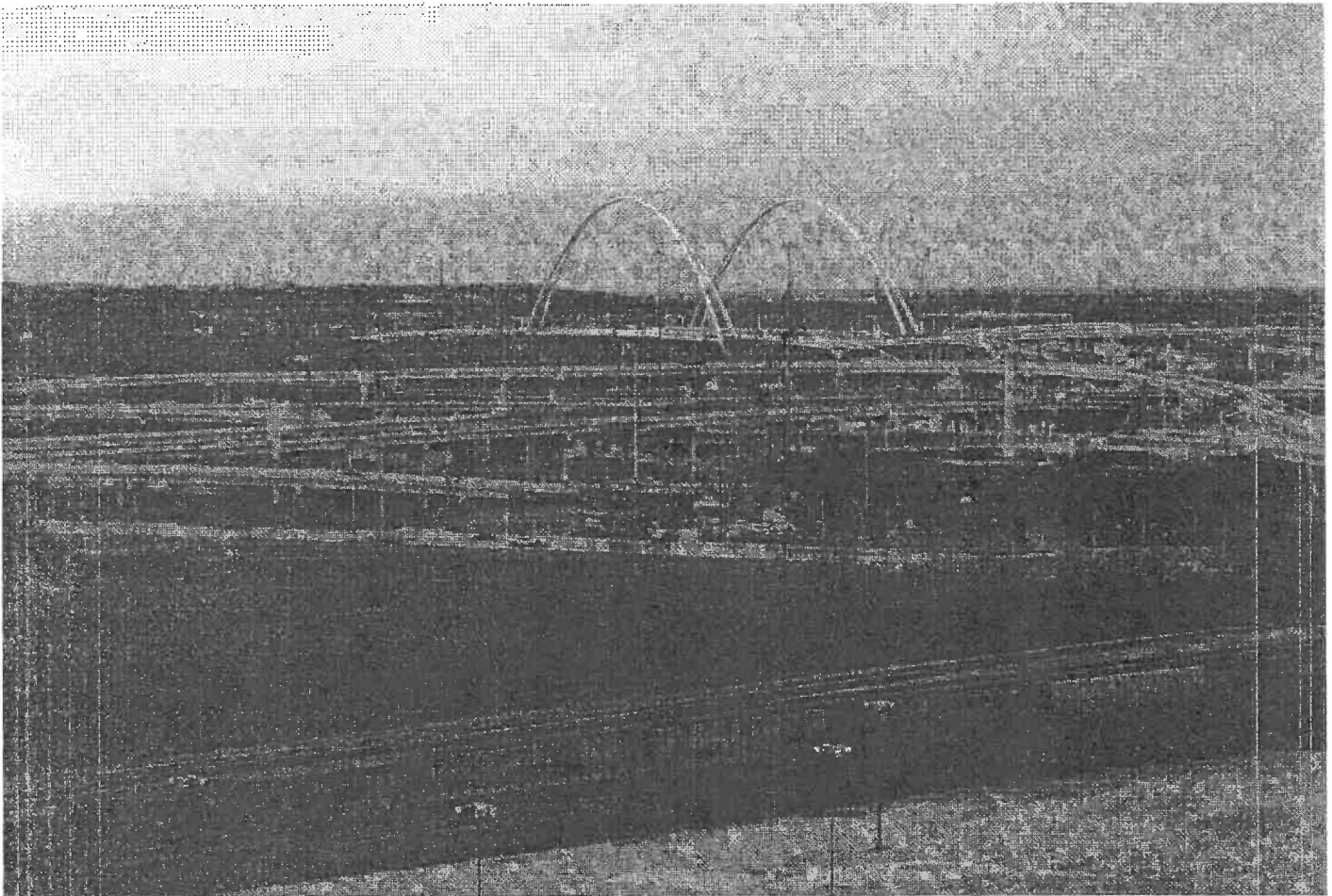
IT'S ABOUT TIME TEXAS



High-speed train between Dallas and Houston gets federal approval

The railroad plans to connect Texas' two biggest cities within 90 minutes. Construction could begin in the first half of next year.

BY JUAN PABLO GARNHAM SEPT. 21, 2020 UPDATED: SEPT. 22, 2020



The company has already secured over 600 plots of land, as well as areas for the stations in Dallas, Houston and the Brazos Valley. Brandon Formby/The Texas Tribune

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The high-speed train that promises to transport passengers between Dallas and Houston in 90 minutes has been approved by the Federal Railroad Administration, according to Texas Central Railroad, the company in charge of the project.

The U.S. Department of Transportation's Federal Railroad Administration issued the two key rulings, which provide the regulatory framework and the environmental review for the high-speed train, that Texas officials were waiting on to move forward with the project, according to the company. The announcement was first reported by the Houston Chronicle.

Texas Central expects to start construction in the first half of 2021. The federal Surface Transportation Board still must approve the project before construction can begin.

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The rulings announced Monday brought cheers from leaders in Dallas and Houston, but criticism from project opponents along the path the train could take to connect the cities.

Although the company had to layoff 28 workers due to the coronavirus-related financial crisis in March, Texas Central Railroad had described the project as "shovel ready" and waiting for the federal government's approval.

"This is the moment we have been working towards," said Carlos Aguilar, CEO of Texas Central Railroad in a statement. "The release of the final (approvals) by the Federal Railroad Administration represents years of work by countless individuals, affirming a very thorough and careful federal regulatory process that will make the Texas Central Railroad the first high-speed rail system to be implemented in the United States."

The company estimates that the construction for the project will take up to six years, with a total cost of around \$20 billion. The train will use the same

technology as the Shinkansen bullet trains in Japan, which can reach speeds of more than 200 mph.

The project has seen resistance from property owners in rural areas of Central Texas, where the railroad would travel through. According to Texas Central Railroad, they already have control of over 600 parcels of land — approximately 40% of the parcels they need for the project — as well as sites for stations in Dallas, Houston and the Brazos Valley.

U.S. Rep. Kevin Brady, R-The Woodlands, represents part of the areas affected by the project. In a statement, he said the rulings still don't allow use of eminent domain or for Texas Central to start construction. The Surface Transportation Board needs to approve the construction, but the use of eminent domain is a state matter, according to agency documents. In May, Texas courts ruled in favor of the project and against landowners trying to stop the eminent domain process. A landowner plans to appeal. As of September, the company hasn't needed to use eminent domain.

"The lawmakers, landowners and rural communities along the route who oppose this project look forward to this [STB] application process because we believe it will finally force TCR to publicly disclose their shaky financial projections to the STB, reveal why potential investors have abandoned the project and why taxpayers will likely be on the hook when it ultimately fails," Brady said.

The company has previously denied that investors have abandoned the project. A spokesperson said that after the approvals from the FRA, they are focused on securing funding and they already have letters of intent from unnamed banks in Japan and Europe for over half of the anticipated debt needed for the project.

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State Rep. Ben Leman accused the company of asking for billions of federal dollars and putting up "Texas land as collateral to the Japanese government in the event the project fails." A spokesperson for Texas Central explained that the

company gave its lender, a company called Japan-Texas High Speed Railway Cayman LP, a security interest on land it's acquired and said that is typical in real estate transactions. The spokesperson denied that the company has asked for government grants, loans or subsidies.

Several local groups oppose the project. Kyle Workman, president of Texans Against High-Speed Rail, said in a press release that the project will cost more than what is projected.

"Texas Central will likely trumpet this decision as major progress for its project, but they are simply arranging deckchairs on the Titanic," Workman said.

The organization ReRoute The Route, which has called the proposed path "the most dangerous and cheapest option," criticized the federal government for the decision.

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"The Federal Railroad Administration is neglecting its regulatory duty to protect Americans from life-threatening projects like the proposed high-speed rail project in Texas," organization spokesperson Taylor Ward said via email. "This project has been flawed from the beginning and the FRA has ignored calls from concerned property owners, safety professionals, and even other rail companies."

But leaders in Dallas and Houston have defended the high-speed railroad and worked with the company to secure areas to build stations and lines.

"Today's announcement from Texas Central means that this landmark project is closer than ever to breaking ground. The construction of high-speed rail will have a generational impact, creating thousands of jobs right here in Houston and injecting billions of dollars into our local businesses," said Houston Mayor Sylvester Turner in a statement. "Once operational, the system will create connections and opportunities never thought possible."

At the other end of the line in Dallas, Mayor Eric Johnson repeated his support for the project.

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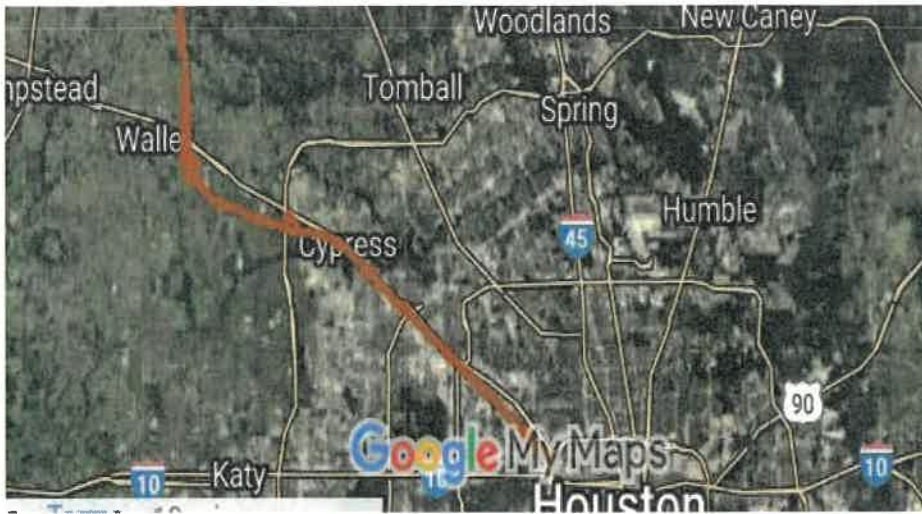
“High-speed rail will be a major part of the future of transportation in Texas, and it will be transformative for the city of Dallas,” Johnson said in a statement. “I am thrilled by the announcement of Texas Central’s latest historic milestones, and I am proud to advocate for this project, which will create thousands of jobs in Dallas, attract new businesses, and strengthen our economy for years to come.”

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Train from Houston to Dallas projected MAP