



RE-ROUTE THE ROUTE

A TIMELINE IN TURMOIL.

The high-speed rail project hasn't just stalled, it's moving **backwards**. Mounting legislative efforts to defend the property rights of Texans are expected this session as state leadership distances itself from the project and its failures.

While Texas Central claims that construction of a few stations will begin in 2021, the high-speed rail is far from having the funding, approvals, or support. Several lawmakers and business leaders are introducing legislation to ensure fair and realistic standards are being followed while the high-speed rail continues to falter.

- “What we’re saying is that until Texas high-speed rail gets all of its approvals from the federal government, TxDOT can’t waste any time, energy, attention, manpower, money.” – State Rep. Steve Toth
- “[There are] a lot of legitimate concerns surrounding this project.” – State Rep. Terry Canales
- “The governor’s team has learned that the information it was provided was incomplete. As a result, the governor’s office will reevaluate this matter...” – John Whittman, spokesman for Governor Abbott

The checklist to execute the high-speed rail continues to grow. In order to continue, the project needs:

- At least \$30 billion to build the project, triple the original estimate, according to lead investor Drayton McLane
- More than \$3 billion in financing right now, just to keep the project alive, according to investor Jack Matthews
- Rights to more than 60% of the land necessary to construct
- Permits from Harris County Flood Control, which contain heightened requirements post-Hurricane Harvey
- Permits from the federal Surface Transportation Board – lengthy, comprehensive, and financially-detailed application not even submitted yet
- Permits from the Texas General Land Office
- Permits from the Texas Commission on Environmental Quality
- Support from rural counties and landowners in the high-speed rail’s proposed path, most of whom are already on record as opposed

With so much left to tackle, Texas Central is in no position to begin construction. One thing is for sure - the 87th legislative session will uncover even more factual distortions of this project.

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