



RE-ROUTE THE ROUTE

HOW THE ISSUE EVOLVED

In 1989, Texas established an agency dedicated to high-speed rail issues – the Texas High-Speed Rail Authority. That agency was responsible for determining whether or not there was a need for high-speed rail in Texas and awarding a contract to the private company with the most merit to their application.

The contract was awarded to the Texas TGV Consortium, which ultimately failed to meet a financial deadline and faced termination proceedings in 1994 just before the Texas High-Speed Rail Authority was also scrapped by state lawmakers¹

Texas Central Railway was established in 2010 and made its proposal for a high-speed rail line between Dallas and Houston in 2014, arguing that it could be done "without public funding."² Despite numerous hiccups in the process – ranging from backlash from landowners along the proposed route to environmental and structural concerns – Texas Central has settled on the cheapest route with a Houston endpoint far from downtown and a dangerous curvature in the rail as it swings north from Highway 290.

Texans deserve better than the cheap option – and Texas Central should listen to Texans.

¹ <https://www.texastribune.org/2018/12/13/dallas-houston-bullet-train-critics-want-texas-oversee-eminent-domain/>

² <https://www.texastribune.org/2017/02/23/how-to-build-a-12-billion-bullet-train-without-asking-texas-for-money/>

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