



# RE-ROUTE THE ROUTE

## IS TEXAS HIGH RISK RAIL REALLY "SHOVEL READY"?

Texas Central has repeatedly claimed that they are on course with constructing their proposed high-speed rail project without acknowledging the multiple hurdles that still stand in their way. Before even considering being "shovel ready," Texas Central has countless permits that they have yet to obtain.

- Texas Central has failed to submit their requisite comprehensive and financially-detailed full construction application to the Surface Transportation Board, without whose approval no construction or operation can even begin. That approval may take as much as three years after receiving the application.
- Texas Central has failed to identify and secure 98% of the estimated \$30 billion construction cost or the originally-touted "privately-funded" venture.
- Texas Central has not yet obtained environmental clearances and utility provider approvals of substantial power grid modifications.
- Texas Central has not yet obtained approval from the City of Houston for its proposed Houston terminus site.
- Texas Central has not yet obtained permits from the Harris County Flood Control District regarding heightened post-Hurricane Harvey requirements.
- Texas Central has not yet obtained permits from the Texas General Land Office approving the proposed route.
- Texas Central has not yet obtained permits from the Texas Commission on Environmental Quality to discharge storm water during the construction process.
- Texas Central has not yet acquired more than 60% of the land needed across 1,800 parcels along the 240-mile route.
- Texas Central has not resolved the multiple safety problems raised by Union Pacific in Texas legislative testimony and in federal public notice comments, especially the FRA's lack of "any analysis of the potential disruption to other railroad operations and infrastructure and the consequential safety and economic impacts to communities and the region."

After nine years, Texas Central's proposed high-speed rail project remains in the planning stages and hasn't obtained a single permit to begin construction. This project is no more "shovel ready" today than it was years ago when Texas Central began announcing construction would begin soon - and failed, again and again.

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