



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 lawmakers.

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." Despite numerous hiccups in the process – ranging from backlash from landowners along the proposed route to environmental and safety concerns – Texas Central has settled on the cheapest route with a Houston endpoint far from downtown and flawed geometry as it swings north from Highway 290.

After seven long years, the high-speed rail continues to lack funding, support, and the permits to responsibly begin building the project. While the project was intended to be 100% privately-funded, Texas Central has now reneged on that promise, and is seeking federal funding.

Sources:

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

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

FOLLOW US &
TAG



@REROUTETHEROUTE