



EDUCATE YOUR SENATORS AND MEMBERS OF CONGRESS

Please review the major points on the following page to educate the lawmakers about the multiple financial, operational, regulatory and legal hurdles that make this project unworkable, dangerous, and wrong for Texas in every way.

1. Texas Central has designed an intrastate project that is non-interoperable and has no physical link to any other passenger, freight, or high-speed rail system in the U.S.
2. The proposed Texas project will cost at least \$30 billion, triple the original 2015 estimate of \$10 billion.
3. 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.
4. 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.
5. Texas Central has never operated a railroad, has no tracks, has never sold rail tickets, and has never transported rail passengers.
6. Texas Central has failed to identify and secure 98% of the estimated \$30 billion construction cost or the originally-touted "privately-funded" venture.
7. Texas Central has raised \$340 million from interest-bearing sovereign Japanese loans to export 1960s rail technology to the U.S. market.
8. Texas Central needs more than \$3 billion in emergency financing to keep its project alive.
9. Texas Central has not yet acquired more than 60% of the land needed across 1,800 parcels along the 240-mile route.
10. Texas Central has not yet obtained permits from the Texas General Land Office approving the proposed route.
11. Texas Central has not yet obtained permits from the Texas Commission on Environmental Quality to discharge stormwater during the construction process.
12. Texas Central has not yet obtained permits from the Harris County Flood Control District regarding heightened post-Hurricane Harvey requirements.
13. Texas Central has not yet obtained approval from the City of Houston for its proposed Houston terminus site.
14. Texas Central has not yet obtained environmental clearances and utility provider approvals of substantial power grid modifications.
15. Six Texas counties and a group of Texas landowners are suing the U.S. Department of Transportation and the Federal Railroad Administration in the U.S. District Court for the Western Division of Texas in Waco, challenging the Rule of Particular Applicability (RPA) and final Environmental Impact Statement (EIS) issued in 2020 for the proposed project. Plaintiffs claim that the FRA failed to follow required administrative procedures and processes found in federal law as part of its review of the project, resulting in an outcome that violates the private property rights of the plaintiffs and does not account for all potential environmental impacts.