Texas Central Railway: Project Update

Transition Houston
November 5, 2012
• Vision & Approach

• Team, Technology & Corridor

• Current Priorities

• Q&A
Vision and Approach

Letting the market lead

• Promote the development, deployment, and operation of a profitable high-speed rail system linking the Dallas/Fort Worth Metroplex and Houston in less than 90 minutes.

• Apply the discipline of the market to determine route, station locations, and maximize transit-oriented development opportunities.

• Showcase Central Railway Railway Company’s state-of-the-art, N700-I system: true high-speed rail technology offering exceptional comfort and service at speeds in excess of 200mph.

• Collaborate with US companies, the State of Texas, and the communities we serve to take advantage of the transformational nature of high-speed rail service.
N700-I
Sophisticated travel
Corridor
High ridership with uniquely low capital costs

- **Distance**: 240 miles
- **Geography**: 72.9% “Rural Flat”
- **Congestion**: – No existing passenger rail
  – Over 53,000 cars per day
  – Over 100 flights per day
  – Currently 36 busses per day
Technology: JRC’s N700
Safe, fast, convenient

- **Safety**
  - ZERO accident-related fatalities
  - Computer-Aided Traffic Control

- **Speed**
  - 205 mph maximum speed
  - 2.0 mph/sec starting acceleration

- **Proven Reliability**
  - Less than 1 min average annual delay
  - 150 million passengers per year

- **Environmental Friendliness**
  - Low energy consumption
  - Low noise pantograph & coverall hood

- **Passenger Comfort**
  - Advanced semi-active suspension
  - Noise-absorbing floor structure
Current Priorities
Investment Grade Ridership Study
Estimating system revenue

- Ongoing study conducted by Louis Berger Group

- Will provide overall ridership estimates, as well as sensitivity analyses to support station location analysis

- Drawing data from intercept surveys, the Statewide Model (SAM) as well as models and data from:
  - TxDOT
  - NCTCOG
  - H-GAC
  - DART
  - Metro
  - BVCOG
Engineering and Design
Progress on alignment

• Phase 1 Engineering and Design further defines alignment to 5% Preliminary Engineering
  – Confirms no fatal flaws
  – Engineering and design sufficient to begin environmental approval process with state and federal agencies

• Ongoing work to refine potential terminal location and design
  – Dallas station access engineering study ongoing
  – Houston station location analysis ongoing

• Ongoing work to compile (from JRC) and develop HSR safety standards
  – Closely following FRA developments
  – Anticipating shared ROW operations and getting ahead of the CAHSR process
Environmental Review
A process underway

Ensuring no environmental fatal flaws

• Environmental approvals are another risk HSR projects must overcome in the United States
  – Complete inventory of required permits
  – Complete inventory of potentially impacted species
  – First Houston Toad study complete
  – Currently preparing for next Houston Toad study

• Ongoing engagement with federal and state agencies
  – TxDOT
  – USACE
  – USFWS
  – TCEQ
  – FRA
  – USDOT
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