



# RE-ROUTE THE ROUTE

## WHAT THE HIGH-SPEED IS REALLY COSTING YOU

After promising the proposed Texas high-speed rail project would be entirely privately funded, Texas Central is seeking federal taxpayer-backed financing and the private properties of hundreds of Texas for their project. The countless environmental, financial, and safety concerns still plague the project, all highlighted by the lack of any state financial support from the Texas Legislature.

- The proposed Texas project will cost at least \$30 billion, triple the original 2015 estimate of \$10 billion.
- The projected cost to build the \$100 billion California high-speed rail system took twelve years to triple, while the proposed Texas project took just five years, before any construction permit has even been requested, let alone approved.
- The proposed Texas project will cost \$125 million per mile, exceeding the \$115 million per mile to build the first segment of the California high-speed rail project.
- Texas Central has never operated a railroad, has no tracks, has never sold rail tickets, and has never transported rail passengers.
- Texas Central needs more than \$3 billion in emergency financing to keep the project alive.
- Texas Central has burned through \$340 million in interest-bearing sovereign Japanese loans to export 1960s rail technology to the U.S. market.
- Texas Central's proposed route strays to the distant northwest corner of the Houston metropolitan region and dangerously close to a natural gas compressor station.
- The poorly-designed alignment runs much of its distance far from any visible infrastructure and will impact thousands of acres of habitat for over 100 endangered and threatened species.
- Local officials warn that the project would isolate or displace low-income and minority neighborhoods in both the Houston and Dallas regions.
- "Financially the Project is in disarray ... Texas Central's last hope is an infusion of money from Japan and the enactment of the Green New Deal, providing a taxpayer bailout on the project before it even gets started." – Oct. 8, 2020 letter by seventeen Texas state legislators to Gov. Greg Abbott
- "...the use of eminent domain is expressly limited in the Texas Constitution for public use and may only be granted by the authority of the Texas Legislature. A private entity should not be given such extraordinary power, with no means to actually fund the construction of a disastrous \$30 billion high-speed rail project." - Rep. Cody Harris, Aug, 4, 2021

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