



# RE-ROUTE THE ROUTE

## THE TRUTH ABOUT ECONOMIC IMPACT

Texas Central touts the economic benefits of its planned high-speed rail, but its proposed location and lack of funding will do more harm than good to Texas' economy.

- The Houston station is far from downtown – with no easy access to light rail connections, airports, or even the Northwest Transit Center. High-speed rail commuters will find themselves **needing to arrange for other transportation to get them most places in the city**, including the economic heart of downtown where business and tourism are primarily located.
- The rail doesn't follow I-45, and the only stop between Houston and Dallas is slated for Grimes County, which is **still roughly 30 minutes from Texas A&M and the Bryan-College Station area**.
- High-speed rail investors claim that the project will save TXDOT in ten years from spending exactly what's being spend on the high speed rail. **In reality**, TXDOT plans to spend just over \$5 billion to improve I-45 between Dallas and Houston over the next ten years, **not the \$30 billion the proposed high-speed rail project is estimated to cost**. There are no TXDOT savings from this project.

Any economic growth from this project would be stunted by **lack of accessibility** and the **additional time needed for subsequent transit options**.

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